# Transportation Impact Analysis

# **Big Rock 2 Cluster Solar and Storage Project**

**DECEMBER 2024** 

Prepared for:

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#### BIG ROCK 2 CLUSTER SOLAR AND STORAGE PROJECT / TRANSPORTATION IMPACT ANALYSIS

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## 1 Introduction

## 1.1 Purpose and Scope

The purpose of this Transportation Impact Analysis (TIA) is to provide an operational analysis and vehicle miles traveled screening and analysis of the short-term construction and operations phases of the proposed Big Rock 2 Solar Energy and Battery Energy Storage System (BESS) Project (herein known as the "Project") in Imperial County (County). Pursuant to Senate Bill (SB) 743, the focus of transportation analysis has shifted from vehicle delay (and level of service, LOS) to vehicle miles traveled (VMT) under the California Environmental Quality Act (CEQA).

The objective of this study is to provide both CEQA and Non-CEQA assessment for the Project:

#### CEQA Assessment: Vehicle Miles Traveled Analysis

It should be noted that the County is in the process of preparing its new traffic/transportation study guidelines. Once approved, the County's new transportation study guidelines will include VMT metric and analysis requirements per current per CEQA guidelines. Therefore, the VMT screening and analysis in this TIA are based on the Governor's Office of Planning and Research's (OPR)¹ Technical Advisory on Evaluating Transportation Impacts in CEQA (2018) and is consistent with the methodologies for VMT analyses of solar and BESS projects that generate temporary construction trips and nominal operational trips. The CEQA analysis includes the following:

- A VMT screening and analysis for construction and operational phases of the Project per SB 743, CEQA requirements.
- Determination on whether the Project would have a potentially significant impact and require mitigation measures.

#### Non-CEQA Assessment: Level of Service or Traffic Analysis

Activities associated with the operation and maintenance of the solar generation site and battery energy storage site would only be as-needed and are not generate significant daily or peak hour traffic. Hence for the level of service (LOS) analysis, this TIA focuses only on construction-related traffic effects of the Project. As such, all "plus Project" conditions analyzed in this TIA are representative of the addition of construction-related Project traffic. The analysis methodology generally follows the County of Imperial Department of Public Works' Traffic Study and Report Policy (June 2007). As noted above, the County's new transportation guidelines are under preparation at the time of this writing. The new guidelines could trigger an update to the Transportation/Circulation Element and the threshold of LOS C for street segments and intersections. However, LOS is not used as metric for determining transportation impacts under CEQA, but is used for determining traffic effects for the purposes of General Plan consistency requirements of Imperial County. The non-CEQA analysis includes the following:

- Estimate trip generation, distribution, and assignment characteristics of the Project.
- Document existing roadway, pedestrian, bicycle, and transit facilities in the study area.

<sup>&</sup>lt;sup>1</sup> Effective July 1, 2024, the Governor's Office of Planning and Research was renamed the Governor's Office of Land Use and Climate Innovation (LCI).



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- Document Existing (without and with project), and Near Term (without and with project), including intersection LOS and roadway segment capacity analysis.
- Analyze the potential for LOS and operational effects to occur as a result of the project under the Existing and Near-Term conditions.
- Provide findings based on the non-CEQA assessment of the project and describe measures to improve traffic flow during the construction of the Project.

The study area for the LOS analysis is generally based on intersections and roadway segments where a majority of project trips would be routed. Figure 2 illustrates intersection geometrics and traffic control at the study area intersections. Based on the project's trip generation (Table 1) and trip distribution shown on Figure 3 and 4, the following roadway segments and intersections are proposed for the project's LOS analysis:

The following intersections and roadway segments were selected for analysis:

#### Intersections

- 1. Drew Road/Evan Hewes Road
- 2. Drew Road/Interstate (I)-8 Westbound Ramps
- 3. Drew Road/I-8 Eastbound Ramps
- 4. Drew Road/Kramar Road
- 5. Drew Road/Diehl Road
- Drew Road/Wixom Road
- 7. Dunaway Road/I-8 Eastbound Ramps
- 8. Dunaway Road/I-8 Westbound Ramps
- 9. Dunaway Road/Evan Hewes Highway
- 10. Brown Road/Evan Hewes Highway
- 11. Jeffery Road/Evan Hewes Highway
- 12. Westside Road/Evan Hewes Highway
- 13. Huff Road/Evan Hewes Highway
- 14. Derrick Road/Evan Hewes Highway

#### Study Roadways

- 1. Drew Road, north of I-8 Westbound Ramps
- 2. Drew Road, north of Diehl Road
- 3. Drew Road, between Diehl Road and Wixom Road
- 4. Drew Road, south of Wixom Road
- 5. Dunaway Road, between Evan Hewes Highway & I-8 Westbound Ramps
- 6. Evan Hewes Highway, between Brown Road and Dunaway Road
- 7. Evan Hewes Highway, between Westside Road and Huff Road
- 8. Evan Hewes Highway, between Derrick Road and Drew Road



#### **Analysis Scenarios**

Intersection and roadway segment LOS analyses were prepared for the weekday AM and PM peak hours at the study area intersection and roadway segments listed above for the following analysis scenarios:

- Existing Conditions: includes an LOS analysis of existing weekday AM and PM peak-hour and daily traffic volumes, for the study area intersections and roadway segments. The existing condition is representative of the year 2024.
- Existing plus Project: This condition includes analysis of LOS under existing conditions with project traffic added to the existing AM and PM peak hour and daily traffic volumes.
- Near Term Conditions: This condition includes analysis of LOS under Near Term conditions within a short-term horizon period of approximately three years where the proposed project would be in its construction phase. Near Term traffic volumes (ADT and AM and PM peak hour) include existing traffic volumes and traffic generated by other approved and pending projects in the study area as well as a background or ambient traffic growth.
- Near Term plus Project: This condition includes analysis of LOS under Near Term conditions with project traffic added to the Near-Term AM and PM peak hour and daily traffic volumes.

## 1.2 Project Description

The Project site is in unincorporated Imperial County, south of Interstate (I)-8 approximately one mile southwest of the town of Seeley, California, and approximately six miles north of the United States International Border with Mexico. The project comprises approximately 1,849 acres for proposed development of PV solar, BESS, and other associated infrastructure. Current land use of the project area includes cropland and irrigated grain and hayfields. The project location and study area are shown in Figure 1.

The applicant intends to secure four Conditional Use Permits from Imperial County as the lead agency, along with permits and approvals from other relevant agencies as required to develop a photovoltaic (PV) energy facility and battery energy storage system within the project site. The applicant proposes to develop a PV energy facility with up to 500-megawatt photovoltaic solar power capacity, as well as a BESS with up to a 500-megawatt power capacity. Power generated by the project would be collected using up to 66-kilovolt (kV) collector lines that would run overhead and/or underground to a dedicated project substation. An overhead generation tie line would then link the project substation to the Imperial irrigation District (IID) Liebert Switchyard, which will be connected via an overhead 230 kV generation tie line to the existing San Diego gas & Electric (SDG&E) Imperial Valley Substation.

Upon the end of the project's useful life, the PV solar and BESS facilities would be decommissioned and converted to other uses in accordance with applicable land use regulations in effect at that time.

### 1.2.1 Construction of Solar Generation Facilities

The proposed schedule for construction is approximately 18 to 24 months. Project construction would include five phases:

- Phase 1: Site Preparation, Fencing, and Ingress/Egress
- Phase 2: Civil Improvements Grading/Roads/Earthwork
- Phase 3: PV Panel and BESS Construction



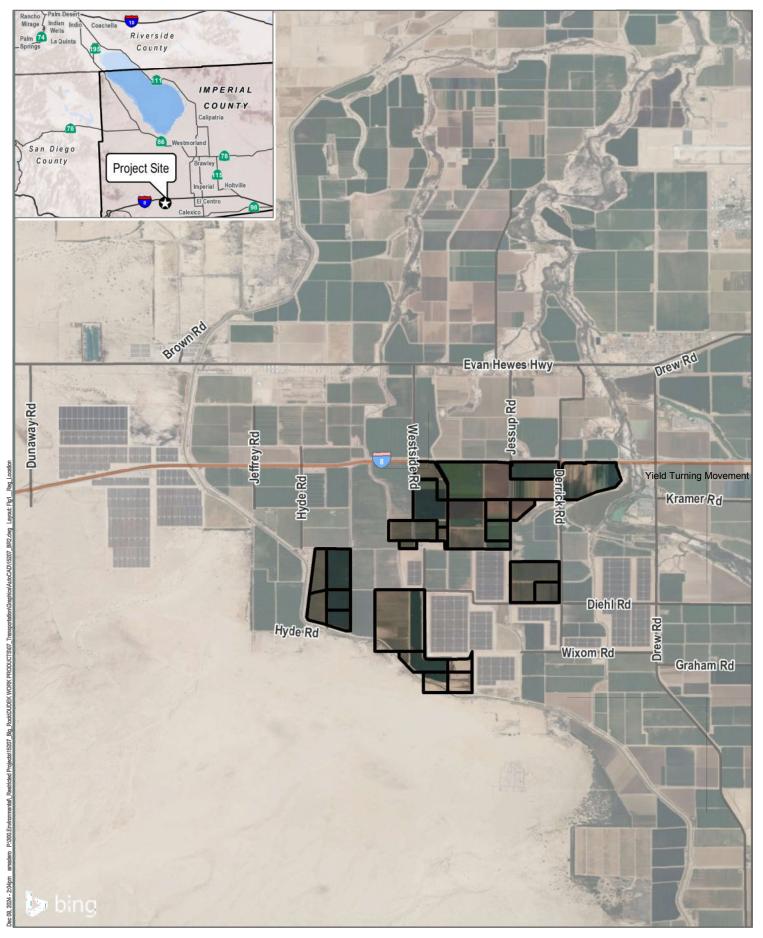
- Phase 4: Testing and Commissioning
- Phase 5: Decommissioning and Reclamation

The length of each phase over the estimated 18 to 24-month construction period was evaluated to identify which phases could occur concurrently to determine peak worker and truck traffic, since traffic during these overlapping phases would be additive. Phase 3 of construction is estimated to generate the peak worker and truck traffic (i.e., 500 workers, and 8 trucks). Construction traffic trip generation is further detailed in Section 3.1, Trip Generation.

## 1.2.2 Operation and Maintenance

The facility will be fully operational and operate seven days a week, 24 hours a day. Under optimal conditions, the facility will be generating solar electricity from sunrise until sunset every day of the year. The facility will be privately owned and operated throughout its life and will not be open to the public. Only authorized personnel will be permitted on site, and these will generally be the employees operating and maintaining the facility except for other contractors, company personnel or visitors who have been briefed on the relevant safety procedures for being on site. Maintenance activities may occur at any time during operating hours. A total of 15 employees split between daytime and nighttime shifts would be required for regular operation and maintenance. In the case that the project shares facilities with adjacent PV solar and BESS projects, projects would share personnel, thereby potentially reducing the project's on-site staff.











## 1.3 Analysis Methodology

## 1.3.1 Vehicle Miles Traveled Analysis for CEQA

On September 27, 2013, Governor Brown signed SB 743, with the purpose of streamlining the CEQA review process for several categories of development projects, including the development of infill projects in transit priority areas and to balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions. SB 743 mandates that alternative metric(s) for determining impacts relative to transportation shall be developed to replace the use of level of service in CEOA documents. In November 2017, pursuant to SB 743, the Office of Planning and Research released the draft revised CEQA Guidelines, recommending the use of VMT for analyzing transportation impacts. Additionally, OPR released the Technical Advisory on Evaluating Transportation Impacts in CEQA, to provide guidance on VMT analysis (2018). In this Technical Advisory, OPR provides its recommendations to assist lead agencies in screening out projects from VMT analysis and selecting a significance threshold that may be appropriate for their jurisdictions. While OPR's Technical Advisory is not binding on public agencies, CEQA allows lead agencies to "consider thresholds of significance... recommended by other public agencies, provided the decision to adopt those thresholds is supported by substantial evidence" (CEQA Guidelines Section 15064.7[c]). Subsequently in December 2018 the CEQA Guidelines were updated to add new Section 15064.3, Determining the Significance of Transportation Impacts, that describes considerations for evaluating a project's transportation impacts using the VMT methodology, formally replacing the LOS metric. This new methodology is required under CEQA beginning July 1, 2020.

The CEQA Guidelines section 15064.3. Subdivision (a), states, "For the purposes of this section, 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project." The OPR's 2018 Technical Advisory Guidance on Evaluating Transportation Impacts in CEQA states, "Here, the term 'automobile' refers to onroad passenger vehicles, specifically cars and light trucks. Heavy-duty truck VMT could be included for modeling convenience and ease of calculation . . . ." (Id., § C.1 [emphasis added].)

The CEQA Guidelines Section 15064.3(b) is divided into four subdivisions as follows:

- 1. Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop<sup>2</sup> or a stop along an existing high-quality transit corridor<sup>3</sup> should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.
- 2. Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately

OPR's Technical Advisory 2018, § E.1, fn. 21: "High-quality transit corridor" under Pub. Res. Code, § 21155 means "a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours."



OPR's Technical Advisory 2018, § 11.39: "'Major transit stop' [under Pub. Res. Code, § 21064.3] means a site containing an existing rail or bus rapit [sic] transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of fifteen (15) minutes or less during the morning and afternoon peak commute periods."

addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.

- 3. Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.
- 4. Methodology. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.

Most land use and transportation projects have two phases: construction and operation. However, OPR has not specified VMT thresholds of significance for construction (or decommissioning) phase because it generates temporary traffic. Because this guidance that does not require a quantitative VMT analysis for construction traffic or truck traffic (i.e., heavy-duty trucks), and OPR has not specified models or methods to estimate VMT or VMT thresholds of significance for construction traffic, a qualitative analysis of construction traffic can be provided for the reasons explained above.

The following VMT screening criteria applies to the operational phase of the proposed project per OPR's Technical Advisory:

Projects that generate 110<sup>4</sup> daily trips or less daily trips

See Section 3 for details on VMT screening and analysis of proposed project's construction and operational phases.

## 1.3.2 Level of Service Analysis for Non-CEQA

The County has vehicle LOS standards in its Circulation and Scenic Highways Element that the County currently strives to maintain through various projects designed to improve local infrastructure. The LOS standards apply to any new development which may have a significant impact on County roads. This LOS analysis has been prepared to evaluate the short-term effects of the project's construction on the County's roadway network.

#### Intersections

LOS is commonly used as a qualitative description of intersection operations and roadway segments and is based on the design capacity of the intersection configuration and roadway facility, compared to the volume of traffic using

<sup>4</sup> CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, subd. (e)(2).) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.



the facility. The County's intersection evaluation methodology to assess transportation impacts and traffic operating conditions is based on the Highway Capacity Manual (HCM). The HCM analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding control delay experienced per vehicle based on the worst turning movement for unsignalized intersections.

The Synchro 12 software was used to determine intersection LOS (for all scenarios), consistent with the HCM 7 methodologies. Detailed LOS calculation worksheets (for all scenarios) are included in Appendix B. Table 1 shows the LOS values by delay ranges for unsignalized and signalized intersections under the HCM methodology for unsignalized and signalized intersections.

**Table 1. Level of Service for Criteria** 

Level of Service	Unsignalized Intersections Control Delay (in seconds per vehicle)	Signalized Intersections Control Delay (in seconds per vehicle)
Α	< 10.0	< 10.0
В	> 10.0 and < 15.0	> 10.0 and < 20.0
С	> 15.0 and < 25.0	> 20.0 and < 35.0
D	> 25.0 and < 35.0	> 35.0 and < 55.0
E	> 35.0 and < 50.0	> 55.0 and < 80.0
F	> 50.0	> 80.0

Source: HCM 7 (Transportation Research Board 2022).

Table 2. Levels of Service for Roadway Segments using HCM Methodology

Level of Service	Roadway Segments V/C Ratio
Α	0.00 - 0.60
В	0.61 - 0.70
С	0.71 - 0.80
D	0.81 - 0.90
E	0.91 - 1.00
F	1.01 or greater

Source: HCM 7 (Transportation Research Board 2022) and County of Imperial 2008.

Notes: V/C = Volume-to-Capacity; where capacity is determined based on the segment type (see Table 3).

#### **Roadway Segments**

Table 3 describes the LOS standards for roadway segments at LOS A-E capacities, per the Circulation and Scenic Highways Element (Imperial County, 2008).

**Table 3. Imperial County Roadway Segment LOS Standards** 

Circulation Element Road Classification	Cross Section	LOS A	LOS B	LOS C	LOS D	LOS E
Expressway	154/210	30,000	42,000	60,000	70,000	80,000
Prime Arterial	106/136	22,200	37,000	44,600	50,000	57,000
Minor Arterial	82/102	14,800	24,700	29,600	33,400	37,000



Table 3. Imperial County Roadway Segment LOS Standards

Circulation Element Road Classification	Cross Section	LOS A	LOS B	LOS C	LOS D	LOS E
Major Collector	64/84	13,700	22,800	27,400	30,800	34,200
Minor Collector (Local Collector)	40/70	1,900	4,100	7,100	10,900	16,200
Local County (Residential)	40/60	Х	Х	<1,500	Х	Х
Local County (Residential Cul-de-Sac or Loop Street)	40/60	Х	Х	<200	Х	х
Major Industrial Collector	76/96	5,000	10,000	14,000	17,000	20,000
Industrial Local	44/64	2,500	5,000	7,000	8,500	10,000

Source: County of Imperial 2008

**Notes:** LOS = Level of Service; X= Level of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carrying through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.

#### Level of Service Thresholds

The County's Circulation and Scenic Highways Element (Imperial County, 2008) states that the County's goal for an acceptable traffic service standard on an ADT basis and during AM and PM peak periods for all County-Maintained Roads shall be LOS C for all street segment links and intersections. If the location and traffic generation of a proposed development will result in congestion on major streets or failure to meet LOS C at peak hour periods, or if it creates safety hazards, the proposed development shall be required to make necessary off-site improvements. Such improvements may be eligible for reimbursement from collected impact fees. In some cases, the development may have to wait until financing for required off-site improvements is available. In other cases where development would result in unavoidable impacts, appropriate findings of overriding consideration would be required to allow temporary undesirable levels of service.

As mentioned in Section 1.1 Purpose and Scope, the County's new transportation guidelines that are currently under preparation could trigger an update to the Transportation/ Circulation Element and the threshold of LOS C for street segments and intersections. However, LOS is not used as metric for determining transportation impacts under CEQA, but is used for determining traffic effects under the County's General Plan. Therefore, the LOS has been reported in the TIA for informational purposes, and the threshold of LOS C has been used to determine if any roadway improvements, or transportation demand management measures would be implemented by the Project.



## 2 Existing Transportation Network

This section provides a summary of the existing street network, including the major roadways serving the site, the existing transit service, and bicycle and pedestrian facilities in the study area.

## 2.1 Existing Street Network

The characteristics of the existing street system in the study are described below. The existing intersection controls and geometrics at the study are intersections are shown in Figure 2.

Interstate (I) - 8 is the primary east-west route through Imperial County between San Diego, California and Yuma, Arizona. In the vicinity of the Project, I-8 provides two travel lanes in each direction with grade separation at all intersections. It serves as an interregional route for people and goods movement and provides access to desert recreational activities.

**Evan Hewes Highway (S80)** is an east-west two-lane undivided roadway. Bike lanes or bus stops are not provided, and the posted speed limit is 40 mph. Curbside parking is prohibited along both sides of the roadway.

**County Route S29** – **Drew Road** is a north-south two-lane undivided roadway with a 24-foot paved width and unpaved shoulders from Evan Hewes Highway south to SR-98. Drew Road provides access to I-8 near the Project. Bike lanes or bus stops are not provided along Drew Road. The posted speed limit is 55 mph. A portion of Drew Road from the Townsite of Seeley to Diehl Road is designated as a Class II bike route.

**Dunaway Road** is a north-south two lane undivided roadway with a 20-foot paved width and unpaved shoulders from I-8 to Evan Hewes Highway. The posted speed limit is 55 mph. Dunaway Road does not have any sidewalks or bike routes.

The Project site is served by numerous local two-lane rural roads, which are classified as Minor Collector – Local Collector roads in the County's Circulation and Scenic Highways Element (Imperial County, 2008). The east-west roads, Evan Hewes Highway, Diehl Road and Wixom Road would serve as the primary access roads into the Project site from north-south roads such as Derrick Road, and Westside Road, which would provide access to some of the project parcels.

## 2.2 Transit, Pedestrian, and Bicycle Facilities

Imperial Valley Transit (IVT) operates a fixed route transit system between, and within, the cities and rural communities in Imperial County. IVT has 12 routes running Monday through Friday, with over 20 buses in operation. The nearest bus service to the site is provided by IVT Route 4 along Evan Hewes Highway. The route operates between El Centro and Seely. The nearest bus stop is at the intersection of Drew Road and Even Hewes Highway, approximately 3 miles north of the Drew Road and Diehl Road intersection.

IVT Access provides curb to curb transportation services upon advance reservation, to functional and mobility disadvantaged persons. IVT Access provides transportation to and from any location in the Imperial Valley service area within a 3/4 mile "corridor" and a 30 minute "window" of regular IVT bus services. This service area covers much of the County of Imperial for most of the day Monday through Sunday. IVT Access also provides its services

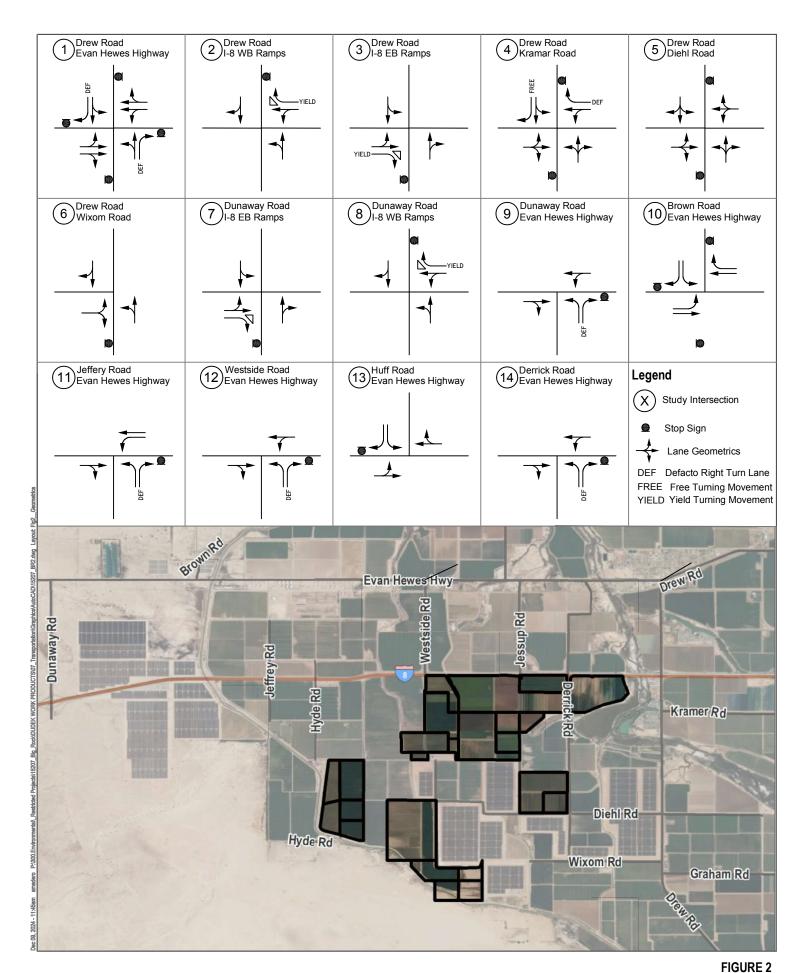
to the general public (when seating is available). There are also numerous private service providers including taxis, charter buses, and shuttles serving areas within Imperial County.

The project is in a generally undeveloped area and there are no dedicated pedestrian or bicycle facilities in the vicinity of the project site or along the surrounding street network. The Imperial County Transportation Commission is in the process of developing a Regional Active Transportation Plan (ATP) (February 2022 Final)<sup>5</sup> to help meet the County's goals and vision for providing a transportation system that supports walking, cycling, public transit, and automobiles. Imperial County also recently completed the Imperial County Pedestrian Master Plan (April 2021)<sup>6</sup>, however, given the rural nature of the study area, there are no planned improvements in the area.

Imperial County Public Works. Pedestrian Master Plan accessed at https://publicworks.imperialcounty.org/wp-content/uploads/2021/06/ICPMP\_Final.web\_.pdf



Imperial County Transportation Commission. Regional Active Transportation Plan accessed at https://www.imperialctc.org/assets/documents/transportation-plans-and-studies/ICTC-ATP\_Final-Document\_2022.02.28\_Reduced-Size.pdf





# 3 Project Trip Generation

This section documents the trip generation, distribution and assignment of construction-related traffic associated with the proposed project.

## 3.1 Construction Trip Generation

The construction phase of the project is anticipated to take approximately 18 to 24 months. The work would be completed between 6:00 A.M. and 7:00 P.M., Monday through Saturday, and would require a peak of approximately 500 workers and 8 vendor trucks, per day. Approximately 10% of the workers were assumed to carpool. Work shifts could begin prior the AM peak period (generally between 7:00 a.m. – 9:00 a.m.) and end after the PM peak period (generally between 4:00 p.m. – 6:00 p.m.). However, to provide a conservative analysis, approximately 80 percent of workers were assumed to enter in the morning peak hour, and 80 percent are assumed to exit in the afternoon peak hour. Truck traffic to and from the site was evenly distributed assuming the 8-hour workday. It should be noted that these trips are considered temporary as they would not be generated once construction is completed. The project trips are presented in Table 4.

To address the effect caused by large over-sized trucks onto the roadway network, a factor called the passenger car equivalent (PCE) was developed and represents the number of passenger cars displaced by each truck in the traffic stream under mixed flow conditions. PCE factors generally range from 1.5 to 3.0 based on the number of axles in the truck. A PCE factor of 2.0 has been utilized to convert vendor truck trips, and a PCE factor of 3.0 has been utilized to convert haul truck trips into equivalent car trips for the project construction trip generation analysis. The peak phase of construction shown in Table 4 includes worker trips and vendor truck trips only and does not include haul truck trips.

**Table 4. Project Construction Trip Generation Summary** 

	Daily	Daily Trips	AM Peak Hour			PM Peak Hour		
Vehicle Type	Quantity		In	Out	Total	In	Out	Total
Trip Generation								
Workers <sup>1</sup>	500 workers	1000	360	0	360	0	360	360
Vendor Trucks <sup>2</sup>	8 trucks	16	1	1	2	1	1	2
	Total	1,016	361	1	362	1	361	362
Trip Generation w/PCE								
Workers (1.0 PCE)	500 workers	1000	360	0	360	0	360	360
Vendor Trucks (2.0 PCE)	8 trucks	32	2	2	4	2	2	4
	Total (w/PCE)	1,032	362	2	364	2	362	364

Notes: PCE = Passenger Car Equivalent

Based on the table, the peak construction phase would temporarily generate approximately 1,016 total daily trips, 362 AM peak hour trips (361 inbound and 1 outbound), and 361 PM peak hour trips (1 inbound and 360 outbound).



<sup>10%</sup> of all workers assumed to carpool to the site and 20% of the workers assumed to travel in the off-peak for the purposes of this analysis.

Vendor trucks assumed to be spread out evenly across the 8-hour workday.

With the application of PCE factors to truck trips, the Project would generate 1,032 total PCE daily trips, and 362 PCE trips during the AM peak hour (360 inbound and 2 outbound) and 364 PCE trips during the PM peak hour (2 inbound and 362 outbound).

## 3.2 Trip Distribution and Assignment

Project trips were distributed to the study area intersections and segments using the regional location of the project, logical commute routes for workers, and available truck routes for project-related trucks.

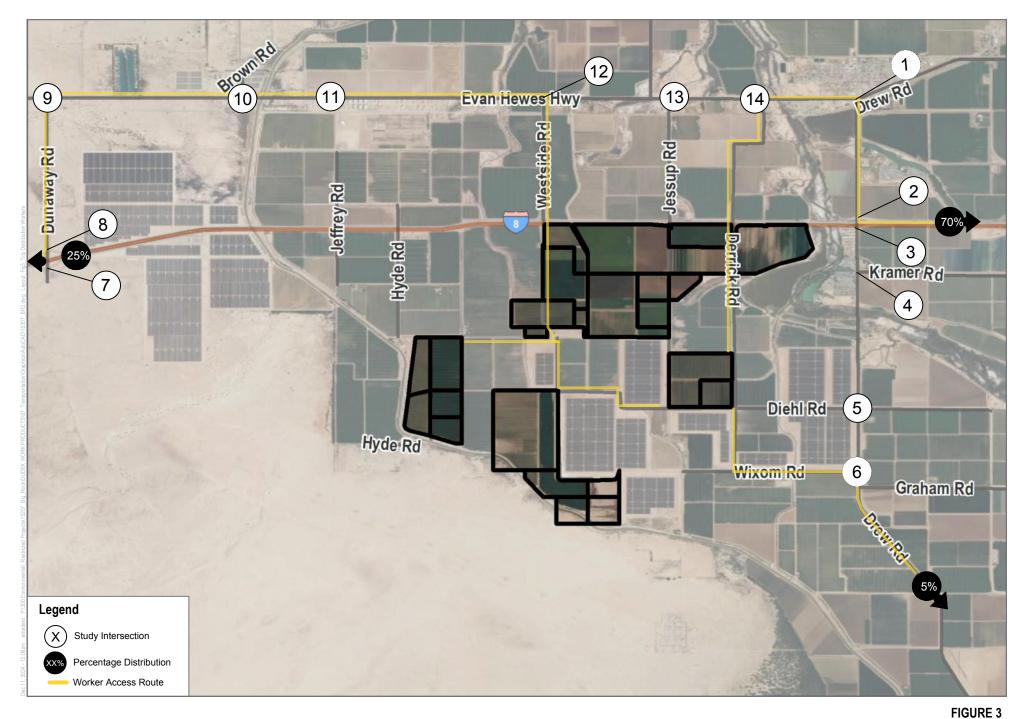
Construction work is expected to occur simultaneously and spread evenly across the Project site, and traffic would be distributed according to the percentages and routes shown in Figure 3.

It is expected that most of the construction workforce would commute daily to the jobsite from larger population centers, via I-8 using the interchange at Drew Road and Dunaway Road. It is anticipated that approximately 70% of construction workers would access the site from the east (i.e., El Centro) and 25% would access the site from the west (i.e. eastern San Diego County and Octillo) utilizing I-8 and 5% would access the site from the south (i.e., Calexico) utilizing SR-98 and Drew Road. Figure 4 illustrates the worker trips at the study area intersections.

Truck traffic is expected to utilize I-8, and the interchanges at Dunaway Road and Drew Road, with 50% originating from west and 50% originating from east. Figure 5 illustrates the truck trips (PCE) at the study area intersections. Figure 6 presents the PCE trip assignment for the total project traffic (passenger cars and trucks).

It should be noted that the bridge along Drew Road, north of its intersection with Diehl Road, has partially collapsed and hence will not be used by worker or truck traffic during construction. Both worker and truck traffic will travel along Evan Hewes Highway from I-8 and its interchanges at Drew Road and Dunaway Road and travel northbound and southbound on Westside Road and Derrick Road, instead of Drew Road, to access the various parts of the Project.



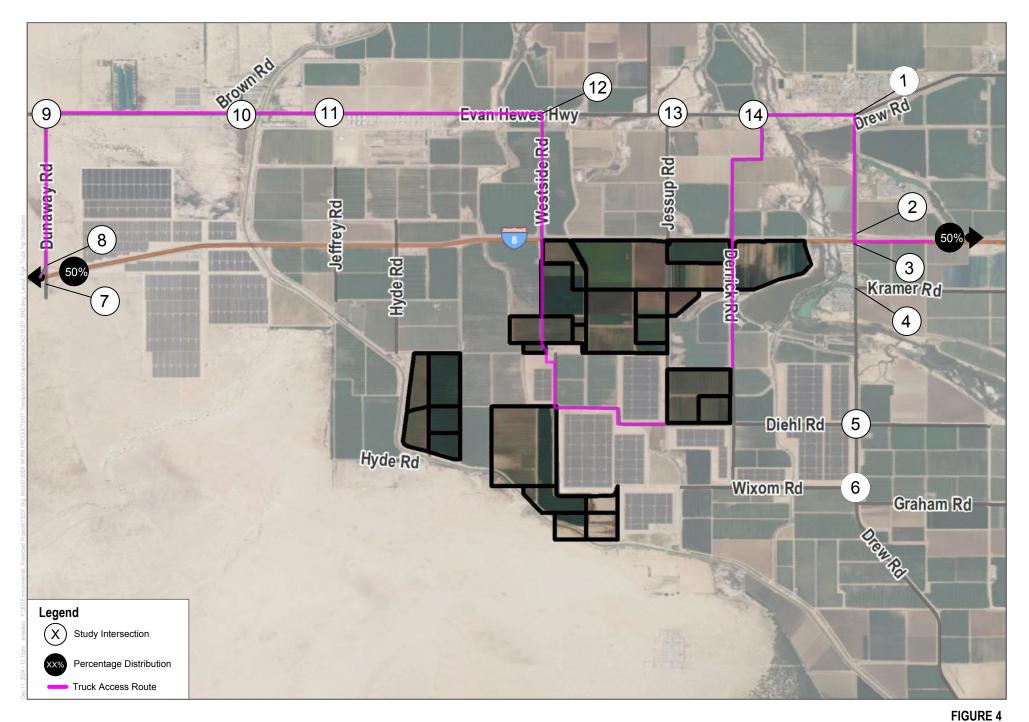






Project Trip Distribution - Workers



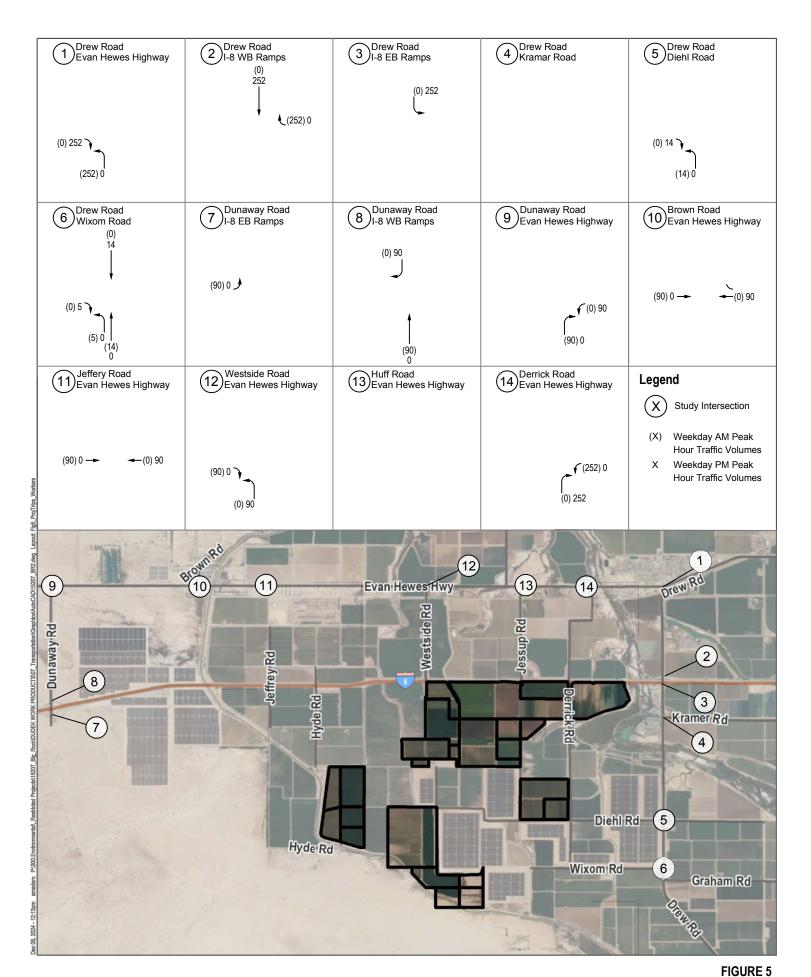






Project Trip Distribution - Trucks

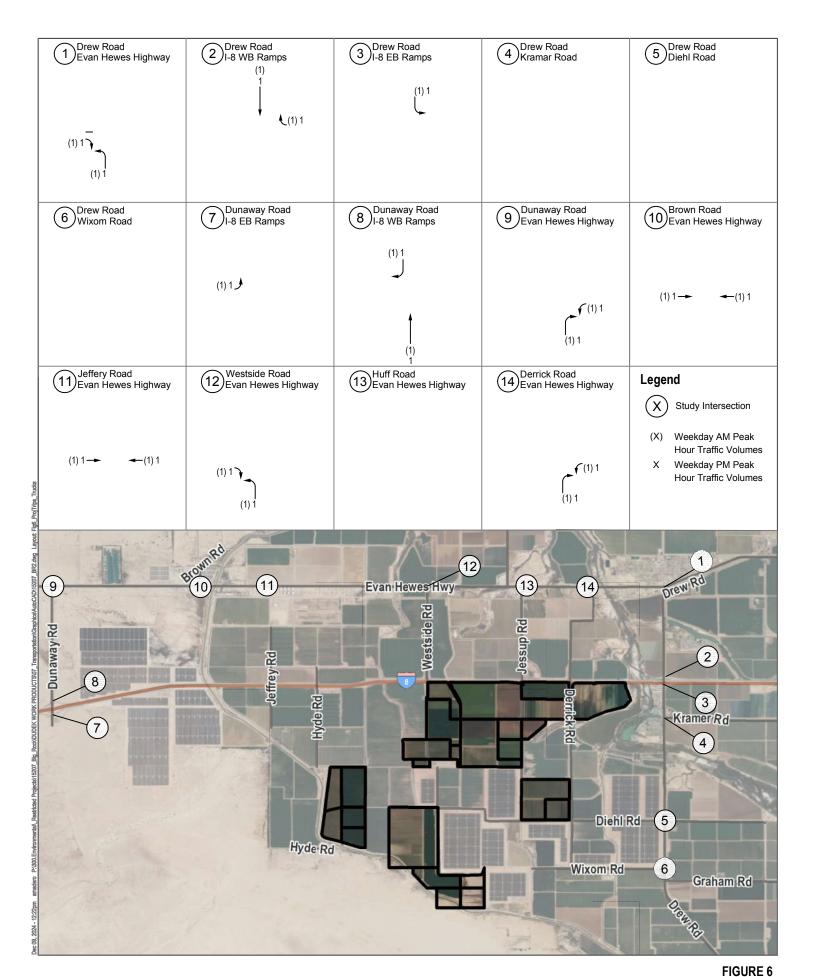




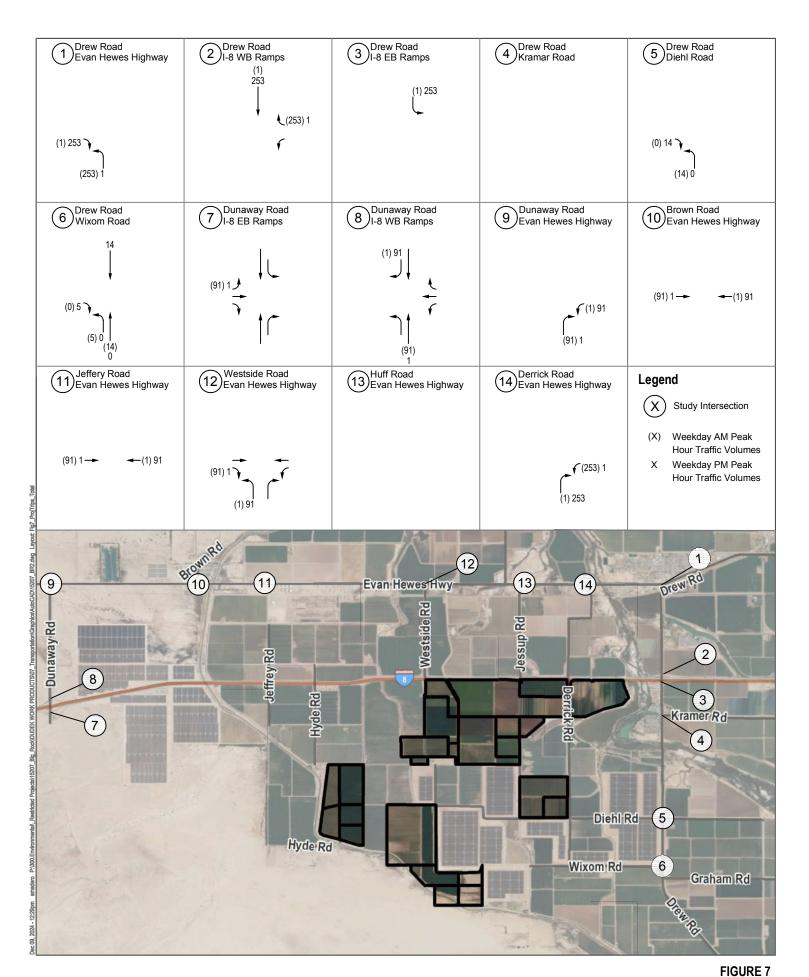














## 4 Vehicle Miles Traveled

This section documents the VMT screening and analysis, and mitigation measures applicable to the proposed project.

## 4.1 VMT Analysis Methodology

The County is in the process of creating transportation guidelines for evaluating potential project-related impacts to VMT. In the interim, the OPR's Technical Advisory and CEQA Guidelines Section 15064.3(b) Criteria for Analyzing Transportation Impacts have been used to evaluate the proposed project. It should be noted that the methodology for VMT screening and analysis used in this report is consistent with requirements for VMT analysis of solar and BESS projects that generate temporary construction trips and nominal operational trips.

CEQA Guidelines Section 15064.3(b) focuses on specific criteria (VMT) for determining the significance of transportation impacts. It is further divided into four subdivisions: (1) land use projects, (2) transportation projects, (3) qualitative analysis, and (4) methodology. The CEQA Guidelines are accompanied by an OPR Technical Advisory, which includes specifications for how to estimate and forecast VMT for these subdivisions.

The proposed project is not a land use or transportation project, and therefore neither Section 15064.3(b)(1) nor Section 15064.3(b)(2) of the CEQA Guidelines apply. Instead, the proposed project would be categorized under Section 15064.3(b)(3) qualitative analysis. The following paragraph from the Section 15064.3(b)(3) provides guidance regarding qualitative analysis:

If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.

The updated CEQA Guidelines do not establish a significance threshold, however, recommend a threshold of significance for land use development (residential, office, and other land uses) and transportation projects. It should be noted that there is no significance threshold for construction or maintenance projects.

The project would involve construction that would generate temporary construction-related traffic for approximately 18 to 24 months and nominal operations and maintenance traffic; these would be categorized under Section 15064.3(b)(3), qualitative analysis. Section 15064.3(b)(3) recognizes that lead agencies may not be able to quantitatively estimate VMT for every project type. For many projects, a qualitative analysis of construction traffic may be appropriate.

Therefore, as described below the VMT generated by the construction of the proposed project would be short-term and temporary and would not require a detailed analysis. The VMT generated by the operation of the proposed project would be less than 110 ADT and hence would be screened from conducting a project specific VMT analysis.



#### 4.2 Construction

The project construction related vehicle-trip generation (for workers and trucks) is summarized in Table 4. Per OPR, heavy vehicle traffic is not required to be included in the estimation of a project's VMT. As part of the project's air quality and greenhouse gas emissions analysis (Appendix A of the Air Quality and Greenhouse Gas Emissions Technical Report, Dudek, September 2023), the VMT for the overall project (using approximate trip lengths for worker commute, vendor, and haul trips) has been estimated using default values for the Imperial Valley region from the California Emissions Estimator Model (CalEEMod) land use emissions computer model. However, construction related trips are temporary and would not generate permanent trips. Therefore, for the purposes of this analysis, the VMT from construction is not required to be quantified per SB 743 requirements. The project construction would generally be consistent with typical construction activities in terms of the temporary nature of activities, trip generation characteristics, and the types of vehicles and equipment required. There would be no special conditions for constructing the project. Further, measures to reduce the VMT generated by workers and trucks are limited, and there are no thresholds or significance criteria for temporary, construction related VMT.

The regional VMT per employee for the Imperial County region is estimated to be 18.59 VMT per employee per City of El Centro General Plan Update Transportation Impact Study<sup>7</sup> (March 2021). While worker and vendor trips would generate VMT, once construction is completed, the construction-related traffic would cease and VMT would return to pre-construction conditions. Therefore, the proposed project would not conflict or be inconsistent with CEQA Guidelines Sections 15064.3(b)(3), and impacts related to VMT would be less than significant. No mitigation measures are required.

## 4.3 Operation and Maintenance

Even though the threshold of Small Projects is used to establish less-than-significant VMT impacts for land development projects, they can be used to screen projects that would generate nominal operation and maintenance traffic. Based on OPR guidance, projects that generate or attract fewer than 110 trips per day<sup>8</sup> generally may be assumed to cause a less-than-significant transportation impact. As mentioned previously, the operation of the project would require up to 15 full-time employees and therefore would generate up to 30 daily trips, and therefore would not generate significant VMT. Because the operational phase of the project generates less than 110 daily trips, it would screen out of conducting a detailed VMT analysis.

Therefore, utilizing the guidance provided by OPR, the operation of the project would not generate a significant number of trips and thereby not cause a substantial amount of VMT. Therefore, the operation and maintenance of the project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b)(1) and 15064.3(b)(3), and impacts related to VMT would be less than significant. No mitigation measures are required.

SEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, subd. (e)(2).) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.



City of El Centro General Plan Update Transportation Impact Study. March 2021. Accessed at https://cityofelcentro.org/communitydevelopment/wp-content/uploads/sites/14/2022/05/Appendix-H.1-Transportation-Impact-Study.pdf

# 5 Existing Traffic Operations

This section details the existing traffic volumes and the existing intersection and roadway segment operations within the study area. Figure 8 shows the existing AM and PM peak hour traffic volumes, representative of the year 2024.

## 5.1 Traffic Volumes

Peak hour counts at the study intersections and 24-hour average daily traffic (ADT) counts at the study roadway segments were collected in March and September 2024, during a typical non-holiday week. Raw traffic count worksheets are provided in Appendix A. Additionally, passenger car equivalent (PCE) factors were applied to the existing traffic counts to account for truck traffic in the area.

## 5.2 Intersection Operations

Table 5 summarizes the results of the intersection analysis for the AM and PM peak hours for existing conditions. LOS worksheets are provided in Appendix B. As shown in the table, the study intersections are currently operating at satisfactory levels of service (LOS B or better) under Existing conditions.

**Table 5. Existing Weekday Peak Hour Intersection LOS** 

			Existing				
		Traffic	AM Peak		PM Peak		
No.	Intersection	Control	Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	
1	Drew Road/Evan Hewes Road	AWSC	10.3	В	8.7	Α	
2	Drew Road/I-8 WB Ramps	TWSC	9.8	Α	9.9	Α	
3	Drew Road/I-8 EB Ramps	TWSC	10.7	В	11.5	В	
4	Drew Road/Kramar Road	TWSC	9.2	Α	9.1	Α	
5	Drew Road/Diehl Road	TWSC	8.9	Α	8.4	Α	
6	Drew Road/Wixom Road	TWSC	8.6	Α	8.6	Α	
7	Dunaway Road/I-8 EB Ramps	TWSC	9.0	Α	9.2	Α	
8	Dunaway Road/I-8 WB Ramps	TWSC	8.6	Α	8.8	Α	
9	Dunaway Road/Evan Hewes Highway	TWSC	9.1	Α	9.1	Α	
10	Brown Road/Evan Hewes Highway	AWSC	8.8	Α	10.0	В	
11	Jeffery Road/Evan Hewes Highway	TWSC	8.5	Α	9.9	Α	
12	Westside Road/Evan Hewes Highway	TWSC	8.6	Α	10.7	В	
13	Huff Road/Evan Hewes Highway	TWSC	10.8	В	12.1	В	
14	Derrick Road/Evan Hewes Highway	TWSC	11.2	В	11.1	В	

Notes: WB = Westbound; EB = Eastbound; AWSC = All-way stop-controlled; TWSC = two-way stop-controlled



Delay measured in seconds per vehicle for unsignalized intersection (LOS is reported based on the worst delayed movement of the unsignalized intersection).

<sup>2</sup> LOS = Level of Service

## 5.3 Roadway Segment Operations

A roadway segment LOS analysis was prepared for the existing condition at the study area roadway segments of Drew Road using the roadway segment LOS methodologies as discussed in Section 1. Table 6 shows the results of the existing condition LOS analysis for the study area roadway segments. As shown below, all the study area roadway segments are operating at satisfactory ADT volume-to-capacity conditions under Existing conditions.

**Table 6. Existing ADT Roadway Segment Level of Service** 

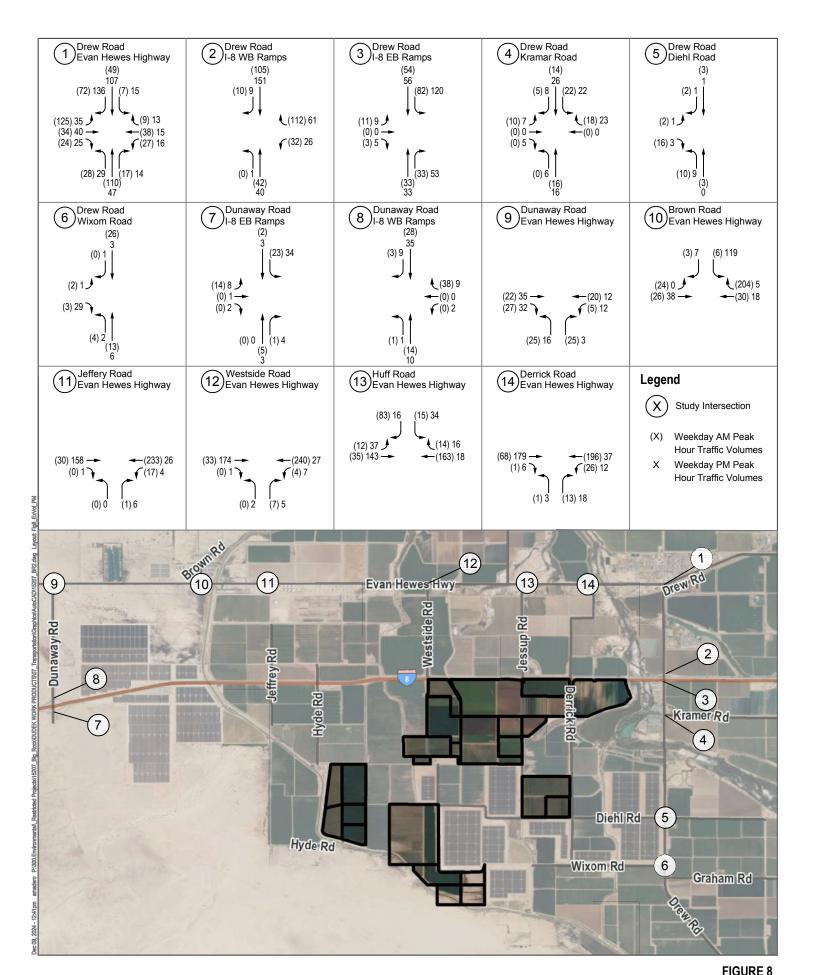
		Classification (as	No. of	Capacity	Existing Co	nditions	
No.	Roadway Segment	built)	Lanes	at LOS E	ADT <sup>2</sup>	V/C	E LOS  B B B B B B B B B B B B B B B B B B B
1	Drew Road, north of I-8 WB Ramps	Minor Collector (Local Collector)	2	16,200	3,033	0.19	В
2	Drew Road, north of Diehl Road	Minor Collector (Local Collector)	2	16,200	33	0.00	A
3	Drew Road, between Diehl Road and Wixom Road	Minor Collector (Local Collector)	2	16,200	191	0.01	А
4	Drew Road, south of Wixom Road	Minor Collector (Local Collector)	2	16,200	319	0.019	A
5	Dunaway Road, between Evan Hewes Hwy & I-8 WB Ramps	Minor Collector (Local Collector)	2	16,200	751	0.05	А
6	Evan Hewes Hwy between Brown Road and Dunaway Road	Minor Collector (Local Collector)	2	16,200	609	0.04	А
7	Evan Hewes Hwy between Westside Road and Huff Road	Minor Collector (Local Collector)	2	16,200	2,613	0.16	В
8	Evan Hewes Hwy between Derrick Road and Drew Road	Minor Collector (Local Collector)	2	16,200	3,031	0.19	В

Notes: LOS: Level of Service; ADT = Average Daily Traffic; V/C = volume- to-capacity Ratio; Hwy = Highway; WB = Westbound

Capacity determined from Table 3 in Section 1.3.2.2, Roadway Segments

Volume provided from average daily traffic (ADT) counts conducted in March and September 2024.

<sup>3</sup> LOS is based on volume-to-capacity (V/C) ratios





# 6 Existing plus Project Traffic Operations

This section details the existing traffic volumes and the existing intersection and roadway segment operations within the study area with the addition of Project trips. The total Project trip assignments shown in Figure 7 were added to the Existing peak hour traffic volumes shown in Figure 8 to derive the Existing plus Project peak hour traffic volumes shown in Figure 9.

## 6.1 Intersection Operations

Table 7 summarizes the results of the intersection analysis for the AM and PM peak hours for existing plus project conditions. LOS worksheets are provided in Appendix B.

As shown in the table, the study intersections are forecast to operate at LOS C or better under Existing plus Project conditions.

**Table 7. Existing plus Project Weekday Peak Hour Intersection LOS** 

			Existing I				Existing	plus Pro	roject			
		Traffic	AM Pea	k	PM Pea	k	AM Pea	k	PM Pea	k		
No.	Intersection	Control	Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	Delay1	LOS <sup>2</sup>		
1	Drew Road/Haskell Road & Evan Hewes Road	AWSC	10.3	В	8.7	A	29.3	С	11.1	В		
2	Drew Road/I-8 WB Ramps	TWSC	9.8	А	9.9	А	12.1	В	12.3	В		
3	Drew Road/I-8 EB Ramps	TWSC	10.7	В	11.5	В	10.7	В	24.2	С		
4	Drew Road/Lakeview - Kramar Road	TWSC	9.2	А	9.1	А	9.2	Α	9.1	А		
5	Drew Road/Diehl Road	TWSC	8.9	Α	8.4	А	9.2	А	8.4	А		
6	Drew Road/Wixom Road	TWSC	8.6	Α	8.6	А	8.7	А	8.8	А		
7	Dunaway Road/I-8 EB Ramps	TWSC	9.0	Α	9.2	А	9.7	А	9.2	А		
8	Dunaway Road/I-8 WB Ramps	TWSC	8.6	Α	8.8	Α	9.2	А	8.8	А		
9	Dunaway Road/Evan Hewes Highway	TWSC	9.1	Α	9.1	А	9.2	А	10.7	В		
10	Brown Road/Evan Hewes Highway	AWSC	8.8	Α	10.0	В	9.2	А	10.9	В		
11	Jeffery Road/Evan Hewes Highway	TWSC	8.5	Α	9.9	A	9.3	А	9.9	А		
12	Westside Road/Evan Hewes Highway	TWSC	8.6	А	10.7	В	12.2	В	12.5	В		



**Table 7. Existing plus Project Weekday Peak Hour Intersection LOS** 

			Existing				Existing	plus Pro	oject	
		Traffic	AM Peak PM Peak		AM Pea	k	PM Pea	k		
No.	Intersection	Control	Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	Delay1	LOS <sup>2</sup>
13	Huff Road/Evan Hewes Highway	TWSC	10.8	В	12.1	В	10.8	В	12.1	В
14	Derrick Road/Evan Hewes Highway	TWSC	11.2	В	11.1	В	25.8	С	17.1	В

Notes: WB = Westbound; EB = Eastbound; AWSC = All-way stop-controlled; TWSC = two-way stop-controlled

## 6.2 Roadway Segment Operations

Table 8 shows the results of the existing condition LOS analysis for the study area roadway segments of Drew Road with the project-added traffic. As shown below, all the study area roadway segments are operating at LOS B or better conditions under Existing plus Project conditions.



<sup>1</sup> V/C = Volume to Capacity; Delay measured in seconds per vehicle for unsignalized intersection (LOS is reported based on the worst delayed movement of the unsignalized intersection).

<sup>2</sup> LOS = Level of Service

**Table 8. Existing plus Project ADT Roadway Segment Level of Service** 

		Classification	No. of	Capacity	Existing	g Conditio	ons	Project	Existing plus Project Conditions		
No.	Roadway Segment	(as built)	Lanes	at LOS E	ADT <sup>2</sup>	V/C	LOS	ADT	ADT <sup>2</sup>	V/C	LOS
1	Drew Road, north of I-8 WB Ramps	Minor Collector (Local Collector)	2	16,200	3,033	0.19	В	716	3,749	0.23	В
2	Drew Road, north of Diehl Road	Minor Collector (Local Collector)	2	16,200	33	0.00	А	38	71	0.00	А
3	Drew Road, between Diehl Road and Wixom Road	Minor Collector (Local Collector)	2	16,200	191	0.01	А	38	229	0.01	А
4	Drew Road, south of Wixom Road	Minor Collector (Local Collector)	2	16,200	319	0.019	А	50	369	0.02	А
5	Dunaway Road, between Evan Hewes Hwy & I-8 WB Ramps	Minor Collector (Local Collector)	2	16,200	751	0.05	А	266	1,017	0.06	А
6	Evan Hewes Hwy between Brown Road and Dunaway Road	Minor Collector (Local Collector)	2	16,200	609	0.04	А	266	875	0.05	А
7	Evan Hewes Hwy between Westside Road and Huff Road	Minor Collector (Local Collector)	2	16,200	2,613	0.16	В	0	2,613	0.16	В
8	Evan Hewes Hwy between Derrick Road and Drew Road	Minor Collector (Local Collector)	2	16,200	3,031	0.19	В	716	3,747	0.23	В

Notes: LOS: Level of Service; ADT = Average Daily Traffic; V/C = volume- to-capacity Ratio; Hwy = Highway; WB = Westbound

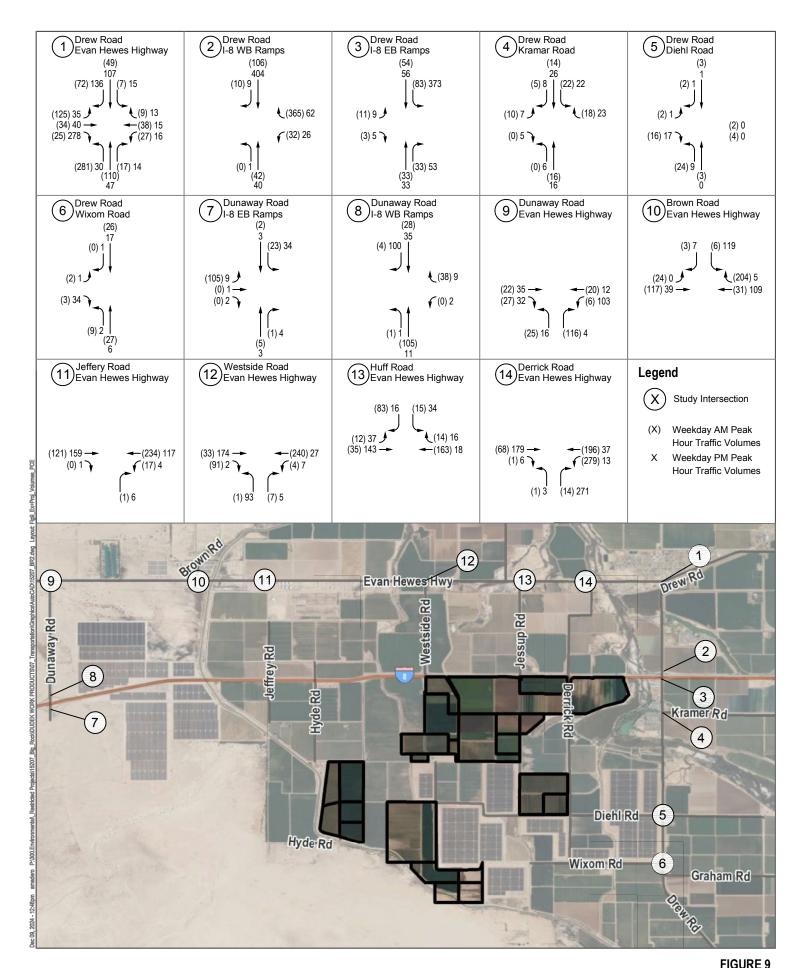


<sup>&</sup>lt;sup>1</sup> Capacity determined from Table 3 in Section 1.3.2.2, Roadway Segments

<sup>&</sup>lt;sup>2</sup> Volume provided from average daily traffic (ADT) counts conducted in March and September 2024. Project ADT is adjusted to PCE volumes

<sup>3</sup> LOS is based on volume-to-capacity (V/C) ratios









# 7 Near Term Traffic Operations

This section describes conditions within the study area in the short-term (estimated to be year 2027) when peak construction of the Project and cumulative projects in the area would occur. The existing intersection configurations (shown in Figure 2) have been assumed to be preserved under the Near-term conditions.

### 7.1 Cumulative Projects

Cumulative projects are projects that are proposed and in the development review process, but not yet fully approved; or projects that have been approved, but not fully constructed or occupied. The project's EIR consultant provided a list of cumulative projects obtained from the Imperial County Planning and Development Services. From review of the project status, three cumulative projects were identified in the vicinity of the proposed project. These projects were reviewed to determine the extent of cumulative project traffic, either resulting from the construction or operation of the listed facilities that would potentially add traffic to the study area intersections and roadway segments. Figure 10 shows the locations of, and Table 9 provides a brief description of, the cumulative projects.

**Table 9. Description of Cumulative Projects** 

No.	Cumulative Project	Location	Description	Status
1	VEGA Solar Energy Project	southwest quadrant of Drew Road and Wixom Road	100 PV Solar/100 MW BESS on 574 acres	Pending construction
2	Laurel Cluster	west of Westside Rd and Vaughn Rd, northeast quadrant of Derrick Rd and Diehl Rd and north-south of Wixom Rd (west of Drew Rd)		Pending construction
3	Saavi BESS	west of Hyde Road and Mandrapa Road	400 MW capacity on 39.25 acres	Pending entitlement

Source: Imperial County, 2024

#### 7.1.1 Trip Generation

The trip generation for the construction period for two cumulative projects is estimated in Table 10.

**Table 10. Cumulative Projects Trip Generation Summary** 

	D		Daily	AM Pea	k Hour		PM Peak Hour			
No.	Cumulative Project	Land Use	Trips	In	Out	Total	In	Out	Total	
1	Vega Solar Energy	Worker	272	136	0	136	0	136	136	
	Project <sup>1</sup>	Truck	102	51	0	51	0	51	51	
		Total	374	187	0	187	0	187	187	
2	Laurel Cluster <sup>2</sup>	Worker	307	98	0	98	0	98	98	
		Truck	28	6	0	6	0	6	6	
		Total	334	104	0	104	0	104	104	

Notes:

Trip generation from Traffic Impact Study for Vega SES LLC Solar Project, prepared by LLG, April 20, 2023

The proposed project has acquired a large portion of previously named Big Rock Cluster Solar Farm which is currently proposed Laurel Cluster project. Therefore, the trip generation for Laurel Cluster was assumed to the approximately half of the trip generated estimated in the Traffic Impact Study for Big Rock Cluster Solar Farm LLC Solar Project, prepared by LLG, October 10, 2017.

### 7.1.2 Trip Distribution and Assignment

Trip distributions and assignments for the cumulative projects were developed using the traffic study or assessment for these projects or by using professional judgment based on logical travel corridors. The trips generated by the cumulative projects were distributed and assigned through the study area network by assuming none of the construction trips would use Drew Road north of its intersection with Diehl Road, and would use Westside Road and Derrick Road, to access various parts of the cumulative projects.

#### 7.2 Traffic Volumes

To account for background growth and traffic from cumulative projects that are not known at the time of this writing, the near-term traffic is estimated by increasing the existing traffic counts by an ambient growth rate of 2.3 percent per year, which corresponds to the population growth in the Imperial County.

The Near-Term traffic volumes were estimating by applying growth rate and adding the average daily and peak hour trips from the cumulative projects (shown in Table 12) to the existing traffic volumes for the study area roadway segments and intersections.

### 7.3 Intersection Operations

Figure 13 illustrates the Near Term (no project) traffic volumes for the peak hour conditions. Table 11 summarizes the results of the Near Term intersection analysis for the AM and PM peak hours. LOS worksheets are provided in Appendix B. As shown in the table, with the exception of the Derrick Road/Evan Hewes Highway intersection in the AM peak hour, all other study area intersections are forecast to operate at LOS C or better under Near Term conditions. The Derrick Road/Evan Hewes Highway intersection would operate at LOS E in the AM peak hour under Near Term conditions.

**Table 11. Near Term Weekday Peak Hour Intersection LOS** 

			Near Term			
			AM Peak		PM Peak	
No.	Intersection	Traffic Control	Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>
1	Drew Road/Haskell Road -Evan Hewes Road	AWSC	19.9	С	11.2	В
2	Drew Road/I-8 WB Ramps	TWSC	10.9	В	12.1	В
3	Drew Road/I-8 EB Ramps	TWSC	10.9	В	22.4	С
4	Drew Road/Kramar Road	TWSC	9.3	Α	9.1	Α
5	Drew Road/Diehl Road	TWSC	9.2	Α	8.4	Α
6	Drew Road/Wixom Road	TWSC	9.2	Α	8.8	Α
7	Dunaway Road/I-8 EB Ramps	TWSC	9.2	Α	9.2	Α
8	Dunaway Road/I-8 WB Ramps	TWSC	8.7	Α	8.8	Α
9	Dunaway Road/Evan Hewes Highway	TWSC	9.0	Α	9.6	А

**Table 11. Near Term Weekday Peak Hour Intersection LOS** 

			Near Term	1			
			AM Peak		PM Peak		
No.	Intersection	Traffic Control	Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	
10	Brown Road/Evan Hewes Highway	AWSC	9.5	Α	10.4	В	
11	Jeffery Road/Evan Hewes Highway	TWSC	8.8	Α	10.0	В	
12	Westside Road/Evan Hewes Highway	TWSC	8.7	Α	11.3	В	
13	Huff Road/Evan Hewes Highway	TWSC	11.5	В	12.6	В	
14	Derrick Road/Evan Hewes Highway	TWSC	40.9	Е	17.0	С	

Notes: WB = Westbound; EB = Eastbound; AWSC = All-way stop-controlled; TWSC = two-way stop-controlled

## 7.4 Roadway Segment Operations

A roadway segment LOS analysis was prepared for the Near Term condition at the study roadway segments using the roadway segment LOS methodologies as discussed in Section 3. Table 11 shows the results of the Near Term condition LOS analysis for the study roadway segments. As shown below, all the study area roadway segments are forecast to operate at satisfactory ADT volume-to-capacity conditions under Near Term conditions.

**Table 12. Near Term ADT Roadway Segment Level of Service** 

		Classification	No. of	Capacity	Near Term	Conditions	
No.	Roadway Segment	(as built)	Lanes	at LOS E	ADT <sup>2</sup>	V/C	LOS
1	Drew Road, north of I-8 WB Ramps	Minor Collector (Local Collector)	2	16,200	3,807	0.24	В
2	Drew Road, north of Diehl Road	Minor Collector (Local Collector)	2	16,200	35	0.00	A
3	Drew Road, between Diehl Road and Wixom Road	Minor Collector (Local Collector)	2	16,200	216	0.01	A
4	Drew Road, south of Wixom Road	Minor Collector (Local Collector)	2	16,200	395	0.02	A
5	Dunaway Road, between Evan Hewes Hwy & I-8 WB Ramps	Minor Collector (Local Collector)	2	16,200	894	0.06	А
6	Evan Hewes Hwy between Brown Road and Dunaway Road	Minor Collector (Local Collector)	2	16,200	742	0.05	А
7	Evan Hewes Hwy between Westside Road and Huff Road	Minor Collector (Local Collector)	2	16,200	2,807	0.17	В
8	Evan Hewes Hwy between Derrick Road and Drew Road	Minor Collector (Local Collector)	2	16,200	3,805	0.23	В

Notes: LOS: Level of Service; ADT = Average Daily Traffic; V/C = volume- to-capacity Ratio; Hwy = Highway; WB = Westbound

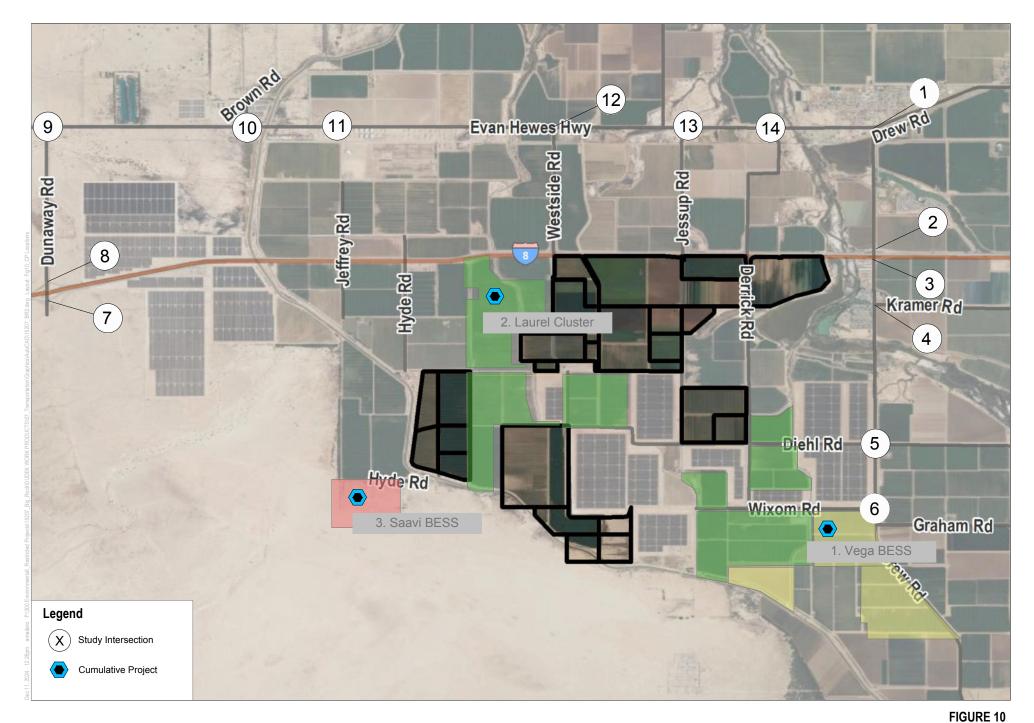


Delay measured in seconds per vehicle for unsignalized intersection (LOS is reported based on the worst delayed movement of the unsignalized intersection).

<sup>2</sup> LOS = Level of Service

- <sup>1</sup> Capacity determined from Table 3 in Section 1.3.2.2, Roadway Segments
- <sup>2</sup> Volume provided from average daily traffic (ADT) counts conducted in April and September 2024.
- 3 LOS is based on volume-to-capacity (V/C) ratios

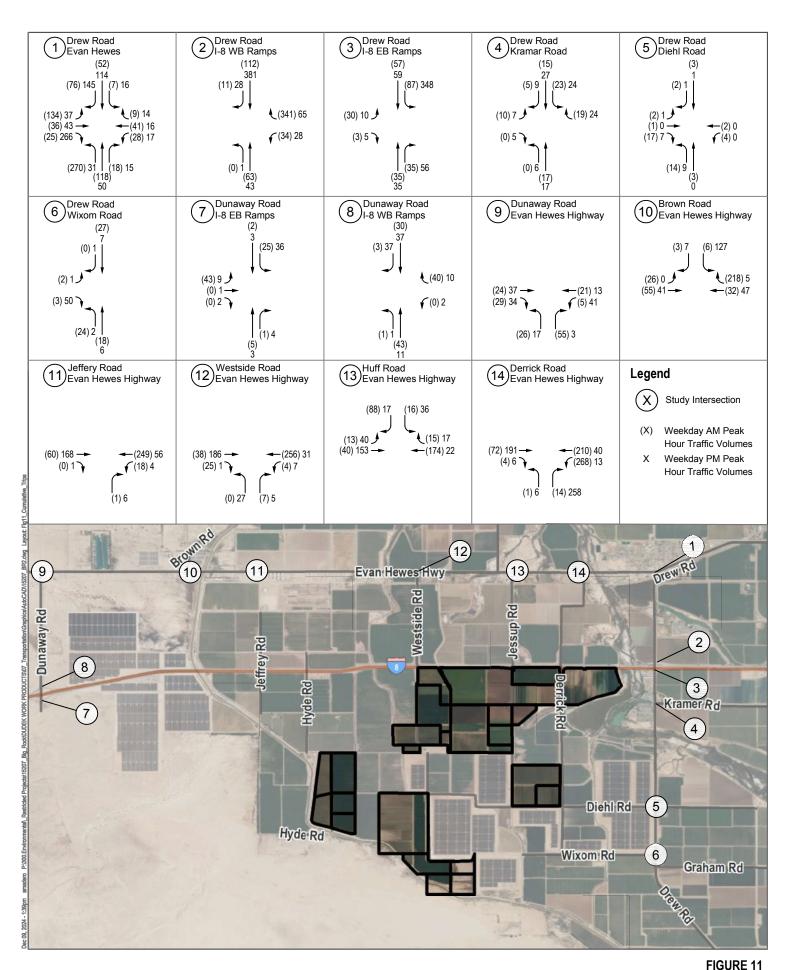
















# 8 Near Term Plus ProjectTraffic Operations

This section details the Near Term traffic volumes and the existing intersection and roadway segment operations within the study area with the addition of Project trips. The total Project trip assignments shown in Figure 7 were added to the Near Term peak hour traffic volumes shown in Figure 11 to derive the Near Term plus Project peak hour traffic volumes shown in Figure 12.

### 8.1 Intersection Operations

Table 13 summarizes the results of the intersection analysis for the AM and PM peak hours for Near Term plus project conditions. LOS worksheets are provided in Appendix B. As shown in the table, with the exception of Drew Road/Haskell Road-Evan Hewes Road intersection (in AM and PM peak hours), Drew Road/I-8 eastbound ramps (in PM peak hour) and Derrick Road/Evan Hewes Highway (in AM and PM peak hours), all other the study intersections are forecast to operate at LOS C or better under Near Term plus Project conditions.

Table 13. Near Term plus Project Weekday Peak Hour Intersection LOS

			Near Term				Near Te	rm plus	us Project			
		Traffic	AM Pea	k	PM Pea	k	AM Pea	k	PM Pea	k		
No.	Intersection	Control	Delay1	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	Delay1	LOS <sup>2</sup>		
1	Drew Road/Haskell Road & Evan Hewes Road	AWSC	19.9	С	11.2	В	120.4	F	30.4	D		
2	Drew Road/I-8 WB Ramps	TWSC	10.9	В	12.1	В	16.1	C	15.8	С		
3	Drew Road/I-8 EB Ramps	TWSC	10.9	В	22.4	С	11.0	В	67.2	F		
4	Drew Road/Lakeview - Kramar Road	TWSC	9.3	А	9.1	А	9.3	Α	9.1	А		
5	Drew Road/Diehl Road	TWSC	9.2	А	8.4	А	9.5	Α	8.4	А		
6	Drew Road/Wixom Road	TWSC	9.2	А	8.8	А	9.4	Α	9.1	А		
7	Dunaway Road/I-8 EB Ramps	TWSC	9.2	Α	9.2	А	10.0	В	9.2	А		
8	Dunaway Road/I-8 WB Ramps	TWSC	8.7	А	8.8	А	9.3	Α	8.8	А		
9	Dunaway Road/Evan Hewes Highway	TWSC	9.0	А	9.6	А	9.1	Α	11.5	В		
10	Brown Road/Evan Hewes Highway	AWSC	9.5	Α	10.4	В	10.5	В	11.9	В		
11	Jeffery Road/Evan Hewes Highway	TWSC	8.8	А	10.0	В	9.7	А	10.0	В		

**Table 13. Near Term plus Project Weekday Peak Hour Intersection LOS** 

			Near Term				Near Term plus Project			
		Traffic	AM Pea	k	PM Pea	k	AM Pea	k	PM Peak	
No.	Intersection	Control	Delay <sup>1</sup>	LOS <sup>2</sup>	Delay1	LOS <sup>2</sup>	Delay1	LOS <sup>2</sup>	Delay1	LOS <sup>2</sup>
12	Westside Road/Evan Hewes Highway	TWSC	8.7	А	11.3	В	12.8	В	13.6	В
13	Huff Road/Evan Hewes Highway	TWSC	11.5	В	12.6	В	11.5	В	12.6	В
14	Derrick Road/Evan Hewes Highway	TWSC	40.9	E	17.0	С	314.5	F	115.6	F

Notes: WB = Westbound; EB = Eastbound; AWSC = All-way stop-controlled; TWSC = two-way stop-controlled

As mentioned in Section 1, the County's new transportation guidelines that are currently under preparation could trigger an update to the Transportation/ Circulation Element and the threshold of LOS C for street segments and intersections. However, LOS is not used as metric for determining transportation impacts under CEQA, but is used for determining traffic effects under the County's General Plan and is reported for informational purposes. The current threshold of LOS C has been used to determine if any roadway improvements, or transportation demand management measures would be implemented by the Project.

Because the traffic effect caused by construction traffic from the proposed project under Near Term plus Project conditions at the study area intersections would be temporary and short-term, no roadway improvements are recommended by the Project. A traffic control plan as part of a Construction Traffic Management Plan (CTMP) would be implemented by the applicant or contractor at the three intersections that operate at LOS D or worse under proposed project. See Section 11 for details on construction traffic management plan.

### 8.2 Roadway Segment Operations

Table 14 shows the results of the Near-Term condition LOS analysis for the study area roadway segments of Drew Road and Evan Hewes Road with the project-added traffic. As shown below, all the study area roadway segments are operating at LOS C or better under Near Term plus Project conditions.



V/C = Volume to Capacity; Delay measured in seconds per vehicle for unsignalized intersection (LOS is reported based on the worst delayed movement of the unsignalized intersection).

<sup>2</sup> LOS = Level of Service

**Table 14. Near Term plus Project Weekday Peak Hour Intersection LOS** 

		Classification	No. of	Capacity	Near Te	erm Conc	litions	Project	Near Te Conditio	rm plus l ns	Project
No.	Roadway Segment	(as built)	Lanes	at LOS E	ADT <sup>2</sup>	V/C	LOS	ADT	ADT <sup>2</sup>	V/C	LOS
1	Drew Road, north of I-8 WB Ramps	Minor Collector (Local Collector)	2	16,200	3,807	0.24	В	716	4,523	0.28	С
2	Drew Road, north of Diehl Road	Minor Collector (Local Collector)	2	16,200	35	0.00	А	38	73	0.00	А
3	Drew Road, between Diehl Road and Wixom Road	Minor Collector (Local Collector)	2	16,200	216	0.01	А	38	254	0.02	А
4	Drew Road, south of Wixom Road	Minor Collector (Local Collector)	2	16,200	395	0.02	А	50	445	0.03	А
5	Dunaway Road, between Evan Hewes Hwy & I-8 WB Ramps	Minor Collector (Local Collector)	2	16,200	894	0.06	Α	266	1,160	0.07	Α
6	Evan Hewes Hwy between Brown Road and Dunaway Road	Minor Collector (Local Collector)	2	16,200	742	0.05	Α	266	1,008	0.06	А
7	Evan Hewes Hwy between Westside Road and Huff Road	Minor Collector (Local Collector)	2	16,200	2,807	0.17	В	0	2,807	0.17	В
8	Evan Hewes Hwy between Derrick Road and Drew Road	Minor Collector (Local Collector)	2	16,200	3,805	0.23	В	716	4,521	0.28	С

Notes: LOS: Level of Service; ADT = Average Daily Traffic; V/C = volume- to-capacity Ratio; Hwy = Highway; WB = Westbound

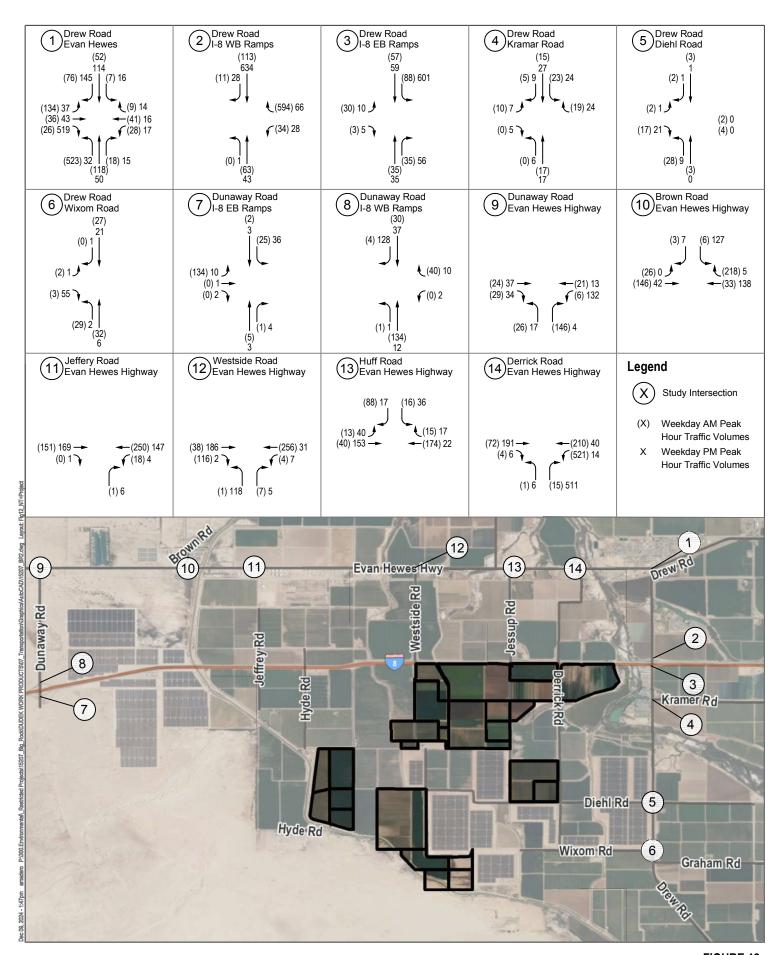


<sup>&</sup>lt;sup>1</sup> Capacity determined from Table 3 in Section 1.3.2.2, Roadway Segments

<sup>&</sup>lt;sup>2</sup> Volume provided from average daily traffic (ADT) counts conducted in March and September 2024. Project ADT is adjusted to PCE volumes

<sup>3</sup> LOS is based on V/C ratios









# 9 Project Access, Circulation and Caltrans Off-Ramp Queues

### 9.1 Project Access and Circulation

At the time of this writing, the exact locations of the staging areas and project access driveways are not known. It should be noted that the bridge along Drew Road, north of its intersection with Diehl Road, has partially collapsed and hence will not be used by worker or truck traffic during construction. Both worker and truck traffic will travel along Evan Hewes Highway from I-8 and its interchanges at Drew Road and Dunaway Road and travel northbound and southbound on Westside Road and Derrick Road, instead of Drew Road, to access the various parts of the Project. Construction-related traffic is not expected to cause excessive delays for vehicles entering or exiting the project site from Westside Road or Derrick Road. However, to reduce excessive delays and improve traffic flow for non-construction vehicles at the Drew Road/Haskell Road-Evan Hewes Road, Drew Road/I-8 eastbound ramp and Derrick Road/Evan Hewes Highway intersections, a traffic control plan would be implemented during AM and PM peak hour conditions, under Near Term conditions. The surrounding terrain is flat and no issues with sight distance at the project driveways are anticipated. Oversize vehicles will be subject to comply with oversize load permits and prior to construction the applicant would be required to secure all necessary permits. This would include implementation of construction traffic management plan, such as a traffic control plan to ensure adequate site access. See Section 10 for further details on details of construction traffic management plan which would be implemented by the Project during its construction phase.

Once operational, ingress/egress would be provided at controlled access gates at main entrances to the Project site. The perimeter of the Project site would be enclosed by chain link fence with barbed wire measuring up to eight feet in height from finished grade. An intrusion alarm system comprised of sensor cables integrated into the perimeter fence, intrusion detection cabinets placed approximately every 1,500 feet along the perimeter fence, and an intrusions control unit, located either in the substation control room or at the 0&M building, or similar technology, may be installed. Only authorized access will be permitted on-site. The final design for the internal access roads and driveways would be subject to County roadway standards and final approval from Imperial County.

Due to the rural nature of the area, transit, bicycle, and pedestrian facilities are limited. Due to nominal operational trip generation, no impacts or traffic effects to the surrounding roadway network, along with transit, bicycle, or pedestrian facilities are anticipated.

## 9.2 Caltrans Off-Ramp Queues

With the exception of the Drew Road/I-8 eastbound ramp intersection in the PM peak hour under, all Caltrans off-ramp intersections in the study area currently operate at, or are projected to operate at, LOS C or better. It should be noted that the I-8 eastbound ramps and Drew Road intersection would operate at LOS F during the PM peak hour in the Near Term plus Project conditions due to a high volume of outbound construction traffic from the Project which would need to make a southbound left turn to access I-8. It should be noted that eastbound left turn movement at this off-ramp has a very low volume of traffic during the PM peak hour which experiences delay However, there are no queuing issues that may potentially spill back onto the I-8 mainline because adequate storage length is available at the off-ramp intersection. Therefore, the construction-related traffic from the Project would not result in queuing impacts to the Caltrans off-ramp facilities in the study area which could impact the operation of I-8 mainline.





# 10 Construction Traffic Management Plan

The project would implement a Construction Traffic Management Plan (CTMP) during the peak phases identified in the 18-24 month period, when the project construction overlaps with construction of other cumulative projects in the area. Measures for temporary traffic control and transportation demand management that could be implemented are as follows:

- 1. The applicant or the contractor will implement a Traffic Control Plan at the following intersections where project's construction traffic could impede traffic flow causing delays or safe passing of non-construction traffic:
  - a. Evan Hewes Highway/Drew Road intersection
  - Evan Hewes Highway/Derrick Road intersection
  - c. Drew Road/I-8 eastbound ramp intersection

The TCP would include use of temporary traffic control devices (i.e., flagmen, signage, barriers, etc.) in accordance with Caltrans' California Manual on Uniform Traffic Control Device (CAMUTCD).

- 2. If feasible, the applicant or the contractor shall stagger construction work shifts during the peak construction phase to reduce AM and PM peak hour traffic to and from the proposed project;
- 3. The applicant or the contractor shall encourage carpooling among construction employees (workers);
- 4. If feasible, the applicant or the contractor shall schedule truck deliveries during off peak hours; and
- 5. The applicant or the contractor shall coordinate with Caltrans and County of Imperial in order to secure the necessary encroachment permits to implement temporary traffic control and trip permits necessary for any specialized haul trucks.





# 11 Findings and Recommendations

- The peak construction phase would temporarily generate approximately 1,016 total daily trips, 362 AM peak hour trips (361 inbound and 1 outbound), and 362 PM peak hour trips (1 inbound and 361 outbound). With the application of PCE factors to truck trips, the Project would generate 1,032 total PCE daily trips, and 362 PCE trips during the AM peak hour (361 inbound and 1 outbound) and 362 PCE trips during the PM peak hour (1 inbound and 361 outbound).
- As shown in Section 4, the VMT generated by the construction of the proposed project would be short-term and temporary and would not require a detailed analysis. The trips generated by the operation of the proposed project would be less than 110 ADT and hence would be screened from conducting a detailed VMT analysis. Therefore, the proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b)(1) and 15064.3(b)(3), and impacts related to VMT would be less than significant. No mitigation measures are required. The study area intersections currently operate at LOS B or better under Existing conditions and Existing plus Project conditions during both the peak hours.
- The study area roadway segments currently operate at LOS B or better conditions and would continue to operate at LOS B or better under Existing plus Project conditions.
- With the exception of the Derrick Road/Evan Hewes Highway intersection in the AM peak hour, all other study area intersections are forecast to operate at LOS C or better under the Near Term conditions. With the addition of temporary trips from peak phase of construction of the Project, the Drew Road/Haskell Road-Evan Hewes Road intersection (in AM and PM peak hours), Drew Road/I-8 eastbound ramps (in PM peak hour) and Derrick Road/Evan Hewes Highway (in AM and PM peak hours) would operate at LOS D or worse conditions, under the Near Term plus Project conditions Because the traffic effect caused by construction traffic from the proposed project under Near Term conditions at the study area intersections would be temporary and short-term, no roadway improvements are recommended by the Project. A traffic control plan as part of Construction Traffic Management Plan (CTMP) would be implemented by the applicant or contractor at the three intersections that operate at LOS D or worse under proposed project.
- The study area roadway segments would operate at LOS B or better conditions under Near Term conditions and would continue to operate at LOS C or better under Near Term plus Project conditions, with the addition of temporary trips from peak phase of construction of the Project.
- Construction-related traffic is not expected to cause excessive delays for vehicles entering or exiting the
  project site from Westside Road or Derrick Road. The construction-related traffic would not result in queuing
  impacts to the Caltrans off-ramp facilities in the study area which could impact the operation of I-8 mainline.
- Once operational, ingress/egress would be provided at controlled access gates at main entrances to the Project site, and the final design for the internal access roads and driveways would be subject to County roadway standards and final approval from Imperial County. Due to nominal operational trip generation, no impacts or traffic effects to the surrounding roadway network, along with transit, bicycle, and pedestrian facilities, are anticipated.
- The project would implement a Construction Traffic Management Plan during the peak phases identified in the 18-24-month period, when the project construction overlaps with construction of other cumulative projects in the area.





## 12 References

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# **Appendix A**Raw Traffic Counts

### 24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION) Prepared by AlmTD LLC tel. 714 253 7888 cs@almtd.com

DATE: Tuesday, March 26, 2024

CITY: El Centro

LOCATION: CLASS1 Drew Rd north of I-8 WB Rai

JOB #:	SC4480							LOCATION:	(	CLASS1 Drew I	Rd north of I	-8 WB Ramps			
AM			NOF	RTHBOUND				PM			N	ORTHBOUND			
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	2	1	0	0	0	0	3	12:00	15	2	0	1	0	0	18
0:00	0	Ö	0	0	0	0	0	12:15	12	1	0	i	0	0	14
0:10	3	Ö	Ö	0	0	0	3	12:30	21	ó	0	ò	0	0	21
0:45	5	ō	Ō	Ō	Ō	0	5	12:45	12	3	i	1	ō	ō	17
1:00	0	0	0	0	0	0	0	13:00	10	2	0	2	0	1	15
1:15	0	0	0	0	0	0	0	13:15	14	6	2	4	0	0	26
1:30	2	0	0	0	0	0	2	13:30	21	0	1	0	0	1	23
1:45	2	0	0	0	0	0	2	13:45	15	1	0	1	0	0	17
2:00	0	0	1	0	0	0	1	14:00	42	3	1	2	0	1	49
2:15	1	0	0	0	0	0	1	14:15	40	1	1	3	0	0	45
2:30	2	0	0	0	0	0	2	14:30	32	7	0	2	0	0	41
2:45 3:00	1 0	0	0	0	0	0	1	14:45 15:00	25 44	0 2	0	2	0	0	27 48
	1	0	0	0	0	0	1			3	0	3	0	0	34
3:15 3:30	2	0	1	1	0	0	4	15:15 15:30	28 21	3	1	0	0	2	27
3:45	2	0	0	0	0	0	2	15:45	33	1	2	2	0	2	40
4:00	1	0	0	0	0	0	1	16:00	16	3	1	0	0	0	20
4:15	5	1	0	o	0	0	6	16:15	13	1	i i	1	0	0	16
4:30	7	Ó	Ö	i i	Ö	Ō	8	16:30	20	2	1	Ó	ō	ō	23
4:45	5	1	0	0	0	0	6	16:45	32	0	1	0	0	0	33
5:00	14	1	0	0	0	0	15	17:00	24	3	0	0	0	0	27
5:15	8	1	0	0	0	0	9	17:15	19	0	1	1	0	0	21
5:30	11	3	0	1	0	0	15	17:30	17	1	1	0	0	0	19
5:45	15	2	0	0	0	1	18	17:45	22	0	0	0	0	0	22
6:00	20	1	0	0	0	0	21	18:00	17	0	0	0	0	0	17
6:15	15	0	0	0	0	0	15	18:15	15	0	0	1	0	0	16
6:30 6:45	12 22	3 2	2	3 0	0	0	20 24	18:30 18:45	11 12	0 1	0	0	0	0	11 13
7:00	12	2	0	3	0	0	17	19:00	12	0	0	0	0	0	12
7:15	16	1	0	3	0	0	20	19:15	9	0	0	0	0	0	9
7:30	30	3	0	ő	Ö	0	33	19:30	7	ő	ő	1	0	0	8
7:45	50	2	i	i	0	1	55	19:45	8	ō	0	Ó	ō	ō	8
8:00	23	2	0	2	0	0	27	20:00	11	1	0	0	0	0	12
8:15	17	2	0	0	0	0	19	20:15	7	0	1	1	0	0	9
8:30	6	2	0	1	0	0	9	20:30	18	1	0	0	0	0	19
8:45	11	2	0	1	0	0	14	20:45	35	1	0	0	0	0	36
9:00	9	1	1	1	1	0	13	21:00	7	0	0	0	0	0	7
9:15	13	1	0	0	0	0	14	21:15	2	0	0	0	0	0	2
9:30	15	2	0	1 0	0	0	18	21:30	5	0	0	0	0	0	5
9:45 10:00	13 14	<u>4</u> 5	1	2	0	0	17 22	21:45 22:00	35 30	<u>1</u> 3	0	0	0	0	36 33
10:00	13	2	0	0	0	0	15	22:00	30 5	0	0	0	0	0	5
10:15	18	1	0	1	0	0	20	22:30	2	0	0	0	0	0	2
10:30	13	ó	1	i	0	0	15	22:45	3	0	0	0	0	0	3
11:00	14	2	0	0	0	0	16	23:00	3	0	0	0	0	0	3
11:15	19	2	0	Ō	Ō	0	21	23:15	1	Ō	0	ō	0	0	1
11:30	15	1	0	3	0	0	19	23:30	0	0	0	0	0	0	0
11:45	9	1	0	2	0	0	12	23:45	1	0	0	0	0	0	1
TOTAL	488	54	8	28	1	2	581	TOTAL	804	53	17	30	0	7	911
	<u> </u>	·	AN	I PEAK HOU	R		7:15 AM					AM PEAK HO	JR		2:00 PM
			AN	I PEAK VOLL	JME		135				Į,	AM PEAK VOI	UME		162
CLASS 1	PASSENGER VE						TOTAL: AM	+PM	1,292	107	25	58	1	9	1,492
CLASS 2	2-AXLE TRUCK						% OF TOTA	AL.	86.6%	7.2%	1.7%	3.9%	0.1%	0.6%	100.0%
CLASS 3	3-AXLE TRUCK	c													

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	1,292	107	25	58	1	9	1,492
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	86.6%	7.2%	1.7%	3.9%	0.1%	0.6%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	2,644	205	44	118	1	21	3,033
CLASS 6	Buses	% OF TOTAL	87.2%	6.8%	1.5%	3.9%	0.0%	0.7%	100.0%

### 24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION) Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: JOB #:	Tuesday, March SC4480	n 26, 2024					IIII EEO (OI	CITY: LOCATION:		Centro ASS1 Drew R	d north of I-8	WB Ramps			
AM			SO	UTHBOUND				PM			sol	JTHBOUND			
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	9	2	1	0	0	0	12
0:15	2	0	0	0	0	0	2	12:15	16	1	1	1	0	0	19
0:30 0:45	1 2	0	0	0	0	0	1 2	12:30 12:45	11 16	3	0	0	0	0	14 19
1:00	1	0	0	0	0	0	1	13:00	14	4	0	2	0	1	21
1:15	3	Ö	0	0	0	0	3	13:15	40	1	0	1	0	0	42
1:30	3	0	1	0	0	0	4	13:30	21	2	0	1	0	0	24
1:45	0	0	0	0	0	0	0	13:45	15	1	0	1	0	0	17
2:00	0	0	0	0	0	0	0	14:00	10	2	0	1	0	0	13
2:15 2:30	2 2	0	0	0	0	0	2 2	14:15 14:30	17	0 1	1 0	1 2	0	0	19
2:30	4	0	0	0	0	0	4	14:30	26 11	1	3	1	0	1	29 17
3:00	1	0	0	0	0	0	1	15:00	11	2	1	1	0	0	15
3:15	4	Ö	0	0	Ö	0	4	15:15	16	1	i	0	0	0	18
3:30	10	0	0	0	0	0	10	15:30	19	0	0	1	0	1	21
3:45	2	0	0	0	0	0	2	15:45	15	3	0	0	0	1	19
4:00	2	0	0	0	0	0	2	16:00 16:15	51	1	0	0	0	0	52
4:15 4:30	3 4	0	0	0	0	0	3	16:15	25 30	2	1 0	1	0	0	28 35
4:45	5	2	0	0	0	0	7	16:45	31	1	0	1	0	0	33
5:00	9	0	0	2	0	0	11	17:00	33	0	0	0	0	0	33 33 27
5:15	29	0	0	0	0	0	29	17:15	23	1	0	2	0	1	27
5:30	52	3	0	1	0	0	56	17:30	19	2	0	0	0	0	21
5:45	50	4	0	1	0	0	55	17:45	16	2	1	1	0	1	21
6:00 6:15	37 17	3 4	1	2	0	1	43 25	18:00 18:15	21 17	1	0	0	0	0	22 18
6:30	33	5	1	2	0	0	41	18:30	15	1	0	1	0	0	17
6:45	25	4	Ó	3	0	0	32	18:45	15	0	0	ó	0	0	15
7:00	9	2	0	0	0	0	11	19:00	20	0	1	0	0	0	15 21
7:15	18	1	0	0	0	2	21	19:15	13	1	0	0	0	0	14
7:30	22	2	0	0	0	0	24	19:30	17	0	0	0	0	0	17
7:45 8:00	27 19	1 1	0	3 2	0	1 0	32 22	19:45 20:00	11 18	0	0	0	0	0	11 18
8:15	12	4	0	2	0	0	18	20:00	9	0	0	1	0 -	0	10
8:30	19	1	1	2	0	1	24	20:13	5	0	0	Ó	0	0	5
8:45	25	3	0	0	0	0	28	20:45	6	Ō	Ō	Ō	Ō	0	6
9:00	12	0	0	1	0	0	13	21:00	13	0	0	0	0	0	13
9:15	8	1	1	1	0	0	11	21:15	26	0	0	0	0	0	26
9:30 9:45	5 10	1 2	0 2	2 2	0	0	8 16	21:30 21:45	12 7	0	0	0	0	0	12 7
10:00	17	0	0	0	0	0	17	21:45	7	0	0	0	0	0	7
10:00	16	2	0	1	0	0	19	22:15	3	0	0	0	0	0	3
10:30	10	ō	0	i	Ö	0	11	22:30	5	0	Ö	0	0	0	5
10:45	8	0	0	1	0	0	9	22:45	4	0	0	0	0	0	4
11:00	11	2	0	2	0	0	15	23:00	3	0	0	1	0	0	4
11:15	15 17	5 1	0	1	0	0	21	23:15	7 4	0	0	0	0	0	7
11:30 11:45	17	3	0	2	0	0	19 17	23:30 23:45	4 4	0	0	0	0	0	4
TOTAL	595	57	8	36	0	6	702	TOTAL	757	41	11	24	0	6	839
				M PEAK HOU		Ü	5:15 AM					VI PEAK HOL		Ü	4:00 PM
				M PEAK VOL			183					и PEAK VOL			148
	AM PEAK VOLUME IS					100				/\l	L/ 111 V O L	UIVIL			

CLASS T	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	BUS

TOTAL: AM+PM	1,352	98	19	60	0	12	1,541
% OF TOTAL	87.7%	6.4%	1.2%	3.9%	0.0%	0.8%	100.0%

#### 24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION) Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, March 26, 2024 CITY: JOB #: SC4480 LOCATION: CLASS1 Drew Rd north of I-8 WB Ramps

JOB #:	SC4480							LOCATION	. U	LASS1 Drew Rd	north of 1-	B WB Ramps			
AM		_	(	COMBINED				PM			_C	OMBINED	_		
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
									0.1					1	20
0:00	2 2	1 0	0	0	0	0	3 2	12:00 12:15	24 28	4 2	1	1 2	0	0	30 33
0:15 0:30	4	0	0	0	0	0	4	12:15	32	3	0	0	0	0	35
0:30	7	0	0	0	0	0	7	12:30	28	3	1	4	0	0	35
1:00	1	0	0	0	0	0	1	13:00	24	6	0	4	0	2	36
1:15	3	0	0	0	0	0	3	13:15	54	7	2	5	0	0	68
1:30	5	0	1	0	0	0	6	13:30	42	2	1	1	0	1	47
1:45	2	0	0	0	0	0	2	13:45	30	2	0	2	0	Ó	34
2:00	0	0	1	0	0	0	1	14:00	52	5	1	3	0	1	62
2:15	3	0	o o	Ō	ō	0	3	14:15	57	1	2	4	0	o o	64
2:30	4	ō	ō	Ö	ō	0	4	14:30	58	8	0	4	ō	0	70
2:45	5	0	Ō	Ö	ō	0	5	14:45	36	1	3	3	Ō	1	44
3:00	1	0	0	0	0	0	1	15:00	55	4	2	2	0	0	63
3:15	5	0	0	0	0	0	5	15:15	44	4	1	3	0	0	52
3:30	12	0	1	1	0	0	14	15:30	40	3	1	1	0	3	48
3:45	4	0	0	0	0	0	4	15:45	48	4	2	2	0	3	59
4:00	3	0	0	0	0	0	3	16:00	67	4	1	0	0	0	72
4:15	8	1	0	0	0	0	9	16:15	38	3	2	1	0	0	44
4:30	11	0	0	1	0	0	12	16:30	50	6	1	1	0	0	58
4:45	10	3	0	0	0	0	13	16:45	63	1	1	1	0	0	66
5:00	23	1	0	2	0	0	26	17:00	57	3	0	0	0	0	60
5:15	37	1	0	0	0	0	38	17:15	42	1	1	3	0	1	48
5:30	63	6	0	2	0	0	71	17:30	36	3	1	0	0	0	40
5:45	65	6	0	1	0	1	73	17:45	38	2	1	1	0	1	43
6:00	57	4	1	1	0	1	64	18:00	38	1	0	0	0	0	39
6:15	32	4	1	2	0	1	40	18:15	32	1	0	1	0	0	34
6:30	45	8	3	5	0	0	61	18:30	26	1	0	1	0	0	28
6:45	47	6	0	3	0	0	56	18:45	27	1	0	0	0	0	28
7:00	21	4	0	3	0	0	28	19:00	32	0	1	0	0	0	33
7:15	34	2	0	3	0	2	41	19:15	22	1	0	0	0	0	23
7:30	52	5	0	0	0	0	57	19:30	24	0	0	1	0	0	25
7:45	77	3	1	4	0	2	87	19:45	19	0	0	0	0	0	19
8:00	42	3	0	4	0	0	49	20:00	29	1	0	0	0	0	30
8:15	29	6	0 1	2	0	0	37	20:15	16	0 1	1	2	0	0	19
8:30	25	3		3	0		33	20:30	23	1	0	0	0	0	24
8:45 9:00	36 21	5	0	2	0	0	42 26	20:45	41 20	0	0	0	0	0	42 20
9:00 9:15	21	2	1	1	0	0	26 25	21:00	20	0	0	0	0	0	20
9:15	20	3	0	3	0	0	26	21:15	28 17	0	0	0	0	0	28 17
9:30	20	6	2	2	0	0	33	21:30	42	1	0	0	0	0	43
10:00	31	5	1	2	0	0	39	21.43	37	3	0	0	0	0	43
10:00	29	4	0	1	0	0	34	22:15	8	0	0	0	0	0	8
10:30	28	1	0	2	0	0	31	22:13	7	0	0	0	0	0	7
10:45	21	0	1	2	0	0	24	22:45	7	0	0	0	0	0	7
11:00	25	4	0	2	0	0	31	23:00	6	0	0	1	0	0	7
11:15	34	7	Ö	1	0	0	42	23:15	8	0	0	ó	0	0	8
11:30	32	2	Ö	4	ō	0	38	23:30	4	ō	0	0	0	0	4
11:45	21	4	o	4	0	0	29	23:45	5	o	Ö	o	Ö	0	5
TOTAL	1,083	111	16	64	1	8	1,283	TOTAL	1,561	94	28	54	0	13	1,750
				M PEAK HOL	IR		5:30 AM					M PEAK HOU			2:15 PM
				M PEAK VOL			248					VI PEAK VOLU			2.13 FW
			A	IIVI PEAN VUL	UIVIE		∠48	l			A	VI FEAR VULU	JIVIE		∠41

CLAS	SS 1 PASSENGER VEHICLES	TOTAL: AM+PM	2,644	205	44	118	1	21	3,033
CLAS	SS 2 2-AXLE TRUCKS	% OF TOTAL	87.2%	6.8%	1.5%	3.9%	0.0%	0.7%	100.0%
CLAS	S 3 3-AXLE TRUCKS								
CLAS	S 4 4 OR MORE AXLE TRUCKS								
CLAS	SS 5 RV								
CLAS	IS 6 Ruses								

### 24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION) Prepared by AlmTD LLC tel. 714 253 7888 cs@almtd.com

DATE: Tuesday, March 26, 2024 CITY:

JOB #: SC4480 LOCATION: CLASS2 Drew Rd between W Kramar and W Diebl Rd

Most   Most	JOB #:	SC4480							LOCATION:	(	CLASS2 Drew F	Rd between	en W Kramar and W Diehl Rd						
1000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.00000 0.00000 0.00000 0.00000 0.00000 0.00000 0.00000 0.00000 0.000000	414			NC	RTHBOUND				DM			N	ORTHBOUND						
0.00		1	2			5	6	TOTAL		1	2			5	6	TOTAL			
0.35																			
0.30																			
1.100																			
11:50 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					0						0				0	0			
1.350	1:00	0						0	13:00						0				
145																			
2:00																			
2:15																			
2:30																			
2-45																			
3:15																			
3:30	3:00	0		0	0	0		0	15:00		0				0	1			
3.45   0																			
4.100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																			
4:15																			
4:30 0 0 0 0 0 0 0 0 0 0 16:45 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																1			
4.45																0			
5:00																			
5:30																			
5.45	5:15							0	17:15						0				
6:00																			
6-15 0 0 0 0 0 0 0 0 0 18:15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																0			
6-30 0 0 0 0 0 0 0 0 0 18:35 0 0 0 0 0 0 0 17:45 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																1			
6.45 0 0 0 0 0 0 0 0 18.45 0 0 0 0 0 0 0 0 0 0 0 0 0 7.00 7.00 0 1 1 19.00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																0			
7:00																Ċ			
7:15																			
7.45			0		0											0			
8:00	7:30		0					0	19:30						0				
8:15 0 0 0 0 0 0 0 0 0 20:15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																			
8:30 0 0 0 0 0 0 0 0 0 0 20:30 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																			
8:45 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																			
9:00																			
9:15			1																
9:30			Ö																
10:00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9:30	0		0	0						0	0		0		0			
10:15 0 0 0 0 0 0 0 0 0 22:15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																			
10:30 0 0 0 0 0 0 0 0 0 0 22:30 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																			
10:45																			
11:00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																			
11:15 0 0 0 0 0 0 0 0 0 0 0 23:15 0 0 0 0 0 0 0 0 0 0 1 1 23:30 0 0 0 0 0 0 0 0 0 0 0 0 1 1:45 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																			
11:30 0 1 0 0 0 0 0 1 23:30 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																			
11:45																			
AM PEAK HOUR 9:00 AM AM PEAK HOUR 6:00 PM AM PEAK VOLUME 5  CLASS 1 PASSENGER VEHICLES CLASS 2 -2 ANLE TRUCKS  TOTAL AM + PM 11 5 0 0 0 0 16 CLASS 3 13.00 0.00 0.00 0.00 100 0.00 0.00 0.	11:45	0			0	0	0		23:45		0		0			0			
AM PEAK VOLUME 5 AM PEAK VOLUME 2  CLASS 1 PASSENGER VEHICLES TOTAL: AM+PM 11 5 0 0 0 0 16  CLASS 2 2-AXLE TRUCKS 68.8% 31.3% 0.0% 0.0% 0.0% 0.0% 100.0%  CLASS 3 3-AXLE TRUCKS	TOTAL	6	4				0		TOTAL	5	1				0				
CLASS 1 PASSENGER VEHICLES TOTAL: AM+PM 11 5 0 0 0 0 16  CLASS 2 2-AXLE TRUCKS % OF TOTAL 68.8% 31.3% 0.0% 0.0% 0.0% 0.0% 100.0% 100.0% 100.0%				Д	M PEAK HOU	JR		9:00 AM				Ţ	AM PEAK HOL	JR		6:00 PM			
CLASS 2         2-AXLE TRUCKS         % OF TOTAL         68.8%         31.3%         0.0%         0.0%         0.0%         0.0%         0.0%         100.0%           CLASS 3         3-AXLE TRUCKS         68.8%         31.3%         0.0%         0.0%         0.0%         0.0%         0.0%         100.0%				Д	M PEAK VOL	UME		5				L	AM PEAK VOL	.UME		2			
CLASS 2         2-AXLE TRUCKS         % OF TOTAL         68.8%         31.3%         0.0%         0.0%         0.0%         0.0%         0.0%         100.0%           CLASS 3         3-AXLE TRUCKS         68.8%         31.3%         0.0%         0.0%         0.0%         0.0%         0.0%         100.0%	CLASS 1	DASSENGED VE	HICLES					TOTAL: AM	+ PM	11	F.	Λ	Λ	0	Λ	16			
CLASS 3 3-AXLE TRUCKS																			
								0017		00.070	31.370	3.070	0.070	070	0.070	100.070			
CLASS 4 4 OR MORE AXLE TRUCKS	CLASS 4	4 OR MORE AXI																	

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	11	5	0	0	0	0	16
		% OF TOTAL	68.8%	31.3%	0.0%	0.0%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	23	10	0	0	0	0	33
CLASS 6	Buses	% OF TOTAL	69.7%	30.3%	0.0%	0.0%	0.0%	0.0%	100.0%

DATE: JOB #:	Tuesday, Marc SC4480	:h 26, 2024						CITY: LOCATION:	E	I Centro	Rd between W	Kramar and \	W Diehl Rd		
AM				UTHBOUND				PM				JTHBOUND			
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	12:15	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0
0:45 1:00	0	0	0	0	0	0	0	12:45 13:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	13:30	0	1	0	0	0	0	1
1:45	o o	Ö	Ö	ő	0	0	0	13:45	1	o O	Ö	o	0	0	i
2:00	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	14:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	15:00	1	0	0	0	0	0	1
3:15	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0
3:30 3:45	0	0	0	0	0	0	0	15:30 15:45	0 1	0	0	0 0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	16:30	2	Ö	Ö	Ö	0	0	2
4:45	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0
6:30 6:45	0	0	0	0	0	0	0	18:30 18:45	1 0	0	0	0 0	0	0	1 0
7:00	0	1	0	0	0	0	1	19:00	1	0	0	0	0	0	1
7:15	o o	i	Ö	Ö	Ö	0	1	19:15	ó	0	Ö	Ö	0	0	0
7:30	1	0	0	0	0	0	1	19:30	0	Ō	0	0	0	0	0
7:45	0	0	0	0	0	0	0	19:45	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0
8:15	0	1	0	0	0	0	1	20:15	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	20:45	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0
9:15 9:30	3	0	0	0	0	0	3	21:15 21:30	0	0	0	0	0	0	0
9:30	0	1	0	0	0	0	1	21:30	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0
10:15	o o	0	Ö	Ö	0	0	0	22:15	Ö	0	Ö	Ö	0	0	0
10:30	o o	Ö	ō	ő	Ö	0	0	22:30	Ö	0	Ö	Ö	Ö	Ö	0
10:45	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	23:15	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	23:30	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	23:45	7	0	0	0	0	0	0
TOTAL	5	4	0	0	0	0	9	TOTAL	/	1	0	0	0	0	8
				M PEAK HOUF			9:15 AM					M PEAK HOU			3:45 PM
			1A	M PEAK VOLU	JME		5				AN	M PEAK VOLI	JME		3
01.100.	To control to	F11101 F0					TOTAL	D14 -	4.0	-					47
CLASS 1	PASSENGER VI						TOTAL: AM		12	5	0	0	0	0	17
CLASS 2	2-AXLE TRUCK						% OF TOTA	\L'	70.6%	29.4%	0.0%	0.0%	0.0%	0.0%	100.0%

CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	BUS

DATE: Tuesday, March 26, 2024 CITY: El Centro

JOB #:	SC4480							LOCATION	CLA	ASS2 Drew Rd	between W I	Cramar and W	Diehl Rd		
AM			cc	OMBINED				PM			CO	MBINED			
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	12:15	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0
0:45 1:00	0	0	0	0	0	0	0	12:45 13:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	13:30	0	1	0	0	0	0	1
1:45	0	0	0	0	0	0	0	13:45	2	0	0	0	0	0	2
2:00	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	14:15	0	1	0	0	0	0	1
2:30	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0
2:45 3:00	0	0	0	0	0	0	0	14:45 15:00	0 2	0	0	0	0	0	2
3:00	0	0	0	0	0	0	0	15:00	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0
3:45	o o	Ö	ō	Ö	ő	o	0	15:45	1	ō	Ö	Ö	Ö	0	1
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	16:15	1	0	0	0	0	0	1
4:30	0	0	0	0	0	0	0	16:30	2	0	0	0	0	0	2
4:45 5:00	0	0	0	0	0	0	0	16:45 17:00	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	1	0	0	0	0	0	1
6:15	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	18:30	2	0	0	0	0	0	2
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0
7:00 7:15	0	2	0	0	0	0	2	19:00 19:15	1 0	0	0	0	0	0	0
7:13	1	0	0	0	0	0	1	19:30	0	0	0	0	0	0	0
7:45	i o	1	0	0	0	0	1	19:45	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0
8:15	0	1	0	0	0	0	1	20:15	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	20:45	0	0	0	0	0	0	0
9:00	0	1	0	0	0	0	1	21:00	0	0	0	0	0	0	0
9:15 9:30	7	0	0	0	0	0	7	21:15 21:30	0	0	0	0	0	0	0
9:45	Ö	1	0	0	0	0	1	21:45	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0
10:15	Ō	Ō	Ō	0	0	0	0	22:15	Ö	Ö	Ō	0	0	0	0
10:30	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0
10:45	1	0	0	0	0	0	1	22:45	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0
11:15 11:30	0	0 1	0	0	0	0	0 1	23:15 23:30	0	0 0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	23:30	0	0	0	0	0	0	0
TOTAL	11	8	0	0	0	0	19	TOTAL	12	2	0	0	0	0	14
				/ PEAK HOU			9:00 AM					PEAK HOUR			3:45 PM
				I PEAK VOL			10					PEAK VOLU			4
			7.4.				10						-		

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	23	10	0	0	0	0	33
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	69.7%	30.3%	0.0%	0.0%	0.0%	0.0%	100.0
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Buses								

10:30 10:45

11:00 11:15 11:30 11:45 TOTAL

#### 24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION) Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, March 26, 2024 CITY: JOB #: SC4480 LOCATION: CLASS3 Drew Rd between W Diehl Rd and W Wixom Rd

AM PEAK HOUR

AM PEAK VOLUME

0:00 12:00 0:15 12:15 12:30 12:45 0:30 0:45 1:00 1:15 13:00 13:15 1:30 13:30 13:45 2:00 14:00 14:15 2:30 2:45 14:30 14:45 3:00 3:15 3:30 3:45 15:00 15:15 15:30 15:45 4:00 16:00 4:15 4:30 16:15 16:30 4:45 16:45 17:00 17:15 17:30 5:00 5:15 5:30 5:45 6:00 17:45 18:00 6:15 18:15 6:30 6:45 18:30 18:45 7:00 7:15 7:30 19:00 19:15 19:30 7:45 19:45 8:00 8:15 20:15 8:30 20:30 8:45 20:45 21:00 21:15 21:30 21:45 22:00 22:15 9:00 9:15 9:30 9:45 10:00 10:15

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	70	13	6	15	0	0	104
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	67.3%	12.5%	5.8%	14.4%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	123	25	9	34	0	0	191
CLASS 6	Buses	% OF TOTAL	64.4%	13.1%	4.7%	17.8%	0.0%	0.0%	100.0%

22:30 22:45 23:00 23:15 23:30 23:45

TOTAL

42

AM PEAK HOUR

AM PEAK VOLUME

B-AXLE TRUCKS OR MORE AXLE TRUCKS

### 24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION) Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: JOB #:	Tuesday, Marc SC4480	h 26, 2024				,		CITY: LOCATION:		l Centro	Rd between '	W Diehl Rd an	d W Wixom	Rd	
AM	1			OUTHBOUND				PM				DUTHBOUND			
TIME		2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	0	0	0	1	0	0	1
0:15	0	0	0	0	0	0	0	12:15	2	1	0	0	0	0	3
0:30	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	12:45	0	0	0	11	0	0	1
1:00	0	0	0	0	0	0	0	13:00	3	0	0	0	0	0	3
1:15	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0
1:30 1:45	0	0	0	0	0	0	0	13:30 13:45	3 2	0	0	1	0	0	5 3
2:00	0	0	0	0	0	0	0	14:00	1	0	0	0	0	0	1
2:15	0	0	0	0	0	0	0	14:15	i	0	0	0	0	0	1
2:30	0	0	0	ő	0	0	0	14:30	Ö	1	0	Ö	0	0	1
2:45	0	0	0	Ö	Ö	0	0	14:45	0	ó	0	0	0	0	0
3:00	0	0	0	0	0	0	0	15:00	4	0	0	2	0	0	6
3:15	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	15:30	2	0	0	0	0	0	2
3:45	0	0	0	0	0	0	0	15:45	1	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	16:00	1	0	0	0	0	0	1
4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	16:30	2	0	0	0	0	0	2
4:45	0	0	0	0	0	0	0	16:45	2	0	0	0	0	0	2
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0
5:30	2	0	0	0	0	0	2	17:30	0	0	0	0	0	0	0
5:45 6:00	0	0	0	0	0	0	0	17:45 18:00	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0
6:30	1	0	0	0	0	0	1	18:30	0	0	0	0	0	0	0
6:45	1	1	0	0	0	0	2	18:45	0	0	0	0	0	0	0
7:00	0	1	0	0	0	0	1	19:00	0	0	0	0	0	0	0
7:15	2	1	Ō	i	Ö	0	4	19:15	Ō	Ō	0	Ō	0	0	0
7:30	2	0	1	3	0	0	6	19:30	1	0	0	0	0	0	1
7:45	1	0	0	1	0	0	2	19:45	0	0	0	0	0	0	0
8:00	2	0	0	0	0	0	2	20:00	0	0	0	0	0	0	0
8:15	0	1	0	1	0	0	2	20:15	1	0	0	0	0	0	1
8:30	2	0	0	1	0	0	3	20:30	0	0	0	0	0	0	0
8:45	1	0	0	0	0	0	1	20:45	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0
9:15	4	1	0	0	0	0	5	21:15	0	0	0	0	0	0	0
9:30 9:45	1 2	0 2	0	0	0	0	1 5	21:30	0	0	0	0 0	0	0	0
10:00	2	0	0	4	0	0	5	21:45 22:00	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0
10:15	0	0	0	1	0	0	1	22:15	0	0	0	0	0	0	0
10:35	1	0	0	Ö	0	0	1	22:45	0	0	0	0	0	0	0
11:00	0	0	0	1	0	0	1	23:00	0	0	0	0	0	0	0
11:15	2	1	0	ó	0	0	3	23:15	0	0	0	0	0	0	0
11:30	ī	i	1	Ö	0	0	3	23:30	0	0	Ö	o o	0	0	0
11:45	0	0	0	0	0	0	0	23:45	0	0	0	0	0	0	0
TOTAL	26	9	3	13	0	0	51	TOTAL	27	3	0	6	0	0	36
				AM PEAK HO	UR		9:15 AM				-	AM PEAK HO	UR		1:00 PM
			<u>J</u>	AM PEAK VOL	_UME		16				,	AM PEAK VOI	UME		11
			L					li .			L				
CLASS 1	PASSENGER VE						TOTAL: AM		53	12	3	19	0	0	87
CLASS 2	2-AXLE TRUCK	S.					% OF TOTA	\L	60.9%	13.8%	3.4%	21.8%	0.0%	0.0%	100.0%

8:45

9:15 9:30

9:45

10:00 10:15 10:30 10:45 11:00

11:15 11:30

TOTAL

#### 24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION) Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, March 26, 2024 CITY: JOB #: SC4480 LOCATION: CLASS3 Drew Rd between W Diehl Rd and W Wixom Rd

12:00 0:15 12:15 12:30 0:30 0:45 12:45 1:00 1:15 13:15 1:30 13:30 13:45 2:00 2:15 2:30 2:45 14:00 14:15 14:30 14:45 3:00 15:00 3:15 15:15 3:30 15:30 4:00 16:00 4:15 16:15 4:30 16:30 4:45 16:45 17:00 17:15 5:00 5:15 5:30 5:45 17:30 17:45 6:00 18:00 18:15 6:15 6:30 6:45 18:30 18:45 7:00 7:15 19:00 19:15 7:30 19:30 7:45 19:45 8:00 20:00 20:15 8:15 20:30

6	22	U	U	113	TOTAL	56	/	3	12	U	U	/8
	AM PEAK HOUR			9:15 AM				AM F	PEAK HOUR	₹		3:00 PM
	AM PEAK VOLUME			37				AM F	PEAK VOLU	ME		20

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	123	25	9	34	0	0	191
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	64.4%	13.1%	4.7%	17.8%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Ruses								

20:45 21:00 21:15

21:30

21:45 22:00 22:15 22:30 22:45

23:00 23:15

23:30

DATE: Tuesday, March 26, 2024

CITY: El Centro

LOCATION: CLASS4 Drew Rd south of W Wixom Rd

JOB #:	SC4480							LOCATION:	(	CLASS4 Drew	Rd south of \	W Wixom Rd			
AM			NOF	RTHBOUND				PM			N	ORTHBOUND			
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	1	1	0	0	0	0	2
0:00	0	1	0	0	0	0	1	12:00	0	0	1	0	0	0	1
0:30	0	ó	Ö	Ö	0	0	Ö	12:30	3	0	Ö	ő	ő	Ö	3
0:45	1	0	0	0	0	0	1	12:45	1	ō	0	1	0	0	2
1:00	0	0	0	0	0	0	0	13:00	1	0	0	0	0	0	1
1:15	0	0	0	0	0	0	0	13:15	2	0	0	0	0	0	2
1:30	0	0	0	0	0	0	0	13:30	0	1	1	1	0	0	3
1:45	0	0	0	0	0	0	0	13:45	2	1	0	0	0	0	3
2:00	0	0	0	0	0	0	0	14:00	1	0	0	0	0	0	1
2:15	0	0	0	0	0	0	0	14:15	2	1	0	0	0	0	3
2:30	0	0	0	0	0	0	0	14:30	0	0	1	0	0	0	1
2:45	1	0	0	0	0	0	1	14:45 15:00	3	0	0	1 0	0	0	2
3:00	1	0	0	0	0	0		15:00	2	0	0	0	0	0	2
3:30	0	0	0	0	0	0	1 0	15:30	1	0	1	0	0	0	2
3:45	0	0	0	0	0	0	0	15:45	2	0	0	0	0	0	2
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	16:15	2	ō	0	1	0	0	3
4:30	0	Ō	Ō	Ō	Ö	Ō	Ō	16:30	0	ī	ō	Ó	Ō	ō	ī
4:45	2	0	0	0	0	0	2	16:45	1	0	0	0	0	0	1
5:00	1	0	0	0	0	0	1	17:00	0	0	0	0	0	0	0
5:15	2	0	0	0	0	0	2	17:15	0	0	0	1	0	0	1
5:30	8	0	0	0	0	0	8	17:30	1	0	0	0	0	0	1
5:45	6	0	0	0	0	0	6	17:45	1	0	0	1	0	0	2
6:00	8	0	0	0	0	0	8	18:00	1	0	0	0	0	0	1
6:15	7	1	1	0	0	0	9	18:15	0	0	0	0	0	0	0
6:30 6:45	2 2	1 2	0	1 0	0	0	4 5	18:30 18:45	1	0	0	0	0	0	1
7:00	1	2	0	0	0	0	3	19:00	1	1	0	0	0	0	2
7:15	3	2	Ö	0	0	0	5	19:15	0	0	0	0	0	0	0
7:30	o o	ī	Ö	ő	ő	0	1	19:30	ő	Ö	ő	ő	0	Ö	Ö
7:45	1	1	0	0	0	0	2	19:45	1	0	0	0	0	0	1
8:00	2	1	0	1	0	0	4	20:00	0	0	0	0	0	0	0
8:15	3	0	0	0	0	0	3	20:15	0	0	0	0	0	0	0
8:30	1	0	0	0	0	0	1	20:30	0	0	0	0	0	0	0
8:45	0	1	0	2	0	0	3	20:45	0	0	0	0	0	0	0
9:00	2	0	0	1	0	0	3	21:00	0	0	0	0	0	0	0
9:15	10	0	0	1	0	0	11	21:15	0	0	0	0	0	0	0
9:30 9:45	6	0 2	0	0	0	0	6	21:30 21:45	0	0	0	0	0	0	0
10:00	3	1	0	2	0	0	6	21:45	0	0	0	0	0	0	0
10:00	2	0	0	0	0	0	2	22:15	0	0	0	0	0	0	0
10:30	1	0	0	0	0	0	1	22:30	0	0	0	0	0	0	0
10:45	i i	ő	ő	ő	Ö	0	i	22:45	ő	Ö	ő	ő	ő	Ö	0
11:00	1	0	0	0	0	0	1	23:00	0	0	0	0	0	0	0
11:15	2	0	1	1	0	0	4	23:15	0	0	0	0	0	0	0
11:30	3	0	0	1	0	0	4	23:30	0	0	0	0	0	0	0
11:45	0	0	0	1	0	0	1	23:45	0	0	0	0	0	0	0
TOTAL	85	16	3	11	0	0	115	TOTAL	32	7	4	6	0	0	49
				И PEAK HOU			5:30 AM					AM PEAK HO			3:00 PM
			AN	∕I PEAK VOLU	JME		31				,	AM PEAK VOL	LUME		10
											_				
CLASS 1	PASSENGER VE						TOTAL: AM		117	23	7	17	0	0	164
CLASS 2	2-AXLE TRUCK	S					% OF TOTA	VL .	71.3%	14.0%	4.3%	10.4%	0.0%	0.0%	100.0%

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	117	23	7	17	0	0	164
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	71.3%	14.0%	4.3%	10.4%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	216	51	13	39	0	0	319
CLASS 6	Buses	% OF TOTAL	67.7%	16.0%	4.1%	12.2%	0.0%	0.0%	100.0%

DATE: JOB #:	Tuesday, Marc SC4480	h 26, 2024						CITY: LOCATION:		Centro LASS4 Drew R	d south of W	Wixom Rd			
AM				UTHBOUND				PM				JTHBOUND			
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	0	1	0	0	0	0	1	12:00	1	0	0	1	0	0	2
0:15	0	0	0	0	0	0	0	12:15	2	1	0	0	0	0	3
0:30	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	12:45	0	0	0	1	0	0	1
1:00	0	0	0	0	0	0	0	13:00	2	0	0	0	0	0	2
1:15 1:30	0	0	0	0	0	0	0	13:15 13:30	2	4 1	0	0	0	0	6 5
1:30	0	0	0	0	0	0	0	13:30	2	0	0	1	0	0	3
2:00	0	0	0	0	0	0	0	14:00	1	1	0	0	0	0	2
2:15	0	0	0	0	0	0	0	14:15	i	Ö	0	0	0	0	1
2:30	o o	0	ō	0	Ö	0	Ö	14:30	2	2	Ö	0	0	0	4
2:45	0	0	0	0	0	0	0	14:45	1	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	15:00	10	1	0	2	0	0	13
3:15	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	15:30	6	1	0	0	0	0	7
3:45	0	0	0	0	0	0	0	15:45	1	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	16:00	1	0	0	0	0	0	1
4:15 4:30	0	0	0	0	0	0	0	16:15 16:30	0 2	0	0	0	0	0	0 2
4:30	0	0	0	0	0	0	0	16:30	18	1	0	1	0	0	20
5:00	0	0	0	0	0	0	0	17:00	2	2	1	0	0	0	5
5:15	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0
5:30	2	1	ō	0	Ö	0	3	17:30	Ö	Ö	Ö	0	0	0	0
5:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	2	0	0	0	0	0	2
6:15	0	0	1	0	0	0	1	18:15	0	0	0	0	0	0	0
6:30	1	0	0	0	0	0	1	18:30	0	0	0	0	0	0	0
6:45	3	0	0	0	0	0	3	18:45	0	0	0	0	0	0	0
7:00	0	1	0	0	0	0	1	19:00	0	2	0	0	0	0	2
7:15	2 2	1	0	1	0	0	4	19:15	0	0	0	0	0	0	0
7:30 7:45	1	0	1 0	3 1	0	0	6 2	19:30 19:45	1 0	0	0	0	0	0	1
8:00	2	0	0	1	0	0	3	20:00	0	0	0	0	0	0	0
8:15	1	1	0	1	0	0	3	20:00	1	0	0	0	0 -	0	1
8:30	2	0	ō	i	Ö	0	3	20:30	o O	o	Ö	0	0	0	0
8:45	2	Ō	Ö	Ó	0	0	2	20:45	0	Ö	Ö	0	0	Ō	0
9:00	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0
9:15	5	1	0	0	0	0	6	21:15	0	0	0	0	0	0	0
9:30	2	0	0	1	0	0	3	21:30	0	1	0	0	0	0	1
9:45	3	2	2	0	0	0	7	21:45	0	0	0	0	0	0	0
10:00	2	0	0	4	0	0	6	22:00	0	0	0	0	0	0	0
10:15 10:30	1 0	0	0	0 1	0	0	1	22:15 22:30	0	0	0	0	0	0	0
10:30	1	0	0	0	0	0	1	22:30	0	0	0	0	0	0	0
11:00	0	0	0	1	0	0	1	23:00	1	0	0	0	0	0	1
11:15	2	1	0	Ó	0	0	3	23:15	0	0	0	0	0	0	Ó
11:30	3	1	1	Ö	0	0	5	23:30	Ō	ō	Ö	0	Ö	Ö	0
11:45	0	0	0	Ō	0	0	0	23:45	0	1	0	0	0	0	1
TOTAL	37	10	5	15	0	0	67	TOTAL	62	18	1	7	0	0	88
			А	M PEAK HOL	JR		9:15 AM				A۱	Л PEAK HOL	JR .		4:30 PM
				M PEAK VOL			22				ΑN	Л PEAK VOL	UME		27
			<u> </u>					1							
01.400.4	PASSENGER VE						TOTAL: AM	51.4	99	28	6	22	0	0	155

CLASS T	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	BUS

DATE: Tuesday, March 26, 2024 CITY: El Centro

LOCATION:

JOB #:	SC4480							LOCATION:	(	CLASS4 Drew I	Rd south of 1	W Wixom Rd			
AM			С	OMBINED				PM				COMBINED			
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	0	1	0	0	0	0	1	12:00	2	1	0	1	0	0	4
0:15	ō	1	Ō	Ō	ō	0	1	12:15	2	i	1	Ó	Ō	O	4
0:30	0	0	0	0	0	0	0	12:30	3	0	0	0	0	0	3
0:45	1	0	0	0	0	0	1	12:45	1	0	0	2	0	0	3
1:00	0	0	0	0	0	0	0	13:00	3	0	0	0	0	0	3
1:15	0	0	0	0	0	0	0	13:15	4	4	0	0	0	0	8
1:30	0	0	0	0	0	0	0	13:30	3	2	1	2	0	0	8
1:45 2:00	0	0	0	0	0	0	0	13:45 14:00	2	1	0	1 0	0	0	6
2:15	0	0	0	0	0	0	0	14:15	3	1	0	0	0	0	4
2:30	0	0	0	0	0	0	0	14:30	2	2	1	0	0	0	5
2:45	1	0	0	0	0	0	1	14:45	2	0	Ö	1	0	0	3
3:00	1	0	0	0	0	0	1	15:00	13	2	0	2	0	0	17
3:15	1	Ō	Ō	Ō	ō	0	1	15:15	2	0	Ō	0	Ō	O	2
3:30	0	0	0	0	0	0	0	15:30	7	1	1	0	0	0	9
3:45	0	0	0	0	0	0	0	15:45	3	0	0	0	0	0	3
4:00	0	0	0	0	0	0	0	16:00	1	0	0	0	0	0	1
4:15	0	0	0	0	0	0	0	16:15	2	0	0	1	0	0	3
4:30	0	0	0	0	0	0	0	16:30	2	1	0	0	0	0	3
4:45	2	0	0	0	0	0	2	16:45	19	1	0	1	0	0	21
5:00	1	0	0	0	0	0	1	17:00	2	2	1	0	0	0	5
5:15 5:30	2 10	0 1	0	0	0	0	2 11	17:15 17:30	0 1	0	0	1 0	0	0	1
5:30		0	0	0	0	0		17:30	1	0	0	1	0	0	1 2
6:00	6 8	0	0	0	0	0	6 8	18:00	3	0	0	0	0	0	3
6:15	7	1	2	0	0	0	10	18:15	0	0	0	0	0	0	0
6:30	3	i	0	1	0	0	5	18:30	1	0	0	Ö	0	0	1
6:45	5	2	1	0	0	0	8	18:45	i	0	0	ō	0	o	i
7:00	1	3	0	0	0	0	4	19:00	1	3	0	0	0	0	4
7:15	5	3	0	1	0	0	9	19:15	0	0	0	0	0	0	0
7:30	2	1	1	3	0	0	7	19:30	1	0	0	0	0	0	1
7:45	2	1	0	1	0	0	4	19:45	1	0	0	0	0	0	1
8:00	4	1	0	2	0	0	7	20:00	0	0	0	0	0	0	0
8:15	4	1	0	1	0	0	6	20:15	1	0	0	0	0	0	1
8:30	3	0	0	1	0	0	4	20:30	0	0	0	0	0	0	0
8:45	2	1	0	2	0	0	5	20:45	0	0	0	0	0	0	0
9:00 9:15	15	0	0	1	0	0	3 17	21:00 21:15	0	0	0	0	0	0	0
9:15 9:30	8	0	0	1	0	0	9	21:15	0	1	0	0	0	0	1
9:45	4	4	2	0	0	0	10	21:45	0	0	0	0	0	0	Ó
10:00	5	1	0	6	0	0	12	22:00	0	0	0	0	0	0	0
10:15	3	o O	o	0	0	0	3	22:15	Ö	ō	o O	ō	Ö	0	0
10:30	1	Ō	Ō	1	0	0	2	22:30	ō	Ō	Ō	Ō	Ō	0	0
10:45	2	0	0	0	0	0	2	22:45	0	0	0	0	0	0	0
11:00	1	0	0	1	0	0	2	23:00	1	0	0	0	0	0	1
11:15	4	1	1	1	0	0	7	23:15	0	0	0	0	0	0	0
11:30	6	1	1	1	0	0	9	23:30	0	0	0	0	0	0	0
11:45	0	0	0	1	0	0	1	23:45	0	1	0	0	0	0	1
TOTAL	122	26	8	26	0	0	182	TOTAL	94	25	5	13	0	0	137
				M PEAK HOL			9:15 AM					AM PEAK HOU			4:15 PM
			A	M PEAK VOL	.UME		48				,	AM PEAK VOL	UME		32
											_				
CLASS 1	PASSENGER VE							+PM	216	51	13	39	0	0	319
CLASS 2	2-AXLE TRUCK	S					% OF TOTA	AL .	67.7%	16.0%	4.1%	12.2%	0.0%	0.0%	100.0%

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	216	51	13	39	0	0	319
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	67.7%	16.0%	4.1%	12.2%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Buses								

DATE: Tuesday, March 26, 2024 CITY:

JOB #: SC4480 LOCATION: CLASS5 W Diehl Rd west of Drew Rd

JOB #:	SC4480	5C4480							LOCATION: CLASS5 W Diehl Rd west of Drew Rd						
			F.	ASTBOUND				51.4			F.	ASTBOUND			
AM TIME	1	2	3	1	5	6	TOTAL	PM Time	1	າ	3	1	5	6	TOTAL
				*											TOTAL
0:00	0	0	0	0	0	0	0	12:00	0 2	0	0	1	0	0	1
0:15 0:30	0	0	0	0	0	0	0	12:15 12:30	0	0	0	0	0	0	3
0:45	0	0	0	0	0	0	0	12:45	0	0	0	1	0	0	1
1:00	0	0	0	0	0	0	0	13:00	4	0	0	1	0	0	5
1:15	o o	ő	Ö	ő	Ö	Ö	Ö	13:15	ó	Ö	Ö	ó	ő	ő	0
1:30	0	0	0	0	0	0	0	13:30	2	0	0	1	0	0	3
1:45	0	0	0	0	0	0	0	13:45	1	0	0	1	0	0	2
2:00	0	0	0	0	0	0	0	14:00	1	0	0	1	0	0	2
2:15	0	0	0	0	0	0	0	14:15	1	0	0	0	0	0	1
2:30	0	0	0	0	0	0	0	14:30	0	1	0	0	0	0	1
2:45	0	0	0	0	0	0	0	14:45 15:00	1 3	0	0	0	0	0	3
3:00	0	0	0	0	0	0	0	15:00	0	0	0	0	0	0	4
3:30	0	0	0	0	0	0	0	15:30	1	0	0	0	0	0	1
3:45	0	0	0	0	0	0	0	15:45	0	0	0	ō	0	0	Ó
4:00	0	0	0	0	0	0	0	16:00	1	0	0	0	0	0	1
4:15	0	0	0	0	0	0	0	16:15	2	0	0	0	0	0	2
4:30	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	16:45	1	0	0	0	0	0	1
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	17:15	0	1	0	0	0	0	1
5:30	2	0	0	0	0	0	2	17:30	0	0	0	0	0	0	0
5:45 6:00	0	0	0	0	0	0	0	17:45 18:00	2	0	0	0	0	0	2
6:15	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0
6:30	1	0	0	0	0	0	1	18:30	0	0	0	0	0	0	0
6:45	1	ō	Ō	ō	Ö	0	1	18:45	Ō	Ō	Ō	ō	ō	ō	ō
7:00	1	0	0	0	0	0	1	19:00	0	0	0	0	0	0	0
7:15	0	1	0	1	0	0	2	19:15	0	0	0	0	0	0	0
7:30	0	0	1	2	0	0	3	19:30	1	0	0	0	0	0	1
7:45	1	1	1	0	0	0	3	19:45	0	0	0	0	0	0	0
8:00 8:15	0	0	0	0	0	0	1	20:00 20:15	0	0	0	0	0	0	0
8:30	2	0	0	1	0	0	3	20:13	0	0	0	0	0	0	0
8:45	1	0	0	0	0	0	1	20:30	1	0	0	0	0	0	1
9:00	i	1	0	0	0	0	2	21:00	0	0	0	0	0	0	0
9:15	4	1	0	Ō	Ō	Ō	5	21:15	Ö	Ō	Ö	Ō	ō	Ō	0
9:30	1	0	0	1	0	0	2	21:30	0	0	0	0	0	0	0
9:45	4	3	1	1	0	0	9	21:45	0	0	0	0	0	0	0
10:00	1 1	0	0	2	0	0	3	22:00	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	22:15	0	0	0	0	0	0	0
10:30 10:45	0 2	0	1 0	1	0	0	2	22:30 22:45	0	0	0	0	0	0	0
11:00	1	0	0		0	0	3	23:00	0	0	0	0	0	0	0
11:15	2	2	0	1	0	0	5	23:15	0	0	0	0	0	0	0
11:30	1	1	1	ó	0	0	3	23:30	0	ő	0	ő	o o	0	0
11:45	0	Ó	Ó	Ō	Ō	0	0	23:45	0	Ō	Ō	ō	ō	0	0
TOTAL	27	10	5	13	0	0	55	TOTAL	25	4	0	8	0	0	37
			A	M PEAK HOU	JR		9:15 AM				А	M PEAK HOU	R		1:00 PM
	AM PEAK VOLUME						19				А	M PEAK VOL	JME		10
CLASS 1	PASSENGER VE							+PM	52	14	5	21	0	0	92
CLASS 2 CLASS 3	2-AXLE TRUCK 3-AXLE TRUCK						% OF TOTA	\L '	56.5%	15.2%	5.4%	22.8%	0.0%	0.0%	100.0%
LLAJO O	S-MALE IRUCK	J													

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	52	14	5	21	0	0	92
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	56.5%	15.2%	5.4%	22.8%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	133	26	12	33	0	0	204
CLASS 6	Buses	% OF TOTAL	65.2%	12.7%	5.9%	16.2%	0.0%	0.0%	100.0%

3-AXLE TRUCKS 4 OR MORE AXLE TRUCKS

### 24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION) Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: JOB #:	Tuesday, Marc SC4480	:h 26, 2024				,		CITY: LOCATION:		l Centro LASS5 W Dieł	nl Rd west of	Drew Rd			
AM				ESTBOUND				PM				ESTBOUND			
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	1	0	0	0	0	0	1
0:15	0	0	0	0	0	0	0	12:15	0	0	1	0	0	0	1
0:30	0	0	0	0	0	0	0	12:30	2	0	1	0	0	0	3
0:45	0	0	0	0	0	0	0	12:45 13:00	0	0	0	0	0	0	2
1:00	0	0	0	0	0	0	0	13:00	3	0	0	0	0	0	1 3
1:30	0	0	0	0	0	0	0	13:30	1	0	1	1	0	0	3
1:45	o o	Ö	Ö	Ö	0	0	0	13:45	2	0	0	Ó	0	0	2
2:00	0	0	0	0	0	0	0	14:00	1	0	0	0	0	0	1
2:15	0	0	0	0	0	0	0	14:15	3	0	0	0	0	0	3
2:30	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0
2:45	1	0	0	0	0	0	1	14:45	1	0	0	1	0	0	2
3:00	1	0	0	0	0	0	1	15:00	1	1	0	0	0	0	2
3:15	1	0	0	0	0	0	1	15:15	1	0	0	0	0	0	1
3:30 3:45	0	0	0	0	0	0	0	15:30 15:45	1 3	0	1 0	0	0	0	2 3
4:00	0	0	0	0	0	0	0	16:00	1	1	0	0	0	0	
4:15	0	0	0	0	0	0	0	16:15	i	0	0	1	0	0	2 2
4:30	o o	Ö	Ö	Ö	0	0	0	16:30	i	ō	0	Ó	0	Ö	1
4:45	0	0	0	0	0	0	0	16:45	2	0	0	0	0	0	2
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	17:15	0	1	0	1	0	0	2
5:30	0	0	0	0	0	0	0	17:30	1	0	0	0	0	0	1
5:45	0	0	0	0	0	0	0	17:45	1	0	0	1	0	0	2
6:00	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0
6:15 6:30	0	0	1	0	0	0	1	18:15	0	0	0	0	0	0	0
6:30	1	0	1	0	0	0	0 2	18:30 18:45	2	0	0	0	0	0	0 2
7:00	2	0	0	0	0	0	2	19:00	1	0	0	0	0	0	1
7:15	2	1	Ö	Ö	0	0	3	19:15	ó	1	0	0	0	0	1
7:30	0	0	0	0	0	0	0	19:30	0	0	0	0	0	0	0
7:45	0	5	0	0	0	0	5	19:45	1	0	0	0	0	0	1
8:00	2	0	0	1	0	0	3	20:00	0	0	0	0	0	0	0
8:15	3	0	0	0	0	0	3	20:15	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0
8:45	2	0	0	1	0	0	3	20:45	0	0	0	0	0	0	0
9:00 9:15	2 8	0	0	0	0	0	2	21:00 21:15	0	0	0	0	0	0	0
9:15	7	0	0	0	0	0	7	21:15	0	0	0	0	0	0	0
9:45	3	1	0	0	0	0	4	21:45	0	0	0	0	0	0	0
10:00	2	0	0	0	0	0	2	22:00	0	0	0	0	0	0	0
10:15	2	1	Ō	Ö	0	0	3	22:15	Ō	0	Ö	0	0	0	0
10:30	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0
10:45	1	0	0	1	0	0	2	22:45	0	0	0	0	0	0	0
11:00	1	0	0	0	0	0	1	23:00	0	0	0	0	0	0	0
11:15	3	0	1	1	0	0	5	23:15	0	0	0	0	0	0	0
11:30	3	0	0	1 0	0	0	4	23:30	0	0	0	0	0	0	0
11:45 TOTAL	48	<u>0</u> 8	3	6	0	0	65	23:45 TOTAL	33	<u>0</u>	4	6	0	0	47
TOTAL	40	U		M PEAK HOUR		0	9:15 AM	TOTAL	33	**		M PEAK HO		U	3:30 PM
															3:30 PM
			Al	M PEAK VOLU	IVIÉ		22				A	M PEAK VO	LUIVIE		9
CLASS 1	PASSENGER VI	FHICLES					TOTAL: AM	+PM	81	12	7	12	0	0	112
CLASS 1	2-AXLE TRUCK						% OF TOTAL		72.3%	10.7%	6.3%	10.7%	0.0%	0.0%	100.0%
CLASS 2	2 AVLE TRUCK														

DATE: Tuesday, March 26, 2024 CITY: JOB #: SC4480 LOCATION: CLASS5 W Diehl Rd west of Drew Rd

JOB #:	SC4480							LOCATION: CLASSS W Diehl Rd west of Drew Rd							
AM			(	OMBINED				PM				COMBINED			
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	1	0	0	1	0	0	2
0:00	0	0	0	0	0	0	0	12:15	2	1	1	Ó	0	0	4
0:30	0	0	ō	Ö	Ö	0	0	12:30	2	o O	i	0	0	0	3
0:45	0	0	0	Ö	Ö	0	0	12:45	2	ō	o O	1	0	0	3
1:00	0	0	0	0	0	0	0	13:00	4	0	0	2	0	0	6
1:15	ō	0	ō	Ö	0	ō	0	13:15	3	ō	ō	0	Ō	0	3
1:30	0	0	0	0	0	0	0	13:30	3	0	1	2	0	0	6
1:45	0	0	0	0	0	0	0	13:45	3	0	0	1	0	0	4
2:00	0	0	0	0	0	0	0	14:00	2	0	0	1	0	0	3
2:15	0	0	0	0	0	0	0	14:15	4	0	0	0	0	0	4
2:30	0	0	0	0	0	0	0	14:30	0	1	0	0	0	0	1
2:45	1	0	0	0	0	0	1	14:45	2	0	0	3	0	0	5
3:00	1	0	0	0	0	0	1	15:00	4	2	0	0	0	0	6
3:15	1	0	0	0	0	0	1	15:15	1	0	0	0	0	0	1
3:30	0	0	0	0	0	0	0	15:30	2	0	1	0	0	0	3
3:45	0	0	0	0	0	0	0	15:45	3	0	0	0	0	0	3
4:00	0	0	0	0	0	0	0	16:00	2	1	0	0	0	0	3
4:15	0	0	0	0	0	0	0	16:15	3	0	0	1	0	0	4
4:30	0	0	0	0	0	0	0	16:30	1	0	0	0	0	0	1
4:45	0	0	0	0	0	0	0	16:45	3	0	0	0	0	0	3
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	17:15	0	2	0	1	0	0	3
5:30	2	0	0	0	0	0	2	17:30	1	0	0	0	0	0	1
5:45	0	0	0	0	0	0	0	17:45	1	0	0	1	0	0	2
6:00	0	0	0	0	0	0	0	18:00	2	0	0	0	0	0	2
6:15	0	0	1	0	0	0	1	18:15	0	0	0	0	0	0	0
6:30	1	0	0	0	0	0	1	18:30	0	0	0	0	0	0	0
6:45	2	0	1	0	0	0	3	18:45	2	0	0	0	0	0	2
7:00	3	0	0	0	0	0	3	19:00	1	0	0	0	0	0	1
7:15	2	2	0	1	0	0	5	19:15	0	1	0	0	0	0	1
7:30	0	0	1	2	0	0	3	19:30	1	0	0	0	0	0	1
7:45	1	6	1	0	0	0	8	19:45	1	0	0	0	0	0	1
8:00	3	0	0	1	0	0	4	20:00	0	0	0	0	0	0	0
8:15	3	0	0	1	0	0	4	20:15	1	0	0	0	0	0	1
8:30	2	0	0	1	0	0	3	20:30	0	0	0	0	0	0	0
8:45	3	0	0	1	0	0	4	20:45	1	0	0	0	0	0	1
9:00	3	1	0	0	0	0	4	21:00	0	0	0	0	0	0	0
9:15	12	1	ō	i	0	ō	14	21:15	Ō	ō	ō	ō	Ō	0	0
9:30	8	0	ō	i	0	ō	9	21:30	Ō	ō	ō	ō	Ō	0	0
9:45	7	4	1	i	ō	ō	13	21:45	Ō	ō	ō	ō	Ō	0	0
10:00	3	0	0	2	0	0	5	22:00	0	0	0	0	0	0	0
10:15	2	i	ō	0	ō	ō	3	22:15	Ō	ō	ō	ō	Ō	ō	ō
10:30	0	0	1	i	ō	ō	2	22:30	Ō	ō	ō	ō	Ō	ō	ō
10:45	3	0	o O	2	Ö	0	5	22:45	o	ō	ō	0	0	0	0
11:00	2	0	0	1	0	0	3	23:00	0	0	0	0	0	0	0
11:15	5	2	1	2	Ö	0	10	23:15	o	ō	ō	ō	0	0	0
11:30	4	ī	i	1	Ö	0	7	23:30	0	ō	ō	0	0	0	0
11:45	l i	Ö	o O	o O	Ö	0	1	23:45	o	0	0	0	0	0	0
TOTAL	75	18	8	19	0	0	120	TOTAL	58	8	4	14	0	0	84
	, , ,	10		M PEAK HOUR			9:15 AM					AM PEAK HC			1:00 PM
			А	M PEAK VOLUI	MŁ		41	l			Ŀ	AM PEAK VC	DLUME		19
CLASS 1	PASSENGER VE						TOTAL: AM		133	26	12	33	0	0	204
CLASS 2	2-AXLE TRUCKS	5					% OF TOTA		65.2%	12.7%	5.9%	16.2%	0.0%	0.0%	100.0%

PASSENGER VEHICLES
2-AXLE TRUCKS
3-AXLE TRUCKS
4 OR MORE AXLE TRUCKS
RV
Buses

DATE: Tuesday, March 26, 2024 CITY:

JOB #: SC4480 LOCATION: CLASS6 W Wixom Rd west of Drew Rd 0:00 12:00 0:15 12:15 12:30 12:45 0:30 0:45 1:00 1:15 13:00 13:15 1:30 13:30 13:45 2:00 14:00 14:15 2:30 2:45 14:30 14:45 3:00 3:15 3:30 3:45 15:00 15:15 15:30 15:45 4:00 16:00 4:15 4:30 16:15 16:30 4:45 16:45 5:00 5:15 5:30 5:45 6:00 6:15 17:00 17:15 17:30 17:45 18:00 18:15 6:30 6:45 18:30 18:45 7:00 7:15 7:30 19:00 19:15 19:30 7:45 19:45 8:00 8:15 20:00 20:15 8:30 20:30 8:45 20:45 21:00 21:15 21:30 21:45 22:00 22:15 9:00 9:15 9:30 9:45 10:00 10:15 10:30 10:45 22:30 22:45 23:00 23:15 23:30 23:45 11:00 11:15 11:30 11:45 TOTAL TOTAL AM PEAK HOUR AM PEAK HOUR AM PEAK VOLUME AM PEAK VOLUME

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	51	18	3	3	0	0	75
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	68.0%	24.0%	4.0%	4.0%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	103	30	4	5	0	0	142
CLASS 6	Buses	% OF TOTAL	72.5%	21.1%	2.8%	3.5%	0.0%	0.0%	100.0%

DATE: JOB #:	Tuesday, Marc SC4480	h 26, 2024				,		CITY: LOCATION:	Е	I Centro	om Rd west o	f Drew Rd			
AM				STBOUND				PM				ESTBOUND			
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	0	1	0	0	0	0	1
0:15	0	0	0	0	0	0	0	12:15	0	0	0	0	0	0	0
0:30 0:45	0	0	0	0	0	0	0	12:30 12:45	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	13:00	2	0	0	0	0	0	2
1:15	0	0	0	0	0	0	0	13:15	1	0	0	0	0	0	1
1:30	0	0	0	0	0	0	0	13:30	0	1	0	0	0	0	1
1:45	0	0	0	0	0	0	0	13:45	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0
2:15 2:30	0	0	0	0	0	0	0	14:15 14:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	14:45	1	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	15:00	1	0	0	0	0	0	1
3:15	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0
3:45 4:00	0	0	0	0	0	0	0	15:45 16:00	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
4:30	0	Ö	0	0	0	0	0	16:30	0	1	0	0	0	0	1
4:45	2	0	0	0	0	0	2	16:45	1	0	0	0	0	0	1
5:00	1	0	0	0	0	0	1	17:00	0	0	0	0	0	0	0
5:15	2	0	0	0	0	0	2	17:15	0	0	0	0	0	0	0
5:30 5:45	8	0	0	0	0	0	8	17:30 17:45	0	0	0	0	0	0	0
6:00	8	0	0	0	0	0	6 8	18:00	0	0	0	0	0	0	0
6:15	7	1	0	0	0	0	8	18:15	0	Ö	0	0	0	0	0
6:30	1	1	0	0	0	0	2	18:30	0	0	0	0	0	0	0
6:45	0	2	0	0	0	0	2	18:45	0	0	0	0	0	0	0
7:00	0	1	0	0	0	0	1	19:00	1	0	0	0	0	0	1
7:15 7:30	1 0	0 1	0	0	0	0	1	19:15 19:30	0	0	0	0	0	0	0
7:45	0	Ö	0	0	0	0	0	19:45	0	0	0	0	0	0	0
8:00	1	0	0	0	0	0	1	20:00	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	20:15	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0
8:45 9:00	0	0	0	0	0	0	0	20:45 21:00	0	0	0	0	0	0	0
9:00	1	0	0	0	0	0	1	21:00	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	Ó	21:30	0	0	0	0	0	0	0
9:45	0	2	0	0	0	0	2	21:45	0	0	0	0	0	0	0
10:00	1	1	0	0	0	0	2	22:00	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	1	22:15	0	0	0	0	0	0	0
10:30 10:45	1 0	0	0	0	0	0	1 0	22:30 22:45	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0
11:15	2	0	0	ő	0	0	2	23:15	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	23:30	0	0	0	0	0	0	0
11:45	0	0	0	1	0	0	1	23:45	0	0	0	0	0	0	0
TOTAL	44	9	0	2	0	0	55	TOTAL	8	3	1	0	0	0	12
				A PEAK HOU			5:30 AM					M PEAK HOL			1:00 PM
			ΑN	∥ PEAK VOLU	JME		30				Α	M PEAK VOL	UME		4
CLASS 1	PASSENGER VI	EUICLES				1	TOTAL: AM	DM	52	12	1	2	0	0	67
CLASS 1	2-AXLE TRUCK						% OF TOTAL		77.6%	17.9%	1.5%	3.0%	0.0%	0.0%	100.0%
CLASS 2	2 AVLE TRUCK														

CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	BUS

CITY: El Centro DATE: Tuesday, March 26, 2024 LOCATION:

AM	JOB #:	SC4480							LOCATION:	C	CLASS6 W Wixo	m Rd west	of Drew Rd			
0.00	AM			(	COMBINED				PM			(	OMBINED			
0.15	TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0.15	0:00	0	1	0	0	0	0	1	12:00	1	1	0	0	0	0	2
0.45			0					0		0	0					
1:00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0:30	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0
11:15 0 0 0 0 0 0 0 0 0 0 13:15 3 4 0 0 0 0 0 0 7 1 11:45 0 0 0 0 0 0 0 0 0 1 1 11:45 0 0 0 0 0 0 0 0 0 0 0 1 13:45 0 0 0 0 0 0 0 0 0 0 1 1 11:45 0 0 0 0 0 0 0 0 0 0 0 0 1 1 11:45 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 1 1 1 1		1						1							0	
1:45 0 0 0 0 0 0 0 0 0 0 13:30 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																
1-145 0 0 0 0 0 0 0 0 0 0 13:45 0 0 0 0 0 0 0 0 0 0 0 0 2 0 12:15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																7
2:00																1
2:15											0					0
2:30 0 0 0 0 0 0 0 0 0 0 14:30 2 1 1 1 0 0 0 0 4 4 3 3 2 3 3 0 0 0 0 0 0 0 0 0 0 0 0 14:45 2 0 0 0 0 0 0 0 0 0 2 3 3 105 0 0 0 0 0 0 0 0 0 0 0 0 15:05 0 8 1 0 0 0 0 0 0 0 0 3 3 105 0 0 0 0 0 0 0 0 0 0 0 0 15:05 0 8 1 0 0 0 0 0 0 0 0 0 3 3 105 0 0 0 0 0 0 0 0 0 0 0 0 0 15:05 0 8 1 0 0 0 0 0 0 0 0 0 0 3 3 105 0 0 0 0 0 0 0 0 0 0 0 0 15:05 0 8 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0											1					1
2.45 0 0 0 0 0 0 0 0 14.45 2 0 0 0 0 0 0 0 0 2 2 3.30 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																
3:00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																
3:15 0 0 0 0 0 0 0 0 0 0 15:15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																
3:30 0 0 0 0 0 0 0 0 0 0 0 15:35 5 1 0 0 0 0 0 0 0 6 4:00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0											,					
3.45 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																
4:10											0					
4:45		0									0				0	
4:45	4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
5:00	4:30		0						16:30		1				0	1
5:15	4:45	2	0	0	0	0	0	2		19	1	0	1	0	0	
5:30 8 1 0 0 0 0 0 0 9 17:30 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5:00		0					1	17:00			1		0	0	
5:45 6 0 0 0 0 0 0 0 0 6 17:45 1 0 0 0 0 0 0 1 1 6:00 8 0 0 0 0 0 0 0 0 0 1 1 6:00 8 0 0 0 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0																
6:00																0
6:15 7 1 1 1 0 0 0 0 9 18:15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																1
6:30																1
6.45																
7:00																
7:15			2					4		0						
7:30			1					1								
7:45 0 0 0 0 0 0 0 0 0 19:45 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																
8:00																
8:15					1											
8:30 0 0 0 0 0 0 0 0 0 0 20;30 0 0 0 0 0 0 0 0 0 0 0 9;00 0 0 0 0 0 0		1			Ó											
8:45		0	0		0			0							0	
9:15	8:45	1	0	0	0	0	0	1	20:45	0	0	0	0	0	0	0
9:30		0			1			1							0	
9.45 1 2 1 0 0 0 4 21:45 0 0 0 0 0 0 0 0 0 0 0 1 0 1 0 1 1 1:30 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 1:30 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 23:45 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 1:30 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																0
10:00																1
10:15			2													
10:30			1													
10:45 0 0 0 0 0 0 0 0 0 22:45 0 0 0 0 0 0 0 0 0 0 1 1:00 0 0 0 0 0 0																
11:00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																
11:15 2 0 0 0 0 0 0 2 23:15 0 0 0 0 0 0 0 0 0 1 1:30 2 0 0 0 0 0 0 0 2 23:30 0 0 0 0 0 0 0 0 0 0 1:45 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																0
11:30 2 0 0 0 0 0 2 23:30 0 0 0 0 0 0 0 0 0 0 1 1 11:45 0 0 0 0 1 1 0 0 0 1 23:45 0 1 1 0 0 0 0 0 1 1 0 1 11:45 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																1
11:45         0         0         1         0         0         1         0         0         0         0         1           TOTAL         55         12         2         4         0         0         73         TOTAL         48         18         2         1         0         0         69           AM PEAK HOUR         5:30 AM         AM PEAK HOUR         4:30 PM           AM PEAK VOLUME         32         AM PEAK VOLUME         27																
TOTAL 55 12 2 4 0 0 73 TOTAL 48 18 2 1 0 0 69  AM PEAK HOUR 5:30 AM AM PEAK VOLUME 32  AM PEAK VOLUME 32																1
AM PEAK HOUR 5:30 AM AM PEAK VOLUME 32 AM PEAK VOLUME 27													1			60
AM PEAK VOLUME 32 AM PEAK VOLUME 27	10174						0		101712	.0			M DEAK LIOI			
CLASS 1 PASSENGER VEHICLES TOTAL AM+PM 103 30 4 5 0 0 142				P	AIVI PEAK VUL	UIVIE		32				μ	IVI PEAK VUL	UIVIE		21
	CLASS 1	DASSENGED W	EHICLES.					MA · IATOT	+ PM	103	30	1	5	Λ	0	1/12

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	103	30	4	5	0	0	142
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	72.5%	21.1%	2.8%	3.5%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Ruses								

DATE: Tuesday, September 17, 2024

CITY: El Centro

JOB #: SC4879 LOCATION: CLASS7 Dunaway Rd between W Evan Hewes Hwy and I-8 WB Ramps

JOB #:	SC4879							LOCATION:	(	LASS/ Dunav	vay kd betw	een W Evan H	iewes Hwy a	nu I-8 WB Ra	imps
AM			NOF	RTHBOUND				PM			N	ORTHBOUND			
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	1	2	0	2	0	0	5
0:15	0	0	0	0	0	0	0	12:15	2	0	0	1	0	0	3
0:30	1	0	0	0	0	0	1	12:30	2	1	0	5	0	0	8
0:45	1	0	0	0	0	0	1	12:45	1	3	0	0	0	0	4
1:00	1	0	0	1	0	0	2	13:00	3	1	0	2	0	0	6
1:15	0	0	0	2	0	0	2	13:15	6	0	0	3	0	0	Ć
1:30	0	0	0	2	0	0	2	13:30	6	0	0	1	0	0	-
1:45	0	0	0	1	0	0	1	13:45	7	1	0	3	0	0	1
2:00	0	0	0	1	0	0	1	14:00	1	1	0	6	0	0	3
2:15	0	0	0	1	0	0	1	14:15	6	1	0	1	0	0	3
2:30	0	0	0	1	0	0	1	14:30	3	0	0	0	0	0	3
2:45	1	0	0	2	0	0	3	14:45	6	0	0	1	0	0	-
3:00		0	0	0	0	0	1	15:00	3	0	0	2	0	0	Ę
3:15	0	0	0	0	0	0	0	15:15	4	I	0	2	0	0	-
3:30	4	0	0	1	0	0	5	15:30	1	0	0	2	0	0	
3:45 4:00	1 4	0	0	1	0	0	2	15:45 16:00	0	<u> </u>	0	0	0	0	
4:00	5	0	0	0	0	0	5 5	16:00	2	0	0	2	0	0	
4:15	5	0	0	0	0	0	5 5	16:15	0	0	0	2	0	0	
4:45	5	1	0	0	0	0	6	16:30	1	0	0	1	0	0	
5:00	3	0	0	0	0	0	3	17:00	2	3	0	0	0	0	
5:15	4	1	0	1	0	0	6	17:00	1	0	0	0	0	0	
5:30	18	0	0	1	0	0	19	17:13	0	0	0	2	0	0	
5:45	20	1	0	0	0	0	21	17:30	4	0	0	0	0	0	
6:00	6	0	1	5	0	0	12	18:00	0	0	0	2	0	0	
6:15	11	0	0	1	0	0	12	18:15	3	0	0	1	0	0	4
6:30	8	0	0	1	0	0	9	18:30	2	0	0	0	0	0	
6:45	13	1	0	3	0	0	17	18:45	2	0	0	2	0	0	4
7:00	5	0	0	<u></u>	0	0	6	19:00	0	0	0	2	0	0	
7:15	7	0	0	1	0	0	8	19:15	3	0	0	2	0	0	
7:30	6	1	0	1	0	0	8	19:30	1	0	0	0	0	0	
7:45	15	2	0	1	0	0	18	19:45	2	0	0	0	0	0	2
8:00	3	0	0	2	0	0	5	20:00	1	0	0	0	0	0	
8:15	2	2	0	1	0	0	5	20:15	1	0	0	0	0	0	
8:30	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	(
8:45	0	1	0	2	0	0	3	20:45	3	3	0	1	0	Ö	-
9:00	1	0	0	2	0	0	3	21:00	0	0	0	0	0	0	(
9:15	1	1	0	0	0	0	2	21:15	2	0	0	Ō	0	0	
9:30	1	0	0	1	0	0	2	21:30	1	1	0	Ō	0	0	
9:45	0	0	0	1	0	0	1	21:45	1	0	0	Ō	0	0	
10:00	0	0	0	4	0	0	4	22:00	1	0	0	1	0	0	,
10:15	1	0	0	3	0	0	4	22:15	7	0	0	0	0	0	-
10:30	4	0	0	2	0	0	6	22:30	3	0	0	0	0	0	;
10:45	4	1	0	0	0	0	5	22:45	1	0	0	0	0	0	
11:00	1	2	0	1	0	0	4	23:00	1	0	0	0	0	0	
11:15	0	0	0	4	0	0	4	23:15	0	0	0	1	0	0	
11:30	1	1	0	4	0	0	6	23:30	1	0	0	0	0	0	
11:45	3	0	0	2	0	0	5	23:45	0	0	0	0	0	0	(
TOTAL	167	15	1	59	0	0	242	TOTAL	99	19	0	50	0	0	168
			AN	Л PEAK HOL	JR		5:30 AM					AM PEAK HO	UR		1:15 P
				Л PEAK VOL			64					AM PEAK VO			35
			All	L, VOL	O.VIL		04					2711	LUIVIL		
LASS 1	PASSENGER V	EHICLES					TOTAL: AM	+ PM	266	34	1	109	0	0	410
LASS 1 LASS 2	2-AXLE TRUCK						% OF TOTAL		64.9%	8.3%	0.2%	26.6%	0.0%	0.0%	100.0%
LACC 2	2-MALE TRUCK	 					70 OF TOTE	\ <u></u>	04.7%	0.370	U. Z 70	20.070	U.U 76	U.U <i>7</i> 0	100.0%

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	266	34	1	109	0	0	410
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	64.9%	8.3%	0.2%	26.6%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
	RV	TOTAL: ALL	509	57	4	180	0	1	751
CLASS 6	Buses	% OF TOTAL	67.8%	7.6%	0.5%	24.0%	0.0%	0.1%	100.0%

CITY:

DATE: Tuesday, September 17, 2024 JOB #: SC4879 El Centro CLASS7 Dunaway Rd between W Evan Hewes Hwy and I-8 WB Ramps LOCATION:

AM			SOL	JTHBOUND				PM			SOL	JTHBOUND			
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	4	0	0	0	0	0	4	12:00	3	2	0	3	0	0	8
0:15	0	0	0	1	0	0	1	12:00	0	1	0	1	0	0	2
0:30	0	0	0	0	0	0	0	12:30	4	0	0	1	0	0	5
0:45	0	0	0	1	0	0	1	12:45	3	1	1	2	0	0	7
1:00	0	0	0	0	0	0	0	13:00	6	0	0	0	0	0	6
1:15	1	0	0	1	0	0	2	13:15	1	2	0	2	0	0	5
1:30	0	0	0	0	0	0	0	13:30	4	0	0	1	0	0	5
1:45	0	0	0	0	0	0	0	13:45	5	1	0	1	0	0	7
2:00	0	0	0	0	0	0	0	14:00	3	0	1	2	0	0	6
2:15	1	0	0	1	0	0	2	14:15	7	1	0	1	0	0	9
2:30	1	0	0	1	0	0	2	14:30	11	0	0	0	0	0	11
2:45	0	0	0	2	0	0	2	14:45	5	0	0	1	0	0	6
3:00	1	0	0	1	0	0	2	15:00	7	0	0	1	0	0	8
3:15	0	0	0	3	0	0	3	15:15	9	1	0	1	0	0	11
3:30	2	0	0	0	0	0	2	15:30	9	1	0	0	0	0	10
3:45	0	0	0	0	0	0	0	15:45	11	0	0	1	0	1	13
4:00	0	0	0	0	0	0	0	16:00	12	0	0	0	0	0	12
4:15	2	0	0	1	0	0	3	16:15	4	1	0	I	0	0	6
4:30	0	0	0	1	0	0	1	16:30 16:45	13 4	1	0	0	0	0	14
4:45 5:00	0	0	0	0	0	0	0	17:00	4	0		1	0	0	5
5:00 5:15	2	0	0	0	0	0	2 2	17:00	2	0	0	0	0	0	5
5:30	0	0	0	0	0	0	2	17:13	2	0	0	1	0	0	3
5:30	0	1	1	0	0	0	2	17:30		1	0	0	0	0	2
6:00	0	0	0	2	0	0	2	18:00	3	0	0	0	0	0	- 2
6:15	1	2	0	0	0	0	3	18:15	1	0	0	0	0	0	1
6:30	2	1	0	2	0	0	5	18:30	1	0	0	0	0	0	1
6:45	2	1	0	1	0	0	4	18:45	1	0	0	1	0	0	2
7:00	9	0	0	3	0	0	12	19:00	0	0	0	0	0	0	0
7:15	0	Ō	0	0	0	0	0	19:15	5	Ō	0	2	0	0	7
7:30	5	0	0	0	0	0	5	19:30	4	0	0	0	0	0	4
7:45	6	0	0	1	0	0	7	19:45	2	0	0	1	0	0	3
8:00	6	0	0	0	0	0	6	20:00	3	0	0	2	0	0	5
8:15	2	0	0	1	0	0	3	20:15	4	0	0	0	0	0	4
8:30	9	1	0	0	0	0	10	20:30	0	0	0	0	0	0	0
8:45	2	0	0	2	0	0	4	20:45	0	0	0	0	0	0	0
9:00	0	0	0	2	0	0	2	21:00	0	0	0	1	0	0	1
9:15	2	0	0	0	0	0	2	21:15	1	0	0	0	0	0	1
9:30	4	1	0	1	0	0	6	21:30	1	0	0	3	0	0	4
9:45	0	1	0	1	0	0	2	21:45	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	22:00	2	0	0	0	0	0	2
10:15	2	0	0	1	0	0	3	22:15	1	0	0	0	0	0	1
10:30	3	0	0	1	0	0	4	22:30	0	0	0	0	0	0	0
10:45	0	1	0	2	0	0	3	22:45	1	0	0	0	0	0	1
11:00	1	0	0	0	0	0	1	23:00	5	0	0	0	0	0	5
11:15	0	0	0	0	0	0	0	23:15	1	0	0	0	0	0	1
11:30	1	0	0	1	0	0	2	23:30	3	0	0	0	0	0	3
11:45	70	0	0	1	0	0	2	23:45	170	14	0	1	0	0	220
TOTAL	73	9		38	0	0	121	TOTAL	170	14	2	33	0	I	220
				Л PEAK HOU			7:45 AM					M PEAK HOL			3:15 PM
			AN	Л PEAK VOLU	JME		26				ΑN	M PEAK VOL	UME		46

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	243	23	3	71	0	1	341
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	71.3%	6.7%	0.9%	20.8%	0.0%	0.3%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								

Tuesday, September 17, 2024 DATE:

CITY:

JOB #: SC4879

LOCATION: CLASS7 Dunaway Rd between W Evan Hewes Hwy and I-8 WB Ramps

El Centro

AM			۲۲	OMBINED				PM		21007 Danawa		OMBINED			·
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	4	0	0	0	0	0	4	12:00	4	4	0	5	0	0	13
0:15	0	0	0	1	0	0	1	12:15	2	1	0	2	0	0	5
0:30	1	0	0	0	0	0	1	12:30	6	1	0	6	0	0	13
0:45	1	0	0	1	0	0	2	12:45	4	4	1	2	0	0	11
1:00	1	0	0	1	0	0	2	13:00	9	1	0	2	0	0	12
1:15	1	0	0	3	0	0	4	13:15	7	2	0	5	0	0	14
1:30	0	0	0	2	0	0	2	13:30	10	0	0	2	0	0	12
1:45	0	0	0	1	0	0	1	13:45	12	2	0	4	0	0	18
2:00	0	0	0 0	2	0	0	3	14:00 14:15	4 13	1 2	0	8 2	0	0	14 17
2:15 2:30	1	0	0	2	0	0	3	14:15	13	0	0	0	0	0	17
2:45	1	0	0	4	0	0	5	14:45	11	0	0	2	0	0	13
3:00	2	0	0	1	0	0	3	15:00	10	0	0	3	0	0	13
3:15	0	0	0	3	0	0	3	15:15	13	2	0	3	0	0	18
3:30	6	0	0	1	0	0	7	15:30	10	1	0	2	0	0	13
3:45	1	0	0	1	0	0	2	15:45	11	1	0	1	0	1	14
4:00	4	0	0	1	0	0	5	16:00	13	0	0	0	0	0	13
4:15	7	0	0	1	0	0	8	16:15	6	1	0	3	0	0	10
4:30	5	0	0	1	0	0	6	16:30	13	1	0	2	0	0	16
4:45	5 4	1	0	0	0	0	<u>6</u> 5	16:45 17:00	5	1	0	2	0	0	8
5:00 5:15		0	0 0	1	0	0	8	17:00	6 3	3 0	0 0	0	0	0	10 3
5:15	6 18	0	0	3	0	0	21	17:15	2	0	0	3	0	0	ى 5
5:45	20	2	1	0	0	0	23	17:45	5	1	0	0	0	0	6
6:00	6	0	1	7	0	0	14	18:00	3	0	0	2	0	0	5
6:15	12	2	0	1	0	0	15	18:15	4	0	0	1	0	0	5
6:30	10	1	0	3	0	0	14	18:30	3	0	0	0	0	0	3
6:45	15	2	0	4	0	0	21	18:45	3	0	0	3	0	0	6
7:00	14	0	0	4	0	0	18	19:00	0	0	0	2	0	0	2
7:15	7	0	0	1	0	0	8	19:15	8	0	0	4	0	0	12
7:30	11	1	0	1	0	0	13	19:30	5	0	0	0	0	0	5
7:45 8:00	21	0	0	2 2	0	0	25 11	19:45 20:00	4	0	0	1	0	0	5
8:15	9	2	0 0	2	0	0	8	20:00	4 5	0 0	0	2	0	0	5
8:30	9	1	0	0	0	0	10	20:13	0	0	0	0	0	0	0
8:45	2	1	0	4	0	0	7	20:45	3	3	0	1	0	0	7
9:00	1	0	0	4	0	0	5	21:00	0	0	0	1	0	0	1
9:15	3	1	0	0	0	0	4	21:15	3	0	0	0	0	0	3
9:30	5	1	0	2	0	0	8	21:30	2	1	0	3	0	0	6
9:45	0	1	0	2	0	0	3	21:45	1	0	0	0	0	0	1
10:00	0	0	0	4	0	0	4	22:00	3	0	0	1	0	0	4
10:15	3	0	0	4	0	0	7	22:15	8	0	0	0	0	0	8
10:30	/	0	0	3	0	0	10	22:30	3	0	0	0	0	0	3
10:45 11:00	2	2	0	<u>2</u> 1	0	0	<u>8</u> 5	22:45 23:00		0	0	0	0	0	6
11:00	0	0	0	4	0	0	4	23:00	6	0	0	1	0	0	2
11:30	2	1	0	5	0	0	8	23:30	4	0	0	0	0	0	4
11:45	4	0	0	3	0	0	7	23:45	1	0	0	1	0	0	2
TOTAL	240	24	2	97	0	0	363	TOTAL	269	33	2	83	0	1	388
			AN	1 PEAK HOL	JR		5:30 AM				AN	M PEAK HOUI	2	•	1:45 PM
				Л PEAK VOL			73					M PEAK VOLL			63
							. 0				<u> </u>				

67.8%

7.6%

0.5%

24.0%

0.0%

0.1%

100.0%

CLASS I	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

DATE: Tuesday, September 17, 2024

CITY: El Centro

JOB #: SC4879 LOCATION: CLASS8 W Evan Hewes Hwy between Brown Rd and Dunaway Rd

AM			E.	ASTBOUND				PM				EASTBOUND			
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	1	0	0	0	0	0	1	12:00	1	1	0	1	0	0	
0:15	2	0	0	0	0	0	2	12:15	2	1	0	0	0	0	
0:30	1	0	0	1	0	0	2	12:30	3	1	0	3	0	0	
0:45	0	0	0	0	0	0	0	12:45	1	3	0	1	0	0	
1:00	1	0	0	0	0	0	1	13:00	2	1	1	1	0	0	
1:15	0	0	0	0	0	0	0	13:15	8	0	0	1	0	0	
1:30	0	0	0	0	0	0	0	13:30	3	1	0	0	0	0	
1:45 2:00	0	0	0	0	0	0	0	13:45 14:00	5 7	<u> </u>	0	2	0	0	
2:15	0	0	0	0	0	0	0	14:00	4	2	0	1	0	0	
2:30	0	0	0	0	0	0	0	14:30	3	0	0	2	0	0	
2:45	0	0	0	1	0	0	1	14:45	14	1	0	1	0	0	
3:00	0	0	0	0	0	0	0	15:00	16	<u>.</u>	0	0	0	0	
3:15	0	Ö	Ō	0	0	0	0	15:15	6	1	0	0	Ō	0	
3:30	2	0	0	0	0	0	2	15:30	4	0	0	0	0	0	
3:45	0	0	0	1	0	0	1	15:45	4	1	0	1	0	0	
4:00	1	0	0	1	0	0	2	16:00	6	0	0	0	0	0	
4:15	0	0	0	1	0	0	1	16:15	6	0	0	1	0	0	
4:30	0	0	0	0	0	0	0	16:30	0	1	0	2	0	0	
4:45	2	1	0	0	0	0	3	16:45	5	3	3	0	0	0	
5:00	0	0	0	2	0	0	2	17:00	4	3	0	0	0	0	
5:15	5	1	0	0	0	0	6	17:15	3	0	0	0	0	0	
5:30	6	0	0	0	0	0	6	17:30	1	0	0	2	0	0	
5:45 6:00	0 2	0	0	0	0	0	0	17:45 18:00	0	0	0	0	0	0	
6:15	3	0	0	0	0	0	3	18:15	0	0	0	2	0	0	
6:30	3	1	0	0	0	0	4	18:30	2	0	0	2	0	0	
6:45	2	1	0	2	0	0	5	18:45	2	0	0	1	0	0	
7:00	2	0	1	1	0	0	4	19:00	0	1	0	0	0	0	
7:15	1	0	0	0	0	0	1	19:15	2	0	0	0	0	0	
7:30	9	1	0	2	0	0	12	19:30	3	0	0	0	0	0	
7:45	17	1	0	1	0	0	19	19:45	1	0	0	0	0	0	
8:00	6	0	0	0	0	0	6	20:00	1	0	0	0	0	0	
8:15	1	1	0	1	0	0	3	20:15	1	0	0	0	0	0	
8:30	2	0	0	0	0	0	2	20:30	0	0	0	0	0	0	
8:45	0	0	1	2	0	0	3	20:45	0	4	0	0	0	0	
9:00	2	0	0	0	0	0	2	21:00	1	0	0	0	0	0	
9:15	1	1	0	1	0	0	3	21:15	0	0 1	0	0	0	0	
9:30	4	2	2	0	0	0	8	21:30	0		0	0	0	0	
9:45 10:00	1	0	0	<u>3</u> 0	0	0	<u>4</u> 1	21:45 22:00	0	0	0	0	0	0	
10:00	1	0	0	1	0	0	2	22:00	1	0	0	0	0	0	
10:30	3	1	0	2	0	0	6	22:30	0	0	0	1	0	0	
10:45	2	3	0	1	0	0	6	22:45	0	0	0	0	0	0	
11:00	1	2	0	0	0	0	3	23:00	0	0	0	1	0	0	
11:15	3	0	0	0	0	0	3	23:15	0	0	0	1	0	0	
11:30	3	1	0	1	0	0	5	23:30	3	0	0	0	0	0	
11:45	4	0	0	2	0	0	6	23:45	5	0	0	1	0	0	
TOTAL	95	17	5	28	0	0	145	TOTAL	132	30	4	30	0	0	-
			А	M PEAK HOU	JR		7:30 AM					AM PEAK HO	UR	•	2:30
				M PEAK VOL			40					AM PEAK VO			
								<u> </u>							
SS 1	PASSENGER V	FHICLES					TOTAL: AM	+PM	227	47	9	58	0	0	34

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	227	47	9	58	0	0	341
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	66.6%	13.8%	2.6%	17.0%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	431	77	12	88	0	1	609
CLASS 6	Buses	% OF TOTAL	70.8%	12.6%	2.0%	14.4%	0.0%	0.2%	100.0%

DATE: Tuesday, September 17, 2024 JOB #: SC4879 CITY: LOCATION: El Centro CLASS8 W Evan Hewes Hwy between Brown Rd and Dunaway Rd

AM			W	ESTBOUND				PM			WE	STBOUND			
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	4	1	0	1	0	0	6
0:15	0	0	0	0	0	0	0	12:15	0	1	0	0	0	0	1
0:30	0	0	0	0	0	0	0	12:30	2	2	0	0	0	0	4
0:45	1	Ō	0	0	0	0	1	12:45	4	0	1	2	0	0	7
1:00	0	0	0	0	0	0	0	13:00	2	0	0	1	0	0	3
1:15	0	0	0	0	0	0	0	13:15	1	3	0	1	0	0	5
1:30	0	0	0	0	0	0	0	13:30	3	0	0	0	0	0	3
1:45	0	0	0	0	0	0	0	13:45	4	0	0	0	0	0	4
2:00	0	0	0	0	0	0	0	14:00	4	1	0	0	0	0	5
2:15	0	0	0	0	0	0	0	14:15	7	0	0	0	0	0	7
2:30	0	0	0	0	0	0	0	14:30	6	2	0	0	0	0	8
2:45	2	0	0	11	0	0	3	14:45	2	0	0	11	0	0	3
3:00	0	0	0	0	0	0	0	15:00	4	1	0	0	0	0	5
3:15	0	0	0	0	0	0	0	15:15	1	0	0	0	0	0	1
3:30	0	0	0	0	0	0	0	15:30	8	1	0	0	0	0	9
3:45	1	0	0	1	0	0	2	15:45	5	0	0	0	0	1	6
4:00	0	0	0	0	0	0	0	16:00	4	I	0	2	0	0	/
4:15	0	0	0	1	0	0	I	16:15	3	0	0	0	0	0	3
4:30 4:45	5 4	0 0	0	0	0	0	5 4	16:30 16:45	2	0	0	0 1	0 0	0	4
5:00	2	0	0	0	0	0	2	17:00	1	0	0	0	0	0	1
5:15	5	0	0	0	0	0	5	17:00	2	0	0	0	0	0	2
5:30	5	0	1	0	0	0	6	17:13	1	1	0	0	0	0	2
5:45	8	1	0	0	0	0	9	17:45	2	0	0	0	0	0	2
6:00	1	0	0	2	0	0	3	18:00	4	0	0	0	0	0	4
6:15	5	4	0	1	0	0	10	18:15	7	0	0	0	0	0	7
6:30	6	2	0	0	0	0	8	18:30	0	0	0	0	0	0	0
6:45	6	0	0	0	0	0	6	18:45	0	0	0	2	0	0	2
7:00	6	0	0	0	0	0	6	19:00	0	0	0	1	0	0	1
7:15	7	0	0	0	0	0	7	19:15	1	0	0	1	0	0	2
7:30	3	1	0	1	0	0	5	19:30	2	0	0	0	0	0	2
7:45	3	1	0	1	0	0	5	19:45	0	0	0	0	0	0	0
8:00	2	0	1	0	0	0	3	20:00	3	0	0	0	0	0	3
8:15	3	1	0	3	0	0	7	20:15	3	0	0	0	0	0	3
8:30	3	0	0	1	0	0	4	20:30	1	0	0	0	0	0	1
8:45	2	1	0	0	0	0	3	20:45	0	0	0	0	0	0	0
9:00	3	0	0	1	0	0	4	21:00	1	0	0	0	0	0	1
9:15	5	0	0	0	0	0	5	21:15	0	0	0	0	0	0	0
9:30	3	1	0	0	0	0	4	21:30	2	0	0	0	0	0	2
9:45 10:00	0 2	0	0	0	0	0	0	21:45 22:00	0	0	0	0	0	0	0
				1		_	ა ე						0		4
10:15 10:30	0	0	0	0	0	0	0	22:15 22:30	0 2	0	0	0	0	0	0 2
10:30	1	1	0	0	0	0	2	22:30	0	0	0	0	0	0	0
11:00	0	0	0	2	0	0	2	23:00	0	0	0	0	0	0	0
11:15	1	0	0	0	0	0	1	23:15	0	0	0	0	0	0	0
11:30	0	0	0	1	0	0	1	23:30	0	0	0	0	0	0	0
11:45	1	2	0	0	0	0	3	23:45	0	0	0	0	0	0	Ö
TOTAL	98	15	2	17	0	0	132	TOTAL	106	15	1	13	0	1	136
			Δ	M PEAK HOU	R		6:15 AM				ΔΝ	Л PEAK HOU	R	1	3:30 PM
				.M PEAK VOLI			30					M PEAK VOLI			25
			A	IIVI FLAK VULI	UIVIL		30				Al	VIELAN VUL	UIVIL		20

	CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM
ı	CLASS 2	2-AXLE TRUCKS	% OF TOTAL
ı	CLASS 3	3-AXLE TRUCKS	
ı	CLASS 4	4 OR MORE AXLE TRUCKS	
	CLASS 5	RV	i

DATE: Tuesday, September 17, 2024

CITY: LOCATION: El Centro

SC4879							LOCATION	:	CLASS8 W E	Evan Hewes H	Hwy between	Brown Rd an	d Dunaway R	łd
			COMBINED	)			PM				COMBINED			
Ξ 1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TC
				COMBINED	COMBINED	COMBINED	COMBINED	COMBI NED PM	COMBINED PM	COMBINED PM	COMBINED PM	COMBINED PM COMBINED	COMBINED PM COMBINED	COMBINED PM COMBINED

AM			CC	OMBINED				PM			C.C	OMBINED			
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	1	0	0	0	0	0	1	12:00	5	2	0	2	0	0	9
0:15	2	0	0	0	0	0	2	12:15	2	2	0	0	0	0	4
0:30	1	0	0	1	0	0	2	12:30	5	3	0	3	0	0	11
0:45	1	0	0	0	0	0	1	12:45	5	3	1	3	0	0	12
1:00	1	0	0	0	0	0	1	13:00	4	1	1	2	0	0	8
1:15	0	0	0	0	0	0	0	13:15	9	3	0	2	0	0	14
1:30	0	0	0	0	0	0	0	13:30	6	1	0	0	0	0	7
1:45	0	0	0	0	0	0	0	13:45	9	0	0	2	0	0	11
2:00	0	0	0	0	0	0	0	14:00	11	4	0	1	0	0	16
2:15 2:30	0	0	0	0	0 0	0	0	14:15 14:30	11 9	2	0	2	0 0	0	14 13
2:30	2	0	0	2	0	0	4	14:30	16	∠ 1	0	2	0	0	13
3:00	0	0	0	0	0	0	0	15:00	20	2	0	0	0	0	22
3:15	0	0	0	0	0	0	0	15:15	7	1	0	0	0	0	8
3:30	2	0	0	0	0	0	2	15:30	12	1	0	0	0	0	13
3:45	1	0	0	2	0	0	3	15:45	9	1	0	1	0	1	12
4:00	1	0	0	1	0	0	2	16:00	10	1	0	2	0	0	13
4:15	0	0	0	2	0	0	2	16:15	9	0	0	1	0	0	10
4:30	5	0	0	0	0	0	5	16:30	4	1	0	2	0	0	7
4:45	6	1	0	0	0	0	7	16:45	7	4	3	1	0	0	15
5:00	2	0	0	2	0	0	4	17:00	5	3	0	0	0	0	8
5:15	10	1	0	0	0	0	11	17:15	5	0	0	0	0	0	5
5:30	11	0	1	0	0	0	12	17:30	2	1	0	2	0	0	5
5:45	8	1	0	0	0	0	9	17:45	3	0	0	0	0	0	3
6:00	3	0	1	3	0	0	7	18:00	4	0	0	0	0	0	4
6:15 6:30	8 9	4 3	0	1 0	0	0	13 12	18:15 18:30	2	0	0	2	0	0	9
6:45	8	ა 1	0	2	0	0	12	18:45	2	0	0	3	0	0	4
7:00	8	0	1	<u>2</u> 1	0	0	10	19:00	0	1	0	<u></u>	0	0	2
7:15	8	0	0	0	0	0	8	19:15	3	Ö	0	1	0	0	4
7:30	12	2	0	3	0	0	17	19:30	5	0	0	0	0	0	5
7:45	20	2	0	2	0	0	24	19:45	1	0	0	0	0	0	1
8:00	8	0	1	0	0	0	9	20:00	4	0	0	0	0	0	4
8:15	4	2	0	4	0	0	10	20:15	4	0	0	0	0	0	4
8:30	5	0	0	1	0	0	6	20:30	1	0	0	0	0	0	1
8:45	2	1	1	2	0	0	6	20:45	0	4	0	0	0	0	4
9:00	5	0	0	1	0	0	6	21:00	2	0	0	0	0	0	2
9:15	6	1	0	1	0	0	8	21:15	0	0	0	0	0	0	0
9:30	7	3	2	0	0	0	12	21:30	2	1	0	0	0	0	3
9:45 10:00	1	0	0	3	0	0	4	21:45		0	0	<u> </u>	0	0	l F
10:00	3	0	0	1	0	0	4	22:00 22:15	4	0	0	0	0	0	5
10:13	3	1	0	2	0	0	6	22:13	2	0	0	1	0	0	3
10:35	3	4	0	1	0	0	8	22:45	0	0	0	0	0	0	0
11:00	1	2	0	2	0	0	5	23:00	0	0	0	<u>0</u> 1	0	0	1
11:15	4	0	0	0	0	0	4	23:15	0	0	0	1	0	0	1
11:30	3	1	Ō	2	0	0	6	23:30	3	0	Ō	0	0	0	3
11:45	5	2	0	2	0	0	9	23:45	5	0	0	1	0	0	6
TOTAL	193	32	7	45	0	0	277	TOTAL	238	45	5	43	0	1	332
			A۱	Л PEAK HOL	JR		7:30 AM				ΑN	Л PEAK HOUF	?		2:15 PM
				Л PEAK VOL			60					Л PEAK VOLU			68
			7 (1)	2 🕶			00				7 (1)	2, , 0 2 0			00

PASSENGER VEHICLES 2-AXLE TRUCKS 3-AXLE TRUCKS 4 OR MORE AXLE TRUCKS

TOTAL: AM+PM	431	77	12	88	0	1	609
% OF TOTAL	70.8%	12.6%	2.0%	14.4%	0.0%	0.2%	100.0%

DATE: Tuesday, September 17, 2024

CITY: El Centro

// (T.E.	rucsuay, septi	3301 17, 20						J. 1 1.		i centro					
OB #:	SC4879							LOCATION:	(	CLASS9 W Eva	n Hewes H	wy between We	estside Rd an	d Huff Rd	
A N 4			FA	STBOUND				DM				EASTBOUND			
AM TIME	1	2	3	4	5	6	TOTAL	PM Time	1	2	3	4	5	6	TOTAL
0:00	2	0	0	0	0	0	2	12:00	13	1	0	1	0	0	
0:00	1	0	0	0	0	0	1	12:15	8	2	0	1	0	0	
0:30	2	0	0	1	0	0	3	12:30	9	1	0	1	0	0	
0:45	0	0	0	0	0	0	0	12:45	4	3	0	1	0	0	
1:00	1	0	0	0	0	0	1	13:00	5	1	1	0	0	0	
1:15	0	0	0	0	0	0	0	13:15	9	2	0	1	0	0	
1:30	0	0	0	0	0	0	0	13:30	10	1	0	1	0	0	
1:45	0	1	0	0	0	0	1	13:45	26	2	0	3	0	0	
2:00	0	0	0	0	0	0	0	14:00	74	3	0	1	0	0	
2:15	0	0	0	0	0	0	0	14:15	48	2	1	4	0	0	
2:30	0	0	0	0	0	0	0	14:30	54	2	1	2	0	0	
2:45	0	0	0	1	0	0	1	14:45	83	3	0	3	0	0	
3:00	0	0	0	0	0	0	0	15:00	53	2	0	1	0	0	
3:15	0	0	I	0	0	0	1	15:15	26	1	0	0	0	0	
3:30 3:45	5 0	0	0	0 1	0	0	5 1	15:30	42 105	2	0	2	0 0	0	1
4:00	0	0	0	<u> </u> 1	0	0	1	15:45 16:00	74	3 2	0	<u> </u> 1	0	0	
4:00	0	0	0	2	0	0	2	16:00	28	0	0	1	0	1	
4:30	1	0	0	0	0	0	1	16:30	27	3	0	2	0	0	
4:45	2	0	0	0	0	0	2	16:45	15	3	3	1	0	0	
5:00	0	0	0	2	0	0	2	17:00	14	0	0	0	0	0	
5:15	2	Ō	0	0	0	Ō	2	17:15	13	Ö	0	0	Ō	O	
5:30	5	0	0	0	0	0	5	17:30	8	0	0	2	0	0	
5:45	12	1	2	0	0	0	15	17:45	7	1	0	0	0	0	
6:00	41	0	0	0	0	0	41	18:00	11	0	0	0	0	0	
6:15	5	0	0	1	0	0	6	18:15	8	0	0	2	0	0	
6:30	2	3	0	0	0	0	5	18:30	6	0	0	1	0	0	
6:45	3	1	1	4	0	1	10	18:45	9	0	0	2	0	0	
7:00	5	0	2	1	0	0	8	19:00	4	1	0	0	0	0	
7:15	2	1	0	0	0	0	3	19:15	5	0	0	0	0	0	
7:30	12	I	0	2	0	0	15	19:30	8	0	0	0	0	0	
7:45 8:00	8 4	0	0	0	0	0	8	19:45 20:00	9	0	0	0	0	0	
8:15	4	0	0	1	0	0	2	20:00	3	0	0	0	0	0	
8:30	8	1	1	0	0	0	10	20:13	3	0	0	0	0	0	
8:45	3	1	2	2	0	0	8	20:30	2	0	0	0	0	0	
9:00	4	2	0	0	0	0	6	21:00	3	0	0	0	0	0	
9:15	7	1	0	0	0	0	8	21:15	1	0	0	0	0	0	
9:30	5	0	0	2	0	0	7	21:30	8	0	0	0	0	0	
9:45	2	0	0	3	0	0	5	21:45	51	0	0	0	0	0	
10:00	5	3	0	1	0	0	9	22:00	64	1	0	1	0	0	
10:15	5	2	1	2	0	0	10	22:15	9	0	0	0	0	0	
10:30	7	2	0	3	0	0	12	22:30	6	0	0	1	0	0	
10:45	5	4	0	2	0	0	11	22:45	1	0	0	1	0	0	
11:00	6	0	0	0	0	0	6	23:00	0	0	0	1	0	0	
11:15	6	1	0	1	0	0	8	23:15	0	0	0	0	0	0	
11:30	7	1	0	1	0	0	9	23:30	4	0	0	0	0	0	
11:45	8	1	0	2	0	0	11	23:45	6	0	0	1	0	0	1 /
TOTAL	194	28	10	37	0	1	270	TOTAL	985	42	/	41	0	1	1,(
			AN	M PEAK HOU	R		5:45 AM					AM PEAK HO			2:00
			AN	M PEAK VOLU	JME		67					AM PEAK VO	LUME		4
۸ C C 1	PASSENGER VI	EUICLES				1	$T \cap T \wedge L \cdot \wedge \Lambda \Lambda \Lambda$	. DM	1 170	70	17	70	0	2	1 24
	2-AXLE TRUCK						TOTAL: AM % OF TOTA		1,179 87.6%	70 5.2%	1.3%	78 5.8%	0.0%	0.1%	1,346
A33 Z	Z-MALL IRUCK	J					70 OF TOTE	<b>1</b> □	01.0%	J.Z 70	1.3%	ა.0%	U.U70	U. 176	100.09

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	1,179	70	17	78	0	2	1,346
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	87.6%	5.2%	1.3%	5.8%	0.0%	0.1%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	2,326	122	27	133	0	5	2,613
CLASS 6	Buses	% OF TOTAL	89.0%	4.7%	1.0%	5.1%	0.0%	0.2%	100.0%

DATE: Tuesday, September 17, 2024 JOB #: SC4879 CITY: LOCATION: El Centro CLASS9 W Evan Hewes Hwy between Westside Rd and Huff Rd

JOB # .	304079			VECTDOLLND				LOCATION		LASS9 W LVa					
AM				VESTBOUND				PM				ESTBOUND .			T07
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	6	0	0	0	0	0	6
0:15	0	0	0	0	0	0	0	12:15	6	1	0	1	0	0	8
0:30	1	0	0	0	0	0	1	12:30	8	2	0	1	0	0	11
0:45	0	0	0	0	0	0	0	12:45	5	1	1	1	0	0	8
1:00	0	1	0	0	0	0	1	13:00	14	0	0	1	0	0	15
1:15	0	0	0	0	0	0	0	13:15	47	1	0	2	0	0	50
1:30	0	0	0	0	0	0	0	13:30	44	0	0	0	0	0	44
1:45	0	0	0	0	0	0	0	13:45	12	0	<u> </u>	0	0	0	13
2:00 2:15	0	0	0	0	0	0	0	14:00 14:15	4 6	2 2	0	0	0	0	6 8
2:30	0	0	0	1	0	0	1	14:15	8	2	0	2	0	1	13
2:45	2	0	0	1	0	0	3	14:30	3	0	1	∠ 1	0	0	5
3:00	1	0	0	0	0	0	1	15:00	6	0	0	1	0	0	7
3:15	2	1	0	0	0	0	3	15:15	7	0	0	0	0	0	7
3:30	6	0	0	0	0	0	6	15:30	6	0	1	0	0	0	7
3:45	5	0	Ō	1	0	0	6	15:45	3	Ō	0	2	0	0	5
4:00	2	1	0	0	0	0	3	16:00	3	1	1	1	0	0	6
4:15	5	0	0	1	0	0	6	16:15	7	0	0	1	0	1	9
4:30	18	0	0	0	0	0	18	16:30	7	0	0	1	0	0	8
4:45	9	0	0	0	0	0	9	16:45	2	0	0	0	0	0	2
5:00	12	0	0	0	0	0	12	17:00	3	0	0	0	0	0	3
5:15	40	1	0	0	0	0	41	17:15	1	0	0	0	0	0	1
5:30	108	0	0	2	0	0	110	17:30	4	0	0	1	0	0	5
5:45	75	2	0	0	0	0	77	17:45	3	2	0	0	0	0	5
6:00	39	2	0	2	0	0	43	18:00	4	1	0	0	0	0	5
6:15	30	2	1	3	0	0	36	18:15	6	0	0	0	0	0	6
6:30	69	4	2	1	0	1	77	18:30	1	0	0	1	0	0	2
6:45	49	<u> </u>	0	1	0	0	51	18:45	1	0	0		0	0	2
7:00	23	1	0	2	0	0	26	19:00	3 2	0	0	1	0	0	5
7:15 7:30	26 63	2	0	1	0	0	28 66	19:15 19:30	2	0	0	0	0	0	3
7:30 7:45	102	∠ 1	0	2	0	0	105	19.30	0	0	0	0	0	0	0
8:00	25	1	1	2	0	0	29	20:00	2	0	0	0	0	0	2
8:15	22	0	0	2	0	0	24	20:15	5	0	0	0	0 —	0	5
8:30	18	1	0	1	0	0	20	20:30	1	0	0	0	0	0	1
8:45	5	0	1	0	0	0	6	20:35	2	0	0	0	0	0	2
9:00	5	3	0	3	0	0	11	21:00	11	0	0	0	0	0	11
9:15	13	2	0	1	0	0	16	21:15	19	Ō	0	Ō	0	0	19
9:30	5	1	0	0	0	0	6	21:30	27	0	0	0	0	0	27
9:45	4	0	0	2	0	0	6	21:45	4	1	0	0	0	0	5
10:00	5	0	0	0	0	0	5		5	0	0	0	0	0	5
10:15	6	0	0	1	0	0	7	22:15	3	0	0	0	0	0	3
10:30	5	0	0	0	0	0	5	22:30	2	0	0	0	0	0	2
10:45	7	1	0	0	0	0	8	22:45	0	0	0	0	0	0	0
11:00	1	1	0	2	0	0	4	23:00	1	0	0	0	0	0	1
11:15	4	1	0	0	0	0	5	23:15	0	0	0	0	0	0	0
11:30	7	3	0	1	0	0	11	23:30	0	0	0	0	0	0	0
11:45	11	1	0	1	0	0	13	23:45	1	17	0	0	0	0	1
TOTAL	830	35	5	35	0		906	TOTAL	317	17	5	20	0	2	361
				AM PEAK HO			5:15 AM					M PEAK HO			1:00 PM
			,	AM PEAK VOI	LUME		271				Al	M PEAK VOL	_UME		122

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	1,147	52	10	55	0	3	1,267
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	90.5%	4.1%	0.8%	4.3%	0.0%	0.2%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								

DATE: Tuesday, September 17, 2024

CITY:

El Centro JOB #: SC4879 LOCATION: CLASS9 W Evan Hewes Hwy between Westside Rd and Huff Rd

AM				OMBINED				PM			CC	OMBINED			
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	2	0	0	0	0	0	2	12:00	19	1	0	1	0	0	21
0:15	1	0	0	0	0	0	1	12:15	14	3	0	2	0	0	19
0:30	3	0	0	1	0	0	4	12:30	17	3	0	2	0	0	22
0:45	0	0	0	0	0	0	0	12:45	9	4	1	2	0	0	16
1:00	1	1	0	0	0	0	2	13:00	19	1	1	1	0	0	22
1:15	0	0	0	0	0	0	0	13:15	56	3	0	3	0	0	62
1:30	0	0	0	0	0	0	0	13:30	54	1	0	1	0	0	56
1:45	0	1	0	0	0	0	1	13:45	38	2	1	3	0	0	44
2:00	0	0	0	0	0	0	0	14:00	78	5	0	1	0	0	84
2:15	0	0 0	0	0	0	0	0	14:15 14:30	54 62	4 4	1	4	0 0	0	63 72
2:30 2:45	2	0	0	2	0	0	4	14:30	86	3	1	4	0	0	94
3:00	<u>2</u> 1	0	0	0	0	0	1	15:00	59	2	0	2	0	0	63
3:15	2	1	1	0	0	0	4	15:15	33	1	0	0	0	0	34
3:30	11	0	0	0	0	0	11	15:30	48	2	1	2	Ō	0	53
3:45	5	0	0	2	0	0	7	15:45	108	3	0	3	0	0	114
4:00	2	1	0	1	0	0	4	16:00	77	3	1	2	0	0	83
4:15	5	0	0	3	0	0	8	16:15	35	0	0	2	0	2	39
4:30	19	0	0	0	0	0	19	16:30	34	3	0	3	0	0	40
4:45	11	0	0	0	0	0	11	16:45	17	3	3	1	0	0	24
5:00	12	0 1	0	2	0	0	14	17:00	17	0	0	0	0	0	17
5:15 5:30	42 113	0	0	0 2	0	0	43 115	17:15 17:30	14 12	0	0	0 3	0 0	0	14 15
5:45	87	3	2	0	0	0	92	17:30	10	3	0	0	0	0	13
6:00	80	2	0	2	0	0	84	18:00	15	<u>3</u>	0	0	0	0	16
6:15	35	2	1	4	0	0	42	18:15	14	0	0	2	0	0	16
6:30	71	7	2	1	0	1	82	18:30	7	0	0	2	0	0	9
6:45	52	2	1	5	0	1	61	18:45	10	0	0	3	0	0	13
7:00	28	1	2	3	0	0	34	19:00	7	2	0	1	0	0	10
7:15	28	2	0	1	0	0	31	19:15	7	0	0	1	0	0	8
7:30	75	3	0	3	0	0	81	19:30	10	0	0	0	0	0	10
7:45	110	1	0	2	0	0	113	19:45	9	0	0	0	0	0	9
8:00	29	2	1	3	0	0	35	20:00	11	0	1	1	0	0	13
8:15 8:30	23 26	0 2	0 1	3 1	0	0	26 30	20:15 20:30	8 4	0	0	0	0 0	0	8 4
8:45	8	1	3	2	0	0	14	20:30	4	0	0	0	0	0	4
9:00	9	5	0	3	0	0	17	21:00	14	0	0	0	0	0	14
9:15	20	3	0	1	0	0	24	21:15	20	0	0	0	0	0	20
9:30	10	1	0	2	0	0	13	21:30	35	0	0	0	0	0	35
9:45	6	0	0	5	0	0	11	21:45	55	1	0	0	0	0	56
10:00	10	3	0	1	0	0	14	22:00	69	1	0	1	0	0	71
10:15	11	2	1	3	0	0	17	22:15	12	0	0	0	0	0	12
10:30	12	2	0	3	0	0	17	22:30	8	0	0	1	0	0	9
10:45	12	5	0	2	0	0	19	22:45	1	0	0	1	0	0	2
11:00	7	1	0	2	0	0	10	23:00	1	0	0	1	0	0	2
11:15 11:30	10 14	2 4	0 0	2	0	0	13 20	23:15 23:30	0 4	0	0	0	0 0	0	0 4
11:30	19	2	0	3	0	0	24	23:30	7	0	0	1	0	0	8
TOTAL	1,024	63	15	72	0	2	1,176	TOTAL	1,302	59	12	61	0	3	1,437
				M PEAK HOU			5:15 AM		,			M PEAK HOU		-	2:00 PM
				M PEAK NOU			3.13 AM					M PEAK NOU			313
			All	VII LAN VUL	UIVIL		554				All	VII LAN VULI	UIVIL		JIJ

0.2%

100.0%

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	2,326	122	27	133	(
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	89.0%	4.7%	1.0%	5.1%	0.0
CLASS 3	3-AXLE TRUCKS					•	
CLASS 4	4 OR MORE AXLE TRUCKS						
CLASS 5	RV						
CLASS 6	Buses						

DATE: Tuesday, September 17, 2024

CITY: El Centro

JOB #: SC4879 LOCATION: CLASS10 W Evan Hewes Hwy between Derrick Rd and Drew Rd

JOB #:	SC4879							LOCATION:	С	LASS10 W Eva	an Hewes Hw	yy between D	errick Rd and	Drew Rd	
AM			ΕA	STBOUND				PM			E,	ASTBOUND			
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	2	0	0	0	0	0	2	12:00	27	2	0	4	0	0	33
0:15	2	1	0	2	0	0	5	12:15	8	3	0	1	0	0	12
0:30	2	0	0	0	0	0	2	12:30	11	3	1	2	0	0	17
0:45	0	0	0	0	0	0	0	12:45	11	1	0	0	0	0	12
1:00	3	0	0	0	0	0	3	13:00	12	6	2	1	0	0	21
1:15	1	0	0	0	0	0	1	13:15	20	1	0	0	0	0	21
1:30	0	0	0	0	0	0	0	13:30	10	3	0	1	0	0	14
1:45	1	2	0	0	0	0	3	13:45	29	0	0	1	0	0	30
2:00	0	0	0	0	0	0	0	14:00	60	5	0	2	0	0	67
2:15	1	0	0	0	0	0	1	14:15	59	3	3	2	0	0	67
2:30	0	0	0	0	0	0	0	14:30	71	8	2	1	0	1	83
2:45	1	0	0	1	0	0	2		65	1	1	1	0	0	68
3:00		0	0	0	0	0	1	15:00	53	3 2	0	1	0 0	0	57
3:15 3:30	0 4	0	0	0	0 0	0	1 4	15:15 15:30	32 25	2	0	1	0	0	35 29
3:45	1	0	0	0	0	0	1	15:30	90	5	0	0	0	0	95
4:00	0	0	0	0	0	0	0	16:00	74	1	0	3	0	0	78
4:15	0	0	0	1	0	0	1	16:15	34	1	0	0	0	0	35
4:30	1	0	0	0	0	0	1	16:30	23	1	0	2	0	0	26
4:45	2	0	0	Ō	0	0	2	16:45	27	8	4	0	0	0	39
5:00	4	0	0	0	0	0	4	17:00	23	1	1	1	0	0	26
5:15	2	0	0	0	0	0	2	17:15	14	0	0	0	0	0	14
5:30	5	0	0	0	0	0	5	17:30	8	0	0	0	0	0	8
5:45	7	1	1	1	0	0	10	17:45	14	3	0	0	0	0	17
6:00	39	2	1	0	0	0	42	18:00	13	1	0	0	0	0	14
6:15	15	1	0	0	0	0	16	18:15	17	1	0	1	0	0	19
6:30	12	4	1	0	0	0	17	18:30	6	1	0	1	0	0	8
6:45	6	4	0	0	0	0	10	18:45	9	0	0	0	0	0	9
7:00	10	2	0	3	0	1	16	19:00	6	1	0	0	0	0	7
7:15	6	2	1	2	0	0	11	19:15	2	2	0	0	0	0	4
7:30	15	1	1	2	0	0	19	19:30	10	0	0	0	0	0	10
7:45	13	0	0	0	0	1	14	19:45	10	0	0	0	0	0	10
8:00	10	2 1	0	2	0	0	14	20:00	13	0	1	1	0	0	15
8:15 8:30	6 11	1	0 0	2	0 0	0	8 14	20:15 20:30	7 7	0	0	0	0	0	7
8:45	6	3	3	2	0	0	14	20:30	3	0	0	0	0 0	0	7
9:00	7	<u></u>	0	2	0	0	10	21:00	3	<u>0</u> 1	0	0	0	0	
9:15	9	3	0	0	0	0	12	21:15	1	0	0	0	0	0	1
9:30	12	0	1	3	0	0	16	21:30	6	0	0	0	0	0	6
9:45	10	4	1	1	0	0	16	21:45	39	0	0	0	0	0	39
10:00	6	6	0	2	0	0	14	22:00	59	1	0	1	0	0	61
10:15	9	4	2	3	0	0	18	22:15	6	1	0	0	0	0	7
10:30	9	4	0	2	0	0	15		5	0	0	0	0	0	5
10:45	11	4	0	3	0	0	18		2	0	0	0	0	0	2
11:00	7	0	0	0	0	0	7	23:00	3	0	0	0	0	0	3
11:15	8	3	0	2	0	0	13		0	0	0	0	0	0	0
11:30	10	2	1	2	0	0	15	23:30	3	0	0	0	0	0	3
11:45	12	3	0	1	0	0	16	23:45	6	0	0	0	0	0	6
TOTAL	299	61	14	40	0	2	416	TOTAL	1,036	72	15	29	0	2	1,154
			1A	M PEAK HOL	JR		6:00 AM	Ī			А	М РЕАК НО	UR		2:00 PM
			1A	M PEAK VOL	UME		85				А	M PEAK VOI	LUME		285
								-			-				
CLASS 1	PASSENGER V						TOTAL: AM		1,335	133	29	69	0	4	1,570
CLASS 2	2-AXLE TRUCK						% OF TOTA	AL	85.0%	8.5%	1.8%	4.4%	0.0%	0.3%	100.0%
CLASS 3	3-AXLE TRUCK	'ς													

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	1,335	133	29	69	0	4	1,570
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	85.0%	8.5%	1.8%	4.4%	0.0%	0.3%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	2,610	242	45	125	0	9	3,031
CLASS 6	Buses	% OF TOTAL	86.1%	8.0%	1.5%	4.1%	0.0%	0.3%	100.0%

DATE: Tuesday, September 17, 2024 JOB #: SC4879 CITY: LOCATION: El Centro CLASS10 W Evan Hewes Hwy between Derrick Rd and Drew Rd

AM			W	ESTBOUND				PM			WE	STBOUND			
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	12	2	0	1	0	0	15
0:15		0	0	0	0	0	0	12:15	11	3	0	1	0	0	15
0:30	1	0	0	0	0	0	1	12:30	7	1	1	0	0	0	9
0:45	0	0	Ō	0	0	0	0	12:45	9	4	Ö	1	0	0	14
1:00	0	1	0	0	0	0	1	13:00	19	1	0	0	0	0	20
1:15	0	0	0	0	0	0	0	13:15	49	2	0	1	0	0	52
1:30	2	0	0	0	0	0	2	13:30	35	1	1	2	0	0	39
1:45	1	0	0	0	0	0	1	13:45	18	0	1	0	0	0	19
2:00	0	0	0	0	0	0	0	14:00	8	0	0	0	0	0	8
2:15	1	0	0	0	0	0	1	14:15	9	2	0	0	0	0	11
2:30	2	0	0	0	0	0	2	14:30	15	2	0	2	0	2	21
2:45	1	0	0	0	0	0	1	14:45	6	3	1	0	0	0	10
3:00	1	1	0	0	0	0	2	15:00	9	2	0	1	0	0	12
3:15	3	0	0	1	0	0	4	15:15	15	2	0	0	0	0	17
3:30	7	0	0	0	0	0	7	15:30	17	2	0	1	0	1	21
3:45	8	0	0	1	0	0	9	15:45	6	3	1	2	0	0	12
4:00	6	1	0	0	0	0	7	16:00	14	2	1	0	0	0	17
4:15	10	0	0	0	0	0	10	16:15	10	0	0	0	0	0	10
4:30	18	1	1	0	0	0	20	16:30	10	0	0	1	0	0	11
4:45	6	1	0	0	0	0	7	16:45	7	0	0	0	0	0	7
5:00	13	0	0	0	0	0	13	17:00	9	0	0	0	0	0	9
5:15	37	1	0	0	0	0	38	17:15	3	0	0	0	0	0	3
5:30	110	7	0	2	0	0	119	17:30	9	1	0	1	0	0	11
5:45	59	2	0	0	0	0	61	17:45	5	1	0	0	0	0	6
6:00	44	1	0	0	0	0	45	18:00	9	0	0	0	0	0	9
6:15	56	3	1	2	0	0	62	18:15	10	0	0	0	0	0	10
6:30	60	8	3	1	0	0	72	18:30	3	1	0	0	0	0	4
6:45	35	2	0	2	0	0	39	18:45	7	1	0	2	0	0	10
7:00	21	2	2	1	0	1	27	19:00	4	0	0	0	0	0	4
7:15	34	1	0	3	0	0	38	19:15	7	1	0	1	0	0	9
7:30	52	2	1	0	0	1	56	19:30	4	0	0	0	0	0	4
7:45	79	2	0	1	0	0	82	19:45	4	0	0	0	0	0	4
8:00	15	1	1	2	0	0	19	20:00	4	0	0	0	0	0	4
8:15	23	0	0	3	0	0	26	20:15	4	0	0	0	0	0	4
8:30	12	2	0	2	0	0	16	20:30	5	0	0	0	0	0	5
8:45	9	3	1	1	0	0	14	20:45	2	0	0	0	0	0	2
9:00	10	4	0	2	0	0	16	21:00	14	0	0	0	0	0	14
9:15	8	4	0	3	0	0	15	21:15	17	0	0	0	0	0	17
9:30	6	1	0	0	0	0	7	21:30	19	0	0	0	0	0	19
9:45	7	1	0	1	0	0	9	21:45	7	0	0	0	0	0	7
10:00	11	1	0	1	0	0	13	22:00	6	0	0	0	0	0	6
10:15	7	3	0	1	0	0	11	22:15	3	0	0	0	0	0	3
10:30	7	5	0	0	0	0	12	22:30	1	1	0	0	0	0	2
10:45	7	1	0	1	0	0	9	22:45	1	0	0	0	0	0	1
11:00	9	2	0	3	0	0	14	23:00	0	0	0	0	0	0	0
11:15	9	1	0	1	0	0	11	23:15	0	0	0	0	0	0	0
11:30	12	4	0	2	0	0	18	23:30	2	0	0	0	0	0	2
11:45	10	2	0	2	0	0	14	23:45	1	0	0	0	0	0	1
TOTAL	829	71	10	39	0	2	951	TOTAL	446	38	6	17	0	3	510
			Δ	M PEAK HOL	IR		5:30 AM				ΔΝ	M PEAK HOI	UR		1:00 PM
				M PEAK VOL			287					И PEAK VOL			130
			A	IIVI I LAN VUL	JIVIL		207				Al	VII LAN VUL	LUIVIL		130

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	1,275	109	16	56	0	5	1,461
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	87.3%	7.5%	1.1%	3.8%	0.0%	0.3%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								

DATE: Tuesday, September 17, 2024

CITY:

JOB #: SC4879

LOCATION: CLASS10 W Evan Hewes Hwy between Derrick Rd and Drew Rd

El Centro

AM				:OMBI NED				PM			CC	MBINED			
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3		<u> </u>	6	TOTAL
0:00	2	0	0	0	0	0	2	12:00	39	4	0	5	0	0	48
0:00	2	1	0	2	0	0	5	12:15	19	6	0	2	0	0	27
0:30	3	0	0	0	0	0	3	12:30	18	4	2	2	0	0	26
0:45	Ō	Ō	Ō	0	0	0	0	12:45	20	5	0	1	0	0	26
1:00	3	1	0	0	0	0	4	13:00	31	7	2	1	0	0	41
1:15	1	0	0	0	0	0	1	13:15	69	3	0	1	0	0	73
1:30	2	0	0	0	0	0	2	13:30	45	4	1	3	0	0	53
1:45	2	2	0	0	0	0	4	13:45	47	0	1	1	0	0	49
2:00	0	0	0	0	0	0	0	14:00	68	5	0	2	0	0	75
2:15	2	0	0	0	0	0	2	14:15	68	5	3	2	0	0	78
2:30	2	0	0	0	0	0	2	14:30	86	10	2 2	3	0	3	104
2:45 3:00	2 2	0	0	0	0	0	3	14:45 15:00	71 62	<u>4</u> 5	0	2	0	0	78 69
3:15	3	0	1	1	0	0	5	15:00	47	4	0	1	0	0	52
3:30	11	0	0	0	0	0	11	15:30	42	4	0	2	0	2	50
3:45	9	0	0	1	0	0	10	15:45	96	8	1	2	0	0	107
4:00	6	1	0	0	0	0	7	16:00	88	3	1	3	0	0	95
4:15	10	0	0	1	0	0	11	16:15	44	1	0	0	0	0	45
4:30	19	1	1	0	0	0	21	16:30	33	1	0	3	0	0	37
4:45	8	1	0	0	0	0	9	16:45	34	8	4	0	0	0	46
5:00	17	0	0	0	0	0	17	17:00	32	1	1	1	0	0	35
5:15	39	1	0	0	0	0	40	17:15	17	0	0	0	0	0	17
5:30	115	7	0	2	0	0	124	17:30	17	1	0	1	0	0	19
5:45	66	3	1	1	0	0	71	17:45	19	4	0	0	0	0	23
6:00	83	3	1	0	0	0	87	18:00	22	1	0	0	0	0	23
6:15	71	4	1	2	0	0	78	18:15	27	1	0	1 1	0	0	29
6:30 6:45	72 41	12 6	4 0	2	0 0	0	89 49	18:30 18:45	9 16	2 1	0 0	2	0 0	0	12 19
7:00	31	4	2	4	0	2	43	19:00	10	<u>'</u> 1	0	0	0	0	11
7:00	40	3	1	5	0	0	43	19:00	9	3	0	1	0	0	13
7:30	67	3	2	2	0	1	75	19:30	14	0	0	0	0	0	14
7:45	92	2	0	1	0	1	96	19:45	14	0	0	Ö	0	0	14
8:00	25	3	1	4	0	0	33	20:00	17	0	1	1	0	0	19
8:15	29	1	0	4	0	0	34	20:15	11	0	0	0	0	0	11
8:30	23	3	0	4	0	0	30	20:30	12	0	0	0	0	0	12
8:45	15	6	4	3	0	0	28	20:45	5	0	0	0	0	0	5
9:00	17	5	0	4	0	0	26	21:00	17	1	0	0	0	0	18
9:15	17	7	0	3	0	0	27	21:15	18	0	0	0	0	0	18
9:30	18	1	1	3	0	0	23	21:30	25	0	0	0	0	0	25
9:45	17	5	1	2	0	0	25	21:45	46	0	0	0	0	0	46
10:00 10:15	17 16	7 7	0 2	3 4	0 0	0	27	22:00 22:15	65 9	1 1	0 0	1 0	0 0	0	67 10
10:15	16	9	0	2	0	0	29 27	22:15	6	1	0	0	0	0	7
10:30	18	5	0	4	0	0	27	22:45	3	0	0	0	0	0	3
11:00	16	2	0	3	0	0	21	23:00	3	0	0	0	0	0	3
11:15	17	4	0	3	0	0	24	23:15	0	0	0	0	0	0	0
11:30	22	6	1	4	0	0	33	23:30	5	0	0	Ō	0	0	5
11:45	22	5	0	3	0	0	30	23:45	7	0	0	0	0	0	7
TOTAL	1,128	132	24	79	0	4	1,367	TOTAL	1,482	110	21	46	0	5	1,664
			А	M PEAK HOU	JR		5:30 AM				AM	1 PEAK HOUR			2:00 PM
				M PEAK VOL			360					1 PEAK VOLUN	ΙE		335
								l							

PASSENGER VEHICLES 2-AXLE TRUCKS 3-AXLE TRUCKS 4 OR MORE AXLE TRUCKS

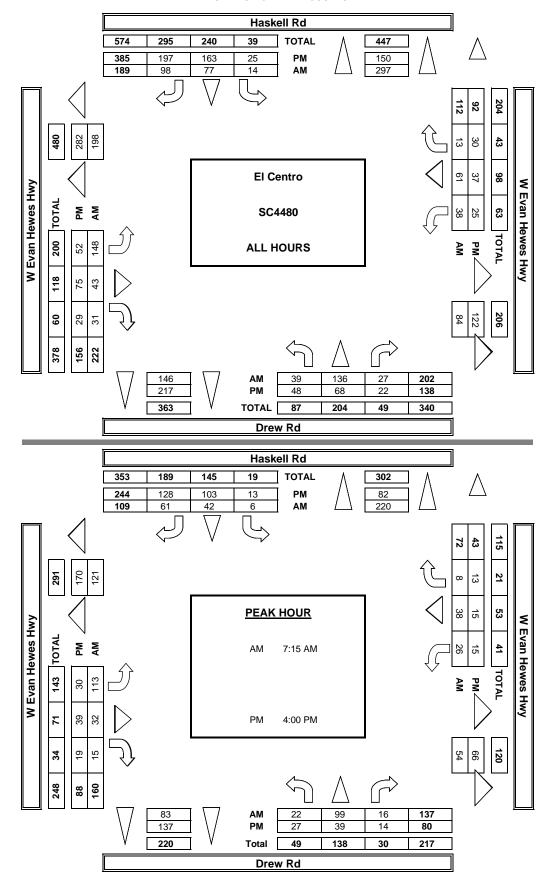
TOTAL: AM+PM	2,610	242	45	125	0	9	3,031
% OF TOTAL	86.1%	8.0%	1.5%	4.1%	0.0%	0.3%	100.0%

#### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

SC4480 DATE: Tue, Mar 26, 24 NORTH & SOUTH: EAST & WEST: Drew Rd LOCATION #: CONTROL STOP ALL W Evan Hewes Hwy **▼**W E► S NORTHBOUND SOUTHBOUND EASTBOUND WESTBOUND U-TURNS NL NT NR SL ST SR EL ΕT ER WL WT WR TOTAL NB SB EΒ WB 7:00 AM 7:15 AM 56 89 0 14 0 7:30 AM 134 7:45 AM 16 14 51 163 33 8:00 AM 14 0 8:30 AM 61 0 8:45 AM APPROACH % 13% 41% 54% 12% 19% 67% 52% 67% 19% 14% 34% 22 478 99 6 61 113 15 8 /OLLIMES 16 42 32 26 38 0 Ω APPROACH % 16% 72% 12% 6% 39% 56% 20% 9% 36% 53% 11% 71% PEAK HR FACTOR 0.779 0.733 45 36 4:15 PM Q 94 4:30 PM 10 105 117 4:45 PM 25 19 4 17 Q 81 0 5:15 PM 6 10 8 86 0 71 78 7 10 6 5 771 /OLUMES 48 25 52 68 163 30 APPROACH % 33% 49% 48% 19% 0 BEGIN PEAK HR 4:00 PM /OLUMES 27 39 13 103 39 10 15 15 455 APPROACH % 34% 44% 34% 49% 18% 5% 42% 22% 35% 35% 30% 52% EAK HR FACTOR 0.714 0.846 0.768 0.818 244 Drew Rd NORTH LEG EAST LEG W Evan Hewes Hwy WEST LEG W Evan Hewes Hwy SOUTH LEG Drew Rd ALL PED + BIKE & SCOOTE PEDESTRIAN CROSSINGS BICYCLE & SCOOTER CROSSINGS W LEG N LEC E LEG W LEG WL 7:00 AM 7:15 AM 0 0 0 7:30 AM 8:00 AM 0 8:15 AM 8:30 AM 0 0 0 0 0 0 8:45 AM 4:00 PM 0 0 4:15 PM 0 0 0 0 0 0 0 0 0 4:30 PM 0 0 4:45 PM 0 0 0 0 0 5:00 PM 0 0 0 0 0 5:15 PM 0 Ω 0 5:30 PM 0 0

AimTD LLC
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

El Centro Drew Rd W Evan Hewes Hwy DATE: 3/26/24 TUESDAY LOCATION: NORTH & SOUTH: EAST & WEST: PROJECT #: LOCATION #: CONTROL: SC4480 STOP ALL

	NOTES:								AM		<b>A</b>	
PCE	Class	1	2	3	4	5	6		PM		N	1
Adjusted	Factor	1	1.5	2	3	2	2		MD	<b>⋖</b> W		E▲
									OTHER		S	
	-								OTHER		▼	

		N	IORTHBOUN	ID	9	SOUTHBOUN	D	E	EASTBOUN	D	V	VESTBOUN	1D			L	J-TUR	NS	
			Drew Rd			Haskell Rd		W	Evan Hewes Hv	vy	W	Evan Hewes H	wy						
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	0	1	0	0	1	0	0	2	0	0	2	0						
_	ī			,	,	,	,	1	,			,	,	,					
	7:00 AM	2	10	7	5	9	6	15	2	3	4	6	1	68					0
	7:15 AM	6	25	5	0	12	18	27	2	5	3	7	3	110					0
	7:30 AM	4	37	2	0	9	20	28	10	5	10	14	2	140					0
	7:45 AM	13	34	2	5	20	18	52	11	7	9	8	3	181					0
	8:00 AM	5	15	8	2	9	16	19	11	8	5	9	1	107					0
	8:15 AM	5	22	3	1	13	12	13	4	4	4	6	0	86					0
	8:30 AM	8	6	3	1	9	19	12	3	3	3	8	2	77					0
ΑA	8:45 AM	6	9	2	2	15	10	7	3	8	1	6	3	68					0
₹	VOLUMES	48	156	31	16	94	118	171	46	41	39	64	14	835	0	0	0	0	0
	APPROACH %	20%	67%	13%	7%	41%	52%	67%	18%	16%	33%	55%	12%						
	APP/DEPART	235	/	341	227	/	173	257	/	92	116	/	229	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	28	110	17	7	49	72	125	34	24	27	38	9	537					
	APPROACH %	18%	71%	11%	5%	39%	56%	68%	19%	13%	36%	52%	12%						
	PEAK HR FACTOR		0.794			0.747			0.656			0.716		0.743					
	APP/DEPART	154	/	244	127	/	99	183	/	57	73	/	137	0					
	4:00 PM	6	14	4	2	39	45	8	10	5	6	5	3	147					0
	4:15 PM	7	10	3	3	23	25	5	6	7	4	6	4	102					0
	4:30 PM	5	8	2	4	22	39	13	11	7	2	2	2	116					0
	4:45 PM	11	15	5	6	24	28	9	13	6	4	2	4	126					0
	5:00 PM	7	4	0	4	18	26	5	9	2	2	3	6	85					0
	5:15 PM	5	7	4	4	18	22	9	11	3	3	9	3	97					0
	5:30 PM	9	4	0	4	13	13	6	7	7	2	6	4	74					0
_	5:45 PM	3	15	4	1	19	14	6	10	1	3	6	5	86					0
$\stackrel{DM}{\sim}$	VOLUMES	53	76	22	28	174	210	61	77	38	26	39	31	832	0	0	0	0	0
	APPROACH %	35%	50%	15%	7%	42%	51%	35%	44%	21%	27%	41%	32%				-	-	
	APP/DEPART	151	/	168	412	/	237	175	/	126	95	/	302	0					
	BEGIN PEAK HR		4:00 PM			,													
	VOLUMES	29	47	14	15	107	136	35	40	25	16	15	13	491					
	APPROACH %	32%	52%	16%	6%	41%	53%	35%	40%	25%	36%	34%	30%						
	PEAK HR FACTOR	3270	0.734	.570	370	0.750	5576	0370	0.806	2370	3370	0.777	5576	0.835					

		Drew Rd		
		NORTH SIDE		
W Evan Hewes Hwy	WEST SIDE		EAST SIDE	W Evan Hewes Hwy
		SOUTH SIDE		
		Drew Rd		

# INTERSECTION TURNING MOVEMENT COUNTS PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

	<u>DATE:</u> 3/26/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH	ł:	El Centr Drew Ro W Evan		lwy			PROJEC LOCATION CONTRO	ON #:	SC4480 1 STOP AL	.L						
	CLASS 1: PASSENGER VEHICLES	NOTES	:								AM PM MD OTHER OTHER	<b>■</b> W	N N S	E►					
		NO	ORTHBOL Drew Rd	IND	SC	OUTHBOL Haskell Rd	JND		ASTBOUN Evan Hewes			/ESTBOUT				U	-TURI	VS	
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
Г	7:00 AM	0	5	2	3	9	4	8	2	1	4	6	1	45	0	0	0	0	0
	7:15 AM 7:30 AM	4	17 31	3	0	9	11	16 26	10	3	3 8	7	2	72 126	0	0	0	0	0
	7:45 AM	8	32	2	5	13	12	49	7	0	9	8	3	148	0	0	0	0	0
	8:00 AM	3	9	8	0	6	13	13	11	3	5	9	1	81	0	0	0	0	0
	8:15 AM	5	16	1	1	3	6	13	2	4	4	3	0	58	0	0	0	0	0
	8:30 AM 8:45 AM	5 4	3	3 2	2	10	11 8	3 2	3	3	3	6	2	47 47	0	0	0	0	0
Α	VOLUMES	31	117	23	12	62	82	130	40	22	37	57	11	624	0	0	0	0	0
	APPROACH %	18%	68%	13%	8%	40%	53%	68%	21%	11%	35%	54%	10%	021	<u> </u>	U	U	Ü	U
	APP/DEPART	171	/	258	156	/	121	192	/	75	105	/	170	0					
	BEGIN PEAK HR	4.7	7:15 AM		_	0.4		104	0.0	0	0.5	0.0	7	407		0	0	0	
	VOLUMES APPROACH %	17 14%	89 74%	15 12%	5 5%	36 38%	53 56%	104 73%	30 21%	8 6%	25 36%	38 54%	7 10%	427	0	0	0	0	
	PEAK HR FACTOR	1470	0.720	1270	370	0.783	3070	1370	0.634	0 /0	3070	0.729	10 /0	0.721					
	APP/DEPART	121	/	200	94	/	69	142	/	50	70	/	108	0	1				
	4:00 PM	3	9	4	2	33	45	6	10	5	6	5	3	131	0	0	0	0	0
	4:15 PM	7	8	3	0	23	21	5	6	2	2	6	4	87	0	0	0	0	0
	4:30 PM 4:45 PM	5 8	5 11	5	6	20	31 22	7	13	3	2	2	2	92 107	0	0	0	0	0
	5:00 PM	4	4	0	4	16	24	5	9	2	2	3	4	77	0	0	0	0	0
	5:15 PM	5	7	4	2	16	17	4	9	0	3	7	3	77	0	0	0	0	0
	5:30 PM	9	4	0	4	11	10	4	7	5	2	6	4	66	0	0	0	0	0
≥	5:45 PM	1	13	4	1	9	12	6	10	1	3	4	5	69	0	0	0	0	0
1	VOLUMES APPROACH %	42 34%	61 49%	22 18%	23 6%	150 42%	182 51%	44 32%	72 52%	22 16%	24 27%	35 40%	29 33%	706	0	0	0	0	0
	APP/DEPART	125	4770	134	355	4270	196	138	1	117	88	/	259	0	ł				
	BEGIN PEAK HR		4:00 PM									·			1				
	VOLUMES	23	33	14	12	98	119	25	37	14	14	15	13	417	0	0	0	0	
	APPROACH %	33%	47%	20%	5%	43%	52%	33%	49%	18%	33%	36%	31%	0.707					
	PEAK HR FACTOR APP/DEPART	70	0.729	71	229	0.716	126	76	0.826	63	42	0.750	157	0.796 0	1				
						İ	Drew Ro	d	İ						•				
						N.	ORTH SI	DE											
			_ IN	OKIN SI	DE				=										
	W E	van Hev	ves Hwy	WI	EST SIDE				EAST SI	DE	W Evar	n Hewes	Hwy						
						S	OUTH SI	DE				_							
							Draw D	al											
			I	Drew Ro	u	I													

# INTERSECTION TURNING MOVEMENT COUNTS PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

		DATE: 3/26/24 TUESDAY	LOCATION NORTH EAST &	& SOUTH		El Centr Drew Ro			1 200 70	.00 03 04	PROJEC LOCATION	T #: ON #:	SC4480 1 STOP AL	L		_				
		CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES	:								AM PM MD OTHER	<b>⋖</b> W	N N	E►					
	Ī		NO	DRTHBOU Drew Rd	IND	SC	OUTHBOU Haskell Rd	ND		ASTBOUI Evan Hewes			/ESTBOUT			Í	U	-TURN	IS	
	ŀ		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	L	LANES:	0	1	0	0	0	0	0	0	0	0	0	0	E	0	0	0	0	0
	ŀ	7:00 AM 7:15 AM	1	1	1	0	1	1	1	0	0	0	0	1	5 7	0	0	0	0	0
	ŀ	7:30 AM	0	2	0	0	0	2	1	0	1	1	0	0	7	0	0	0	0	0
	ľ	7:45 AM	0	1	0	0	1	0	2	0	1	0	0	0	5	0	0	0	0	0
		8:00 AM	0	2	0	1	0	0	0	0	1	0	0	0	4	0	0	0	0	0
		8:15 AM	0	2	1	0	3	0	0	1	0	0	2	0	9	0	0	0	0	0
	ı	8:30 AM	0	2	0	0	0	2	2	0	0	0	0	0	6	0	0	0	0	0
	$\geq$	8:45 AM VOLUMES	1	1	0	0	1	1	1	0	1	0	1 1	1	8 51	0	0	0	0	0
	_	APPROACH %	2 12%	12 71%	3 18%	1 7%	6 43%	7 50%	8 57%	1 7%	5 36%	1 17%	3 50%	2 33%	51	0	0	0	0	0
	L	APP/DEPART	17	/ 1 / 0	22	14	/ /	12	14	/	5	6	/	12	0					
		BEGIN PEAK HR	- '	7:15 AM				12		,	Ü	Ü		12	Ü					
		VOLUMES	1	6	1	1	2	3	4	0	3	1	0	1	23	0	0	0	0	
		APPROACH %	13%	75%	13%	17%	33%	50%	57%	0%	43%	50%	0%	50%						
		PEAK HR FACTOR		0.667			0.750			0.583			0.500		0.821					
ı		APP/DEPART	8	/	11	6	/	6	7	/	2	2	/	4	0	l				
	ŀ	4:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	ŀ	4:15 PM 4:30 PM	0	0	0	0	0	3	0	2	0 2	0	0	0	2 8	0	0	0	0	0
	ŀ	4:45 PM	2	1	0	0	1	2	0	0	0	0	0	0	6	0	0	0	0	0
	ŀ	5:00 PM	0	0	0	0	1	1	0	0	0	0	0	1	3	0	0	0	0	0
	Ī	5:15 PM	0	0	0	1	0	1	0	1	0	0	0	0	3	0	0	0	0	0
		5:30 PM	0	0	0	0	1	2	0	0	1	0	0	0	4	0	0	0	0	0
	≥	5:45 PM	1	1	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	₾	5:45 PM VOLUMES	5	2	0	1	8	10	0	3	3	1	0	1	34	0	0	0	0	0
	L	APPROACH %  APP/DEPART	71%	29%	0% 3	5% 19	42%	53% 12	0% 6	50%	50% 4	50%	0%	50% 15	0	4				
		BEGIN PEAK HR	/	4:00 PM		19	/	12	O	/	4		/	15	U	4				
		VOLUMES	4	1	0	0	4	6	0	2	2	1	0	0	20	0	0	0	0	
		APPROACH %	80%	20%	0%	0%	40%	60%	0%	50%	50%	100%	0%	0%						
		PEAK HR FACTOR		0.417			0.625			0.250			0.250		0.625					
L		APP/DEPART	5	/	1	10	/	7	4	/	2	1	/	10	0					
								Drew Ro	d											
								0.0711.011												
							N	ORTH SI	DE				-							
		W E	ivan Hev	ves Hwy	WE	EST SIDE				EAST SI	DE	W Evar	n Hewes	Hwy						
							S	OUTH SII	DE				=							
								Drew Ro	H											
							I	DIEW K	J	I										

#### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

CLASS 3: NOTES:  3-AXLE TRUCKS  NOTHER  NOTHER  NOTHBOUND Drew Rd  NOTHBOUND Drew Rd  Haskell Rd  W E  E  CTHER  W EVAN Hewes Hwy W EVAN Hewes Hwy W EVAN Hewes Hwy W EVAN Hewes Hwy W EVAN Hewes Hwy W EVAN Hewes Hwy W EVAN Hewes Hwy		
TRUCKS  MD  W  E  OTHER  S  OTHER  S  OTHER  WESTBOUND  U-TU		
Drew Rd Haskeii Rd W Evan Hewes Hwy W Evan Hewes Hwy	JRNS	
NL NT NR SL ST SR EL ET ER WL WT WR TOTAL NB SB EE	B WB TTL	TI
LANES: 0 1 0 0 1 0 0 2 0 0 2 0		
7:00 AM 1 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0		
7:15 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		
7:45 AM		
8:00 AM 1 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0		
8:15 AM		
8:30 AM 0 0 0 0 1 0 0 0 0 0 0 1 0 0 0 0 0 0 0	0 0	Ō
≥ 8:45 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		
VOESINES 2 0 0 0 1 1 1 0 0 0 0 0 0 0	0 0	)
APPROACH %         100%         0%         0%         50%         50%         50%         0%         0%         0%           APP/DEPART         2         /         0         2         /         2         /         1         0         /         3         0		
APP/DEPART         2         /         0         2         /         2         /         1         0         /         3         0           BEGIN PEAK HR         7:15 AM		
VOLUMES 1 0 0 0 0 0 1 1 0 0 0 3 0 0 0	0	
APPROACH % 100% 0% 0% 0% 0% 0% 50% 50% 0% 0% 0% 0%		
PEAK HR FACTOR 0.250 0.000 0.250 0.000 0.375		
APP/DEPART 1 / 0 0 / 1 2 / 1 0 / 1 0		
4:00 PM		
4:15 PM 0 1 0 0 0 1 0 0 1 0 0 0 3 0 0 0 0 0 4:30 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		
4:30 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		
5:00 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		
5:15 PM 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0		
5:30 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0	)
5:45 PM 0 0 0 0 1 1 0 0 0 0 0 0 2 0 0 0 0 0 0 0		
VOESINES 0 0 0 1 2 7 0 1 0 0 1 0 0 0	0 0	)
APPROACH %         0%         100%         0%         33%         67%         88%         0%         13%         0%         0%         0%           APP/DEPART         3         /         10         3         /         2         8         /         0         0         /         2         0		
BEGIN PEAK HR 4:00 PM		
VOLUMES 0 3 0 0 0 1 5 0 1 0 0 0 10 0 0	0	
APPROACH %   0% 100% 0%   0% 0% 100% 83% 0% 17%   0% 0% 0%		
PEAK HR FACTOR         0.750         0.250         0.500         0.000         0.833		
APP/DEPART 3 / 8 1 / 1 6 / 0 0 / 1 0		
Drew Rd		
NORTH SIDE		
W Evan Hewes Hwy WEST SIDE EAST SIDE W Evan Hewes Hwy		
SOUTH SIDE		

### INTERSECTION TURNING MOVEMENT COUNTS PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

	<u>DATE:</u> 3/26/24 TUESDAY	EAST &	& SOUTH WEST:	l:	El Centr Drew Ro	0		. 200 70		PROJEC LOCATION CONTRO	T #: ON #:	SC4480 1 STOP AL	.L		•				
	CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES	i:								AM PM MD OTHER OTHER	<b>⋖</b> W	N S	E►					
		No	ORTHBOU	IND	SC	OUTHBOL	IND		ASTBOU			/ESTBOUI				U	-TURNS	6	
		NL	Drew Rd	NR	SL	Haskell Rd	SR	EL	Evan Hewes	ER	WL	Evan Hewes I	WR	TOTAL	NB	SB	EB V	VB T	TL
	LANES:	0	1	0	0	1	0	0	2	0	0	2	0		<u> </u>				_
	7:00 AM 7:15 AM	0	2	0	0	0	0	3	0	0	0	0	0	3 7	0	0			0
	7:15 AW 7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	_		0
	7:45 AM	1	0	0	0	1	2	0	0	1	0	0	0	5	0	0	_		0
	8:00 AM	0	1	0	0	1	1	2	0	1	0	0	0	6	0	0	_		0
	8:15 AM	0	1	0	0	1	2	0	0	0	0	0	0	4	0	0	0	) (	0
	8:30 AM	1	0	0	0	1	1	2	0	0	0	0	0	5	0	0			0
2	8:45 AM VOLUMES	0	1	0	0	1	0	1	0	0	0	0	0	3	0	0	_	_	0
<	VOLUMES	2	7 70%	1 10%	0 0%	5	7	9	0 0%	3	0 0%	0	0 0%	34	0	0	0	) (	0
	APPROACH % APP/DEPART	20%	/0%	16	12	42%	58% 8	75% 12	1/	25%	0%	0%	9	0					
	BEGIN PEAK HR	10	7:15 AM		12	/	0	12	/	1	U	/		0					
	VOLUMES	1	4	0	0	2	4	5	0	3	0	0	0	19	0	0	0	)	
	APPROACH %	20%	80%	0%	0%	33%	67%	63%	0%	38%	0%	0%	0%						
	PEAK HR FACTOR		0.625			0.500			0.500			0.000		0.679					
L	APP/DEPART	5	/	9	6	/	5	8	/	0	0	/	5	0					
	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0			0
	4:15 PM 4:30 PM	0	0	0	0	0	0	0	0	1 0	0	0	0	2	0	0	_		0
	4:45 PM	0	0	0	0	0	1	0	0	1	0	0	0	2	0	0			0
	5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	_		0
	5:15 PM	0	0	0	0	0	1	1	0	1	0	0	0	3	0	0	0	) (	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
2	5:45 PM VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	_		0
1	- VOLUMES	1 33%	2 67%	0 0%	1 17%	2	3 50%	1	0 0%	3 75%	0 0%	0 0%	0 0%	13	0	0	0	) (	0
	APPROACH % APP/DEPART	33%	0/%	3	6	33%	5	25% 4	/	1	0 %	/	4	0					
	BEGIN PEAK HR	Ü	4:00 PM		Ü		-	· ·	,		Ü		'	Ŭ					
	VOLUMES	0	2	0	1	1	2	0	0	2	0	0	0	8	0	0	0	)	
	APPROACH %	0%	100%	0%	25%	25%	50%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR	0	0.500	0		1.000	0	0	0.500	4		0.000	0	1.000					
	APP/DEPART	2	/	2	4	/	3	2	/	I	0	/	2	0	ı				
						1	Drew Ro	r	1										
						Ν	ORTH SI	DE				_							
	W E	van Hev	ves Hwy	W	EST SIDE				EAST SI	DE	W Evar	n Hewes	Hwy						
						S	OUTH SII	DE				_							
							Drew Ro	b											

### INTERSECTION TURNING MOVEMENT COUNTS PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

		<u>DATE:</u> 3/26/24 TUESDAY	EAST &	& SOUTH WEST:	l:	El Centr Drew Ro W Evan		wy			PROJEC LOCATION CONTRO	3N #:	SC4480 1 STOP AL	.L		_				
		CLASS 5: RV	NOTES	i:								AM PM MD OTHER OTHER	<b>■</b> W	N S	E►					
			N	ORTHBOU Drew Rd	ND	SC	OUTHBOL Haskell Rd	IND		ASTBOUI Evan Hewes			VESTBOUI Evan Hewes I			ĺ	U	-TUR	NS.	
		LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR	TOTAL	NB	SB	EB	WB	TTL
ſ		7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		8:00 AM 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ı	AM	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		APPROACH % APP/DEPART	0%	0%	0% 0	0%	0%	0%	0%	0%	0% 0	0%	0%	0% 0	0	4				
		BEGIN PEAK HR	U	7:15 AM	-	U	/	0	U	/	U	U	/	U	U	4				
		VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						J
		PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
ı		APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	l				
		4:00 PM 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	₽	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	ш	VOLUMES APPROACH %	0 0%	0 0%	0 0%	0 0%	0	0 0%	0	0	0 0%	0 0%	0	0 0%	0	0	0	0	0	0
		APP/DEPART	0%	/	0%	0%	0%	0%	0%	0%	0%	0 %	0%	0%	0					
		BEGIN PEAK HR	Ü	4:00 PM	-	Ü		-	Ü	,		Ü		-	Ü					
		VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						,
		PEAK HR FACTOR	0	0.000	-	0	0.000	-	0	0.000	0	0	0.000	-	0.000	ı				
Ļ		APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	1				
								Drew Ro	d	1										
							N	ORTH SI	DE				_							
		\// E	van Hey	ves Hwy	1///	EST SIDE				EAST SI	DE	/// Fva	n Hewes	Hww						
		VV E	varriev	vos i ivv y	VVI	-01 JIDE				LM31 31		vv Lval	11101102	1 1 V V Y						
							٦ -			_			_							
							S	OUTH SII	DF											
								Drew Ro	4											
							1	2.000 100	_	1										

#### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

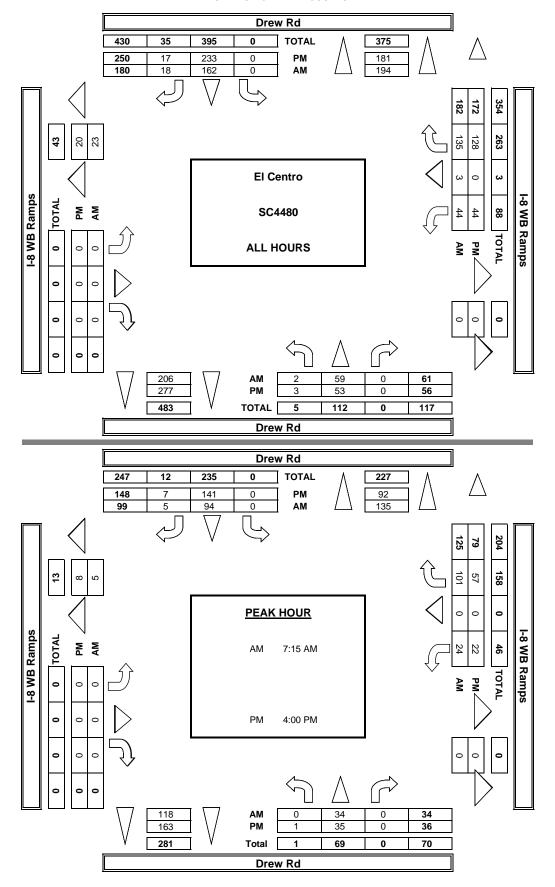
	<u>DATE:</u> 3/26/24 TUESDAY	LOCATION NORTH	& SOUTH	l:	El Centro Drew Ro W Evan		wy			PROJECT LOCATION CONTRO	ON #:	SC4480 1 STOP AL	L						
	CLASS 6: BUSES	NOTES	:								AM PM MD OTHER OTHER	<b>■</b> W	N S	E▶					
		NO	ORTHBOL	IND	SC	UTHBOU	IND		ASTBOUN Evan Hewes			VESTBOUN			Ī	L	J-TURI	VS	
		NL	Drew Rd	NR	SL	Haskell Rd	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
_	LANES:	0	1	0	0	1	0	0	2	0	0	2	0	2				0	0
	7:00 AM 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	1	0	0	0	1	0	0	1	0	0	0	0	3	0	0	0	0	0
	8:00 AM 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0
≥		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
⋖	8:45 AM VOLUMES APPROACH %	2 100%	0 0%	0	1	3	1 20%	1 50%	1 50%	0	0	1	0 0%	10	0	0	0	0	0
	APP/DEPART	2	/	0% 1	20% 5	60%	3	2	50%	0% 2	0% 1	100%	4	0					
	BEGIN PEAK HR		7:15 AM		Ü	,	0		,		·			Ü	1				
	VOLUMES	2	0	0	0	2	1	0	1	0	0	0	0	6	0	0	0	0	
	APPROACH %	100%	0%	0%	0%	67%	33%	0%	100%	0%	0%	0%	0%	0.500					
	PEAK HR FACTOR APP/DEPART	2	0.500	0	3	0.375	2	1	0.250	1	0	0.000	3	0.500					
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
≥	5:45 PM VOLUMES	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0
	VOLUMES APPROACH %	0 0%	0 0%	0 0%	0 0%	2 100%	0 0%	0 0%	0 0%	0 0%	0 0%	2 100%	0 0%	4	0	0	0	0	0
	APP/DEPART	0 //	/	0 %	2	/	2	0 /0	/	0 %	2	/	2	0					
	BEGIN PEAK HR	Ů	4:00 PM			,		Ü			_								
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH % PEAK HR FACTOR	0%	0% 0.000	0%	0%	0% 0.000	0%	0%	0% 0.000	0%	0%	0% 0.000	0%	0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0.000					
		-					i			i	•			-	•				
								Drew R	d										
							N	IORTH SI	DE										
							-						•						
				\A/ E\		CT CIDE				FACT CI	DE	W Evan	Howes	Lhaor					
				vv Evar	n Hewless	SISIDE				EAST SI	DΕ	vv Evan	newes	⊓vvy					
							S	OUTH SI	DE										
								Drew R	d										
							I	210111	-	1									

#### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

SC4480 DATE: Tue, Mar 26, 24 NORTH & SOUTH: EAST & WEST: Drew Rd LOCATION #: I-8 WB Ramps CONTROL STOP W **▼**W E► S NORTHBOUND SOUTHBOUND EASTBOUND WESTBOUND U-TURNS NL NT NR SL ST SR EL ΕT ER WL WT WR TOTAL NB SB EΒ WB 7:00 AM 7:15 AM 0 48 0 7:30 AM 60 7:45 AM 92 8:00 AM 0 16 8:30 AM 39 0 49 8:45 AM 423 2 3% APPROACH % 0% 0% 0% 0% 0% 24% 2% 74% 97% 90% 10% Ω Ω Ω 94 5 Ω Ω Ω 24 Ω 101 258 /OLLIMES 34 0 Ω APPROACH % 0% 100% 0% 0% 95% 5% 0% 0% 0% 19% 0% 81% PEAK HR FACTOR 0.773 0.000 0.665 0.701 4:15 PM 4:30 PM 0 66 4:45 PM 65 0 20 17 14 5:15 PM 0 0 46 49 4 478 /OLUMES 233 44 0 0 0 128 APPROACH % 95% 93% 0 BEGIN PEAK HR 4:00 PM /OLUMES 0 141 Λ 0 263 APPROACH % 97% 5% 0% 0% 0% 0% 72% 3% 0% 0% 95% 28% EAK HR FACTOR 0.818 0.000 148 Drew Rd NORTH LEG EAST LEG I-8 WB Ramps WEST LEG I-8 WB Ramps SOUTH LEG Drew Rd ALL PED + BIKE & SCOOTE PEDESTRIAN CROSSINGS BICYCLE & SCOOTER CROSSINGS W LEG N LEC E LEG W LEG WL 7:00 AM 7:15 AM 0 0 0 7:30 AM 8:00 AM 0 0 8:15 AM 8:30 AM 0 0 0 0 0 0 8:45 AM 0 0 4:00 PM 0 0 4:15 PM 0 0 0 0 0 0 0 0 0 4:30 PM 0 0 4:45 PM 0 0 0 0 0 0 0 5:00 PM 0 0 0 0 0 5:15 PM Ω 0 Ω 0 0 0 5:30 PM 0 0 0

AimTD LLC
TURNING MOVEMENT COUNTS



	<u>DATE:</u> 3/26/24 TUESDAY	LOCATION NORTH & EAST & W	SOUTH:		El Centro Drew Rd I-8 WB Ra					PROJECT LOCATION CONTROL	N #:	SC4480 2 STOP W							
		NOTES:									AM		<b>A</b>						
	PCE	Class	1	2				1			PM	4 114	N						
	Adjusted	Factor	1	1.5	2	3	2	2	2		MD	◀ W	1 .	E►					
											OTHER		S						
	L. J.										OTHER		▼						
1		N	NORTHBOUN	JD.		SOUTHBOUN	ID		EASTBOUN	D	\	VESTBOUN	ID				J-TUR	NS	
			Drew Rd	<b>V</b>		Drew Rd	10		I-8 WB Ramps	D	ľ	I-8 WB Ramps					-101	.145	
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	0	1	Χ	Χ	1	0	Χ	Х	Χ	0.5	0.5	1						
	7:00 AM	1	15	0	0	10	3	0	0	0	6	2	9	45			₩	$\perp \! \! \perp \! \! \! \perp \! \! \! \! \! \! \! \! \! \! \! \!$	0
	7:15 AM	0	9	0	0	24	0	0	0	0	10	0	18	60	-		<u> </u>	$\perp$	0
	7:30 AM	0	6	0	0	24	7	0	0	0	3	0	29	63			₩	+	0
	7:45 AM 8:00 AM	0	15 13	0	0	33 25	2	0	0	0	5 14	0	46 20	105 73			+	+	0
	8:15 AM	1	3	0	0	21	4	0	0	0	5	2	17	52	-		┼─	+	0
	8:30 AM	0	5	0	0	27	4	0	0	0	6	0	8	49	-		$\vdash$	+-+	0
_	8:45 AM	0	9	0	0	24	6	0	0	0	6	1	8	54			+	+-1	0
A M	VOLUMES	2	73	0	0	186	25	0	0	0	55	5	153	498	0	0	0	0	0
	APPROACH %	3%	97%	0%	0%	88%	12%	0%	0%	0%	26%	2%	72%	170		U	U		Ü
	APP/DEPART	75	/	226	211	/	240	0	/	0	213	/	32	0					
	BEGIN PEAK HR		7:15 AM			,				-									
	VOLUMES	0	42	0	0	105	10	0	0	0	32	0	112	300					
	APPROACH %	0%	100%	0%	0%	91%	9%	0%	0%	0%	22%	0%	78%						
	PEAK HR FACTOR		0.716			0.725			0.000			0.710		0.717					
	APP/DEPART	42	/	153	115	/	137	0	/	0	144	/	10	0					
	4:00 PM	0	9	0	0	52	3	0	0	0	6	0	14	83					0
	4:15 PM	1	8	0	0	26	4	0	0	0	10	0	12	60			<u> </u>		0
	4:30 PM	0	11	0	0	38	1	0	0	0	8	0	14	72					0
	4:45 PM	0	12	0	0	35	1	0	0	0	3	0	22	73			<u> </u>	$\perp$	0
	5:00 PM	1	9	0	0	27	6	0	0	0	4	0	20	67	l		₩	$\perp \! \! \perp \! \! \perp$	0
	5:15 PM	0	1	0	0	33	0	0	0	0	7	0	23	64	-		₩	$\perp \perp \mid$	0
	5:30 PM 5:45 PM	3	3 8	0	0	18 26	0	0	0	0	7	0	18 14	49 60			₩	+-+	0
PM	VOLUMES	5	60	0	0	254	19	0	0	0	53	0	136	526	0	0	0	0	0
	APPROACH %	8%	92%	0%	0%	93%	7%	0%	0%	0%	28%	0%	72%	320	U	10	U	U	U
	APP/DEPART	65	72 /0	196	273	/	307	0	/	0	189	/	24	0					
	BEGIN PEAK HR		4:00 PM	170	2,0	,	007		,		107		- '	Ü					
	VOLUMES	1	40	0	0	151	9	0	0	0	26	0	61	287					
	APPROACH %	2%	98%	0%	0%	95%	5%	0%	0%	0%	30%	0%	70%						
	PEAK HR FACTOR		0.854			0.729			0.000			0.870		0.870					
	APP/DEPART	41	/	101	159	/	177	0	/	0	87	/	10	0					
							Drew Rd												
							MODELLOID	г											
						J	NORTH SID	L				-							
		I-8 V	VB Ramps	V	EST SIDE				EAST SIE	Ε	1-8 WB F	Ramps							

SOUTH SIDE Drew Rd

	<u>DATE:</u> 3/26/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH	:	El Centr Drew Ro I-8 WB	d				PROJECT LOCATION CONTRO	ON #:	SC4480 2 STOP W							
	CLASS 1: PASSENGER VEHICLES	NOTES	i:								AM PM MD OTHER OTHER	◀ W	N N S ▼	E►					
		No	ORTHBOU Drew Rd	ND	SC	OUTHBOU Drew Rd	IND		ASTBOUN		W	/ESTBOUI			ĺ	U	-TURI	VS	
	LANES:	NL 0	NT 1	NR X	SL X	ST 1	SR 0	EL X	ET X	ER X	WL 0.5	WT 0.5	WR 1	TOTAL	NB	SB	EB	WB	TTL
	7:00 AM	1	6	0	0	8	1	0	0	0	4	0	6	26	0	0	0	0	0
	7:15 AM	0	1	0	0	18	0	0	0	0	5	0	15	39	0	0	0	0	0
	7:30 AM 7:45 AM	0	3	0	0	22	0	0	0	0	3 5	0	27 39	55 82	0	0	0	0	0
	8:00 AM	0	11	0	0	19	0	0	0	0	4	0	12	46	0	0	0	0	0
	8:15 AM	1	3	0	0	10	2	0	0	0	1	0	14	31	0	0	0	0	0
	8:30 AM	0	3	0	0	17	2	0	0	0	6	0	3	31	0	0	0	0	0
Σ	8:45 AM	0	6	0	0	21	4	0	0	0	6	1	5	43	0	0	0	0	0
4	VOLUMES APPROACH %	2 4%	44 96%	0 0%	0 0%	141 93%	10 7%	0 0%	0 0%	0 0%	34 22%	1 1%	121 78%	353	0	0	0	0	0
	APP/DEPART	46	9070	165	151	73 /0	175	0	/	0 %	156	/	13	0					
	BEGIN PEAK HR		7:15 AM	.00		,	.,,	Ü	•	-	.00	,		Ü					
	VOLUMES	0	26	0	0	85	1	0	0	0	17	0	93	222	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	99%	1%	0%	0%	0%	15%	0%	85%	0 / 77					
	PEAK HR FACTOR APP/DEPART	26	0.591	119	86	0.796	102	0	0.000	0	110	0.625	1	0.677	ł				
-	4:00 PM	0	4	0	0	49	102	0	1 0	T 0	4	0	12	70	0	0	0	0	0
	4:15 PM	1	5	0	0	24	1	0	0	0	3	0	8	42	0	0	0	0	0
	4:30 PM	0	11	0	0	29	1	0	0	0	8	0	9	58	0	0	0	0	0
	4:45 PM	0	10	0	0	30	1	0	0	0	3	0	22	66	0	0	0	0	0
	5:00 PM	1	4	0	0	27	6	0	0	0	4	0	20	62	0	0	0	0	0
	5:15 PM 5:30 PM	0	1	0	0	23 15	0 4	0	0	0	7 5	0	18 16	49 41	0	0	0	0	0
_	E 4E D14	0	8	0	0	16	0	0	0	0	3	0	14	41	0	0	0	0	0
₽	VOLUMES	2	44	0	0	213	14	0	0	0	37	0	119	429	0	0	0	0	0
	APPROACH %	4%	96%	0%	0%	94%	6%	0%	0%	0%	24%	0%	76%		1				
	APP/DEPART	46	/	163	227	/	250	0	/	0	156	/	16	0					
	BEGIN PEAK HR VOLUMES	1	4:00 PM 30	0	0	132	4	0	0	0	18	0	51	236	0	0	0	0	
	APPROACH %	3%	97%	0%	0%	97%	3%	0%	0%	0%	26%	0%	74%	230	0	U	U	U	
	PEAK HR FACTOR	0,0	0.705	0,0	0,0	0.680	0,0	0,0	0.000	0,0	2070	0.690	, , , , ,	0.843					
	APP/DEPART	31	/	81	136	/	150	0	/	0	69	/	5	0					
							Drew Ro												
		1-8 WE	3 Ramps	WI	EST SIDE				EAST SI	DE	I-8 WE	Ramps							
								DE				_							
							Drew Ro	d											

		<u>DATE:</u> 3/26/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH	:	El Centr Drew Ro I-8 WB	d				PROJECT LOCATION CONTRO	ON #:	SC4480 2 STOP W							
		CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES	5:								AM PM MD OTHER OTHER	<b>⋖</b> W	N N S ▼	E▶					
			No	ORTHBOU Drew Rd	ND	SC	OUTHBOU Drew Rd	IND		ASTBOUN 1-8 WB Ramp		V	/ESTBOUI 1-8 WB Ramp				U	-TUR	2NS	
		LANES:	NL 0	NT 1	NR X	SL X	ST 1	SR 0	EL X	ET X	ER X	WL 0.5	WT 0.5	WR 1	TOTAL	NB	SB	EB	WB	TTL
ſ		7:00 AM	0	2	0	0	1	1	0	0	0	0	0	0	4	0	0	0	0	0
		7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
		7:30 AM 7:45 AM	0	2	0	0	1	0	0	0	0	0	0	1	5 3	0	0	0	0	0
		8:00 AM	0	1	0	0	0	1	0	0	0	2	0	1	5	0	0	0	0	0
		8:15 AM	0	0	0	0	3	1	0	0	0	1	0	2	7	0	0	0	0	0
		8:30 AM	0	1	0	0	0	1	0	0	0	0	0	1	3	0	0	0	0	0
	ΑM	8:45 AM VOLUMES	0	10	0	0	9	6	0	0	0	3	0	6	5 34	0	0	0	0	0
	`	APPROACH %	0%	100%	0%	0%	60%	40%	0%	0%	0%	33%	0%	67%	34	0	U	U	U	U
		APP/DEPART	10	/	16	15	/	12	0	/	0	9	/	6	0					
		BEGIN PEAK HR		7:15 AM												1				
		VOLUMES	0	5	0	0	3	2	0	0	0	2	0	3	15	0	0	0	0	
		APPROACH % PEAK HR FACTOR	0%	100% 0.625	0%	0%	60% 0.625	40%	0%	0% 0.000	0%	40%	0% 0.417	60%	0.750					
		APP/DEPART	5	0.025	8	5	0.025	5	0	/	0	5	/ /	2	0.750					
ŀ		4:00 PM	0	2	0	0	0	1	0	0	0	1	0	1	5	0	0	0	0	0
		4:15 PM	0	0	0	0	0	2	0	0	0	1	0	1	4	0	0	0	0	0
		4:30 PM	0	0	0	0	4	0	0	0	0	0	0	2	6	0	0	0	0	0
		4:45 PM 5:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
		5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0		0	0	0	0	0
		5:30 PM	0	1	0	0	2	0	0	0	0	1	0	0	4	0	0	0	0	0
	PΜ	5:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	₫	VOLUMES	0	6	0	0	10	3	0	0	0	3	0	4	26	0	0	0	0	0
		APPROACH % APP/DEPART	0% 6	100%	0% 10	0% 13	77%	23% 13	0%	0%	0%	43%	0%	57% 3	0					
		BEGIN PEAK HR	0	4:00 PM	10	13	/	13	U	/	U	/	/	3	U					
		VOLUMES	0	2	0	0	5	3	0	0	0	2	0	4	16	0	0	0	0	
		APPROACH %	0%	100%	0%	0%	63%	38%	0%	0%	0%	33%	0%	67%					•	<u>.</u> !!
		PEAK HR FACTOR	0	0.250	,	0	0.500	7	0	0.000	0	,	0.750	0	0.667					
L		APP/DEPART	2	/	6	8	/	/	0	/	0	6	/	3	0	J				
								Drew Ro	d											
							N	ORTH SII	DE				_							
			1-8 WF	3 Ramps	W	EST SIDE				EAST SI	DF	I-8 WF	Ramps							
										5 . 51	_									
							S	OUTH SII	DE				-							
								Drew Ro	d											

	<u>D</u> ATE: 3/26/24 TUESDAY		LOCATI NORTH EAST &	& SOUTH		El Centr Drew Ro I-8 WB	b	o. tei. 7 i	7 200 70	,00 c3@di	PROJEC LOCATION CONTRO	T #: ON #:	SC4480 2 STOP W							
	CLASS 3:		NOTES	:								AM		<b>A</b>		Ī				
	3-AXLE TRUCKS											PM MD	<b>⋖</b> W	N	E►					
												OTHER OTHER		S ▼						
			No	ORTHBOU Drew Rd	IND	SC	OUTHBOU Drew Rd	ND	E	ASTBOUN		W	/ESTBOUI				U	-TURI	VS	
	LAN	IES:	NL 0	NT 1	NR X	SL X	ST 1	SR 0	EL X	ET X	ER X	WL 0.5	WT 0.5	WR 1	TOTAL	NB	SB	EB	WB	TTL
Г	7:00 AM		0	0	0	0	0	0	0	0	0	0	1 1	0	1	0	0	0	0	0
	7:15 AM		0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	7:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM		0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	8:00 AM		0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0
	8:15 AM		0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0
	8:30 AM 8:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	≥ 8:45 AM VOLUMES		0	0	0	0	1	0	0	0	0	4	2	0	8	0	0	0	0	0
	APPROACH %		0%	0%	0%	0%	100%	0%	0%	0%	0%	57%	29%	14%	O	U	U	U	U	U
	APP/DEPART		0	/	1	1	/	5	0	/	0	7	/	2	0	-				
	BEGIN PEAK I	НR		7:15 AM																
	VOLUMES		0	0	0	0	0	0	0	0	0	3	0	1	4	0	0	0	0	
	APPROACH %		0%	0%	0%	0%	0%	0%	0%	0%	0%	75%	0%	25%						
	PEAK HR FAC	TOR		0.000			0.000			0.000			0.500		0.500					
F	APP/DEPART 4:00 PM		0	/	1	0	/	3	0	/	0	4	/	0	0		_	I 0 I	^ 1	0
	4:00 PM 4:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	4:30 PM		0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	4:45 PM		0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM		0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	5:30 PM		0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
2	5:45 PM		0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
ľ	VOLUMES APPROACH %		0 0%	2 100%	0 0%	0%	2 100%	0 0%	0 0%	0 0%	0 0%	1 20%	0 0%	4 80%	9	0	0	0	0	0
	APP/DEPART	)	2	/	6	2	/	3	0	/	0	5	/	0	0					
	BEGIN PEAK H	HR		4:00 PM				0	Ü		0	0		0	Ü					
	VOLUMES		0	2	0	0	1	0	0	0	0	1	0	2	6	0	0	0	0	
	APPROACH %		0%	100%	0%	0%	100%	0%	0%	0%	0%	33%	0%	67%						
	PEAK HR FAC	TOR		0.500			0.250			0.000			0.375		0.500					
L	APP/DEPART		2	/	4	1	/	2	0	/	0	3	/	0	0	J				
							1	Drew Ro	4	1										
								DI CVV I C	u .											
							N	ORTH SI	DE											
							_						_							
			1-8 WE	3 Ramps	W	EST SIDE				EAST SI	DE	I-8 WE	Ramps							
													,							
							S	OUTH SI	DE				=							
								Drew R	d											

	<u>DATE:</u> 3/26/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH	:	El Centr Drew Ro I-8 WB	d			,00 c3@di	PROJEC LOCATION CONTRO	T #: ON #:	SC4480 2 STOP W							
	CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES	<u>:</u>								AM PM MD OTHER OTHER	<b>■</b> W	N N S ▼	E►					
		NO	ORTHBOU	ND	SC	UTHBOU	ND		ASTBOU			/ESTBOUI				U	-TURNS	5	
		NL	Drew Rd	NR	SL	Drew Rd	SR	EL	I-8 WB Ramp	ER	WL	I-8 WB Ramp	WR	TOTAL	NB	SB	EB V	/B T	TL
	LANES:	0	1	Χ	Χ	1	0	Χ	Χ	X	0.5	0.5	1		<u> </u>				
	7:00 AM 7:15 AM	0	2	0	0	0	0	0	0	0	0	0	1	3	0	0	0 (		0
	7: 15 AW 7: 30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 (		0
	7:45 AM	0	0	0	0	1	2	0	0	0	0	0	1	4	0	0	0 (		0
	8:00 AM	0	0	0	0	2	0	0	0	0	1	0	2	5	0	0	0 (		0
	8:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0 (	) (	0
	8:30 AM	0	0	0	0	2	0	0	0	0	0	0	1	3	0	0	0 (		0
≥	8:45 AM VOLUMES	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0 (		0
⋖	VOLUMES	0 0%	4 100%	0 0%	0 0%	7	2	0	0	0 0%	2	0	7	22	0	0	0 (	) (	0
	APPROACH % APP/DEPART	4	100%	11	9	78%	22% 9	0%	0%	0%	22% 9	0%	78% 2	0					
	BEGIN PEAK HR	4	7:15 AM	- 11	7	/	7	U		- 0	7			U					
	VOLUMES	0	2	0	0	3	2	0	0	0	2	0	4	13	0	0	0 (	)	
	APPROACH %	0%	100%	0%	0%	60%	40%	0%	0%	0%	33%	0%	67%						
	PEAK HR FACTOR		0.250			0.417			0.000			0.500		0.650					
	APP/DEPART	2	/	6	5	/	5	0	/	0	6	/	2	0					
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0 (		0
	4:15 PM 4:30 PM	0	1 0	0	0	1	0	0	0	0	0	0	0	2	0	0	0 (		0
	4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0 (		0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0
	5:15 PM	0	0	0	0	2	0	0	0	0	0	0	1	3	0	0	0 (	) (	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 (		0
≥	5:45 PM VOLUMES	1	0	0	0	1	0	0	0	0	2	0	0	4	0	0	0 (		0
	VOLUMES	1	1	0	0	6	0	0	0	0	3	0	1	12	0	0	0 (	) (	0
	APPROACH % APP/DEPART	50%	50%	0% 2	0% 6	100%	0% 9	0%	0%	0% 0	75% 4	0%	25%	0					
	BEGIN PEAK HR		4:00 PM		0			0		0			'						
	VOLUMES	0	1	0	0	3	0	0	0	0	1	0	0	5	0	0	0 (	)	
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.250			0.750			0.000			0.250		0.625					
	APP/DEPART	1	/	1	3	/	4	0	/	0	1	/	0	0					
							Drew Ro					_							
		I -8 WE	3 Ramps	Wi	EST SIDE				EAST SI	DE	I-8 WE	3 Ramps							
						SC	DUTH SII	DE				_							
							Drew Ro	d											

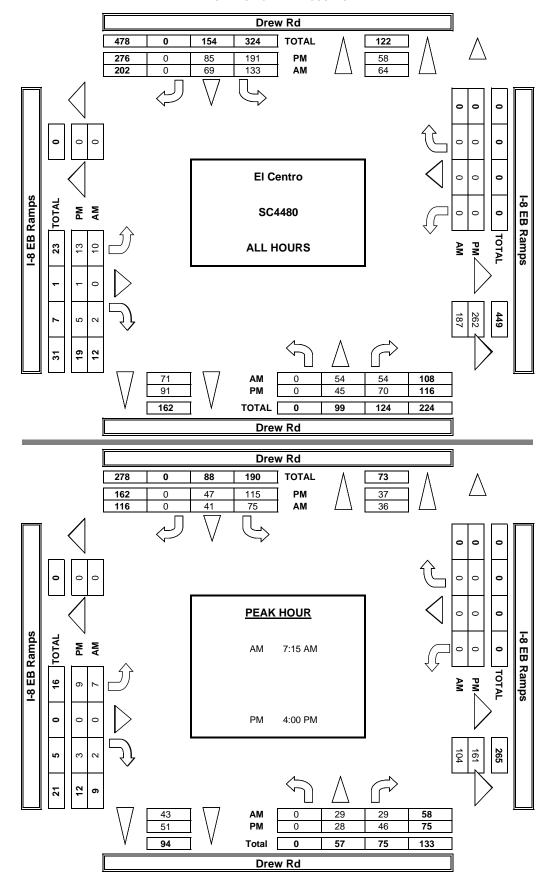
		<u>DATE:</u> 3/26/24 TUESDAY	EAST &	& SOUTH WEST:	:	El Centr Drew Ro I-8 WB	d				PROJEC LOCATION CONTRO	ON #:	SC4480 2 STOP W			_				
		CLASS 5: RV	NOTES	:								AM PM MD OTHER OTHER	<b>■</b> W	N N S ▼	E►					
			No	ORTHBOU Drew Rd	ND	SC	OUTHBOL Drew Rd	IND	E	ASTBOUN		V	VESTBOUN			Í	U	-TUR	RNS	
		LANES:	NL 0	NT 1	NR X	SL X	ST 1	SR 0	EL X	ET X	ER X	WL 0.5	WT 0.5	WR 1	TOTAL	NB	SB	EB	WB	TTL
ſ	<u> </u>	7:00 AM	0	0	0	0	0	0	0	0	0	1	0.3	0	1	0	0	0	0	0
ı		7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		8:00 AM 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	_	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	$\forall M$	VOLUMES	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
		APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%						
		APP/DEPART	0	/	0	0	/	1	0	/	0	1	/	0	0					
		BEGIN PEAK HR	0	7:15 AM		0	0	0		0	0	0	0	0	0		0	0	0	ì
		VOLUMES APPROACH %	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0%	0 0%	0	0	0	0	0	J
		PEAK HR FACTOR	0 70	0.000	0 /0	0 70	0.000	0 /0	0 76	0.000	0 /0	0 70	0.000	0 70	0.000					
		APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0.000					
ľ		4:00 PM	0	0	0	0	0	0	0	0	0	Ō	0	0	Ō	0	0	0	0	0
		4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		5:00 PM 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	_	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PΜ	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		1				
		APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	1				
		BEGIN PEAK HR	0	4:00 PM		0	0	0		0	0	0	0	0	0		0	0	0	ì
		VOLUMES APPROACH %	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0%	0 0%	0	0	0	0	0	J
		PEAK HR FACTOR	0 70	0.000	070	070	0.000	0 70	0 70	0.000	070	0 70	0.000	070	0.000					
		APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
								Drew Ro	-											
							J 1N	OKIH 3II	UL				_							
			I -8 WE	3 Ramps	WE	EST SIDE				EAST SI	DE	I-8 WE	3 Ramps							
				-			۹ (	OUTH SII	DF				_							
								20111 311												
							[	Drew Ro	b											

	<u>DATE:</u> 3/26/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH	l:	El Centro Drew Ro I-8 WB I	t				PROJECT LOCATION CONTRO	ON #:	SC4480 2 STOP W							
	CLASS 6: BUSES	NOTES	i.								AM PM MD OTHER OTHER	<b>■</b> W	N S	E►					
		NO	ORTHBOU	ND	SC	UTHBOU	ND	E	ASTBOUN		V	VESTBOUN				Ĺ	J-TUR	NS	
		NL	Drew Rd	NR	SL	Drew Rd	SR	EL	ET	ER	WL	I-8 WB Ramp	WR	TOTAL	NB	SB	EB	WB	TTL
	7:00 AM	0	0	X 0	X 0	0	0	X 0	X 0	X 0	0.5	0.5	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:00 AM 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
>		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
₹	8:45 AM VOLUMES	0	1	0	0	4	0	0	0	0	0	0	0	5	0	0	0	0	0
	APPROACH % APP/DEPART	0%	100%	0%	0% 4	100%	0% 4	0%	0%	0% 0	0%	0%	0% 0	0					
	BEGIN PEAK HR	<u> </u>	7:15 AM	- 1	4	/	4	U	/	U	U	/	U	U	1				
	VOLUMES	0	1	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%					-	
	PEAK HR FACTOR	1	0.250		0	0.375		0	0.000			0.000		0.500					
H	APP/DEPART 4:00 PM	0	1 0	1 0	3	/ I 0	3	0	1 0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5		0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
Δ	5:45 PM VOLUMES	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	APPRUACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0					
	APP/DEPART BEGIN PEAK HR	0	4:00 PM	0	2	/	2	0	/	0	0	/	0	0					
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR APP/DEPART	0	0.000	0	0	0.000	0		0.000	0	0	0.000	0	0.000					
_	APP/DEPART	U	/	U	U	/	U	0	/	U	U	/	0	0	Į				
								Drew R	d										
							N	IORTH SI	DE										
				I-8 WB	Rampos	EST SIDE				EAST SI	DE	I-8 WB	Ramps						
							S	SOUTH SI	DE										
								Drew R	d										

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

SC4480 DATE: Tue, Mar 26, 24 NORTH & SOUTH: EAST & WEST: Drew Rd LOCATION #: I-8 EB Ramps CONTROL STOP E **▼**W E► S NORTHBOUND SOUTHBOUND EASTBOUND WESTBOUND U-TURNS NL NT NR SL ST SR EL ΕT ER WL WT WR TOTAL NB SB EΒ WB 7:00 AM 7:15 AM 0 40 0 0 7:30 AM 0 7:45 AM 11 19 59 0 8:00 AM 45 29 0 0 8:30 AM 19 0 0 8:45 AM 46 0 0% 0 0% 322 17% APPROACH % 50% 50% 34% 83% 0% 0% 0% 66% 0% Ω 75 29 Ω Ω Ω Ω Ω 183 /OLLIMES 29 41 0 Ω APPROACH % 0% 50% 50% 65% 35% 0% 78% 0% 22% 0% 0% 0% PEAK HR FACTOR 0.879 0.750 0.000 0.775 48 0 4:15 PM 0 4:30 PM 16 0 4:45 PM 10 60 9 0 0 44 0 5:15 PM 14 0 0 0 48 0 30 40 16 16 7 0 191 411 /OLUMES 13 0 45 70 85 0 0 APPROACH % 68% 39% 31% 26% 276 91 0 116 BEGIN PEAK HR 4:00 PM /OLUMES 46 115 47 Q 0 0 249 29% 75% APPROACH % 37% 0% 0% 0% 61% 71% 0% 25% 0% 0% EAK HR FACTOR 0.600 0.000 0.877 162 161 Drew Rd NORTH LEG EAST LEG I-8 EB Ramps WEST LEG I-8 EB Ramps SOUTH LEG Drew Rd ALL PED + BIKE & SCOOTE PEDESTRIAN CROSSINGS BICYCLE & SCOOTER CROSSINGS W LEG N LEC E LEG W LEG WL 7:00 AM 7:15 AM 0 0 0 7:30 AM 8:00 AM 0 0 8:15 AM 8:30 AM 0 0 0 0 0 0 8:45 AM 0 0 4:00 PM 0 0 4:15 PM 0 0 0 0 0 0 0 0 0 4:30 PM 0 0 4:45 PM 0 0 0 0 0 0 0 5:00 PM 0 0 0 0 5:15 PM Ω 0 Ω 0 0 0 5:30 PM 0 0 0

AimTD LLC
TURNING MOVEMENT COUNTS



PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: LOCATION: El Centro PROJECT #: SC4480 3/26/24 NORTH & SOUTH: Drew Rd LOCATION #: TUESDAY EAST & WEST: I-8 EB Ramps CONTROL: STOP E NOTES ▲ N PCE **⋖**W E▶ Adjusted NORTHBOUND SOUTHBOUND EASTBOUND WESTBOUND U-TURNS -8 EB Rar I-8 EB Ramp TOTAL NL NT NR SL ST SR FI ΕT ER WL WT WR NB SB EΒ WB TTL LANES 7:00 AM 0 7:15 AM 0 4 0 0 0 51 0 7:30 AM 6 23 0 43 0 0 65 10 55 8:00 AM 0 23 0 0 0 0 0 0 8:15 AM 41 0 4 13 12 0 0 0 0 0 8:30 AM 0 0 0 0 0 0 43 0 8:45 AM Q 8 49 0 0 APPROACH % 0% 50% 50% 36% 0% 86% 14% 0% 0% APP/DEPART 126 78 237 88 18 215 0 0 0 BEGIN PEAK HR 7·15 AM 0 82 54 0 0 0 0 0 VOLUMES 33 33 11 3 214 APPROACH % 0% 50% 50% 60% 40% 0% 81% 0% 19% 0% 0% 0% PEAK HR FACTOR 0.660 0.854 0.722 0.000 0.823 44 APP/DEPART 66 80 0 4:15 PM 58 0 0 4:30 PM 0 9 16 0 73 0 4:45 PM 11 16 24 14 0 0 0 0 0 65 0 5:00 PM 48 0 11 15 55 5:15 PM 23 17 0 0 0 0 0 0 0 0 5:30 PM 0 17 8 0 0 0 0 0 0 33 0 5:45 PM 0 VOLUMES 0 54 81 202 104 0 14 0 0 0 462 0 0 0 APPROACH % 0% 40% 63% 33% 0% 0% 60% 66% APP/DEPART 135 68 306 111 22 284 0 0 0 BEGIN PEAK HR 4:00 PM 0 53 120 56 0 9 0 5 Ω 0 0 275 **VOLUMES** 33 APPROACH % 0% 39% 61% 68% 32% 0% 64% 0% 36% 0% 0% 0% PEAK HR FACTOR 0.807 0.763 0.583 0.000 0.865 Drew Rd

		NORTH SIDE		
I-8 EB Ramps	WEST SIDE		EAST SIDE	I-8 EB Ramps
		SOUTH SIDE		
		Drew Rd		

-	<u>DATE:</u> 3/26/24 TUESDAY	LOCATION NORTH EAST &	& SOUTH	:	El Centro Drew Ro I-8 EB R	l				PROJECT LOCATION CONTRO	ON #:	SC4480 3 STOP E							
PA	CLASS 1: ASSENGER VEHICLES	NOTES	:								AM PM MD OTHER OTHER	■ W	N N S ▼	E►					
		NO	DRTHBOU Drew Rd	ND	SC	UTHBOU Drew Rd	ND	E	ASTBOUN 1-8 EB Ramp		V	/ESTBOUN				U	-TURN:	6	
	LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL 0.5	ET 0.5	ER 1	WL X	WT	WR X	TOTAL	NB	SB	EB \	VB TT	ĪL
	7:00 AM 7:15 AM 7:30 AM 7:45 AM	0 0 0	6 1 3 11	4 7 6 10	7 18 21 18	4 5 3	0 0 0	1 0 0	0 0 0 0	0 0 0 1	0 0 0	0 0 0 0	0 0 0	22 31 33 53	0 0 0	0 0 0	0	0 0 0 0 0 0 0 0 0 0 0 0	
	8:00 AM 8:15 AM 8:30 AM	0 0 0	10 4 3 6	2 3 5 8	12 7 15 18	10 4 8	0 0 0	2 1 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	36 19 31 40	0 0	0 0 0	0 0	0 0 0 0 0 0	
₹ VOLU APPF APP/	UMES ROACH % /DEPART IN PEAK HR	0 0% 89	44 49% / 7:15 AM	45 51% 49	116 68% 170	54 32% /	0 0% 55	5 83% 6	0 0% /	1 17% 161	0 0% 0	0 0% /	0 0% 0	265	0	0	_	0 0	
VOLU APPE PEAK	UMES ROACH % K HR FACTOR /DEPART	0 0% 50	25 50% 0.595	25 50% 28	69 70%	30 30% 0.825	0 0% 31	3 75%	0 0% 0.500	1 25%	0 0%	0 0% 0.000	0 0%	153 0.722 0	0	0	0	)	
	4:00 PM 4:15 PM 4:30 PM 4:45 PM	0 0 0	2 3 9	6 6 16 12	47 22 21 21	6 4 16 12	0 0 0	3 3 2 1	0 0 0 0	0 2 0 0	0 0 0	0 0 0 0	0 0 0	64 40 64 55	0 1 0	0 0 0	0	0 0 0 1 0 0 0 0 0 0 0	
≥	5:00 PM 5:15 PM 5:30 PM 5:45 PM	0 0 0	6 1 1 4	1 11 3 4	24 18 15 13	7 12 5 6	0 0 0	0 0 0 3	1 0 0 0	0 0 1 1 1	0 0 0	0 0 0	0 0 0	39 42 25 31	0 0 0	0 0 0	0 0	0 0 0 0 0 0 0 0 0	
APPE APP/ BEGI	UMES ROACH % /DEPART IN PEAK HR	0 0% 95	35 37% / 4:00 PM	59 62% 47	181 73% 249	68 27% /	0 0% 73	12 71% 17	1 6% /	4 24% 241	0 0% 0	0 0% /	0 0% 0	361	1	0	0	0 1	
APPF PEAK	UMES ROACH % K HR FACTOR /DEPART	0 0% 64	23 36% 0.640	40 63% 32	111 74%	38 26% 0.703	0 0% 41	9 82% 11	0 0% 0.550	2 18% 151	0 0% 0	0 0% 0.000 /	0 0%	0.875 0	1	0	0	0	
•							Drew Ro					_			•				
		I-8 EE	3 Ramps	WE	EST SIDE				EAST SI	DE	I-8 EB	Ramps							
							OUTH SII Drew Ro					_							

		<u>DATE:</u> 3/26/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH	:	El Centro Drew Ro I-8 EB R	t				PROJECT LOCATION CONTRO	ON #:	SC4480 3 STOP E							
		CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES	i:								AM PM MD OTHER OTHER	<b>⋖</b> W	N N S ▼	E►					
	ľ		No	ORTHBOU Drew Rd	ND	SC	OUTHBOU Drew Rd	ND	E.	ASTBOUN 1-8 EB Ramps		W	/ESTBOUN 1-8 EB Ramps			İ	U	-TUR	NS	
	ľ	LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL 0.5	ET 0.5	ER 1	WL X	WT	WR X	TOTAL	NB	SB	EB	WB	TTL
Γ	1	7:00 AM	0	2	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	Ī	7:15 AM	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	0	0	0
	ŀ	7:30 AM 7:45 AM	0	2	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	ŀ	8:00 AM	0	0	0	1	2	0	1	0	0	0	0	0	4	0	0	0	0	0
	ŀ	8:15 AM	0	0	1	2	2	0	0	0	0	0	0	0	5	0	0	0	0	0
		8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
ŀ	¥.	8:45 AM	0	2	2	2	0	0	0	0	0	0	0	0	6	0	0	0	0	0
ľ		VOLUMES APPROACH %	0 0%	7 70%	3 30%	8 62%	5 38%	0 0%	3 75%	0 0%	1 25%	0 0%	0 0%	0 0%	27	0	0	0	0	0
		APP/DEPART	10	/0%	10	13	30%	6	4	/	11	0%	/	0%	0					
		BEGIN PEAK HR	10	7:15 AM		10				,		Ü		-	Ü					
		VOLUMES	0	2	0	3	3	0	3	0	1	0	0	0	12	0	0	0	0	
		APPROACH %	0%	100%	0%	50%	50%	0%	75%	0%	25%	0%	0%	0%						
		PEAK HR FACTOR APP/DEPART	2	0.250		,	0.500	4	4	1.000	2	0	0.000	0	0.750 0					
F	=	4:00 PM	2	2	5 0	6	/ I 1	1 0	0	0	3	0	1 0	0	3	0	0	0	0	0
	ŀ	4:15 PM	0	0	2	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	ľ	4:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	4	0	0	0	0	0
		4:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	ŀ	5:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
	ŀ	5:15 PM 5:30 PM	0	0	1	1	0 2	0	0	0	0	0	0	0	<u>2</u> 5	0	0	0	0	0
1.	_	5:45 PM	0	0	0	1	1	0	1	0	0	0	0	0	3	0	0	0	0	0
i		VOLUMES	0	6	6	5	8	0	1	0	0	0	0	0	26	0	0	0	0	0
		APPROACH %	0%	50%	50%	38%	62%	0%	100%	0%	0%	0%	0%	0%						
		APP/DEPART	12	/ 4:00 DM	7	13	/	8	1	/	11	0	/	0	0					
		BEGIN PEAK HR VOLUMES	0	4:00 PM 2	3	2	5	0	0	0	0	0	0	0	12	0	0	0	0	
		APPROACH %	0%	40%	60%	29%	71%	0%	0%	0%	0%	0%	0%	0%	12		0		Ü	
		PEAK HR FACTOR		0.625			0.438			0.000			0.000		0.750					
L		APP/DEPART	5	/	2	7	/	5	0	/	5	0	/	0	0					
							I	Drew Ro	4	Ī										
								DI EW K	J											
							N	ORTH SI	DE				_							
							_						_							
			105	. Domano	\A/E	CT CIDE				FACT CI	DE	1 0 FD	Danana							
			ı-8 Et	3 Ramps	VVE	ST SIDE				EAST SI	DΕ	I-8 EB	Kamps							
							S	OUTH SII	DE				_							
							I	Drew Ro	d	l										

	<u>DATE:</u> 3/26/24 TUESDAY		TON: H & SOUTH & WEST:	H:	El Centr Drew Ro I-8 EB F	b				PROJEC LOCATION CONTRO	ON #:	SC4480 3 STOP E							
	CLASS 3: 3-AXLE TRUCKS	NOTE:	S:								AM PM MD OTHER	<b>⋖</b> W	N N S ▼	E►					
		N	IORTHBOL	JND	SC	OUTHBOU	ND	E	ASTBOUN		V	/ESTBOUI				U	-TURN	IS	
		NL	Drew Rd	NR	SL	Drew Rd	SR	EL	I-8 EB Ramp:	ER	WL	I-8 EB Ramps	WR	TOTAL	NB	SB	EB	WB	TTL
_	LANES		1	0	0	1	X	0.5	0.5	1	X	X	X	0	<u> </u>	_		0	0
	7:00 AM 7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:15 AM 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
١,		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
:	≥ 8:45 AM VOLUMES	0	Ö	1	1	4	0	0	0	0	0	0	0	6	0	0	0	0	0
	APPROACH %	0%	0%	100%	20%	80%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	7.45.41	0	5	/	4	0	/	2	0	/	0	0					
	BEGIN PEAK HR VOLUMES	0	7:15 AM 0	1	0	3	0	0	0	0	0	0	0	4	0	0	0	0	
	APPROACH %	0%	0%	100%	0%	3 100%	0%	0%	0%	0%	0%	0%	0%	4	0	U	U	U	
	PEAK HR FACTO		0.250	10070	070	0.375	070	070	0.000	070	0,0	0.000	070	0.500					
L	APP/DEPART	1	/	0	3	/	3	0	/	1	0	/	0	0					
Г	4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	4:30 PM 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0 2	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	5:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
ľ	→ VOLUMES APPROACH %	0 0%	2 67%	1 33%	1 33%	2 67%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	6	0	0	0	0	0
	APP/DEPART	3	/	2	3	/	2	0	/	2	0 /0	/	0 /0	0					
I	BEGIN PEAK HR		4:00 PM										-		1				
	VOLUMES	0	2	1	0	2	0	0	0	0	0	0	0	5	0	0	0	0	
	APPROACH %	0%	67%	33%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0.405					
	PEAK HR FACTO APP/DEPART	3	0.375	2	2	0.250	2	0	0.000	1	0	0.000	0	0.625					
_	ATTABLIANT	9						0		'	0		0	Ü	i				
							Drew R	d											
						NI.		DE											
						IN	ORTH SI	DE				_							
		I-8 E	B Ramps	W	EST SIDE				EAST SI	DE	I-8 EB	Ramps							
						] S	OUTH SI	DE				_							
							Drew R	d											

	<u>DATE:</u> 3/26/24 TUESDAY	EAST &	& SOUTH WEST:	:	El Centro Drew Ro I-8 EB R	l				PROJECT LOCATION CONTRO	ON #:	SC4480 3 STOP E			_				
	CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES	:								AM PM MD OTHER OTHER	<b>⋖</b> W	A N S ▼	E►					
		NC	DRTHBOU Drew Rd	ND	SC	UTHBOU Drew Rd	ND	E.	ASTBOUI 1-8 EB Ramp		V	/ESTBOUN				U	-TURN	1S	
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
_	LANES: 7:00 AM	X 0	1 1	0	0	0	X 0	0.5	0.5	1 0	X 0	X 0	X 0	2	0	0	0	0	0
	7:15 AM	0	1	0	0	1	0	1	0	0	0	0	0	3	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:00 AM 8:15 AM	0	0	2	1	2	0	0	0	0	0	0	0	3 4	0	0	0	0	0
	8:30 AM	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0
5		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
₹	VOLUMES	0	2	2	5	4	0	2	0	0	0	0	0	15	0	0	0	0	0
	APPROACH %	0%	50%	50%	56%	44%	0%	100%	0%	0%	0%	0%	0%		1				
	APP/DEPART BEGIN PEAK HR	4	7:15 AM	4	9	/	4	2	/	/	0	/	0	0	1				
	VOLUMES	0	7. 15 AW	0	2	3	0	1	0	0	0	0	0	7	0	0	0	0	
	APPROACH %	0%	100%	0%	40%	60%	0%	100%	0%	0%	0%	0%	0%	,	<u> </u>	0	-	Ü	
	PEAK HR FACTOR		0.250			0.417			0.250			0.000		0.583	1				
	APP/DEPART	1	/	2	5	/	3	1	/	2	0	/	0	0	l				
	4:00 PM	0	0	1	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0
	4:15 PM 4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
$\mathbb{A}$	5:45 PM VOLUMES	0	2	3	3	6	0	0	0	1	0	0	0	4 15	0	0	0	0	0
	APPROACH %	0%	40%	60%	33%	67%	0%	0%	0%	100%	0%	0%	0%	13	0	U	U	U	U
	APP/DEPART	5	/	2	9	/	7	1	/	6	0	/	0	0	1				
	BEGIN PEAK HR		4:00 PM												l				
	VOLUMES	0	1	2	2	2	0	0	0	1	0	0	0	8	0	0	0	0	
	APPROACH % PEAK HR FACTOR	0%	33% 0.375	67%	50%	50% 1.000	0%	0%	0% 0.250	100%	0%	0% 0.000	0%	0.667	1				
	APP/DEPART	3	/	1	4	/	3	1	/	4	0	/	0	0.007	1				
			·		Į.	i			1						1				
							Drew Ro	a											
						N	ORTH SII	DF											
			-				011111 011					_							
		I-8 EE	3 Ramps	WE	ST SIDE				EAST SI	DE	I -8 EB	Ramps							
						1 ~	OLITIC CO	D.E.	ľ			_							
						50	IIS HTUC	UE											
							Drew Ro	b											

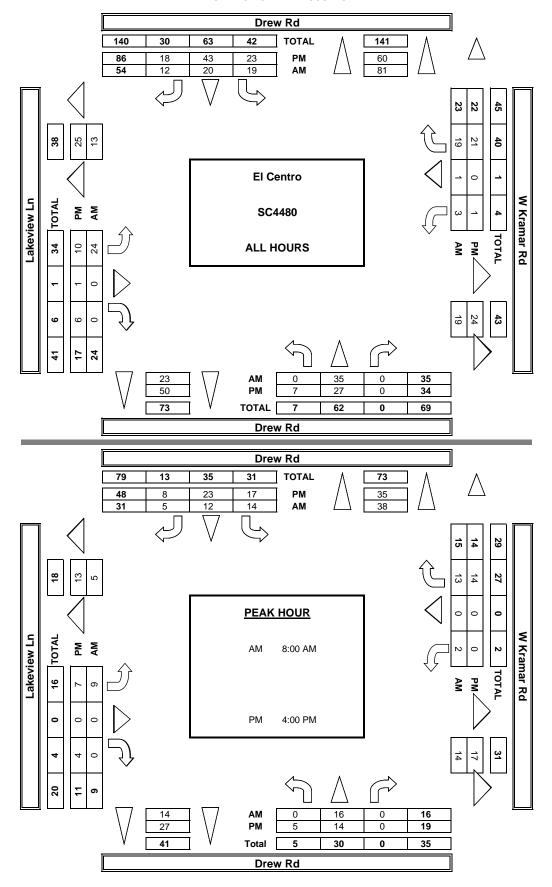
		<u>DATE:</u> 3/26/24 TUESDAY	EAST &	& SOUTH WEST:	l:	El Centro Drew Ro I-8 EB R	l				PROJEC LOCATION CONTRO	3N #:	SC4480 3 STOP E			_				
		CLASS 5: RV	NOTES									AM PM MD OTHER OTHER	◀ W	N N S ▼	E►					
			NO	ORTHBOU Drew Rd	ND	SC	UTHBOL Drew Rd	ND	E	ASTBOUN  1-8 EB Ramps		V	/ESTBOUN I-8 EB Ramps				U	-TURI	VS	
		LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL 0.5	ET 0.5	ER 1	WL X	WT	WR X	TOTAL	NB	SB	EB	WB	TTL
ſ		7:00 AM	0	0	0	1	0	0	0.5	0.3	0	0	0	0	1	0	0	0	0	0
		7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		7:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		7:45 AM 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	⋖	VOLUMES	0	0	2	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0
		APPROACH %  APP/DEPART	0% 2	0%	100%	100%	0%	0%	0%	0%	0% 3	0%	0%	0%	0					
		BEGIN PEAK HR		7:15 AM		ı	/	U	U	/	J	U	/	U	U					
		VOLUMES	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	
		APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%		-			•	
		PEAK HR FACTOR		0.250		_	0.000			0.000			0.000		0.250					
ŀ		APP/DEPART 4:00 PM	2	/	0	0	0	0	0	/	2	0	0	0	0		0		0	0
		4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	_	5:30 PM 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	$\mathbb{A}$	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%					-	
		APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
		BEGIN PEAK HR	0	4:00 PM		0	0	0		0	0		0	0	0		0	^	0	
		VOLUMES APPROACH %	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0%	0 0%	0	0	0	0	0	
		PEAK HR FACTOR	0 70	0.000	070	070	0.000	070	0 70	0.000	070	0 70	0.000	070	0.000					
ı		APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
								Drew Ro												
			I-8 EE	3 Ramps	WE	ST SIDE				EAST SI	DE	I-8 EB	Ramps							
							S	OUTH SII	DE				_							
							l	Drew Ro	d	I										

	<u>DATE:</u> 3/26/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH	l:	El Centro Drew Ro I-8 EB R	d				PROJECT LOCATION CONTRO	ON #:	SC4480 3 STOP E							
	CLASS 6: BUSES	NOTES	:								AM PM MD OTHER OTHER	<b>■</b> W	N S	E►					
		NO	ORTHBOU	ND	SC	UTHBOU	IND	E	ASTBOU		V	VESTBOU				L	J-TUR	NS	
		NL	Drew Rd	NR	SL	Drew Rd	SR	EL	I-8 EB Ramp	ER	WL	I-8 EB Ramps	WR	TOTAL	NB	SB	EB	WB	TTL
_	LANES:	X	1	0	0	1	X	0.5	0.5	1	X	X	X					^	0
	7:00 AM 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:00 AM 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
>		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
₹	8:45 AM VOLUMES	0	1	1	2	2	0	0	0	0	0	0	0	6	0	0	0	0	0
	APPROACH % APP/DEPART	0% 2	50%	50% 1	50%	50%	0% 2	0%	0%	0% 3	0%	0%	0%	0					
	BEGIN PEAK HR		7:15 AM		7	/		Ü	,	9	0	/	0	U					
	VOLUMES	0	1	1	1	2	0	0	0	0	0	0	0	5	0	0	0	0	
	APPROACH %	0%	50%	50%	33%	67%	0%	0%	0%	0%	0%	0%	0%	0.447					
	PEAK HR FACTOR APP/DEPART	2	0.500	1	3	0.375	2	0	0.000	2	0	0.000	0	0.417					
H	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM 5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0 2	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
≥	5:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Δ	5:45 PM VOLUMES	0	0	1	1	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	APPROACH % APP/DEPART	0% 1	0%	100%	50%	50%	0%	0%	0%	0% 2	0%	0%	0% 0	0					
	BEGIN PEAK HR	<u> </u>	4:00 PM			/	'	Ü			0	,	0	O	1				
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR APP/DEPART	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0.000					
_	ATTIBETAKT	Ü		0	Ü		-	Ü	,	0	Ü		-	Ų	ı				
								Drew R	d										
							N	IORTH SI	DE				<u>.</u>						
				I-8 EB	Ramp\\	ST SIDE				EAST SI	DE	1-8 EB I	Ramps						
							-												
							S	OUTH SI	DE										
								Drew R	d										
							•			•									

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

SC4480 DATE: Tue, Mar 26, 24 NORTH & SOUTH: EAST & WEST: Drew Rd LOCATION #: W Kramar Rd CONTROL STOP E/W **▼**W E► S NORTHBOUND SOUTHBOUND EASTBOUND WESTBOUND U-TURNS NL NT NR SL ST SR EL ΕT ER WL WT WR TOTAL NB SB EΒ WB 7:00 AM 7:15 AM 0 18 12 7:30 AM 7:45 AM 18 8:00 AM 0 8:30 AM 8:45 AM 24 100% 136 APPROACH % 0% 0% 35% 37% 0% 0% 13% 4% 83% 100% Ω 71 Ω 14 9 Ω Ω Ω 13 /OLLIMES 16 12 0 Ω APPROACH % 0% 100% 0% 45% 39% 16% 100% 0% 0% 13% 0% 87% PEAK HR FACTOR 0.861 0.750 0.536 0.740 4:15 PM 4:30 PM 4:45 PM 0 5:15 PM 0 4 13 159 /OLUMES 43 23 18 10 APPROACH % 79% 95% 86 0 34 60 BEGIN PEAK HR 4:00 PM /OLUMES 17 0 0 92 APPROACH % 74% 48% 17% 64% 0% 0% 26% 0% 35% 36% 0% 100% EAK HR FACTOR 0.679 0.800 0.688 0.700 48 Drew Rd NORTH LEG EAST LEG Lakeview Ln WEST LEG W Kramar Rd SOUTH LEG Drew Rd ALL PED + BIKE & SCOOTE PEDESTRIAN CROSSINGS BICYCLE & SCOOTER CROSSINGS N LEC W LEG E LEG W LEG WL 7:00 AM 7:15 AM 0 0 0 7:30 AM 8:00 AM 0 0 8:15 AM 8:30 AM 0 0 0 0 0 0 8:45 AM 0 4:00 PM 0 0 4:15 PM 0 0 0 0 0 0 0 0 0 4:30 PM 0 0 4:45 PM 0 0 0 0 0 0 0 5:00 PM 0 0 0 0 0 5:15 PM 0 0 0 0 0 0 5:30 PM 0 0 0

AimTD LLC
TURNING MOVEMENT COUNTS



PROJECT #: LOCATION #: DATE: LOCATION: El Centro SC4480 NORTH & SOUTH: EAST & WEST: 3/26/24 TUESDAY Drew Rd W Kramar Rd STOP E/W CONTROL: NOTES: PCE Adjusted **⋖**W

		N	IORTHBOUN	ND	9	OUTHBOUN	ID	E	EASTBOUN	ID	V	VESTBOUN	ND			U	-TUR	NS
			Drew Rd			Drew Rd			Lakeview Ln			W Kramar Rd					,	
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WE
	LANES:	0	1	0	0	1	0	0	1	0	0	1	0		<u> </u>			
	7.00 414	^			2	2	1	1	Ι ο		0	1 0	,	17	. —	1	1	_
	7:00 AM	0	9	0	2	3	1	-	0	0	0	0	6	17				+
	7:15 AM	-		0	3	1	3	5	0	0	0	1	0	22				-
	7:30 AM	0	4	0	0	3	l l	6	0	0	0	0	0	13 19				₩
	7:45 AM	0	5	0	0	2	3	5	0	0	1	0	3					+
	8:00 AM	0	3	0	6	4	2	3	0	0	0	0	0	18				+
	8:15 AM	0	2	0	6	5	1	2	0	0	0	0	5	20		-		₩
	8:30 AM	0	4	0	7	2	1	2	0	0	1	0	5	21				₩
AM	8:45 AM	0	7	0	4	4	1	3	0	0	1	0	8	27	l		_	<del>  -</del>
f	VOLUMES	0	38	0	27	23	13	26	0	0	3	1	27	156	0	0	0	0
	APPROACH %	0%	100%	0%	43%	36%	21%	100%	0%	0%	10%	3%	87%					
	APP/DEPART	38	/	90	62	/	26	26	/	27	31	/	14	0				
	BEGIN PEAK HR		8:00 AM															
	VOLUMES	0	16	0	22	14	5	10	0	0	2	0	18	86				
	APPROACH %	0%	100%	0%	53%	35%	12%	100%	0%	0%	10%	0%	90%					
	PEAK HR FACTOR		0.571			0.880			0.792			0.542		0.792				
	APP/DEPART	16	/	43	41	/	16	10	/	22	20	/	5	0				
	4:00 PM	1	5	0	4	9	2	2	0	0	0	0	7	29				
	4:15 PM	3	1	0	7	4	2	1	0	3	0	0	7	27				
	4:30 PM	2	7	0	9	7	2	3	0	1	0	0	5	35				
	4:45 PM	1	4	0	3	6	2	1	0	2	0	0	4	22				
	5:00 PM	0	6	0	2	3	1	1	0	2	0	0	0	14				
	5:15 PM	1	2	0	4	8	3	1	0	0	0	0	5	24				
	5:30 PM	2	2	0	2	5	3	0	0	2	0	0	1	15				
PM	5:45 PM	0	6	0	3	10	3	1	1	0	1	0	2	27				
Ы	VOLUMES	9	32	0	33	51	18	10	1	8	1	0	30	191	0	0	0	0
	APPROACH %	21%	79%	0%	32%	50%	18%	53%	5%	42%	3%	0%	97%					
	APP/DEPART	40	/	72	101	/	60	19	/	34	31	/	27	0				
	BEGIN PEAK HR		4:00 PM															
	VOLUMES	6	16	0	22	26	8	7	0	5	0	0	23	112				

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		NORTH SIDE		
Lakeview Ln	WEST SIDE		EAST SIDE	W Kramar Rd
		SOUTH SIDE		
		Drew Rd		

14%

58%

0%

0.750

42%

0%

0%

0.804

100%

0.800

APPROACH %

PEAK HR FACTOR

27%

73%

0.688

0%

40%

46%

0.771

		<u>DATE:</u> 3/26/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH	l:	El Centr Drew Ro W Kram	d				PROJEC LOCATI CONTRO	ON #:	SC4480 4 STOP E/	W.						
		CLASS 1: PASSENGER VEHICLES	NOTES	:								AM PM MD OTHER OTHER	<b>⋖</b> W	N S	E►					
			NO	ORTHBOU Drew Rd	ND	SC	UTHBOL Drew Rd	IND	E	ASTBOUI Lakeview Lr		V	VESTBOUI W Kramar Ro				U	-TUR	:NS	
		LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
I	Ī	7:00 AM	0	2	0	2	3	1	1	0	0	0	0	3	12	0	0	0	0	0
	I	7:15 AM	0	5	0	3	1	1	3	0	0	0	1	0	14	0	0	0	0	0
	ŀ	7:30 AM	0	4	0	0	1	1	4	0	0	0	0	0	10	0	0	0	0	0
	-	7:45 AM 8:00 AM	0	5 3	0	0	2	3 2	5 3	0	0	0	0	0	16 13	0	0	0	0	0
	ŀ	8:15 AM	0	2	0	1	1	1	0	0	0	0	0	2	7	0	0	0	0	0
	ŀ	8:30 AM	0	4	0	3	2	1	2	0	0	1	0	3	16	0	0	0	0	0
	AM	8:45 AM	0	7	0	2	2	1	3	0	0	1	0	3	19	0	0	0	0	0
		VOLUMES	0	32	0	12	16	11	21	0	0	3	1	11	107	0	0	0	0	0
		APPROACH %	0%	100%	0%	31%	41%	28%	100%	0%	0%	20%	7%	73%	0					
		APP/DEPART BEGIN PEAK HR	32	8:00 AM	64	39	/	19	21	/	12	15	/	12	0					
		VOLUMES	0	16	0	7	9	5	8	0	0	2	0	8	55	0	0	0	0	
		APPROACH %	0%	100%	0%	33%	43%	24%	100%	0%	0%	20%	0%	80%	55		0		U	
		PEAK HR FACTOR		0.571			0.750			0.667			0.625		0.724					
		APP/DEPART	16	/	32	21	/	11	8	/	7	10	/	5	0	l				
ı		4:00 PM	1	3	0	4	4	2	2	0	0	0	0	0	16	0	0	0	0	0
	ļ	4:15 PM	1	1	0	3	4	2	1	0	1	0	0	1	14	0	0	0	0	0
	ŀ	4:30 PM 4:45 PM	0	5	0	3	7	2	3	0	0	0	0	5	26 14	0	0	0	0	0
	ŀ	5:00 PM	0	2	0	2	6	1	1	0	0	0	0	0	11	0	1	0	0	1
	ŀ	5:15 PM	1	2	0	1	8	3	1	0	0	0	0	3	19	0	0	0	0	0
	ľ	5:30 PM	0	2	0	0	3	3	0	0	0	0	0	1	9	0	0	0	0	0
	₽	5:45 PM	0	3	0	0	2	3	1	1	0	1	0	2	13	0	0	0	0	0
		VOLUMES	4	22	0	14	37	18	10	1	2	1	0	13	123	0	1	0	0	1
		APPROACH %	15%	85%	0%	20%	53%	26%	77%	8%	15%	7%	0%	93%	0					
		APP/DEPART BEGIN PEAK HR	26	4:00 PM	46	70	/	40	13	/	15	14	/	22	0					
		VOLUMES	3	11	0	11	21	8	7	0	2	0	0	7	70	0	0	0	0	
		APPROACH %	21%	79%	0%	28%	53%	20%	78%	0%	22%	0%	0%	100%	, 0				Ü	
		PEAK HR FACTOR		0.700			0.833			0.563			0.350		0.673					
L		APP/DEPART	14	/	25	40	/	23	9	/	11	7	/	11	0					
								Drew Ro												
							N	ORTH SI	DE				-							
			Lake	eview Ln	WI	EST SIDE				EAST SI	DE	W Krar	mar Rd							
							) S	OUTH SI	DE				=							
							l	Drew Ro	d	I										

CLASS 2  NOTES:		<u>DATE:</u> 3/26/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH	l:	El Centr Drew Ro W Kram	d				PROJECT LOCATION CONTRO	ON #:	SC4480 4 STOP E/	/W						
LANES:   NL   NT   NR   SL   ST   SR   EL   ET   ER   WL   WT   WR   TOTAL		2-AXLE WORK VEHICLES/	NOTES	:								PM MD OTHER	<b>■</b> W	] N ] S	E►					
LANES:   NL   NT   NR   SL   ST   SR   EL   ET   ER   WL   WT   WR   TOTAL			NO		ND	SC		ND	E			V					U	-TURN	IS	
7:00 AM			NL	_	NR	SL		SR	EL		_	WL			TOTAL	NB	SB	EB	WB	TTL
7:15 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				1						·						<u> </u>				
7.30 AM				1	_			-							1	-				
7.45 AM					_	-	0	-										_		
8:00 AMI 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0					_	-	0	-										_		
8:15 AM					_	1		-							1			_		
8:30 AM					_	0		-					_		7					
8:45 MM					_	1		-						1				_		
VOLUMES	_				_	1	1	-						2						
APP/DEPART 1	$\leq$	VOLUMES					3									ı —		_		_
APP/DEPART         1         /         8         6         /         3         2         /         3         5         /         0         0           BEGIN PEAK HR VOLUMES         0         0         0         3         2         0         1         0         0         0         3         9           APPROACH % PEAK HR FACTOR         0%         0%         0%         40%         0%         100%         0%         0%         0%         0.563           APP/DEPART         0         /         4         5         /         2         1         /         3         3         /         0         0           4:00 PM         0         1         0         0         1         0		APPROACH %		-					I			1				Ü	U	Ü	Ü	Ü
APPROACH % 0% 0% 0% 60% 40% 0% 100% 0% 0% 0% 0% 100% 0% 0% 0% 0% 100% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%			1	/			/			/			/		0	1				
APPROACH %   0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%		BEGIN PEAK HR		8:00 AM												1				
PEAK HR FACTOR		VOLUMES	0	0	0	3	2	0	1	0	0	0	0	3	9	0	0	0	0	
APP/DEPART 0		APPROACH %	0%	0%	0%	60%	40%	0%	100%	0%	0%	0%	0%	100%						
## 4:00 PM				0.000			0.625			0.250			0.375		0.563					
# 15 PM				/			/			/			/	0		l				
## 4:30 PM				1			1	-			0			1						
## 4:45 PM				0	_			-			1						_	_		
S:00 PM				1	_			-			0							_		
5:15 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				0	_			-			1						_	_		
5:30 PM 1 0 0 1 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0				0	_	-		-			0		_	1			_			
5:45 PM 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0					_	_	1	-			1			0	1		_	_		
APPROACH % 50% 50% 0% 63% 38% 0% 0% 0% 100% 0% 0% 100% 0% 0% 100% 0% 0% 100% 0% 0% 0% 100% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	I_	E 45 B) 4			_		1	-			0				1		_	_		
APPROACH % 50% 50% 0% 63% 38% 0% 0% 0% 100% 0% 0% 100% 0% 0% 100% 0% 0% 100% 0% 0% 100% 0% 0% 100% 0% 0% 100% 0% 0% 100% 0% 0% 100% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	<u>≥</u>					_	3								22	ı —		_		_
APP/DEPART 6 / 7 8 / 7 4 / 5 4 / 3 0 BEGIN PEAK HR						_						1					Ü	, i	Ŭ	Ü
VOLUMES         2         2         0         4         1         0         0         0         2         0         0         3         14           APPROACH %         50%         50%         0%         80%         20%         0%         0%         100%         0%         0%         100%         0				/	7		/	7		/			/	3	0					
APPROACH %       50%       50%       0%       80%       20%       0%       0%       100%       0%       100%       0       0.700         PEAK HR FACTOR       0.500       0.625       0.500       0.375       0.700         APP/DEPART       4       /       5       5       /       3       2       /       4       3       /       2       0		BEGIN PEAK HR		4:00 PM																
PEAK HR FACTOR         0.500         0.625         0.500         0.375         0.700           APP/DEPART         4         /         5         5         /         3         2         /         4         3         /         2         0		VOLUMES	2	2	0	4	1	0	0	0	2	0	0	3	14	0	0	0	0	
APP/DEPART 4 / 5 5 / 3 2 / 4 3 / 2 0			50%		0%	80%		0%	0%		100%	0%		100%						
				0.500			0.625			0.500			0.375							
Drow Dd		APP/DEPART	4	/	5	5	/	3	2	/	4	3	/	2	0	J				
blew Rd								Drew Ro	d											
NORTH SIDE							N	ORTH SII	DE				_							
Lakeview Ln WEST SIDE EAST SIDE W Kramar Rd			Lake	eview Ln	WI	EST SIDE				EAST SI	DE	W Krar	mar Rd							
SOUTH SIDE							S	OUTH SII	DE				_							
								Drew Ro	d											
								Drew Ro	d											

	<u>DATE:</u> 3/26/24 TUESDAY	LOCATI NORTH EAST &	ON: & SOUTH		El Centro Drew Ro W Kram	) 	o. tei. 71	7 200 70	100 CS@a1	PROJEC LOCATION CONTRO	T #: ON #:	SC4480 4 STOP E/	W						
	CLASS 3:	NOTES	i:								AM		<b>A</b>		Ī				
	3-AXLE TRUCKS										PM MD OTHER	<b>⋖</b> W	N S	E▶					
		N	ORTHBOU	ND	SC	UTHBOU	ND	E	ASTBOUN	ND		/ESTBOUI	ND .		i—	U	-TURI	VS	
			Drew Rd		0.1	Drew Rd			Lakeview Ln		140	W Kramar Ro		TOTAL			l es l	1115	
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0
	7:30 AM 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
ΔA	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
⋖	VOLUMES	0	0	0	2	1	1	1	0	0	0	0	1	6	0	0	0	0	0
	APPROACH %	0%	0%	0%	50%	25%	25%	100%	0%	0%	0%	0%	100%	_					
	APP/DEPART	0	/ / /	2	4	/	1	1	/	2	1	/	1	0					
	BEGIN PEAK HR VOLUMES	0	8:00 AM 0	0	2	1	0	0	0	0	0	0	1	4	0	0	0	0	
	APPROACH %	0%	0%	0%	67%	33%	0%	0%	0%	0%	0%	0%	100%	4	0	U	U	U	
	PEAK HR FACTOR	070	0.000	070	0770	0.375	070	0 70	0.000	070	070	0.250	10070	0.500					
	APP/DEPART	0	/	1	3	/	1	0	/	2	1	/	0	0					
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Δd	VOLUMES	0	1	0	1	0	0	0	0	0	0	0	1	3	0	0	0	0	0
	APPROACH %	0%	100%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	1	/	2	1	/	0	0	/	1	1	/	0	0					
	BEGIN PEAK HR VOLUMES		4:00 PM	0	1	0	0	0	0	0	0	0	1	2		0	0	0	
	APPROACH %	0 0%	1 100%	0 0%	1 100%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	1 100%	3	0	0	0	0	
	PEAK HR FACTOR	0 76	0.250	0 70	10076	0.250	0 70	0 70	0.000	0 70	0 70	0.250	10076	0.750					
	APP/DEPART	1	/	2	1	/	0	0	/	1	1	/	0	0					
		Lake	eview Ln	WI	EST SIDE	N	Drew Ro		EAST SI	DE	W Krar	- mar Rd							
						S	OUTH SII	DE				_							
							Drew Ro	b											

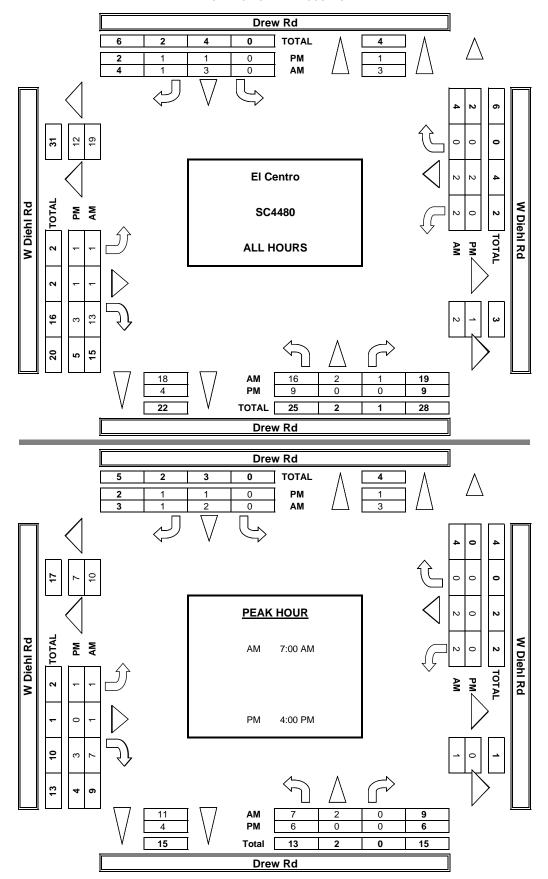
		DATE: 3/26/24 TUESDAY	EAST &	& SOUTH WEST:		El Centr Drew Ro W Kram	d		. 200 7		PROJEC LOCATI CONTRO	T #: ON #:	SC4480 4 STOP E/	′W		-				
		CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES	:								AM PM MD OTHER OTHER	<b>▲</b> W	N S	E►					
	Ī		N	ORTHBOU	ND	SC	UTHBOU	ND	E	ASTBOU		V	/ESTBOU			Ī	U	-TURN	1S	
	-		NL	Drew Rd	NR	SL	Drew Rd	SR	EL	Lakeview Lr	ER	WL	W Kramar Ro	WR	TOTAL	NB	SB	EB	WB	TTL
	L	LANES:	0	1	0	0	1	0	0	1	0	0	1	0		<u> </u>				
ı	-	7:00 AM 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ı	-	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	-	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	l	8:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
		8:15 AM	0	0	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0
		8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	<u>Ş</u>	8:45 AM OLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ľ	<   ∨	OLUMES PPROACH %	0 0%	0	0	2	0	0 0%	0	0	0 0%	0 0%	0	2	5	0	1	0	0	1
ı		PP/DEPART	0%	0%	0% 3	67%	0%	0%	0%	0%	2	2	0%	100%	0					
		EGIN PEAK HR	U	8:00 AM		J	/	0	U	/			/	- 0	0					
		OLUMES	0	0	0	2	0	0	0	0	0	0	0	1	3	0	0	0	0	
		PPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%						
		EAK HR FACTOR		0.000			0.500			0.000			0.250		0.375					
L	Α	PP/DEPART	0	/	1	2	/	0	0	/	2	1	/	0	0					
	-	4:00 PM	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0
	-	4:15 PM 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	H	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
ı	H	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ı		5:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
		5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	≥ □	5:45 PM	0	1	0	1	2	0	0	0	0	0	0	0	4	0	0	0	0	0
(	۸	5:45 PM OLUMES	0	1	0	3	3	0	0	0	0	0	0	3	10	0	0	0	0	0
	А	PPROACH % PP/DEPART	0%	100%	0% 4	50%	50%	0% 3	0%	0%	0% 3	0% 3	0%	100%	0					
ı		EGIN PEAK HR	1	4:00 PM	4	6	/	3	U	/	3	3	/	U	U	4				
		OLUMES	0	0	0	1	1	0	0	0	0	0	0	3	5	0	0	0	0	
		PPROACH %	0%	0%	0%	50%	50%	0%	0%	0%	0%	0%	0%	100%						
ı		EAK HR FACTOR		0.000			0.500			0.000			0.750		0.625					
L	Α	PP/DEPART	0	/	3	2	/	1	0	/	1	3	/	0	0					
								Drew Ro					_							
			Lake	eview Ln	WI	EST SIDE				EAST SI	DE	W Krar	mar Rd							
							S	IIZ HTUC	DE				_							
								Drew Ro	b											

	<u>DATE:</u> 3/26/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH		El Centr Drew Ro W Kram	o b			,00 C3 C L	PROJEC LOCATI CONTRO	T #: ON #:	SC4480 4 STOP E/	'W		_				
	CLASS 5: RV	NOTES	S:								AM PM MD OTHER OTHER	<b>■</b> W	N S	E►					
		N	ORTHBOU Drew Rd	IND	SC	OUTHBOU Drew Rd	ND	E	ASTBOUI		V	VESTBOUI			Ī	U	-TURNS		7
	I ANEC	NL	NT	NR 0	SL	ST	SR	EL	ET	ER	WL	WT 1	WR 0	TOTAL	NB	SB	EB W	'B TTL	-
	7:00 AM	0	0	0	0	0	0	0	1 0	0	0	0	0	0	0	0	0 0	0	╡
	7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0 0		1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0		_
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0		4
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0		4
1_	8:30 AM 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0		-
$\geq$	8:45 AM VOLUMES	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0 0		-
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			Ü	0   0	Ü	_
	APP/DEPART	2	/	2	0	/	0	0	/	0	0	/	0	0	1				
	BEGIN PEAK HR		8:00 AM												1				
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0		
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.000					
	PEAK HR FACTOR APP/DEPART	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0.000					
-	4:00 PM	0	1 0	0	0	0	0	0	T 0	T 0	0	T 0	I 0	0	0	0	0 0	0	7
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0		1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0		1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	_	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0		4
$\geq$	5:45 PM VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0		4
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	U	U	U	0 (	U	_
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:00 PM				-		-						1				
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0		
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0.000					
_	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	J				
							Drew Ro	d	1										
						N	ORTH SI	DE				_							
		Lake	eview Ln	WI	EST SIDE				EAST SI	DE	W Krar	mar Rd							
						S	OUTH SII	DE				_							
							Drew Ro	d											

	<u>DATE:</u> 3/26/24 TUESDAY	LOCATION NORTH	& SOUTH	l:	El Centro Drew Ro W Kram	t				PROJECT LOCATION	ON #:	SC4480 4 STOP E/	W						
	CLASS 6: BUSES	NOTES	:								AM PM MD OTHER OTHER	<b>■</b> W	N S	E►					
		NO	ORTHBOU	ND	SC	OUTHBOU	IND	E	ASTBOUN		W	/ESTBOUN			1	Ĺ	J-TUR	NS	
		NL	Drew Rd	NR	SL	Drew Rd	SR	EL	Lakeview Ln	ER	WL	W Kramar Ro	WR	TOTAL	NB	SB	EB	WB	TTL
_	LANES:	0	1	0	0	1	0	0	1	0	0	1	0				0	^	
	7:00 AM 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	8:00 AM 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
≥		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
⋖	8:45 AM VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2
	APPROACH % APP/DEPART	0%	0%	0% 2	0% 2	0%	0%	0%	0%	0% 0	0%	0%	0%	0	-				
	BEGIN PEAK HR	0	8:00 AM				0	0		0	0		0	0	-				
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR APP/DEPART	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0.000	-				
	4:00 PM	0	/ I 0	0	0	1 0	1 0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
≥	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Δ	5:45 PM VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
	APPROACH % APP/DEPART	0%	0%	0% 1	0% 1	0%	0%	0%	0%	0% 0	0%	0%	0%	0	-				
	BEGIN PEAK HR	0	4:00 PM		<u> </u>		0	0		0	U	/	U	U	-				
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR APP/DEPART	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0.000	-				
_	ALTA DELATE	U	/	0	Ü		0	Ü		0	U		-	Ü					
								Drew R	d										
								IORTH SI	DE										
							J 1,	.01(111.31	DL	<u> </u>			•						
				Lakevie	ew LnWE	EST SIDE				EAST SI	DE	W Kran	nar Rd						
							S	OUTH SI	DE				•						
								5											
							I	Drew R	а	I									

	DATE: Tue, Mar 26, 24	LOCATION NORTH & EAST & W	SOUTH:	PREF	El Centro Drew Rd W Diehl R					PROJECT # LOCATION CONTROL:		SC4480 5 STOP E/W			
	NOTES:										AM PM MD OTHER OTHER	<b>⋖</b> W	N S	E▶	
İ		N	NORTHBOUN	ID	5	OUTHBOU	ND		EASTBOUN	D	١	WESTBOUN	D		U-TURNS
	LANES:	NL 0	Drew Rd NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	W Diehl Rd ET	ER 0	WL 0	W Diehl Rd WT	WR 0	TOTAL	NB SB EB WB TTL 0 0 0 0
Π	7:00 AM	1	1	0	0	1	0	0	1	0	0	1	0	5	0 0 0 0 0
	7:15 AM 7:30 AM	0	0	0	0	0	0	0	0	2	1	0	0	7 5	$egin{array}{ c c c c c c c c c c c c c c c c c c c$
	7:45 AM	5	0	0	0	0	0	1	0	2	0	0	0	8	0 0 0 0 0
	8:00 AM 8:15 AM	3	0	0	0	0	0	0	0	1	0	0	0	4 5	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
	8:30 AM	0	0	0	0	0	0	0	0	3	0	0	0	3	0 0 0 0
AM	8:45 AM	3	0	1	0	0	0	0	0	1	0	0	0	5	0 0 0 0
_	VOLUMES APPROACH %	16 84%	2 11%	1 5%	0 0%	3 75%	1 25%	7%	1 7%	13 87%	2 50%	2 50%	0 0%	42	0 0 0 0 0
ļ	APP/DEPART	19	/	3	4	/	18	15	/	2	4	/	19	0	
	BEGIN PEAK HR	7	7:00 AM 2	0	0	2	1	1	1	7	2	2	0	25	0 0 0 0
, ! !	VOLUMES APPROACH %	7 78%	2 22%	0%	0 0%	2 67%	1 33%	1 11%	1 11%	7 78%	2 50%	2 50%	0%	25	0 0 0 0
	PEAK HR FACTOR		0.450			0.750			0.750			0.500		0.781	
_	APP/DEPART 4:00 PM	9	/	3	3	/ I 0	11	9	0	1	4 0	0	10 0	3	
	4:15 PM	2	0	0	0	0	0	1	0	1	0	0	0	4	0 0 0 0 0
ı '	4:30 PM	0	0	0	0	1	1	0	0	0	0	0	0	2	0 0 0 0
ı '	4:45 PM 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0 0 0 0 0
	5:15 PM	1	0	0	0	0	0	0	1	0	0	1	0	3	0 0 0 0 0
ı '	5:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0 0 0 0 0
PM	5:45 PM VOLUMES	9	0	0	0	1	1	0	1	0	0	2	0	2 18	0 0 0 0 0
	APPROACH %	100%	0%	0%	0%	50%	50%	20%	20%	60%	0%	100%	0%	10	
ļ	APP/DEPART	9	/ 4.00 DM	1	2	/	4	5	/	1	2	/	12	0	
	BEGIN PEAK HR VOLUMES APPROACH %	6 100%	4:00 PM 0 0%	0 0%	0 0%	1 50%	1 50%	1 25%	0 0%	3 75%	0 0%	0 0%	0 0%	12	0 0 0 0
	PEAK HR FACTOR	10070	0.750	070	070	0.250	3070	2370	0.500		0 70	0.000	070	0.750	
_	APP/DEPART	6	/	1	2	/	4	4	/	0	0	/	7	0	1
						1	Drew Rd		1						
							NORTH LEG	3							
		V	V Diehl Rd		WEST LEG	_			EAST LEG		W Diehl	- Rd			
						=						_			
							SOUTH LEG	3							
							Drew Rd								
_		7		ALL DED	+ BIKE &	SCOOTED		1		DEDEST	RIAN CRO	JESTNICE		1	BICYCLE & SCOOTER CROSSINGS
		]	N LEG	S LEG	E LEG	W LEG	TOTAL	1	N LEG	S LEG	E LEG	W LEG	TOTAL	1	NL SL EL WL TOTAL
	7:00 AM	]	0	0	0	0	0	]	0	0	0	0	0		0 0 0 0 0
	7:15 AM 7:30 AM	1	0	0	0	0	0	1	0	0	0	0	0	ł	0 0 0 0 0
5	7 45 444	1	0	0	0	0	0	1	0	0	0	0	0	1	0 0 0 0 0
AM			0	0	0	0	0	1	0	0	0	0	0	]	0 0 0 0 0
	0.007111				0	0	0	1	0	0	0	0	0	ł	0         0         0         0         0           0         0         0         0         0
	8:15 AM	1	0	0	Ω			ł						1	
	0.007111		0	0	0	0	0		0	0	0	0	0		
	8:15 AM 8:30 AM 8:45 AM TOTAL		0 0	0 0 0	0	0	0		0	0	0	0	0		0 0 0 0 0
	8:15 AM 8:30 AM 8:45 AM TOTAL 4:00 PM		0 0 0	0 0 0	0 0	0 0	0		0	0	0	0	0		0 0 0 0 0 0 0 0 0
	8:15 AM 8:30 AM 8:45 AM TOTAL 4:00 PM 4:15 PM	- - - - -	0 0 0 0	0 0 0 0	0 0 0	0 0 0 0	0 0 0		0 0 0	0 0 0	0 0	0 0	0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
N	8:15 AM 8:30 AM 8:45 AM TOTAL 4:00 PM 4:15 PM 4:30 PM	-	0 0 0	0 0 0	0 0	0 0	0		0	0	0	0	0		0 0 0 0 0 0 0 0 0
PM	8:15 AM 8:30 AM 8:45 AM TOTAL 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	-	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0		0 0 0 0 0	0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0 0		0         0         0         0         0           0         0         0         0         0         0           0         0         0         0         0         0         0           0         0         0         0         0         0         0         0           0         0         0         0         0         0         0         0           0         0         0         0         0         0         0         0
PM	8:15 AM 8:30 AM 8:45 AM TOTAL 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	- - - - - - - -	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0		0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0		0         0         0         0         0           0         0         0         0         0         0           0         0         0         0         0         0         0         0           0
PM	8:15 AM 8:30 AM 8:45 AM TOTAL 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	-	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0		0 0 0 0 0	0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0 0		0         0         0         0         0           0         0         0         0         0         0           0         0         0         0         0         0         0           0

AimTD LLC
TURNING MOVEMENT COUNTS



PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: LOCATION: El Centro PROJECT #: SC4480 3/26/24 NORTH & SOUTH: Drew Rd LOCATION #: TUESDAY EAST & WEST: W Diehl Rd CONTROL: STOP E/W NOTES PCE N **⋖**W E▶ Adjusted NORTHBOUND SOUTHBOUND EASTBOUND WESTBOUND U-TURNS W Diehl Rd W Diehl Rd TOTAL NL NT NR SI ST SR FI ET ER WL WT WR NB SB EΒ WB TTL LANES 7:00 AM 0 7:15 AM 0 0 10 0 7:30 AM 0 0 0 0 12 0 0 8:00 AM 0 0 0 0 0 0 0 0 6 0 8:15 AM 0 0 0 0 0 0 0 0 8 8:30 AM 0 0 0 0 0 0 0 0 5 0 8:45 AM 9 0 0 0 0 9% 11% 0% 73% 27% 5% 4% 91% 67% 33% 0% APP/DEPART 28 4 6 34 28 4 6 26 0 BEGIN PEAK HR 7:00 AM 0 3 2 VOLUMES 10 3 0 16 4 0 40 APPROACH % 79% 21% 0% 0% 63% 38% 8% 6% 86% 67% 33% 0% PEAK HR FACTOR 0.400 0.667 0.563 0.500 0.833 APP/DEPART 18 0 4:15 PM 0 0 0 0 6 4:30 PM 0 0 0 0 4:45 PM 0 0 0 0 0 0 0 3 0 5:00 PM 0 0 0 0 5:15 PM 0 0 0 0 0 0 0 0 0 6 5:30 PM 5:45 PM 0 0 0 0 0 0 0 0 0 0 0 1 0 4 0 VOLUMES 16 0 0 0 0 0 26 0 0 0 APPROACH % 100% 0% 0% 0% 50% 50% 18% 27% 0% 100% APP/DEPART 16 4 6 19 0 BEGIN PEAK HR 4:00 PM Q 0 0 1 0 3 Ω 0 0 15 **VOLUMES** 0 APPROACH % 100% 0% 0% 0% 50% 50% 25% 0% 75% 0% 0% 0% PEAK HR FACTOR 0.531 0.250 0.500 0.000 0.604 Drew Rd NORTH SIDE W Diehl Rd WEST SIDE EAST SIDE W Diehl Rd

SOUTH SIDE

Drew Rd

		<u>DATE:</u> 3/26/24 TUESDAY	LOCATION NORTH EAST &	& SOUTH	l:	El Centr Drew Ro W Diehl	b				PROJEC LOCATION CONTRO	ON #:	SC4480 5 STOP E/	W						
		CLASS 1: PASSENGER VEHICLES	NOTES	:								AM PM MD OTHER	<b>■</b> W	N S	E►					
	Ī		NO	ORTHBOU	ND	SC	OUTHBOU	ND	E	ASTBOU		V	VESTBOU	VD		Ī	U	-TURN	1S	
		LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	W Diehl Rd	ER 0	WL 0	W Diehl Rd WT	WR 0	TOTAL	NB	SB	EB	WB	TTL
ſ	1	7:00 AM	1	0	0	0	0	0	0	1	0	0	1	0	3	0	0	0	0	0
	l	7:15 AM	1	1	0	0	0	0	0	0	0	1	1	0	4	0	0	0	0	0
	ļ	7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	ŀ	7:45 AM	2	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0
	ŀ	8:00 AM 8:15 AM	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	ŀ	8:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
	5		2	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0
	₹	8:45 AM VOLUMES	9	1	0	0	1	0	0	1	5	1	2	0	20	0	0	0	0	0
	Ŀ	APPROACH %	90%	10%	0%	0%	100%	0%	0%	17%	83%	33%	67%	0%						
		APP/DEPART	10	/	1	1	/	7	6	/	1	3	/	11	0					
		BEGIN PEAK HR	2	7:00 AM		0	1	0	0	1	1	1	2	0	9		0	0	0	
		VOLUMES APPROACH %	2 67%	1 33%	0 0%	0 0%	1 100%	0 0%	0 0%	1 50%	1 50%	1 33%	2 67%	0 0%	9	0	0	0	0	
		PEAK HR FACTOR	0770	0.375	0 70	0 70	0.250	0 70	0 70	0.500	30 70	3370	0.375	076	0.563					
		APP/DEPART	3	/	1	1	/	3	2	/	1	3	/	4	0					
ľ		4:00 PM	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0
		4:15 PM	1	0	0	0	0	0	1	0	1	0	0	0	3	0	0	0	0	0
	Ļ	4:30 PM	0	0	0	0	1	1	0	0	0	0	0	0	2	0	0	0	0	0
	ŀ	4:45 PM	2	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0
	ŀ	5:00 PM 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	ŀ	5:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	_	5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	≥	VOLUMES	5	0	0	0	1	1	1	0	3	0	1	0	12	0	0	0	0	0
		APPROACH %	100%	0%	0%	0%	50%	50%	25%	0%	75%	0%	100%	0%			<u>'</u>			
j		APP/DEPART	5	/	1	2	/	4	4	/	0	1	/	7	0					
		BEGIN PEAK HR		4:00 PM		0	4	4	4	0	0		0		4.0		_	0	_	
		VOLUMES APPROACH %	4 100%	0 0%	0 0%	0 0%	1 50%	1 50%	1 25%	0 0%	3 75%	0 0%	0 0%	0 0%	10	0	0	0	0	
		PEAK HR FACTOR	100%	0.500	0%	0%	0.250	50%	25%	0.500	75%	0%	0.000	0%	0.833					
		APP/DEPART	4	/	1	2	/	4	4	/	0	0	/	5	0.000					
-		7.11.7.11.1		•	•			Drew Ro		 [			,			4				
							N	ORTH SII	DE				_							
			W [	Diehl Rd	WI	EST SIDE				EAST SI	DE	W Dieł	nl Rd							
							7 5	OUTH SII	DE				_							
							]													
								Drew Ro	b											

		<u>DATE:</u> 3/26/24 TUESDAY		TH & SOUTH: Drew Rd LOCATION #: & WEST: W Diehl Rd CONTROL:								ION #: 5									
		CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES	:								AM PM MD OTHER	<b>⋖</b> W	N N S ▼	E►						
			NC	ORTHBOU Drew Rd	ND	SC	OUTHBOU Drew Rd	IND	E	ASTBOUI W Diehl Rd		V	VESTBOUT W Diehl Rd	ND			U	-TURN	S		
	-	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL	
ſ	Ī	7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	
	ŀ	7:15 AM 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	
	ŀ	7:45 AM	5	0	0	0	0	0	1	0	0	0	0	0	6	0	0	0	0	0	
	ŀ	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	ŀ	8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	
	Ĺ	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Ş.	8:45 AM VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	◁	VOLUMES	5	1 17%	0 0%	0 0%	2	1	1 50%	0	1	0 0%	0	0 0%	11	0	0	0	0	0	
		APPROACH %  APP/DEPART	83% 6	1/%	2	3	67%	33%	2	0%	50%	0%	0%	6	0						
		BEGIN PEAK HR	0	7:00 AM		3		<u> </u>			0	0		0	0						
		VOLUMES	5	1	0	0	1	1	1	0	1	0	0	0	10	0	0	0	0		
	ı.	APPROACH %	83%	17%	0%	0%	50%	50%	50%	0%	50%	0%	0%	0%							
		PEAK HR FACTOR		0.300			0.500			0.500			0.000		0.417						
Ļ		APP/DEPART	6	/	2	2	/	2	2	/	0	0	/	6	0				<u> </u>	0	
	ŀ	4:00 PM 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	ŀ	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	ŀ	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Ī	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		5:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0	
	ŀ	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	≥.	5:45 PM VOLUMES	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	0	0	0	
		APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	3	0	U	U	U	U	
		APP/DEPART	1	/	0	0	/	0	1	/	1	1	/	2	0						
	ľ	BEGIN PEAK HR		4:00 PM												l					
		VOLUMES	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0		
		APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.050						
		PEAK HR FACTOR APP/DEPART	1	0.250	0	0	0.000	0	0	0.000	0	0	0.000	1	0.250						
		, , , , , , , , , , , , , , , , , , , ,		•				Drew Ro	d				,	•							
							_ IN	OKIH 3II	DE				-								
			W [	Diehl Rd	WI	EST SIDE				EAST SI	DE	W Dieł	nl Rd								
							S	OUTH SII	DE				_								
								Drew Ro	b												

	<u>DATE:</u> 3/26/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH		El Centr Drew Ro W Diehl	o	o. tei. 71	+ 255 70	000 CS&a	PROJEC LOCATION	T #: ON #:	SC4480 5 STOP E/	W						
	CLASS 3: 3-AXLE TRUCKS	NOTES	:								AM PM MD OTHER	<b>⋖</b> W	N N	E►					
		NO	ORTHBOU	ND	SC	OUTHBOL	IND	E	ASTBOU	ND	OTHER	/ESTBOUI	<b>▼</b>		] 1	U	-TURI	NS	
			Drew Rd			Drew Rd			W Diehl Rd			W Diehl Rd							
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	7:45 AM 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
L		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
$\leq$	8:45 AM VOLUMES	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%				Ü	Ŭ	Ŭ
	APP/DEPART	0	/	0	0	/	2	2	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.500			0.000		0.500					
	APP/DEPART	0	/	0	0	/	2	2	/	. 0	0	/	0	0	l				
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
₫	5:45 PM VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:00 PM		_	_	_	_	_	_	_	_	_	_	l —				
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.000					
	PEAK HR FACTOR APP/DEPART	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0.000					
_	AFF/DEFAILT	U	/	U	U		0	U	/	0	U	/	0	U					
							Drew Ro	d											
						N.I.	ODTU CU	DE											
						IN	ORTH SI	DE				-							
		W [	Diehl Rd	WE	EST SIDE				EAST SI	DE	W Dier	ıl Rd							
						S	OUTH SII	DE				_							
							Drew Ro	b											

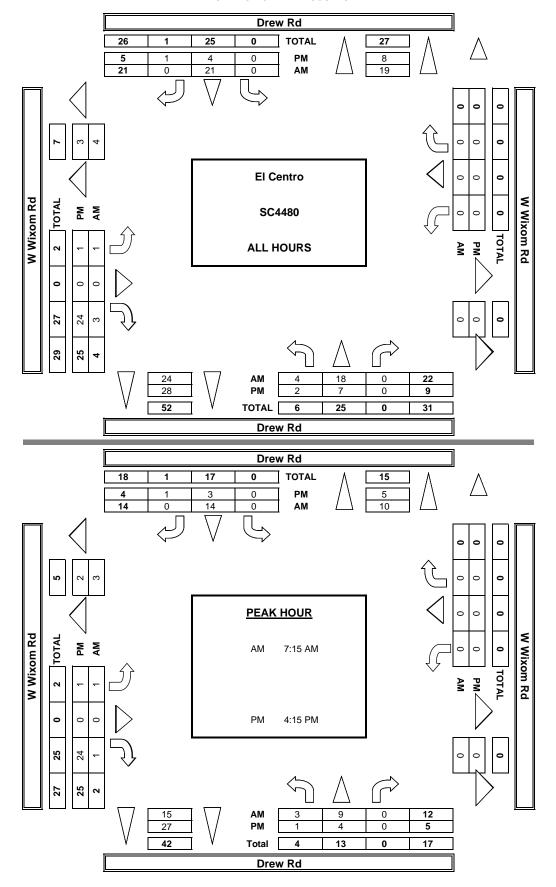
	<u>DATE:</u> 3/26/24 TUESDAY	EAST &	& SOUTH WEST:		El Centr Drew Ro W Diehl	o b		. 200 7	000 03@ 0	PROJEC LOCATION	T #: ON #:	SC4480 5 STOP E/	′W		-				
	CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	:								AM PM MD OTHER OTHER	<b>▲</b> W	N S	E►					
		NC	ORTHBOU	JND	SC	OUTHBOL	IND	E	ASTBOU		W	/ESTBOU	ND		Ī	U	-TURN	S	
		NL	Drew Rd	NR	SL	Drew Rd	SR	EL	W Diehl Rd	ER	WL	W Diehl Rd	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	0	1	0	0	1	0	0	1	0	0	1	0		┇┝┷				
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
	7:15 AM 7:30 AM	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	_	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
	8:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	_	0	0
	8:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	-	0	0
	8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0		0	0
_		1	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
$\leq$	8:45 AM VOLUMES	2	0	1	0	0	0	0	0	5	1	0	0	9	0	0	0	0	0
	APPROACH %	67%	0%	33%	0%	0%	0%	0%	0%	100%	100%	0%	0%						
	APP/DEPART	3	/	0	0	/	6	5	/	1	1	/	2	0	1				
	BEGIN PEAK HR		7:00 AM												l				
	VOLUMES	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	100%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.375			0.250		0.333					
	APP/DEPART	0	/	0	0	/	4	3	/	0	1	/	0	0		_		_	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
	4:15 PM 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	_	0	0
	5:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	_	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
_		1	0	0	0	0	0	0	0	0	0	0	0	1	0	0		0	0
₫	5:45 PM VOLUMES	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	3	/	0	0	/	0	0	/	0	0	/	3	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.050					
	PEAK HR FACTOR APP/DEPART	1	0.250	0	0	0.000	0	0	0.000	0	0	0.000	1	0.250					
_	APP/DEPART	ı	/	U	U	/	U	U	/	U	U	/	- 1	0					
						1	Drew Ro	d											
						N	ORTH SI	DE											
						-						_							
		W [	Diehl Rd	W	EST SIDE				EAST SI	DE	W Dieh	nl Rd							
						] s	OUTH SII	DE				_							
							Drew Ro	d											

	<u>DATE:</u> 3/26/24 TUESDAY		ION: & SOUTH WEST:		El Centr Drew Ro W Diehl	v Rd LOCATION #: iehl Rd CONTROL:							#: 5 STOP E/W								
	CLASS 5: RV	NOTES	<u> </u>								AM PM MD OTHER OTHER	<b>■</b> W	N S	E►							
		N	ORTHBOU Drew Rd	IND	SC	OUTHBOU Drew Rd	ND	E	ASTBOUI		V	VESTBOUI W Diehl Rd	ND		Ī	U	-TURNS	5	٦		
	LANEC	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB \	VB TT	L		
_	LANES:	0	1	0	0	1	0	0	1 0	0	0	1	0	0	0	^		) 0	=		
	7:00 AM 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0 0	_		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	_		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	_		
2	8:45 AM VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	_		
<	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	APPRUACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0							
	APP/DEPART BEGIN PEAK HR	0	7:00 AM	0	0	/	0	0	/	0	0	/	0	0	-						
	VOLUMES	0	7:00 AW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	)			
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	U		U	U	)			
	PEAK HR FACTOR	0 70	0.000	0 70	0 70	0.000	0 70	0 70	0.000	070	0 70	0.000	070	0.000							
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0.000	1						
F	4:00 PM	Ö	T O	0	Ö	0	0	0	T 0	0	0	, 1 0	0	0	0	0	0	0	$\neg$		
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0			
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0			
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0			
2	5:45 PM VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	_		
	- VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	APPROACH % APP/DEPART	0%	0%	0% 0	0%	0%	0%	0%	0%	0%	0%	0%	0% 0	0	-						
	BEGIN PEAK HR	U	4:00 PM		U	/	U	U	/	U	U	/	U	0	-						
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	)			
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0		0	-				
	PEAK HR FACTOR	0,0	0.000	0,0	0,0	0.000	0,0	0,70	0.000	0.0	0,0	0.000	0,0	0.000							
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	1						
		W	Diehl Rd	W	EST SIDE	N	Drew Ro		EAST SI	DE	W Dieł	– nl Rd									
						S	OUTH SII	DE				_									
								4													
						I	d	I													

	<u>DATE:</u> 3/26/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH	l:	El Centro Drew Ro W Diehl	d				PROJECT LOCATION CONTRO	ON #:	SC4480 5 STOP E/	W						
	CLASS 6: BUSES	NOTES	i:								AM PM MD OTHER OTHER	<b>■</b> W	N S	E►					
		N(	ORTHBOU	ND	SC	UTHBOL	IND	E	ASTBOU		V	VESTBOU	ND			L	J-TUR	NS	
		NL	Drew Rd	NR	SL	Drew Rd	SR	EL	W Diehl Rd	ER	WL	W Diehl Rd	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	0	1	0	0	1	0	0	1	0	0	1	0					^	
	7:00 AM 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
≥		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
$\forall$	8:45 AM VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH % APP/DEPART	0%	0%	0% 0	0%	0%	0%	0%	0%	0% 0	0%	0%	0%	0					
	BEGIN PEAK HR	U	7:00 AM		U	/	0	U	/	0	U	/	U	U					
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000	0	0	0.000	0	0	0.000	0	0	0.000		0.000					
-	APP/DEPART 4:00 PM	0	T 0	0	0	/ I 0	0	0	T 0	0	0	1 0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
>		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
础	5:45 PM VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH % APP/DEPART	0%	0%	0% 0	0%	0%	0%	0%	0%	0% 0	0%	0%	0%	0					
	BEGIN PEAK HR	U	4:00 PM	-	U	/	0	U	/	0	U	/	U	U					
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR APP/DEPART	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0.000					
	AFF/DEFAILT	U		U	U	/	U	U	/	0	U	/	U	U	l				
								Drew R	d										
								IO PTH SI	DE										
		W Diehl Rd WEST SIDE EAST SIDE W Diehl Rd																	
		SOUTH SIDE																	
		Drew Rd																	
							ı	DIEM K	u	I									

	DATE: Tue, Mar 26, 24	LOCATION NORTH & EAST & W	SOUTH:		El Centro         PROJECT #:           Drew Rd         LOCATION #           W Wixom Rd         CONTROL:							SC4480 6 STOP E							
	NOTES:										AM PM MD OTHER OTHER	◀ W	N S	E▶					
		N	IORTHBOUN	ND	S	OUTHBOUN Drew Rd	ID		EASTBOUN W Wixom Rd	D	\	WESTBOUN W Wixom Rd	D			U	-TURN	S	
	LANES:	NL 0	NT 1	NR X	SL X	ST 1	SR 0	EL 0	ET X	ER 0	WL X	WT X	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
	7:00 AM 7:15 AM	1	2	0	0	1 4	0	0	0	0	0	0	0	9	0	0	0	0	0
	7:30 AM	1	0	0	0	6	0	1	0	0	0	0	0	8	0	0	0	0	0
	7:45 AM 8:00 AM	0	3	0	0	2	0	0	0	0	0	0	0	7	0	0	0	0	0
	8:15 AM 8:30 AM	0	3	0	0	2	0	0	0	1 0	0	0	0	6 4	0	0	0	0	0
AM	8:45 AM	0	3	0	0	3	0	0	0	1	0	0	0	5	0	0	0	0	0
₹	VOLUMES APPROACH %	4 18%	18 82%	0 0%	0 0%	21 100%	0 0%	1 25%	0 0%	3 75%	0 0%	0 0%	0 0%	47	0	0	0	0	0
	APP/DEPART	22	/	19	21	/	24	4	/	0	0	/	4	0					
	BEGIN PEAK HR VOLUMES	3	7:15 AM 9	0	0	14	0	1	0	1	0	0	0	28	0	0	0	0	
	APPROACH %	25%	75%	0%	0%	100%	0%	50%	0%	50%	0%	0%	0%						
	PEAK HR FACTOR APP/DEPART	12	0.600	10	14	0.583	15	2	0.500	0	0	0.000	3	0.778	1				
	4:00 PM 4:15 PM	0	0	0	0	1 0	0	0	0	0	0	0	0	1 3	0	0	0	0	0
	4:30 PM	1	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
	4:45 PM 5:00 PM	0	0	0	0	1 0	1	1	0	19 5	0	0	0	23 5	0	0	0	0	0
	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
_	5:30 PM 5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
PM	VOLUMES	2	7	0	0	4	1	1	0	24	0	0	0	39	0	0	0	0	0
	APPROACH % APP/DEPART	22% 9	78% /	0% 8	0% 5	80%	20% 28	4% 25	0%	96% 0	0%	0%	0% 3	0	1				
	BEGIN PEAK HR VOLUMES	1	4:15 PM 4	0	0	2	1	1	0	24	0	0	0	34		0	0		
	APPROACH %	1 20%	80%	0%	0%	3 75%	1 25%	1 4%	0%	24 96%	0%	0%	0%		0	0	0	0	
	PEAK HR FACTOR APP/DEPART	5	0.417	5	4	0.500	27	25	0.313	0	0	0.000	2	0.370	1				
_	ALT/DELAKT			<u> </u>	-	, , , , , , , , , , , , , , , , , , ,		23		0		,			1				
							Drew Rd												
							NORTH LE	3				-							
		W\	Wixom Rd		WEST LEG				EAST LEG		W Wixon	n Rd							
							SOUTH LEG	3				-							
							Drew Rd												
		1		All DED	+ BIKE &	SCOOTED		1		DENECT	RIAN CRO	SSINGS		1	BICVC	I F 8. SC	OOTE	R CROSS	INGS
			N LEG	S LEG	E LEG	W LEG	TOTAL	j	N LEG	S LEG	E LEG	W LEG	TOTAL	1	NL	SL	EL	WL	TOTAL
	7:00 AM 7:15 AM	1	0	0	0	0	0	ł	0	0	0	0	0	-	0	0	0	0	0
	7:30 AM		0	0	0	0	0	1	0	0	0	0	0		0	0	0	0	0
$\stackrel{A}{\sim}$	7:45 AM 8:00 AM	1	0	0	0	0	0	ł	0	0	0	0	0	ł	0	0	0	0	0
	8:15 AM	1	0	0	0	0	0	]	0	0	0	0	0		0	0	0	0	0
	8:30 AM 8:45 AM		0	0	0	0	0	ł	0	0	0	0	0		0	0	0	0	0
	TOTAL	1	0	0	0	0	0		0	0	0	0	0	1	0	0	0	0	0
	4:00 PM 4:15 PM	-	0	0	0	0	0		0	0	0	0	0	ł	0	0	0	0	0
	4:30 PM	1	0	0	0	0	0		0	0	0	0	0	1	0	0	0	0	0
$\stackrel{\square}{\mathbb{M}}$	4:45 PM 5:00 PM	-	0	0	0	0	0		0	0	0	0	0	ł	0	0	0	0	0
	5:15 PM	1	0	0	0	0	0		0	0	0	0	0	1	0	0	0	0	0
	5:30 PM 5:45 PM		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0
	TOTAL	1	0	0	0	0	0		0	0	0	0	0	1	0	0	0	0	0

AimTD LLC
TURNING MOVEMENT COUNTS



	<u>DATE:</u> 3/26/24 TUESDAY	LOCATION NORTH & EAST & W	SOUTH:		El Centro Drew Rd W Wixom	Rd				PROJECT LOCATION CONTROL	N #:	SC4480 6 STOP E							
		NOTES:		,		,	,		,		AM		<b>A</b>						
	PCE	Class	1	_							PM	4 11/	N						
	Adjusted	Factor	1	1.5	2	3	2	2	2		MD	■ W	1 .	E►					
									1		OTHER		S ▼						
				l				l.	1		UTHER		•	I					
		1	NORTHBOUN	ND	S	OUTHBOUN	ID		EASTBOUN	ND.	\	WESTBOUN	ID			U	-TUR	NS	
			Drew Rd			Drew Rd			W Wixom Rd			W Wixom Rd							
	LANEC	NL	NT	NR	SL	ST 1	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	0	1	Χ	Χ		0	0	Х	0	Χ	Х	Χ		<u> </u>				
Г	7:00 AM	2	3	0	0	2	0	0	0	0	0	0	0	6					0
	7:15 AM	1	5	0	0	7	0	0	0	0	0	0	0	13					0
	7:30 AM	2	0	0	0	13	0	2	0	0	0	0	0	16					0
	7:45 AM	0	3	0	0	4	0	0	0	0	0	0	0	7					0
	8:00 AM	1	6	0	0	2	0	0	0	3	0	0	0	12					0
	8:15 AM	0	3	0	0	5	0	0	0	1	0	0	0	9					0
	8:30 AM	0	1	0	0	5	0	0	0	0	0	0	0	6					0
5	8:45 AM	0	8	0	0	1	0	0	0	1	0	0	0	10					0
AM	VOLUMES	5	27	0	0	38	0	2	0	5	0	0	0	76	0	0	0	0	0
	APPROACH %	16%	84%	0%	0%	100%	0%	23%	0%	77%	0%	0%	0%						
	APP/DEPART	32	/	29	38	/	43	7	/	0	0	/	5	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	4	13	0	0	26	0	2	0	3	0	0	0	47					
	APPROACH %	21%	79%	0%	0%	100%	0%	33%	0%	67%	0%	0%	0%						
	PEAK HR FACTOR		0.635			0.490			0.375			0.000		0.727					
	APP/DEPART	17	/	15	26	/	29	5	/	0	0	/	4	0					
	4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1					0
	4:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	5					0
	4:30 PM	2	0	0	0	2	0	0	0	0	0	0	0	4					0
	4:45 PM	0	1	0	0	1	1	1	0	22	0	0	0	26					0
	5:00 PM	0	0	0	0	0	0	0	0	7	0	0	0	7					0
	5:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	3					0
	5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1				$\sqcup$	0
$\mathbb{P}$	5:45 PM	1	3	0	0	0	0	0	0	0	0	0	0	4				ldot	0
П	VOLUMES	3	13	0	0	4	1	1	0	29	0	0	0	50	0	0	0	0	0
	APPROACH %	16%	84%	0%	0%	80%	20%	3%	0%	97%	0%	0%	0%						
	APP/DEPART	16	/	14	5	/	33	30	/	0	0	/	4	0					
	BEGIN PEAK HR		4:15 PM	_	_	_					_	_							
	VOLUMES	2	6	0	0	3	1	1	0	29	0	0	0	41					
	APPROACH %	20%	80%	0%	0%	75%	25%	3%	0%	97%	0%	0%	0%	0.400					
	PEAK HR FACTOR		0.375	7		0.500	20	20	0.328	0	0	0.000	0	0.402					
<u> </u>	APP/DEPART	8	/	/	4	/	32	30	/	0	0	/	3	0					
						I	Drew Rd		1										
							Diew ita												
							NORTH SIDE	E				_							
						-													
		W	Wixom Rd	W	EST SIDE				EAST SIE	JE	W Wixo	m Kd							
						-						_							

SOUTH SIDE Drew Rd

		<u>DATE:</u> 3/26/24 TUESDAY	LOCATION NORTH EAST &	& SOUTH	:	El Centr Drew Ro W Wixo	b				PROJEC LOCATION CONTRO	ON #:	SC4480 6 STOP E			_				
		CLASS 1: PASSENGER VEHICLES	NOTES	:								AM PM MD OTHER	<b>■</b> W	N S	E►					
			NO	ORTHBOU Drew Rd	ND	SC	OUTHBOL Drew Rd	ND	E	ASTBOU		V	VESTBOUI				U	-TUR	NS	
			NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
г	_	7:00 AM	0	1	X 0	X 0	0	0	0	X 0	0	X 0	X 0	X 0	1	0	0	0	0	0
	ŀ	7:15 AM	1	2	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0
	ŀ	7:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	Ì	7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	ľ	8:00 AM	1	1	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
		8:15 AM	0	3	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	0
		8:30 AM	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
- [:	¥.	8:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0
ľ		VOLUMES	2	9	0	0	10	0	0	0	2	0	0	0	23	0	0	0	0	0
	ŀ	APPROACH %  APP/DEPART	18%	82%	9	0% 10	100%	0% 12	0% 2	0%	100%	0%	0%	0% 2	0					
	ŀ	BEGIN PEAK HR	11	7:15 AM		10	/	12		/	U	U	/		U					
		VOLUMES	2	7. 13 AW	0	0	7	0	0	0	0	0	0	0	13	0	0	0	0	1
		APPROACH %	33%	67%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	15		U	0	U	
		PEAK HR FACTOR	0070	0.500	0,0	0,0	0.875	0,0	0,70	0.000	0,0	0,0	0.000	0,0	0.650					
	ľ	APP/DEPART	6	/	4	7	/	7	0	/	0	0	/	2	0					
		4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
		4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	I	4:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
		4:45 PM	0	1	0	0	1	1	1	0	17	0	0	0	21	0	0	0	0	0
	ŀ	5:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
	ŀ	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	ŀ	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	$\geq$	5:45 PM VOLUMES	1	4	0	0	0 4	0	1	0	19	0	0	0	30	0	0	0	0	0
ľ		APPROACH %	20%	4 80%	0%	0%	80%	1 20%	5%	0%	95%	0%	0%	0%	30	U	U	U	0	U
	ŀ	APP/DEPART	5	/	5	5	/	23	20	/	0	0	/	2	0	-				
	ŀ	BEGIN PEAK HR	Ü	4:15 PM	_	J	,	20	20	,	Ü	Ü	,		Ü					
		VOLUMES	0	3	0	0	3	1	1	0	19	0	0	0	27	0	0	0	0	
		APPROACH %	0%	100%	0%	0%	75%	25%	5%	0%	95%	0%	0%	0%						I
		PEAK HR FACTOR		0.375			0.500			0.278			0.000		0.321					
L		APP/DEPART	3	/	4	4	/	22	20	/	0	0	/	1	0					
								Drew Ro					_							
			W Wi	ixom Rd	WE	EST SIDE				EAST SI	DE	W Wixe	om Rd							
				-			S	OUTH SII	DF				_							
								Drew Ro	d											

	<u>DATE:</u> 3/26/24 TUESDAY	LOCATION NORTH EAST &	& SOUTH	l:	El Centr Drew Ro W Wixo	b				PROJECT LOCATION CONTRO	ON #:	SC4480 6 STOP E							
	CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES	:								AM PM MD OTHER OTHER	<b>⋖</b> W	N S	E►					
		NO	DRTHBOU Drew Rd	ND	SC	OUTHBOU Drew Rd	ND	E,	ASTBOUI W Wixom R		V	VESTBOUI				U	-TURN:	5	
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB \	VB T	TL
	LANES:	0	1	X	X	1	0	0	X	0	X	X	X		<u> </u>				_
	7:00 AM	1	1	0	0	1	0	0	0	0	0	0	0	3	0	0		0 (	
	7:15 AM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	_	0 (	
	7:30 AM	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0	_	0 (	
	7:45 AM 8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	_	0 0	
	8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	_	) (	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	_	) (	
1_		0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	_	) (	
$\geq$	8:45 AM VOLUMES	2	6	0	0	3	0	1	0	0	0	0	0	12	0	0	_	0 0	_
	APPROACH %	25%	75%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%	12		U	0	5	,
	APP/DEPART	8	/	7	3	/	3	1	/	0	0	/	2	0					
	BEGIN PEAK HR		7:15 AM									•	_						
	VOLUMES	1	4	0	0	1	0	1	0	0	0	0	0	7	0	0	0	С	
	APPROACH %	20%	80%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.625			0.250			0.250			0.000		0.583					
	APP/DEPART	5	/	5	1	/	1	1	/	0	0	/	1	0					
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
	4:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0		O C	
	4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0		0 (	
	5:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0		0 0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0 (	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0 (	
₽	5:45 PM VOLUMES	0	0	0	0	0	0	0	0	3	0	0	0	0 4	0	0		0 0	_
1	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	3 100%	0%	0%	0%	4	0	0	U	0 (	)
	APP/DEPART	1	/	0	0	/	3	3	/	0	0	/	1	0					
	BEGIN PEAK HR		4:15 PM		0		Ü	Ü	,	Ü	U			Ü					
	VOLUMES	1	0	0	0	0	0	0	0	3	0	0	0	4	0	0	0	Э	
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.375			0.000		0.500					
	APP/DEPART	1	/	0	0	/	3	3	/	0	0	/	1	0					
							Drew Ro					_							
		W Wi	ixom Rd	W	EST SIDE				EAST SI	DE	W Wix	om Rd							
						S	OUTH SII	DE				_							
							Drew Ro	d											

	<u>DATE:</u> 3/26/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH		El Centr Drew Ro W Wixo	b	o. tei. 7 i	7 200 70	,00 t3@a	PROJEC LOCATION CONTRO	T #: ON #:	SC4480 6 STOP E							
	CLASS 3:	NOTES	i:								AM		<b>A</b>		ſ				
	3-AXLE										PM		N						
	TRUCKS										MD	<b>⋖</b> W	-	E►					
											OTHER		S						
											OTHER		▼						
		NI	ORTHBOU	MD	S (	OUTHBOU	MD		ASTBOU	VID.	١ ١٨	/ESTBOUI	VID.		i —	- 11	-TURN	IS	
		144	Drew Rd	ND	30	Drew Rd	ND	_	W Wixom Ro		V	W Wixom Rd			11	U	-101(1)	13	
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	0	1	X	X	1	0	0	X	0	X	X	X						
Г	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Z	8:45 AM VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
_	APPROACH %	0 0%	0 0%	0 0%	0%	1 100%	0 0%	0 0%	0%	0%	0%	0 0%	0%	1	0	0	0	0	0
	APP/DEPART	0%	1/0	0%	1	100%	1	0%	1/0	0%	0 %	1/0	0%	0	ł				
	BEGIN PEAK HR	U	7:15 AM		'		- 1	U	/	0	U		U	U					
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%		_ ŭ			Ü	
	PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250					
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0					
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	5:15 PM 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
I.		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Z	VOLUMES	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	· .	l <u> </u>		Ü	Ü	Ü
	APP/DEPART	0	/	0	0	/	1	1	/	0	0	/	0	0					
	BEGIN PEAK HR		4:15 PM												l				
	VOLUMES	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.250		_	0.000		0.250	1				
L	APP/DEPART	0	/	0	0	/	1	1	/	0	0	/	0	0	ı				
							Drew Ro	4	I										
							D. 011 1.	<b></b>											
						N	ORTH SI	DE											
												_							
		W W	ixom Rd	WI	EST SIDE				EAST SI	DE	W Wix	om Rd							
			-			S	OUTH SI	DE				-							
							Drew R	b											

	<u>DATE:</u> 3/26/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH	:	El Centr Drew Ro W Wixo	o b				PROJEC LOCATION CONTRO	ON #:	SC4480 6 STOP E			_				
	CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES	i:								AM PM MD OTHER OTHER	◀ W	N N S ▼	E►					
		No	ORTHBOU	ND	SC	OUTHBOU	ND	E	ASTBOU		V	/ESTBOUI			Ī	U	-TURNS	ò	
		NL	Drew Rd	NR	SL	Drew Rd	SR	EL	W Wixom Ro	ER	WL	W Wixom Rd	WR	TOTAL	NB	SB	EB V	VB T	TL
	LANES:	0	1	Χ	Χ	1	0	0	X	0	Χ	X	Χ		<u> </u>				
	7:00 AM 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 (		0
	7: 15 AIVI 7: 30 AM	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0 (		0
	7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0 (		0
	8:00 AM	0	1	0	0	0	0	0	0	1	0	0	0	2	0	0	0 (		0
	8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0 (	) (	0
	8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0			0
≥	8:45 AM VOLUMES	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0 (		0
⋖	VOLUMES APPROACH %	0 0%	3 100%	0 0%	0 0%	7	0 0%	0	0	1000/	0 0%	0	0 0%	11	0	0	0 (	) (	0
	APP/DEPART	3	100%	3	7	100%	8	0%	0%	100%	0%	0%	0%	0					
	BEGIN PEAK HR	J	7:15 AM	J	/		O	'		- 0	U		U	U					
	VOLUMES	0	1	0	0	5	0	0	0	1	0	0	0	7	0	0	0 (	)	
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.417			0.250			0.000		0.583					
	APP/DEPART	1	/	1	5	/	6	1	/	0	0	/	0	0					
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 (		0
	4:15 PM 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 (		0
	4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0 (		0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0
	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0 (	) (	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 (	) (	0
≥	5:45 PM VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0 (		0
Δ.	VOLUMES	0	3	0	0	0	0	0	0	1000/	0	0	0	4	0	0	0 (	) (	0
	APPROACH % APP/DEPART	0% 3	100%	0% 3	0%	0%	0% 1	0% 1	0%	100%	0% 0	0%	0%	0					
	BEGIN PEAK HR	, ,	4:15 PM		U		'	'		0	0		0						
	VOLUMES	0	1	0	0	0	0	0	0	1	0	0	0	2	0	0	0 (	)	
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.250			0.000		0.500					
	APP/DEPART	1	/	1	0	/	1	1	/	0	0	/	0	0					
							Drew Ro					_							
		WW	ixom Rd	WI	EST SIDE	-			EAST SI	DE	W Wixe	om Rd							
						S	OUTH SII	DE				_							
							Drew Ro	d											

		<u>DATE:</u> 3/26/24 TUESDAY	EAST &	& SOUTH WEST:	l:	El Centr Drew Ro W Wixo	d				PROJEC LOCATION CONTRO	ON #:	SC4480 6 STOP E			_				
		CLASS 5: RV	NOTES	i:								AM PM MD OTHER OTHER	<b>⋖</b> W	N N S ▼	E►					
			NO	ORTHBOU Drew Rd	ND	SC	OUTHBOL Drew Rd	IND	E	ASTBOUN W Wixom Ro		V	VESTBOUN W Wixom Rd	ND			U	-TUR	NS	
		LANES:	NL 0	NT 1	NR X	SL X	ST 1	SR 0	EL 0	ET X	ER 0	WL X	WT	WR X	TOTAL	NB	SB	EB	WB	TTL
ſ		7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ı		7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		7:45 AM 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	$\forall$	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		APPROACH % APP/DEPART	0%	0%	0% 0	0%	0%	0% 0	0%	0%	0% 0	0%	0%	0%	0					
		BEGIN PEAK HR	U	7:15 AM	-	U	/	U	U	/	U	U	/	U	U					
		VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						,
		PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
ļ		APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0		0	_		0
		4:00 PM 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	₽	5:45 PM VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	U		U	U	U	U
		APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
		BEGIN PEAK HR		4:15 PM																ı.
		VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		APPROACH % PEAK HR FACTOR	0%	0% 0.000	0%	0%	0% 0.000	0%	0%	0% 0.000	0%	0%	0% 0.000	0%	0.000					
		APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0.000					
4			-			•		Drew Ro	d			•								
							N	ORTH SI	DE				_							
			WW	ixom Rd	W	EST SIDE				EAST SI	DE	W Wix	om Rd							
							۹ (	OUTH SII	DF				=							
								23111311												
								Drew Ro	b											

	<u>DATE:</u> 3/26/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH		El Centro Drew Ro W Wixor	0	oc. tel. 7	14 255 76	888 CS@a	PROJECT LOCATION	Γ#: DN#:	SC4480 6 STOP E			_				
	CLASS 6:	NOTES	5:								AM		<b>A</b>						
	BUSES										PM MD OTHER OTHER	<b>⋖</b> W	N S ▼	E►					
		No	ORTHBOU	ND	SC	UTHBOU	IND	E	EASTBOU	ND	W	/ESTBOUI	ND		ir	L	J-TUR	NS	
		ļ	Drew Rd			Drew Rd			W Wixom Ro			W Wixom Rd			l		1		
	LANES:	NL 0	NT 1	NR X	SL X	ST 1	SR 0	EL 0	ET X	ER 0	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
$\leq$	8:45 AM VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPRUACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	1				
	BEGIN PEAK HR	0	7:15 AM		0	0	0		0	0	_	0	0	0		^	^	0	
	VOLUMES APPROACH %	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0%	0 0%	0 0%	0 0%	0 0%	0	0	0	0	0	
	PEAK HR FACTOR	0 70	0.000	0 /0	0 /0	0.000	0 70	0 /0	0.000	0 70	0 /0	0.000	0 /0	0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0.000	1				
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
_		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
₫	5:45 PM VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	ALL ROACH 70	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	4				
	BEGIN PEAK HR VOLUMES	0	4:15 PM 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	U	0	U	U	U	
	PEAK HR FACTOR	070	0.000	070	070	0.000	070	0 70	0.000	070	070	0.000	070	0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	1				
								Drew R											
				W Wixe	om RdWE	EST SIDE				EAST SI	DE	W Wixo	m Rd						
							S	OUTH SI	DE				•						
								Drow D	14										
							I	Drew R	.u	I									

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<u>DATE:</u> Tue, Sep 17, 24 LOCATION: El Centro PROJECT #: SC4879 Dunaway Rd I-8 EB Ramps NORTH & SOUTH: LOCATION #: STOP W EAST & WEST: NOTES: Ν ◀ W E► S NORTHBOUND SOUTHBOUND EASTBOUND WESTBOUND U-TURNS NT NR WL WR TOTAL NB NL SL ST SR EL ET ER WT SB EΒ WB TTL 7:15 AM 0 0 0 7:30 AM 0 0 7:45 AM 0 0 0 0 6 0 0 0 0 0 12 0 8:00 AM 0 0 0 8:15 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 8:30 AM 0 0 0 0 0 0 0 0 8 6 8:45 AM VOLUMES 62 0 35 0 0 0 APPROACH % 0% 60% 40% 92% 5% 0% 100% 0% 0% 0% 0% 0% APP/DEPART 38 19 BEGIN PEAK HR 7:45 AM VOLUMES 0 19 0 0 0 0 0 35 0 0 APPROACH % 0% 67% 33% 95% 5% 0% 100% 0% 0% 0% 0% 0% PEAK HR FACTOR 0.750 0.714 0.500 0.000 0.729 PP/DEPART 16 7 11 5 0 2 0 0 0 0 4:15 PM 0 0 0 0 0 0 0 0 0 4:30 PM 18 0 0 0 4:45 PM 0 0 0 0 0 0 0 0 0 4 0 5:00 PM 13 0 0 5:15 PM 0 0 0 0 0 0 0 0 4 0 0 0 0 0 0 5:45 PM 0 0 0 0 0 0 0 VOLUMES 67 0 8 0 0 APPROACH % 0% 58% 42% 90% 10% 0% 62% 15% 23% 0% 0% 0% APP/DEPART BEGIN PEAK HR 4:00 PN VOLUMES 0 29 0 0 0 0 45 0 57% 43% 94% 6% 57% 14% 29% 0% APPROACH % 0% 0% 0% 0% PEAK HR FACTOR 0.000 0.438 0.646 0.583 0.625 APP/DEPART Dunaway Rd NORTH LEG I-8 EB Ramps EAST LEG I-8 EB Ramps WEST LEG SOUTH LEG Dunaway Rd ALL PED + BIKE & SCOOTER PEDESTRIAN CROSSINGS 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM

	N LEG	S LEG	E LEG	W LEG	TOTAL
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
		•	•		•

8:45 AM TOTAL 4:00 PM 4:15 PM 4:30 PM 4:45 PM

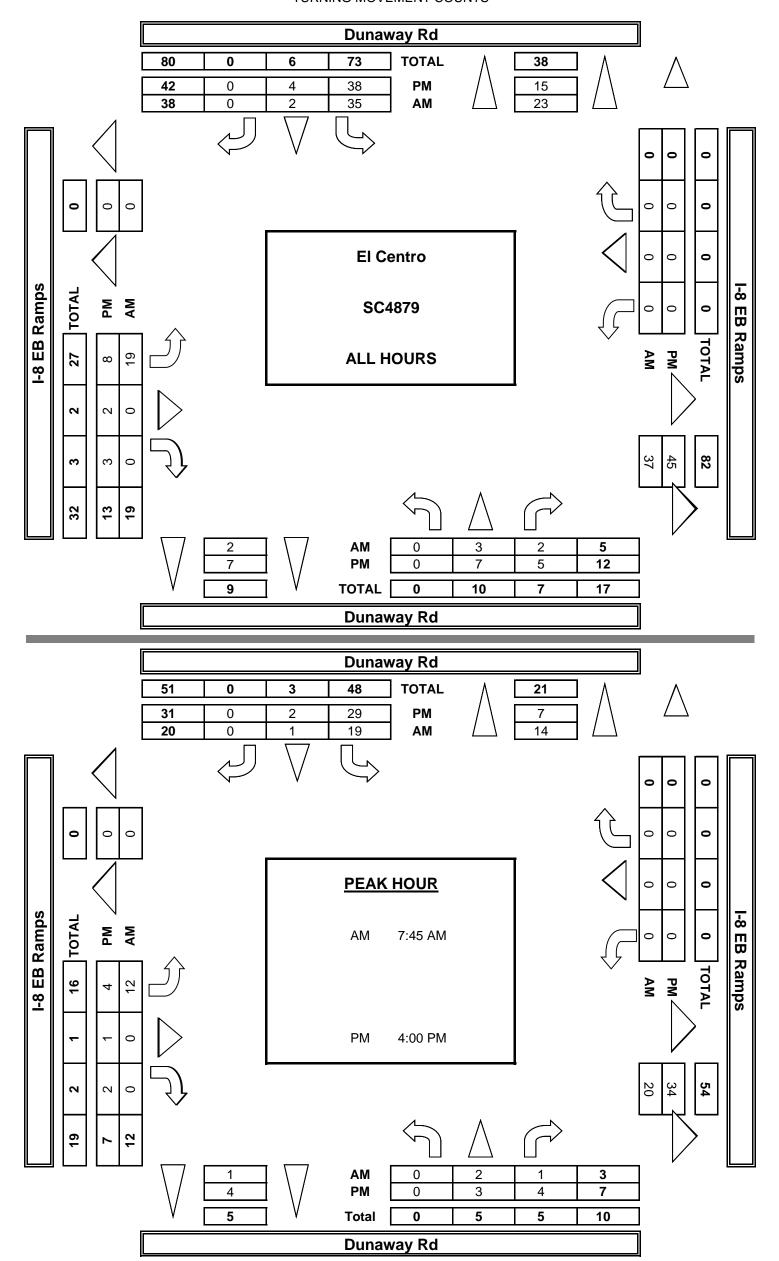
5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL

₽

	ILDLDI	INTIN CITC	70011100	
N LEG	S LEG	E LEG	W LEG	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	U	Ü	Ü	Ü

BICAC	LE & S	JOUTER	R CROS	SINGS
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

AimTD LLC
TURNING MOVEMENT COUNTS



## INTERSECTION TUF

PREPARED BY: AimTD LI

DATE: 9/17/24 TUESDAY

LOCATION: NORTH & SOUTH: EAST & WEST: El Centro Dunaway Rd I-8 EB Ramps

	NOTES:				
PCE	Class	1	2	3	4
Adjusted	Factor	1	1.5	2	3

			NORTHBOUN	ID.	S	SOUTHBOUNI
			Dunaway Rd			Dunaway Rd
	LANES:	NL X	NT 1	NR 0	SL 0	ST 1
	7:00 AM	0	0	0	16	0
	7:15 AM	0	0	0	0	0
	7:30 AM	0	1	0	5	0
	7:45 AM	0	2	0	7	0
	8:00 AM	0	3	0	7	0
	8:15 AM	0	0	0	3	0
	8:30 AM	0	0	1	6	2
>	8:45 AM	0	0	1	1	1
AM	VOLUMES	0	6	2	45	3
	APPROACH %	0%	73%	27%	95%	5%
	APP/DEPART	8	/	29	48	/
	BEGIN PEAK HR		7:45 AM			
	VOLUMES	0	5	1	23	2
	APPROACH %	0%	82%	18%	94%	6%
	PEAK HR FACTOR		0.458			0.817
	APP/DEPART	6	/	19	25	/
	4:00 PM	0	2	2	11	1
	4:15 PM	0	0	0	7	0
	4:30 PM	0	1	2	13	0
	4:45 PM	0	0	0	3	2
	5:00 PM	0	6	1	6	2
	5:15 PM	0	0	0	2	0
	5:30 PM	0	0	0	3	0
>	5:45 PM	0	0	0	2	0
PM	VOLUMES	0	9	5	47	5
	APPROACH %	0%	63%	37%	91%	9%

APP/DEPART	14	/	23	51	/
BEGIN PEAK HR		4:00 PM			_
VOLUMES	0	3	4	34	3
APPROACH %	0%	43%	57%	93%	7%
PEAK HR FACTOR		0.438			0.720
APP/DEPART	7	/	11	36	/

I-8 EB Ramps WEST SIDE

## RNING MOVEMENT COUNTS

LC. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4879

LOCATION #: 7

CONTROL: STOP W

			AM		<b>A</b>	
5	6		PM		Ν	
2	2		MD	<b>⋖</b> W		E►
			OTHER		S	
			OTHER		lacktriangledown	

D	l c	ASTBOUN	n	\ <u>\</u>	VESTBOUN	ID	
			U	V		טו	
SR	EL	I-8 EB Ramps ET	ER	WL	I-8 EB Ramps WT	WR	TOTAL
Х	0.5	0.5	1	X	X	X	TOTAL
/\	0.5	0.5	ı	Λ	/\	/\	
0	2	0	0	0	0	0	18
0	4	0	0	0	0	0	4
0	1	0	0	0	0	0	7
0	6	0	0	0	0	0	15
0	6	0	0	0	0	0	16
0	2	0	0	0	0	0	5
0	0	0	0	0	0	0	9
0	3	0	0	0	0	0	6
0	24	0	0	0	0	0	79
0%	100%	0%	0%	0%	0%	0%	
3	24	/	47	0	/	0	0
0	14	0	0	0	0	0	44
0%	100%	0%	0%	0%	0%	0%	
		0.583			0.000		0.688
2	14	/	24	0	/	0	0
0	0	0	0	0	0	0	16
0	4	0	0	0	0	0	11
0	0	1	2	0	0	0	19
0	4	0	0	0	0	0	9
0	1	2	0	0	0	0	17
0	4	0	0	0	0	0	6
0	0	0	0	0	0	0	3
0	1	0	1	0	0	0	4
0	14	3	3	0	0	0	84
0%	72%	13%	15%	0%	0%	0%	

8	20	/	54	0	/	0	0
0 0%	8 73%	1 9%	2 18%	0 0%	0 0%	0 0%	54
		0.688			0.000		0.730
5	11	/	39	0	/	0	0

Dunaway Rd			
NORTH SIDE			
	EAST SIDE	I-8 EB Ramps	
SOUTH SIDE			
Dunaway Rd			

	U	-TUR	NS	
NB	SB	EB	WB	TTL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

	<u>DATE:</u> 9/17/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH		El Centr Dunawa I-8 EB R	o y Rd		1 200 70	, oo oo a	PROJEC LOCATION	T #: ON #:	SC4879 7 STOP W							
	CLASS 1: PASSENGER VEHICLES	NOTES	:								AM PM MD OTHER	<b>⋖</b> W	N N S ▼	E▶					
		NO	ORTHBOU		SC	OUTHBOL		E	ASTBOU		V	VESTBOUN				U	-TUR	NS	
		NL	Dunaway Rd	NR	SL	Dunaway Ro	SR	EL	I-8 EB Ramp	ER	WL	I-8 EB Ramps	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	X	1	0	0	1	X	0.5	0.5	1	X	X	X		<u> </u>				
	7:00 AM	0	0	0	7	0	0	2	0	0	0	0	0	9	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0
	7:30 AM	0	1	0	5	0	0	1	0	0	0	0	0	7	0	0	0	0	0
	7:45 AM	0	0	0	7	0	0	6	0	0	0	0	0	10 10	0	0	0	0	0
	8:00 AM 8:15 AM	0	0	0	0	0	0	3 2	0	0	0	0	0	2	0	0	0	0	0
	8:30 AM	0	0	1	6	0	0	0	0	0	0	0	0	7	0	0	0	0	0
_		0	0	1	1	1	0	0	0	0	0	0	0	3	0	0	0	0	0
₽	8:45 AM VOLUMES	0	1	2	30	1	0	16	0	0	0	0	0	50	0	0	0	0	0
	APPROACH %	0%	33%	67%	97%	3%	0%	100%	0%	0%	0%	0%	0%	30	U	U	U	U	
	APP/DEPART	3	/	17	31	/	1	16	/	32	0	/	0	0	1				
	BEGIN PEAK HR		7:45 AM			·			·	-			-		1				
	VOLUMES	0	0	1	17	0	0	11	0	0	0	0	0	29	0	0	0	0	1
	APPROACH %	0%	0%	100%	100%	0%	0%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.607			0.458			0.000		0.725					
	APP/DEPART	1	/	11	17	/	0	11	/	18	0	/	0	0	<u> </u>				
	4:00 PM	0	2	2	11	1	0	0	0	0	0	0	0	16	0	0	0	0	0
	4:15 PM	0	0	0	4	0	0	1	0	0	0	0	0	5	0	0	0	0	0
	4:30 PM	0	1	2	11	0	0	0	1	2	0	0	0	17	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	1	1	3	2	0	1	0	0	0	0	0	8	0	0	0	0	0
	5:15 PM	0	0	0	2	0	0	1	0	0	0	0	0	3	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
$\geq$	5:45 PM VOLUMES	0	0	0	2	0	0	1	0	1	0	0	0	4	0	0	0	0	0
ľ	VULUMES	0	4	5	33	3	0	5	1	3	0	0	0	54	0	0	0	0	0
	APPROACH % APP/DEPART	0% 9	44%	56% 9	92% 36	8%	0% 6	56% 9	11%	33%	0%	0%	0%	0	-				
	BEGIN PEAK HR	9	4:00 PM		30	/	U	9	/	39	U	/	U	U	-				
	VOLUMES	0	3	4	26	1	0	2	1	2	0	0	0	39	0	0	0	0	i
	APPROACH %	0%	43%	57%	96%	4%	0%	40%	20%	40%	0%	0%	0%	37	U	0	0	0	i
	PEAK HR FACTOR	0,70	0.438	0,70	7070	0.563	070	1070	0.417	1070	0,0	0.000	0,0	0.574					
	APP/DEPART	7	/	5	27	/	3	5	/	31	0	/	0	0	1				
							unaway ORTH SI								_				
		I-8 EE	3 Ramps	WI	EST SIDE				EAST SI	DE	I-8 EB	Ramps							
						S	OUTH SI	DE				_							
						Du	unaway	Rd											

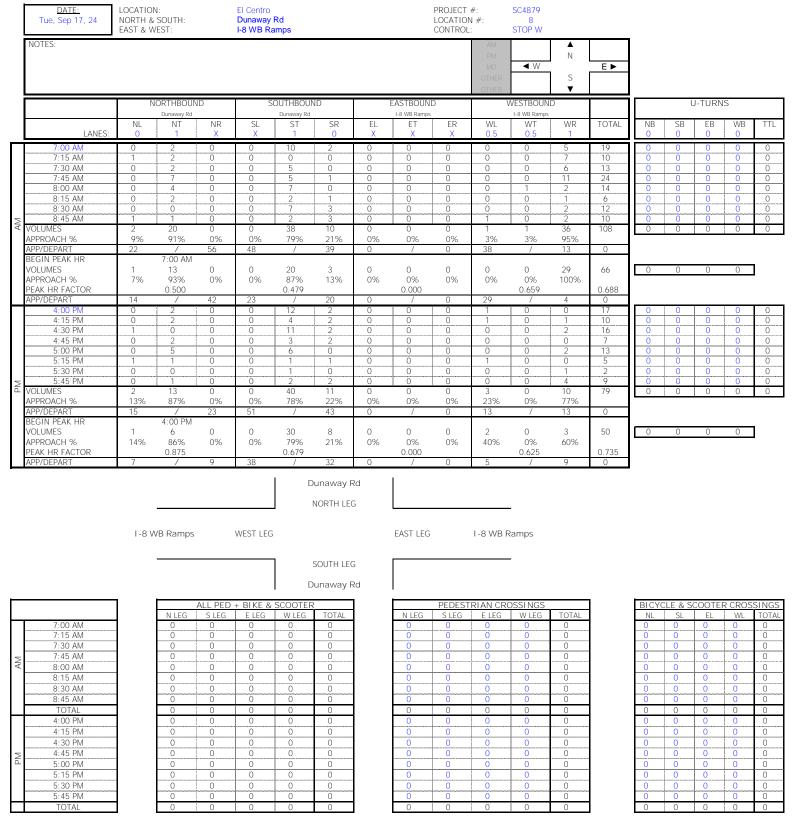
	<u>DATE:</u> 9/17/24 TUESDAY		ION: I & SOUTH: WEST:	:	El Centr Dunawa I-8 EB F	ıy Rd				PROJEC LOCATION CONTRO	ON #:	SC4879 7 STOP W							
	CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES	):								AM PM MD OTHER	<b>⋖</b> W	N N S ▼	E►					
		N	ORTHBOUI	ND	SC	OUTHBOU		Е	ASTBOUN		V	VESTBOUN			Ī	U	-TUR	NS	
	LANES:	NL X	Dunaway Rd NT 1	NR 0	SL 0	Dunaway Rd ST 1	SR X	EL 0.5	ET 0.5	ER 1	WL	I-8 EB Ramps WT X	WR X	TOTAL	NB	SB	EB	WB	TT
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM 7:30 AM 7:45 AM	0 0	0 0 1	0 0	0 0	0 0	0 0	1 0 0	0 0 0	0 0	0 0	0 0 0	0 0	1 0 1	0	0 0	0 0	0 0	0 0
	8:00 AM 8:15 AM	0	0 0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0
AM	8:30 AM 8:45 AM	0	0 0	0	0	1 0	0	0	0	0	0	0	0	0	0	0 1	0	0	0 1
1	VOLUMES APPROACH % APP/DEPART	0 0% 1	1 100% /	0 0% 3	0 0% 2	50% /	0 0% 1	100%	0 0% /	0 0% 0	0 0%	0 0% /	0 0% 0	4 0	0		0	0	
	BEGIN PEAK HR VOLUMES APPROACH %	0 0%	7:45 AM 1 100%	0 0%	0 0%	1 100%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	2	0	0	0	0	j
	PEAK HR FACTOR APP/DEPART	1	0.250	1	1	0.250	1	0%	0.000	0%	0%	0.000	0%	0.500	-				
	4:00 PM 4:15 PM 4:30 PM	0 0	0 0 0	0 0 0	0 0	0 0 0	0 0	0 0	0 0	0 0	0 0	0 0 0	0 0 0	0 0 1	0 0	0 0	0 0	0 0	0 0
	4:45 PM 5:00 PM	0	0 3	0	0	1 0	0	0	0	0	0	0	0	1 4	0	0	0	0	0
Į	5:15 PM 5:30 PM 5:45 PM	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
	VOLUMES APPROACH %	0 0%	3 100%	0	1 50%	1 50%	0 0%	0 0%	1 100%	0 0%	0 0%	0	0	6	0	0	0	0	0
	APP/DEPART BEGIN PEAK HR VOLUMES	3	/ 4:00 PM 0	3	2	1	1 0	0	0	2	0	0	0	2	0	0	0	0	Ī
	APPROACH % PEAK HR FACTOR	0%	0% 0.000	0%	50%	50% 0.500	0%	0%	0% 0.000	0%	0%	0% 0.000	0%	0.500		0	0	U	l
	APP/DEPART	0	/	0	2	/	1	0	/	1	0	/	0	0	]				
							unaway ORTH SI					_							
		I-8 E	B Ramps	W	EST SIDE	<u>-</u>			EAST SII	DE	I-8 EB	Ramps							
						S	OUTH SI	DE				_							
						Du	unaway	Rd											

	<u>DATE:</u> 9/17/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH	<b>l</b> :	El Centr Dunawa I-8 EB F	ay Rd				PROJEC LOCATION CONTRO	ON #:	SC4879 7 STOP W							
	CLASS 3: 3-AXLE TRUCKS	NOTES	i:								AM PM MD OTHER	<b>■</b> W	N N S ▼	E▶					
		N	ORTHBOU		SC	OUTHBOU		E	ASTBOUN		V	VESTBOUN				U	-TUR	NS	
	LANES:	NL X	Dunaway Rd NT 1	NR 0	SL 0	Dunaway Rd	SR X	EL 0.5	ET 0.5	ER 1	WL X	I-8 EB Ramps WT X	WR X	TOTAL	NB	SB	EB	WB	TT
AM	7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM VOLUMES APPROACH %	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0
	APP/DEPART BEGIN PEAK HR VOLUMES APPROACH % PEAK HR FACTOR APP/DEPART	0 0 0%	7:45 AM 0 0% 0.000	0 0 0%	0 0 0%	0 0% 0.000 /	0 0 0%	0 0 0%	/ 0 0% 0.000 /	0 0 0%	0 0 0%	/ 0 0% 0.000 /	0 0 0%	0 0 0.000 0	0	0	0	0	İ
	4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM VOLUMES APPROACH % APP/DEPART	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0
	BEGIN PEAK HR VOLUMES APPROACH % PEAK HR FACTOR APP/DEPART	0 0 0%	4:00 PM 0 0% 0.000		0 0 0%	0 0% 0.000	0 0%	0 0 0%	0 0% 0.000	0 0%	0 0 0%	0 0% 0.000	0 0%	0 0 0.000	0	0	0	0	l
							unaway ORTH SI								_				
		I-8 E	B Ramps	W	EST SIDE	Ē			EAST SII	DE	I-8 EB	Ramps							
							OUTH SI unaway					-							

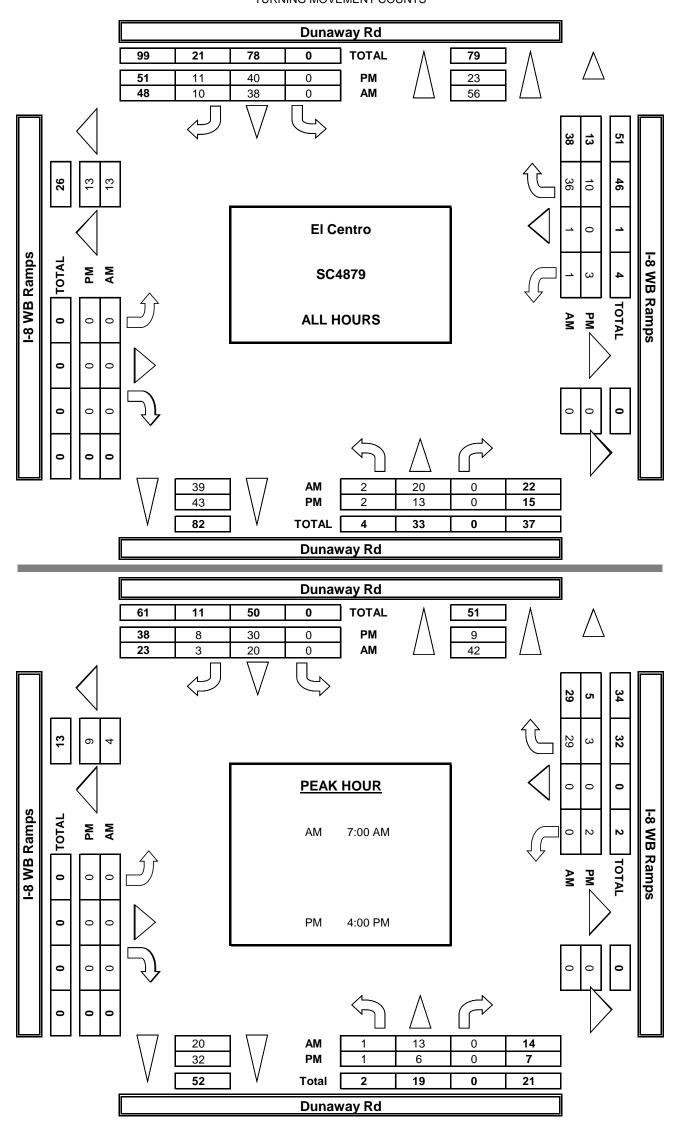
	<u>DATE:</u> 9/17/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH		El Centr Dunawa I-8 EB R	o y Rd		1 200 70	oo csea	PROJEC LOCATI CONTRO	T #: ON #:	SC4879 7 STOP W							
	CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES	:								AM PM MD OTHER	<b>■</b> W	N N S ▼	E▶					
		N	ORTHBOU		SC	DUTHBOL		E	ASTBOUN		V	VESTBOUN			1	U	-TUR	NS	
		NL	Dunaway Rd	NR	SL	Dunaway Ro	SR	EL	I-8 EB Ramps	ER	WL	I-8 EB Ramps	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	X	1	0	0	1	X	0.5	0.5	1	X	X	Χ		<u> </u>				
	7:00 AM	0	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	7:15 AM 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0
	8:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
$\geq$	8:45 AM VOLUMES	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
⋖	VOLUMES	0	1	0	5	0	0	2	0	0	0	0	0 0%	8	0	0	0	0	0
	APPROACH %  APP/DEPART	0%	100%	0% 3	100%	0%	0%	100%	0%	0% 5	0%	0%	0%	0	-				
	BEGIN PEAK HR	'	7:45 AM		3	/	0		/	<u> </u>	U	/	0	O	1				
	VOLUMES	0	1	0	2	0	0	1	0	0	0	0	0	4	0	0	0	0	
	APPROACH %	0%	100%	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%						!
	PEAK HR FACTOR		0.250			0.500			0.250			0.000		0.500					
	APP/DEPART	1	/	2	2	/	0	1	/	2	0	/	0	0	┨┌╤				0
	4:00 PM 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0 2	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	0	0	0
	5:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
$\geq$	5:45 PM VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0 0%	0 0%	0 0%	4 100%	0 0%	0 0%	3 100%	0 0%	0 0%	0 0%	0 0%	0 0%	7	0	0	0	0	0
	APP/DEPART	0	/	3	4	/	0	3	/	4	0	/	0	0	-				
	BEGIN PEAK HR	Ü	4:00 PM		<u> </u>	,	Ü	J	,	'	Ŭ	,	0	U	4				
	VOLUMES	0	0	0	2	0	0	2	0	0	0	0	0	4	0	0	0	0	
	APPROACH %	0%	0%	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%						•
	PEAK HR FACTOR	0	0.000			0.500	0		0.500	2	0	0.000	0	0.500	4				
<u> </u>	APP/DEPART	0	/	2	2	/	0	2	/	2	0	/	0	0	J				
						D	unaway	Rd											
							_												
						N	ORTH SI	DE				_							
		1-8 E	3 Ramps	W	EST SIDE				EAST SI	DE	I-8 EB	Ramps							
						S	OUTH SI	DE				_							
						D	unaway	Rd											
						ı D	unavvay	NU	I										

	<u>DATE:</u> 9/17/24 TUESDAY		ION: I & SOUTH wwest:	l:	El Centr Dunawa I-8 EB F	ro ny Rd			500 c3 c ui	PROJEC LOCATION	ON #:	SC4879 7 STOP W			_				
	CLASS 5:	NOTES	S:								AM PM MD OTHER OTHER	◀ W	N S	E►					
		N	IORTHBOU		SC	OUTHBOL		E	EASTBOUN		M	/ESTBOUN				U	-TUR	NS	
		NL	Dunaway Rd	NR	SL	Dunaway Ro	SR	EL	I-8 EB Ramps	ER	WL	I-8 EB Ramps	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	X	1	0	0	1	X	0.5	0.5	1	X	X	Χ		<u>」</u>				
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	≥ 8:45 AM VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR	_	7:45 AM		l _	_	_	_	_			_	_	_	l —				
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0% 0.000	0%	0%	0%	0%	0%	0%	0%	0.000					
	PEAK HR FACTOR APP/DEPART	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0.000					
ŀ	4:00 PM	0	0	1 0	0	7	T 0	0	1 0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	V O L O I VI L O	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:00 PM			0	0		0	0		^	0	_		^	^	0	
	VOLUMES APPROACH %	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0	0	0	0	0	
	PEAK HR FACTOR		0.000	076	0 %	0.000	076	070	0.000	076	0 %	0.000	076	0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0.000	ł				
	71170217111	Ü	,	0	Ü	,	0	Ü	,	0	Ü	,	<u> </u>	<u> </u>					
						Dı	unaway	Rd											
								DE											
						IN	ORTH SII	DE				_							
		I-8 E	B Ramps	W	EST SIDE	-			EAST SI	DE	I-8 EB	Ramps							
						S	OUTH SII	DE				_							
								Dal											
						I Di	unaway	KU	I										

	<u>DATE:</u> 9/17/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH	<del>1</del> :	El Centr Dunawa I-8 EB F	ay Rd				PROJECT LOCATION CONTRO	ON #:	SC4879 7 STOP W							
	CLASS 6:	NOTES	:								AM		<b>A</b>						
	BUSES										PM MD OTHER OTHER	<b>⋖</b> W	N S ▼	E►					
		NO	ORTHBOL		SC	DUTHBOL		E	ASTBOUN		V	/ESTBOUI				L	J-TURN	NS	
		NL	Dunaway Ro	NR	SL	Dunaway Ro	SR	EL	I-8 EB Ramp	s ER	WL	I-8 EB Ramp	s WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	X	1	0	0	1	X	0.5	0.5	1	X	X	X	TOTAL	IND	30	LD	VVD	IIL
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
$\geq$	8:45 AM VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
⋖	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0					
	APP/DEPART	0	7.45.00	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR VOLUMES	0	7:45 AM 0	0	0	0	0	0	0	0	0	0	0	0		$\cap$	0	$\cap$	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	U	0	0	U	0	
	PEAK HR FACTOR	0 70	0.000	0 70	0 70	0.000	0 70	0 70	0.000	0 70	0 70	0.000	0 70	0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0.000					
	4:00 PM	0	0	0	0	0	0	0	0	0	0	, I 0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
$\stackrel{DM}{\sim}$	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Δ	VOLOIVILO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0					
	APP/DEPART BEGIN PEAK HR	0	4:00 PM	0	0	/	0	0	/	0	0	/	0	0	ł				
	VOLUMES	0	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	U	0	U	U	U	
	PEAK HR FACTOR	0 70	0.000	0 70	0 70	0.000	070	0 70	0.000	0 70	0 70	0.000	070	0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
				L-8 FR	Damn\d/	EST SIDE	N	unaway ORTH SI		EAST SI	DE	1-8 EB	- Damns		-				
					таптрол	LOT OTPL	S	OUTH SI unaway		LAST SI	DL .	. 0 LD							
							Di	unaway	Rd										



AimTD LLC
TURNING MOVEMENT COUNTS



PROJECT #: LOCATION #: CONTROL: LOCATION: NORTH & SOUTH: EAST & WEST: El Centro Dunaway Rd I-8 WB Ramps <u>DATE:</u> 9/17/24 TUESDAY SC4879 8 STOP W

	NOTES:								AM		<b>A</b>	
PCE	Class	1	2	3	4	5	6		PM		Ν	
Adjusted	Factor	1	1.5	2	3	2	2		MD	<b>⋖</b> W		E►
	'								OTHER		S	
									OTHER		▼	

LANES  0			1	NORTHBOUN	ND	S	SOUTHBOUN	ID		EASTBOUN	ID	V	VESTBOUN	1D			L	J-TUR	NS	
LANES:   O   1   X   X   1   O   X   X   X   0.5   0.5   1				Dunaway Rd			Dunaway Rd			I-8 WB Ramps			I-8 WB Ramps							
7.00 AM			NL	NT			ST							WR	TOTAL	NB	SB	EB	WB	TTL
7:15 AM		LANES:	0	1	Х	Χ	1	0	Χ	X	X	0.5	0.5	1		. L				
7:15 AM		7.00 414	0	1	1 0		1.4	1 2	1 0	Ι Λ	1 0	0	1 0	7	27		1	1		0
7.30 AM					ļ		<del></del>	·			<b></b>		- <del></del>	/				-		0
7:45 AM 0 8 0 0 7 1 0 0 0 0 0 13 29 8 8 0 0 0 7 0 0 0 0 0 0 13 29 8 8:00 AM 0 8 0 0 7 0 0 0 0 0 0 0 1 4 20 9 8 8:30 AM 0 0 2 0 0 0 4 1 1 0 0 0 0 0 0 0 2 2 9 8 8:30 AM 0 0 0 0 0 2 7 0 0 0 0 0 0 2 0 5 20 0 5 20 0 0 0 0 0 0																		-		
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8:30 AM 0 0 0 0 0 8 3 3 0 0 0 0 0 0 3 113 8 3 0 0 0 0 0 0 0 0 0 3 113 8 3 13 8 84 5 AM 2 3 0 0 0 2 7 0 0 0 0 2 1 5 20 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					ļ		· '	0			ł		ļ					-		0
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APPROACH % 8% 92% 0% 0% 78% 22% 0% 0% 0% 3% 2% 95%   APPROACH % 30  / 77 63  / 50 0  / 0 53 / 18 0   BEGIN PEAK HR					ļ		<u> </u>	·			<u> </u>		·	<u> </u>						0
APPROACH % 8% 92% 0% 0% 78% 22% 0% 0% 0% 3% 2% 95%   APPROACH % 30  / 77 63  / 50 0  / 0 53 / 18 0   BEGIN PEAK HR	$\geq$	8:45 AM			0	0		,	0	0	,		0							0
APPROACH % 8% 92% 0% 0% 78% 22% 0% 0% 0% 3% 2% 95%   APPROACH % 30  / 77 63  / 50 0  / 0 53 / 18 0   BEGIN PEAK HR	⋖	VOLUMES	3	27	0	0	49	14	0	0	0	2	1	50	145	0	0	0	0	0
BEGIN PEAK HR VOLUMES 1 144 0 0 0 28 3 0 0 0 0 0 38 84 APPROACH % 7% 93% 0% 0% 90% 10% 0% 0% 0% 0% 0% 0% 100% PEAK HR FACTOR APPROACH % 752 31 / 28 0 / 0 38 / 4 0 0 12 2 0 0 0 0 12 2 0 0 0 0 1 0 3 17 4 15 PM 0 4 0 0 6 3 0 0 0 0 0 0 0 0 0 0 0 12 43 1		APPROACH %	8%	92%	0%	0%	78%	22%	0%	0%	0%	3%	2%	95%						
VOLUMES 1 1 14 0 0 0 28 3 0 0 0 0 0 0 38 84 APPROACH % 7% 93% 0% 0% 90% 10% 0% 0% 0% 0% 0% 0% 100% PEAK HR FACTOR 0.500 0.431 0.000 0.000 0.721 0.732 APP/DEPART 15 / 52 31 / 28 0 / 0 38 / 4 0  4:00 PM 0 2 0 0 12 2 0 0 0 12 0 0 0 1 0 1 0 0 17  4:15 PM 0 4 0 0 0 6 3 0 0 0 1 0 0 1 0 3 17  4:30 PM 1 0 0 0 0 12 2 0 0 0 0 0 0 0 0 0 0 0 0		APP/DEPART	30	/	77	63	/	50	0	/	0	53	/	18	0					
APPROACH % 7% 93% 0% 0% 90% 10% 0% 0% 0% 0% 0% 00% 100% 0.732 APP/DEPART 15 / 52 31 / 28 0 / 0 38 / 4 0  4:00 PM 0 2 0 0 12 2 0 0 0 12 0 0 0 1 0 3 17  4:30 PM 1 0 0 0 6 3 0 0 0 0 0 0 0 0 0 12  4:445 PM 0 4 0 0 6 2 0 0 0 0 0 0 0 0 0 12  5:00 PM 0 7 0 0 8 0 0 0 0 0 0 0 0 1 0 0 0 12  5:00 PM 1 3 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0		BEGIN PEAK HR		7:00 AM																
PEAK HR FACTOR 0.500 0.431 0.000 0.721 0.732 APP/DEPART 15 / 52 31 / 28 0 / 0 38 / 4 0  4:00 PM 0 2 0 0 12 2 0 0 0 1 0 0 1 0 0 17  4:15 PM 0 4 0 0 6 3 0 0 0 0 1 0 3 17  4:30 PM 1 0 0 0 6 2 0 0 0 0 0 0 0 0 12  5:00 PM 0 7 0 0 8 0 0 0 0 0 0 0 1 1 0 0 0 12  5:00 PM 0 7 0 0 8 0 0 0 0 0 0 0 0 1 1 0 0 0 7  5:30 PM 1 3 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0		VOLUMES	1	14	0	0	28	3	0	0	0	0	0	38	84					
APP/DEPART 15 / 52 31 / 28 0 / 0 38 / 4 0  4:00 PM 0 2 0 0 12 2 0 0 0 12 0 0 0 1 0 1 0 0 17  4:15 PM 0 4 0 0 6 3 0 0 0 0 1 0 3 17  4:30 PM 1 0 0 0 0 12 2 0 0 0 0 0 0 0 0 0 1 0 3 17  4:45 PM 0 4 0 0 6 2 0 0 0 0 0 0 0 12  5:00 PM 0 7 0 0 8 0 0 0 0 0 0 0 0 1 0 1 0 0 12  5:00 PM 1 3 0 0 1 1 1 0 0 0 0 0 1 1 0 0 7  5:15 PM 1 3 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 7  5:30 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		APPROACH %	7%	93%	0%	0%	90%	10%	0%	0%	0%	0%	0%	100%						
## 4:00 PM		PEAK HR FACTOR		0.500			0.431			0.000			0.721		0.732					
4:15 PM       0       4       0       0       6       3       0       0       0       1       0       3       17         4:30 PM       1       0       0       0       12       2       0       0       0       0       6       21         4:45 PM       0       4       0       0       6       2       0       0       0       0       0       12         5:00 PM       0       7       0       0       8       0       0       0       0       0       0       12       17         5:15 PM       1       3       0       0       1       1       0       0       0       0       0       7       0       0       0       0       0       0       0       7       0 <td< td=""><td></td><td>APP/DEPART</td><td>15</td><td>/</td><td>52</td><td>31</td><td>/</td><td>28</td><td>0</td><td>/</td><td>0</td><td>38</td><td>/</td><td>4</td><td>0</td><td></td><td></td><td></td><td></td><td></td></td<>		APP/DEPART	15	/	52	31	/	28	0	/	0	38	/	4	0					
4:15 PM       0       4       0       0       6       3       0       0       0       1       0       3       17         4:30 PM       1       0       0       0       12       2       0       0       0       0       6       21         4:45 PM       0       4       0       0       6       2       0       0       0       0       0       12         5:00 PM       0       7       0       0       8       0       0       0       0       0       0       12         5:15 PM       1       3       0       0       1       1       0       0       0       0       0       7         5:30 PM       0		4:00 PM	0	2	0	0	12	2	0	0	0	1	0	0	17					0
4:30 PM       1       0       0       0       12       2       0       0       0       0       6       21         4:45 PM       0       4       0       0       6       2       0       0       0       0       0       12         5:00 PM       0       7       0       0       8       0       0       0       0       0       2       17         5:15 PM       1       3       0       0       1       1       0       0       0       0       0       7         5:30 PM       0       0       0       0       0       0       0       0       0       0       0       0       7         5:30 PM       0		4:15 PM	0	4	0	0	6	3	0	0	0	1	0	3	17					0
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VOLUMES 2 21 0 0 49 12 0 0 0 3 0 18 105 0 0 0 APPROACH % 9% 91% 0% 0% 80% 20% 0% 0% 0% 14% 0% 86%	L				<u> </u>		<u> </u>	<u></u>			<u> </u>			ł			+	-		0
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1 APPRILETARY 1 /3 / 39 1 DI / 3/ 1 U / U 1 /I / 14 1 U 1		APP/DEPART	23	/	39	61	/	52	0	/	0	21	/	14	0					
BEGIN PEAK HR 4:00 PM				4:00 PM	0,	0.	'	02			<u> </u>				Ŭ					
VOLUMES 1 10 0 0 35 9 0 0 0 2 0 9 66	1	-	1		0	0	35	9	0	0	0	2	0	9	66					
APPROACH % 9% 91% 0% 0% 80% 20% 0% 0% 0% 18% 0% 82%	1				-	-								-						
PEAK HR FACTOR 0.688 0.777 0.000 0.458 0.799	1		,,,,		0,0	0,0		2070			0,0	1070		0270	0.799					
APP/DEPART 11 / 19 44 / 37 0 / 0 11 / 10 0	1		11	/	10	11	/	37	0	/	Λ	11	/	10						

		Dunaway Rd  NORTH SIDE		
-8 WB Ramps	WEST SIDE	NORTH SIDE	EAST SIDE	I-8 WB Ramps
		SOUTH SIDE		
		Dunaway Rd		

	<u>DATE:</u> 9/17/24 TUESDAY	LOCATI NORTH EAST &	ON: & SOUTH	1:	El Centr Dunawa I-8 WB	o ıy Rd	o. toi. 7 i	7 200 70	,00 t3 t t	PROJEC LOCATION	T #: N #:	SC4879 8 STOP W						
	CLASS 1: PASSENGER VEHICLES	NOTES	:								AM PM MD OTHER OTHER	◀ W	N N S	E▶				
		NC	ORTHBOU Dunaway Rd		SC	UTHBOU Dunaway Rd			ASTBOUN 1-8 WB Ramp			ESTBOUN				U-TUF	RNS	
	LANES:	NL 0	NT 1	NR X	SL X	ST 1	SR 0	EL X	ET X	ER X	WL 0.5	WT 0.5	WR 1	TOTAL	NB SE	EB	WB	TTL
	7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM OLUMES PPROACH %	0 1 0 0 0 0 0 0	2 1 2 6 2 2 0 0 0 15 94%	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	7 0 5 4 7 1 6 2 32 80%	2 0 0 1 0 1 3 1 8 20%	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 1 0 0 0	4 6 4 10 1 0 1 0 26 96%	15 8 11 21 11 4 10 3 83	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0
A B V A P	PP/DEPART EGIN PEAK HR OLUMES PPROACH % EAK HR FACTOR PP/DEPART	16 1 8%	7:00 AM 11 92% 0.500	41 0 0%	40 0 0%	/ 16 84% 0.528	32 3 16%	0 0 0%	/ 0 0% 0.000 /	0 0 0%	27 0 0%	/ 0 0% 0.600 /	10 24 100%	0 55 0.655 0	0 0	0	0	
	4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM OLUMES PPROACH %	0 0 1 0 0 1 0 0 2 22%	2 1 0 1 2 0 0 0 1 7 78%	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	12 3 10 1 5 1 0 2 34 79%	2 1 2 2 0 1 0 1 9 21%	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	1 0 0 0 1 0 0 3 33%	0 0 0 0 0 0 0 0	0 0 0 0 2 0 0 4 6 67%	17 6 13 4 9 4 0 8 61	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0
B V A P	PP/DEPART EGIN PEAK HR OLUMES PPROACH % EAK HR FACTOR PP/DEPART	9 1 20% 5	/ 4:00 PM 4 80% 0.625 /	13 0 0% 4	0 0% 33	/ 26 79% 0.589 /	37 7 21% 28	0 0 0%	/ 0 0% 0.000 /	0 0 0%	9 2 100% 2	/ 0 0% 0.500 /	11 0 0% 8	0 40 0.588 0	0 0	0	0	
		I-8 WE	3 Ramps	W	EST SIDE	N	unaway ORTH SII		EAST SI	DE	I-8 WE	- B Ramps						
							DUTH SII Inaway					-						

	<u>DATE:</u> 9/17/24 TUESDAY	EAST 8	I & SOUTH & WEST:	H:	El Centr Dunawa I-8 WB	o ay Rd	o. toi. 7 i	1 200 70	oo csea	PROJEC LOCATION	T #: ON #:	SC4879 8 STOP W	,						
	CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES	S:								AM PM MD OTHER OTHER	<b>⋖</b> W	N S V	E►					
		N	ORTHBOL Dunaway Rd		SC	OUTHBOU Dunaway Rd			ASTBOUN			/ESTBOUI				U-	TURN	1S	
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
_	LANES		1	X	X	1	0	X	X	X	0.5	0.5	1	0		^	^	^	0
	7:00 AM 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1		0	0	0	0
	7:30 AM 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1 0	1		0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1		0	0	0	0
	8:30 AM	0	0	0	0	1	0	0	0	0	0	0	1	2		0	0	0	0
2	8:45 AM VOLUMES	1	2	0	0	1	0	0	0	0	1	0	4	3 9		0	0	0	0
	APPROACH %	33%	67%	0%	0%	100%	0%	0%	0%	0%	20%	0%	80%	7	0	U	U	U	U
	APP/DEPART	3	/	6	1	/	2	0	/	0	5	/	1	0					
	BEGIN PEAK HR		7:00 AM			0	0		0	0		0	4	0		^	0	0	
	VOLUMES APPROACH %	0 0%	2 100%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	1 100%	3	0	0	0	0	
	PEAK HR FACTO		0.500	0 70	0 70	0.000	0 70	0 76	0.000	0 70	0 76	0.250	10076	0.750					
	APP/DEPART	2	/	3	0	/	0	0	/	0	1	/	0	0	<u> </u>				
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
	4:15 PM 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1		0	0	0	0
	4:45 PM	0	0	0	0	1 1	0	0	0	0	0	0	0	1		0	0	0	0
	5:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	3		0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0
	5:30 PM 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
2	VOLUMES	0	3	0	0	2	2	0	0	0	0	0	0	7	-	0	0	0	0
	APPROACH %	0%	100%	0%	0%	50%	50%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	3	/	3	4	/	2	0	/	0	0	/	2	0					
	BEGIN PEAK HR VOLUMES	0	4:00 PM 0	0	0	2	1	0	0	0	0	0	0	3	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	67%	33%	0%	0%	0%	0%	0%	0%	J		U	U	U	
	PEAK HR FACTO	R	0.000			0.750			0.000			0.000		0.750					
L	APP/DEPART	0	/	0	3	/	2	0	/	0	0	/	1	0	ļ				
						l Du	unaway	Rd	1										
						N	ORTH SI	DE				_							
		1-8 W	B Ramps	WI	EST SIDE				EAST SI	DE	1-8 WE	Ramps							
						S	OUTH SII	DE				=							
						Du	unaway	Rd	l										

	<u>DATE:</u> 9/17/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH	l:	El Centr Dunawa I-8 WB	y Rd				PROJEC LOCATION CONTRO	ON #:	SC4879 8 STOP W							
	CLASS 3: 3-AXLE TRUCKS	NOTES	i:								AM PM MD OTHER	<b>■</b> W	N S	E►					
		NO	ORTHBOU Dunaway Rd	ND	SC	UTHBOU Dunaway Rd		E	ASTBOUI		W	/ESTBOUN				U	-TUR	NS	
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	0	1	X	Х	1	0	Χ	X	X	0.5	0.5	1		<u> </u>				
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MA	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			Ü	Ü	Ü	Ü
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	1				
	BEGIN PEAK HR		7:00 AM												1				
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	l				
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Z	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0	U	U	U	U
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR	-	4:00 PM		Ü	,		Ü	•						1				
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		<u> </u>				
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
L	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	1				
							inaway ORTH SII					_							
		1-8 WE	3 Ramps	WE	EST SIDE				EAST SI	DE	I-8 WE	3 Ramps							
						S	OUTH SII	DE				_							
						Du	ınaway	Rd											

		<u>DATE:</u> 9/17/24 TUESDAY	LOCATI NORTH EAST &	ON: & SOUTH		El Centr Dunawa I-8 WB	o y Rd				PROJEC LOCATION	T #: N #:	SC4879 8 STOP W	,						
	Ī	CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES	:: 								AM PM MD OTHER OTHER	<b>■</b> W	N S	E▶					
	ľ		No	ORTHBOU Dunaway Rd	ND	SC	OUTHBOU	ND		ASTBOUT			/ESTBOUI				U	I-TUR	NS	
	ŀ		NL	NT	NR	SL	Dunaway Rd	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
		LANES:	0	1	Χ	X	1	0	Χ	X	X	0.5	0.5	1		<u> </u>				
		7:00 AM 7:15 AM	0	0	0	0	3	0	0	0	0	0	0	1	4	0	0	0	0	0
	-	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	ŀ	7:45 AM	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0
		8:00 AM	0	2	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0
		8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	ŀ	8:30 AM 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0 4	0	0	0	0	0
	¥.	VOLUMES	0	3	0	0	5	2	0	0	0	0	0	6	16	0	0	0	0	0
		APPROACH %	0%	100%	0%	0%	71%	29%	0%	0%	0%	0%	0%	100%	10		U	U	U	U
		APP/DEPART	3	/	9	7	/	5	0	/	0	6	/	2	0	1				
		BEGIN PEAK HR		7:00 AM												l				
		VOLUMES	0	0	0	0	4	0	0	0	0	0	0	4	8	0	0	0	0	
		APPROACH % PEAK HR FACTOR	0%	0% 0.000	0%	0%	100%	0%	0%	0% 0.000	0%	0%	0% 1.000	100%	0.500					
		APP/DEPART	0	0.000	4	4	0.333	4	0	/	0	4	1.000	0	0.500	-				
ŀ	-1	4:00 PM	0	0	0	0	0	0	0	1 0	T 0	0	0	0	0	0	0	0	0	0
	ľ	4:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0
		4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
		4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	ŀ	5:00 PM 5:15 PM	0	0	0	0	1 0	0	0	0	0	0	0	0	1	0	0	0	0	0
	ŀ	5:30 PM	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0
ı,	_	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
П	₽.	VOLUMES	0	3	0	0	4	0	0	0	0	0	0	4	11	0	0	0	0	0
		APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%						
		APP/DEPART	3	/ 4.00.DM	7	4	/	4	0	/	0	4	/	0	0	4				
		BEGIN PEAK HR VOLUMES	0	4:00 PM 2	0	0	2	0	0	0	0	0	0	3	7	0	0	0	0	
		APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	,		U	0	U	
		PEAK HR FACTOR		0.500			0.500			0.000			0.375		0.583					
L		APP/DEPART	2	/	5	2	/	2	0	/	0	3	/	0	0	1				
								naway												
							NO	ORTH SI	DE				_							
			1-8 WE	3 Ramps	WE	ST SIDE				EAST SI	DE	I-8 WE	Ramps							
							SC	OUTH SII	DE				_							
							Du	naway	Rd											

	<u>DATE:</u> 9/17/24 TUESDAY	LOCATION NORTH EAST &	& SOUTH	<del>1</del> :	El Centr Dunawa I-8 WB	y Rd				PROJECT LOCATION CONTRO	ON #:	SC4879 8 STOP W							
	CLASS 5: RV	NOTES	:								AM PM MD OTHER OTHER	<b>⋖</b> W	N S	E►					
		NC	RTHBOU		SC	OUTHBOU			ASTBOU		V	/ESTBOUN				U	-TURN:	S	
		NL	Dunaway Rd	NR	SL	Dunaway Rd	SR	EL	I-8 WB Ramp	ER	WL	I-8 WB Ramp	WR	TOTAL	NB	SB	EB \	VB TT	L
_	LANES:	0	1	Χ	X	1	0	Χ	Χ	X	0.5	0.5	1		<u> </u>				_
	7:00 AM 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0 0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0 0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0 0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0 0	
	8:30 AM 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0 0	
N	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0 0	_
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			Ü	Ü	0	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM			_	_			_		_		_				_	
	VOLUMES APPROACH %	0 0%	0 0%	0 0%	0	0 0%	0 0%	0	0	0 0%	0 0%	0 0%	0	0	0	0	0	0	
	PEAK HR FACTOR	0%	0.000	0%	0%	0.000	0%	0%	0% 0.000	0%	0%	0.000	0%	0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0.000					
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
	4:45 PM 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0 0	
	5:00 PM 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0 0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0 0	
5	E 4E D14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0 0	
Md	VOLOIVILO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART BEGIN PEAK HR	0	4:00 PM	0	0	/	0	0	/	0	0	/	0	0					
	VOLUMES	0	4.00 PIVI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
							ınaway												
						N	ORTH SI	DE				_							
		I-8 WE	3 Ramps	W	EST SIDE				EAST SI	DE	I-8 WE	3 Ramps							
						S	OUTH SII	DE				_							
						Du	unaway	Rd											

	<u>DATE:</u> 9/17/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH	<b>1</b> :	El Centr Dunawa I-8 WB	ıy Rd				PROJEC LOCATION CONTRO	ON #:	SC4879 8 STOP W								
	CLASS 6:	NOTES	S:								AM		<b>A</b>		1					
	BUSES										PM MD OTHER OTHER	◀ W	N S ▼	E►						
		No	ORTHBOU	ND	SC	OUTHBOU	ND	E	ASTBOU	ND	V	/ESTBOUN	ND.		Ī	U-	-TURI	NS.		l
			Dunaway Rd			Dunaway Rd			I-8 WB Ramp			I-8 WB Ramp			<b>!</b>					ĺ
	LANES:	NL 0	NT 1	NR X	SL X	ST 1	SR 0	EL X	ET X	ER X	WL 0.5	WT 0.5	WR 1	TOTAL	NB	SB	EB	WB	TTL	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ĺ
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ĺ
	7:30 AM 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ĺ
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ĺ
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ĺ
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ĺ
-	0.45.414	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ĺ
<	S 8:45 AM VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ĺ
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0						
	BEGIN PEAK HR		7:00 AM			0	0		0	0	0	0	0	0		0	_	0		
	VOLUMES APPROACH %	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0	0	0	0	0		
	PEAK HR FACTOR		0.000	0 %	076	0.000	0 %	0 %	0.000	076	0 70	0.000	076	0.000						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0.000	-					
H	4:00 PM	0	T 0	0	0	0	0	0	0	0	0	T 0	0	0	0	0	0	0	0	ı
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ĺ
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ĺ
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ĺ
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ĺ
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ĺ
	5:30 PM 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ĺ
ć	5:45 PM VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ĺ
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			Ü	O	U	O	i
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0						
	BEGIN PEAK HR		4:00 PM																	
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.000						
	PEAK HR FACTOR APP/DEPART	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0.000						
L	AFF/DLFANT	U	/	- 0	U	/	- 0	U	/	- 0	U	/	- 0	U	J					
								unaway IORTH SI												
				1-8 WE	Ram <b>já</b> s	EST SIDE				EAST SI	DE	I-8 WB	Ramps							
							S	OUTH SI	DE											
							Di	unaway	Rd											

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<u>DATE:</u> Tue, Sep 17, 24 LOCATION: El Centro PROJECT #: SC4879 NORTH & SOUTH: W Evan Hewes Hwy LOCATION #: EAST & WEST: Dunaway Rd STOP N NOTES: Ν ◀ W E► S NORTHBOUND SOUTHBOUND EASTBOUND WESTBOUND U-TURNS NT SL SR EL ΕT WL WT WR TOTAL NB NL ST ER SB EΒ WB TTL 7:15 AM 0 0 0 0 6 23 7:30 AM 0 0 7:45 AM 0 15 0 0 0 0 6 6 0 0 8:00 AM 0 0 0 8:15 AM 0 0 0 0 0 4 0 14 0 0 8:30 AM 0 12 13 0 0 0 0 0 0 0 0 8:45 AM 0 0 VOLUMES 24 149 0 28 12 0 0 0 APPROACH % 53% 0% 47% 0% 0% 0% 0% 41% 59% 32% 68% 0% APP/DEPART 47 59 BEGIN PEAK HR 7:00 AM VOLUMES 0 93 18 0 0 0 14 19 15 0 0 0 0 APPROACH % 45% 0% 55% 0% 0% 0% 0% 42% 58% 25% 75% 0% PEAK HR FACTOR 0.556 0.000 0.688 0.714 0.684 APP/DEPART 0 0 22 17 0 0 0 0 6 8 0 4:15 PM 0 0 0 0 4:30 PM 21 19 0 0 0 4:45 PM 0 0 0 0 0 10 0 0 5:00 PM 13 5 0 0 0 0 0 5:15 PM 0 0 0 0 0 0 0 0 0 0 8 0 5:45 PM 0 0 0 0 0 0 0 0 6 VOLUMES 35 53% 12 0 0 0 APPROACH % 57% 0% 43% 0% 0% 0% 0% 47% 63% 38% 0% APP/DEPART 66 BEĞIN PEAK HR 4:00 P VOLUMES 0 0 0 0 24 27 11 8 0 79 0 0 0 APPROACH % 67% 33% 0% 0% 0% 47% 53% 58% 42% 0% 0% 0% PEAK HR FACTOR 0.000 0.797 0.898 0.563 0.679 APP/DEPART W Evan Hewes Hwy

NORTH LEG

Dunaway Rd WEST LEG EAST LEG Dunaway Rd

> SOUTH LEG W Evan Hewes Hwy

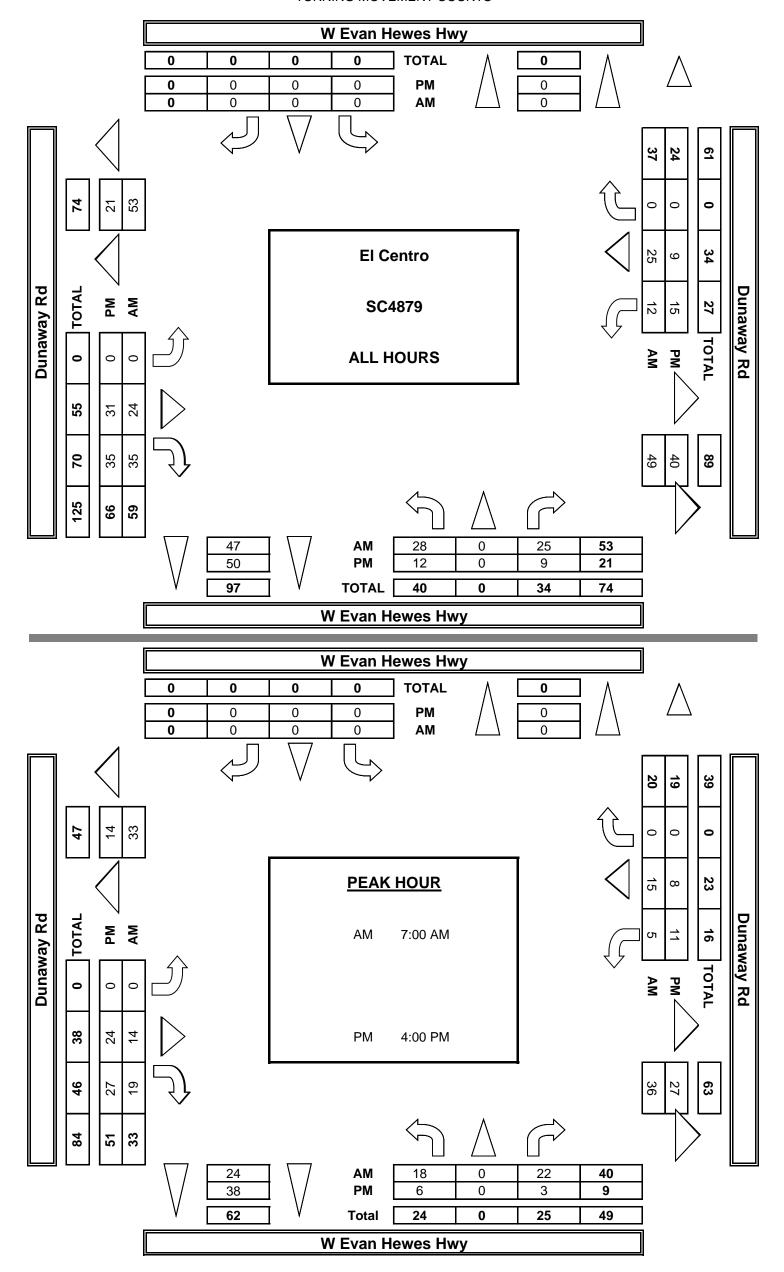
	7:00 AM
	7:15 AM
	7:30 AM
₽M	7:45 AM
₹	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
	TOTAL
	4:00 PM
	4:15 PM
	4:30 PM
₽	4:45 PM
Д	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
	TOTAL

	ALL PED	+ BIKE &	SCOOTER	
N LEG	S LEG	E LEG	W LEG	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

	PEDEST	RIAN CRO	SSINGS	
N LEG	S LEG	E LEG	W LEG	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BICYC	CLE & SO	2001EF	R CROS	SINGS
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

AimTD LLC
TURNING MOVEMENT COUNTS



## INTERSECTION TUF

PREPARED BY: AimTD LI

<u>DATE:</u> 9/17/24 TUESDAY

LOCATION: NORTH & SOUTH: EAST & WEST:

El Centro W Evan Hewes Hwy Dunaway Rd

	NOTES:				
PCE	Class	1	2	3	4
Adjusted	Factor	1	1.5	2	3

		N	ORTHBOUN	ID	S	SOUTHBOUNI
		\	W Evan Hewes Hv	vy		W Evan Hewes H
		NL	NT	NR	SL	ST
	LANES:	0	Χ	0	Χ	X
					1	
	7:00 AM	7	0	1	0	0
	7:15 AM	8	0	2	0	0
	7:30 AM	6	0	5	0	0
	7:45 AM	4	0	18	0	0
	8:00 AM	8	0	1	0	0
	8:15 AM	6	0	3	0	0
	8:30 AM	0	0	0	0	0
>	8:45 AM	8	0	0	0	0
AM	VOLUMES	46	0	29	0	0
	APPROACH %	61%	0%	39%	0%	0%
	APP/DEPART	74	/	0	0	/
	BEGIN PEAK HR		7:00 AM			
	VOLUMES	25	0	25	0	0
	APPROACH %	49%	0%	51%	0%	0%
	PEAK HR FACTOR		0.589			0.000
	APP/DEPART	50	/	0	0	/
	4:00 PM	1	0	0	0	0
	4:15 PM	6	0	2	0	0
	4:30 PM	6	0	0	0	0
	4:45 PM	3	0	1	0	0
	5:00 PM	1	0	6	0	0
	5:15 PM	1	0	0	0	0
	5:30 PM	6	0	0	0	0
5	5:45 PM	2	0	2	0	0
PM	VOLUMES	26	0	11	0	0
	APPROACH %	71%	0%	29%	0%	0%

APP/DEPART	37	/	0	0	/
BEGIN PEAK HR		4:00 PM			_
VOLUMES	16	0	3	0	0
APPROACH %	84%	0%	16%	0%	0%
PEAK HR FACTOR		0.594			0.000
APP/DEPART	19	/	0	0	/

Dunaway Rd WEST SIDE

W E

### RNING MOVEMENT COUNTS

LC. tel: 714 253 7888 cs@aimtd.com

0%

0%

53%

47%

59%

41%

0%

PROJECT #: SC4879

LOCATION #:

CONTROL: STOP N

		1		AM			
5	6			PM	<b>1</b> \//	N	E►
2	2			MD	<b>■</b> W	1 .	
				OTHER		S	
				OTHER		▼	
	Г		n	\ \ \	VECTDOLIN	ID	
D		EASTBOUN	D	V	VESTBOUN	ID	
NY CD	ГІ	Dunaway Rd	ГП	۱۸/۱	Dunaway Rd	WD	TOTAL
SR X	EL X	ET 1	ER 0	WL O	WT	WR X	TOTAL
Λ	Λ	I	U	U	I	Λ	
0	0	7	14	4	3	0	36
0	0	1	0	0	3	0	14
0	0	11	5	0	4	0	30
0	0	3	8	1	11	0	44
0	0	3	5	1	4	0	22
0	0	4	4	1	9	0	26
0	0	1	8	3	3	0	15
0	0	10	4	4	3	0	28
0	0	40	48	14	38	0	214
0%	0%	46%	54%	27%	73%	0%	
62	88	/	69	52	/	84	0
		· · · · · · · · · · · · · · · · · · ·	<u> </u>	92	·		Ü
0	0	22	27	5	20	0	124
0%	0%	45%	55%	20%	80%	0%	
		0.583			0.543		0.710
32	49	/	47	25	/	45	0
0	0	6	8	4	7	0	26
0	0	6	6	3	3	0	26
0	0	9	13	2	1	0	31
0	0	14	5	4	1	0	28
0	0	3	4	3	0	0	17
0	0	2	1	1	0	0	5
0	0	6	5	0	1	0	18
0	0	0	0	3	0	0	7
0	0	46	42	19	13	0	156
00/	00/	F00/	4707	I 500/	4407	00/	

60	88	/	57	32	/	39	0
0	0	35	32	12	12	0	110
0%	0%	53%	47%	50%	50%	0%	
		0.773			0.545		0.898
44	67	/	38	24	/	28	0

van Hewes Hwy		
NORTH SIDE		
	EAST SIDE	Dunaway Rd
SOUTH SIDE		
van Hewes Hwy		

	U	-TUR	NS							
NB	SB	EB	WB	TTL						
				0						
				0						
				0						
				0						
				0						
			0							
			0							
			0							
0	0 0 0									
				0						
				0						
				0						
				0						
				0						
				0						
		0		0						
0	0	0	0							

		<u>DATE:</u> 9/17/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH		El Centr	o Hewes H		4 233 70	४४४ ८५८४ व	PROJEC LOCATION	T #: ON #:	SC4879 9 STOP N							
	P	CLASS 1: ASSENGER VEHICLES	NOTES	;								AM PM MD OTHER	<b>■</b> W	N N S	E▶					
				ORTHBOU			DUTHBOL			ASTBOUN		V	/ESTBOUI				U	-TUR	NS	
			NL W	/ Evan Hewes F	Hwy NR	SL	Evan Hewes	Hwy SR	EL	Dunaway Rd	ER	WL	Dunaway Rd	WR	TOTAL	NB	SB	EB	WB	TTL
		LANES:	0	X	0	X	X	X	X	1	0	0	1	X	10171		35	LD	WB	
T		7:00 AM	4	0	1	0	0	0	0	0	5	4	3	0	17	0	0	0	0	0
		7:15 AM	5	0	2	0	0	0	0	1	0	0	3	0	11	0	0	0	0	0
		7:30 AM	3	0	3	0	0	0	0	5	5	0	2	0	18	0	0	0	0	0
		7:45 AM	2	0	13	0	0	0	0	3	5	1	3	0	27	0	0	0	0	0
		8:00 AM	2	0	1	0	0	0	0	3	5	1	2	0	14	0	0	0	0	0
		8:15 AM 8:30 AM	0	0	0	0	0	0	0	1	6	3	0	0	6 10	0	0	0	0	0
		8:45 AM	0	0	0	0	0	0	0	0	1	1	1	0	3	0	0	0	0	0
	$\sim$	UMES	17	0	21	0	0	0	0	14	28	11	15	0	106	0	0	0	0	0
	, O L	ROACH %	45%	0%	55%	0%	0%	0%	0%	33%	67%	42%	58%	0%	100				O	
		/DEPART	38	/	0	0	/	39	42	/	35	26	/	32	0					
	BEG	IN PEAK HR		7:00 AM																
		UMES	14	0	19	0	0	0	0	9	15	5	11	0	73	0	0	0	0	
		ROACH %	42%	0%	58%	0%	0%	0%	0%	38%	63%	31%	69%	0%						
		K HR FACTOR		0.550			0.000			0.600			0.571		0.676					
ŀ		/DEPART	33		0	0	/	20	24	/	28	16	/	25	0	-			0	0
		4:00 PM	1	0	0	0	0	0	0	3	8	1	3	0	20 12	0	0	0	0	0
		4:15 PM 4:30 PM	0	0	2	0	0	0	0	0	11	2	1	0	14	0	0	0	0	0
		4:45 PM	0	0	1	0	0	0	0	5	2	2	1	0	11	0	0	0	0	0
		5:00 PM	1	0	1	0	0	0	0	3	4	0	0	0	9	0	0	0	0	0
		5:15 PM	1	0	0	0	0	0	0	2	1	1	0	0	5	0	0	0	0	0
	-	5:30 PM	0	0	0	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0
	≥ VOI	5:45 PM	2	0	2	0	0	0	0	0	0	1	0	0	5	0	0	0	0	0
		UMES	5	0	6	0	0	0	0	19	31	11	7	0	79	0	0	0	0	0
		ROACH %	45%	0%	55%	0%	0%	0%	0%	38%	62%	61%	39%	0%						
		/DEPART	11	/	0	0	/	42	50	/	25	18	/	12	0					
		IN PEAK HR		4:00 PM			0			4.4	0.4		,				_	0	0	
		UMES	1	0	3	0	0	0	0	14	24	9	6	0	57	0	0	0	0	
		ROACH %	25%	0% 0.500	75%	0%	0% 0.000	0%	0%	37% 0.679	63%	60%	40%	0%	0.713					
		K HR FACTOR /DEPART	4	/	0	0	/	33	38	/	17	15	0.750	7	0.713					
			Duna	away Rd	W	EST SIDE	N	an Hewe		EAST SI		Dunaw	- ray Rd							
							S	OUTH SII	DE				_							
							W Eva	an Hewe	es Hwy											

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	<u>DATE:</u> 9/17/24 TUESDAY	LOCATION NORTH	& SOUTH	<del>1</del> :	El Centr W Evan Dunawa	Hewes H	Wy			PROJECT LOCATION CONTRO	ON #:	SC4879 9 STOP N							
	CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES	:								AM PM MD OTHER OTHER	<b>■</b> W	N N S ▼	E►					
			ORTHBOL			OUTHBOL		E	ASTBOUN		V	VESTBOUN				L	J-TUR	NS	
	LANES:	NL O	V Evan Hewes I	NR 0	SL X	ST X	SR X	EL X	Dunaway Ro	ER 0	WL 0	Dunaway Rd WT 1	WR X	TOTAL	NB	SB	EB	WB	TT
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM 7:45 AM	0	0	1	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	1	0	1	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
AM	8:45 AM	1	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
⋖	VOLUMES	3	0	3	0	0	0	0	0	1	0	4	0	11	0	0	0	0	0
	APPROACH % APP/DEPART	50%	0%	50%	0%	0%	0%	0%	0%	100%	0% 4	100%	0% 7	0					
	BEGIN PEAK HR	0	7:00 AM		U	/	ı	l l	/	J	4	/	/	U					
	VOLUMES	1	0	2	0	0	0	0	0	0	0	2	0	5	0	0	0	0	
	APPROACH %	33%	0%	67%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.375			0.000			0.000			0.500		0.417					
	APP/DEPART	3	/	0	0	/	0	0	/	2	2	/	3	0					0
	4:00 PM 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM 4:30 PM	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	2	0	1	0	0	3	0	0	0	0	0
	5:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
$\mathbb{P}$	5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
Ф	VOLUMES	0	0	3	0	0	0	0	4	1	3	0	0	11	0	0	0	0	0
	APPROACH % APP/DEPART	0% 3	0%	100%	0%	0%	0% 4	0% 5	80%	20% 7	100%	0%	0%	0	1				
	BEGIN PEAK HR	J	4:00 PM		U	/	4	5	/	1	J	/	U	U					
	VOLUMES	0	0	0	0	0	0	0	4	1	2	0	0	7	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	80%	20%	100%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.417			0.500		0.583					
	APP/DEPART	0	/	0	0	/	3	5	/	4	2	/	0	0					
							an Hewe ORTH SII	3				_							
		Duna	away Rd	WE	EST SIDE	<u> </u>			EAST SI	DE	Dunaw	ay Rd							
						S	OUTH SII	DE				_							
						W Eva	an Hewe	es Hwy											

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	<u>DATE:</u> 9/17/24 TUESDAY	EAST &	& SOUTH WEST:		El Centr	o Hewes H			oo cse al	PROJEC LOCATI CONTRO	T#: ON#: OL:	SC4879 9 STOP N			•				
	CLASS 3: 3-AXLE TRUCKS	NOTES	:								AM PM MD OTHER OTHER	<b>⋖</b> W	N S	E►					
			ORTHBOL			DUTHBOL		E	EASTBOUN		V	VESTBOUN				U	-TUR	NS	
		NL W	V Evan Hewes I	Hwy NR	SL	Evan Hewes	Hwy SR	EL	Dunaway Rd	ER	WL	Dunaway Rd	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	0	Χ	0	Χ	Χ	Χ	X	1	0	0	1	Χ						
	7:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	7:15 AM 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	≥ 8:45 AM ▼ VOLUMES	0	0	0	0	0	0	0	2	0	0	1	0	2 5	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	5	0	U	U	U	U
	APP/DEPART	0	/	0	0	/	0	4	/	4	1	/	1	0	1				
	BEGIN PEAK HR		7:00 AM																_
	VOLUMES	Ο	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0.050					
	PEAK HR FACTOR	0	0.000	0	0	0.000			0.250	2	0	0.000	0	0.250	_				
H	APP/DEPART 4:00 PM	0	1 0	0	0	0	0	2	1 0	2	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
I.	5:30 PM 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM VOLUMES	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%			Ü	Ü	Ü	Ū
	APP/DEPART	0	/	0	0	/	0	3	/	3	0	/	0	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	
	APPROACH % PEAK HR FACTOR	0%	0% 0.000	0%	0%	0% 0.000	0%	0%	100% 0.250	0%	0%	0% 0.000	0%	0.250					
	APP/DEPART	0	/	0	0	/	0	3	/	3	0	/	0	0.230	-				
							an Hewe	3				_			•				
		Dun	away Rd	W	EST SIDE				EAST SI	DE	Dunaw	/ay Rd							
						S	OUTH SI	DE				_							
						W Eva	an Hewe	es Hwy	I										

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	<u>DATE:</u> 9/17/24 TUESDAY	EAST &	& SOUTH WEST:		El Centr	o Hewes H		7 200 70	joo cse ai	PROJEC LOCATI CONTRO	T #: ON #: DL:	SC4879 9 STOP N			•				
	CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES	:								AM PM MD OTHER OTHER	◀ W	N S	E►					
			ORTHBOU			DUTHBOL		E	ASTBOU		V	VESTBOUN	ND		Ī	U	I-TUR	NS	
		NL W	/ Evan Hewes	NR	SL	Evan Hewes	SR	EL	Dunaway Ro	ER	WL	Dunaway Rd	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	0	X	0	X	X	X	X	1	0	0	1	Χ		<u> </u>				
	7:00 AM	1	0	0	0	0	0	0	1	3	0	0	0	5	0	0	0	0	0
	7:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:30 AM 7:45 AM	0	0	0	0	0	0	0	2	0	0	0 2	0	3 4	0	0	0	0	0
	7:45 AIVI 8:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:15 AM	1	0	0	0	0	0	0	1	1	0	2	0	5	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
_		2	0	0	0	0	0	0	2	1	1	0	0	6	0	0	0	0	0
$\leq$	8:45 AM VOLUMES	8	0	1	0	0	0	0	6	6	1	5	0	27	0	0	0	0	0
	APPROACH %	89%	0%	11%	0%	0%	0%	0%	50%	50%	17%	83%	0%						
	APP/DEPART	9	/	0	0	/	7	12	/	7	6	/	13	0	1				
	BEGIN PEAK HR		7:00 AM	1											1				_
	VOLUMES	3	0	1	0	0	0	0	3	4	0	2	0	13	0	0	0	0	
	APPROACH %	75%	0%	25%	0%	0%	0%	0%	43%	57%	0%	100%	0%						
	PEAK HR FACTOR		1.000			0.000			0.438			0.250		0.650	_				
	APP/DEPART	4	/	0	0	/	4	7	/	4	2	/	5	0	┨┌┯	T 6			0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	4:15 PM 4:30 PM	2	0	0	0	0	0	0	2	0	0	0	0	4	0	0	0	0	0
	4:30 PM 4:45 PM	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	2	0	0	0	0	0	0	2	1	0	0	0	5	0	0	0	0	0
_		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
$\mathbb{P}\mathbb{M}$	VOLUMES	7	0	0	0	0	0	0	5	3	1	2	0	18	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	63%	38%	33%	67%	0%		l •				
	APP/DEPART	7	/	0	0	/	4	8	/	5	3	/	9	0	]				
	BEGIN PEAK HR		4:00 PM												<b></b>				-
	VOLUMES	5	0	0	0	0	0	0	3	2	0	2	0	12	0	0	0	0	
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	60%	40%	0%	100%	0%						
	PEAK HR FACTOR	Г	0.625	0	0	0.000	2	-	0.625	2		0.250	7	0.750	_				
	APP/DEPART	5	/	0	0	/	2	5	/	3	2	/	7	0	]				
						\\/ E\/	an Hewe	os Hvava	I										
						V V L V C	anncvvc	,3 1 1 V Y											
						N	ORTH SI	DF											
						_ '`						_							
		Duna	away Rd	W	EST SIDE	- - -			EAST SI	DE	Dunaw	ay Rd							
			5									2							
						_						_							
						S	OUTH SI	DE											
						, , , -													
						I M FAS	an Hewe	es Hwy											

	<u>DATE:</u> 9/17/24 TUESDAY	EAST &	& SOUTH WEST:	<b>1</b> :	El Centr W Evan Dunawa	Hewes H	wy			PROJEC LOCATI CONTRO	ON #: OL:	SC4879 9 STOP N							
	CLASS 5: RV	NOTES	:								AM PM MD OTHER OTHER	<b>⋖</b> W	N S	E►					
			ORTHBOL			DUTHBOL		E	ASTBOUN		V	VESTBOU				U	I-TUR	NS	
		NL W	V Evan Hewes I	Hwy NR	SL	Evan Hewes I	SR	EL	Dunaway Rd	ER	WL	Dunaway Rd	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	0	X	0	Χ	X	X	Χ	1	0	0	1	Χ						
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1_		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VV	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			U	U	U	U
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	1				
	BEGIN PEAK HR	Ü	7:00 AM		Ü			Ŭ	,		Ü	,		Ŭ	1				
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	1				
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Md	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
"	VOLOIVILO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH % APP/DEPART	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0	ł				
	BEGIN PEAK HR	0	4:00 PM		0	/	U	0	/	U	0	/	0	U	ł				
	VOLUMES	0	4:00 PM 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			U	U	U	
	PEAK HR FACTOR	0 70	0.000	070	0 70	0.000	070	0 70	0.000	070	0 70	0.000	070	0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	1				
							an Hewe ORTH SII	3				_							
		Dun	away Rd	WI	EST SIDE	_	<del>.</del>		EAST SII	DE	Dunaw	/ay Rd -							
						S	OUTH SII	DF											
						W Eva	an Hewe	es Hwy											

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

	<u>DATE:</u> 9/17/24 TUESDAY	EAST &	ON: & SOUTH WEST:		El Centr	o Hewes H		14 233 76	500 636 6	PROJEC LOCATION	T #: ON #:	SC4879 9 STOP N			_				
	CLASS 6: BUSES	NOTES	S:								AM PM MD OTHER OTHER	<b>■</b> W	N S	E►					
			ORTHBOU			OUTHBOU		E	ASTBOU		V	/ESTBOUI				L	I-TUR	NS	
		NL	/ Evan Hewes I	NR NR	SL	Evan Hewes	SR	EL	Dunaway R ET	ER	WL	Dunaway Rd	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	0	X	0	X	X	X	X	1	0	0	1	X						
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
_		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						-
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					0
	4:00 PM 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
M	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLOIVILO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:00 PM		0	0	0		0	0		0	0			_	0	_	
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH % PEAK HR FACTOR	0%	0%	0%	0%	0% 0.000	0%	0%	0% 0.000	0%	0%	0% 0.000	0%	0.000					
	APP/DEPART	0	0.000	0	0	/	0	0	/	0	0	/	0	0.000					
<b>L</b>	711 7 DEI 711(1	Ü	/	0	U	/	U	U	/	0	U	/	0	U	_				
							W Eva	an Hewe	es Hwy										
									,										
							Ν	IORTH SI	DE				-						
				_								_							
				Dunaw	ay RdWl	-ST SIDE				EAST SI	DΕ	Dunaw	ay Rd						
							<b>]</b> c	OUTH SI	DE				-						
								0011131	νL										
							W Fv	an Hewe	es Hwv										
							/\		. ,	•									

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

El Centro

LOCATION:

<u>DATE:</u> Tue, Sep 17, 24 NORTH & SOUTH: Brown Rd W Evan Hewes Hwy LOCATION #: STOP ALL EAST & WEST: NOTES: Ν ◀ W E► S NORTHBOUND SOUTHBOUND EASTBOUND WESTBOUND U-TURNS NL NT NR SL ST EL ER WL WT WR TOTAL NB SR ET SB EΒ WB TTL 7:15 AM 0 0 0 18 75 123 7:30 AM 0 0 7:45 AM 0 0 0 0 0 14 5 0 0 98 0 8:00 AM 39 0 0 0 8:15 AM 0 0 0 0 0 0 0 19 29 0 0 6 8:30 AM 0 0 0 0 0 0 0 0 4 12 8:45 AM 0 0 0 VOLUMES 256 358 0 23 36 0 0 0 0 APPROACH % 0% 0% 0% 73% 0% 27% 46% 54% 0% 0% 12% 87% APP/DEPART 279 50 293 0 BEGIN PEAK HR 7:30 AM VOLUMES 19 19 0 0 21 0 0 203 266 0 0 0 APPROACH % 0% 0% 0% 75% 0% 25% 53% 48% 0% 0% 9% 91% PEAK HR FACTOR 0.000 1.000 0.539 0.541 0.526 APP/DEPART 40 85 24 71 12 0 0 0 0 0 6 0 0 4 4:15 PM 0 0 0 0 0 0 0 36 4:30 PM 0 0 0 0 4:45 PM 0 0 0 0 0 11 0 0 0 0 17 5:00 PM 0 0 0 0 0 5:15 PM 0 0 0 0 0 0 0 0 0 0 5:45 PM 0 0 0 0 0 0 11 0 6 VOLUMES 213 0 0 10 38 0 8 0 0 APPROACH % 0% 0% 93% 0% 7% 7% 93% 0% 0% 65% 35% 0% APP/DEPART BEĞIN PEAK HR 4:00 PI VOLUMES 0 115 0 0 27 0 0 11 165 0 0 0 APPROACH % 0% 94% 0% 0% 100% 0% 69% 31% 0% 0% 6% 0% PEAK HR FACTOR 0.000 0.800 0.412 0.614 0.485 APP/DEPART Brown Rd NORTH LEG W Evan Hewes Hwy WEST LEG EAST LEG W Evan Hewes Hwy SOUTH LEG Brown Rd

PROJECT #:

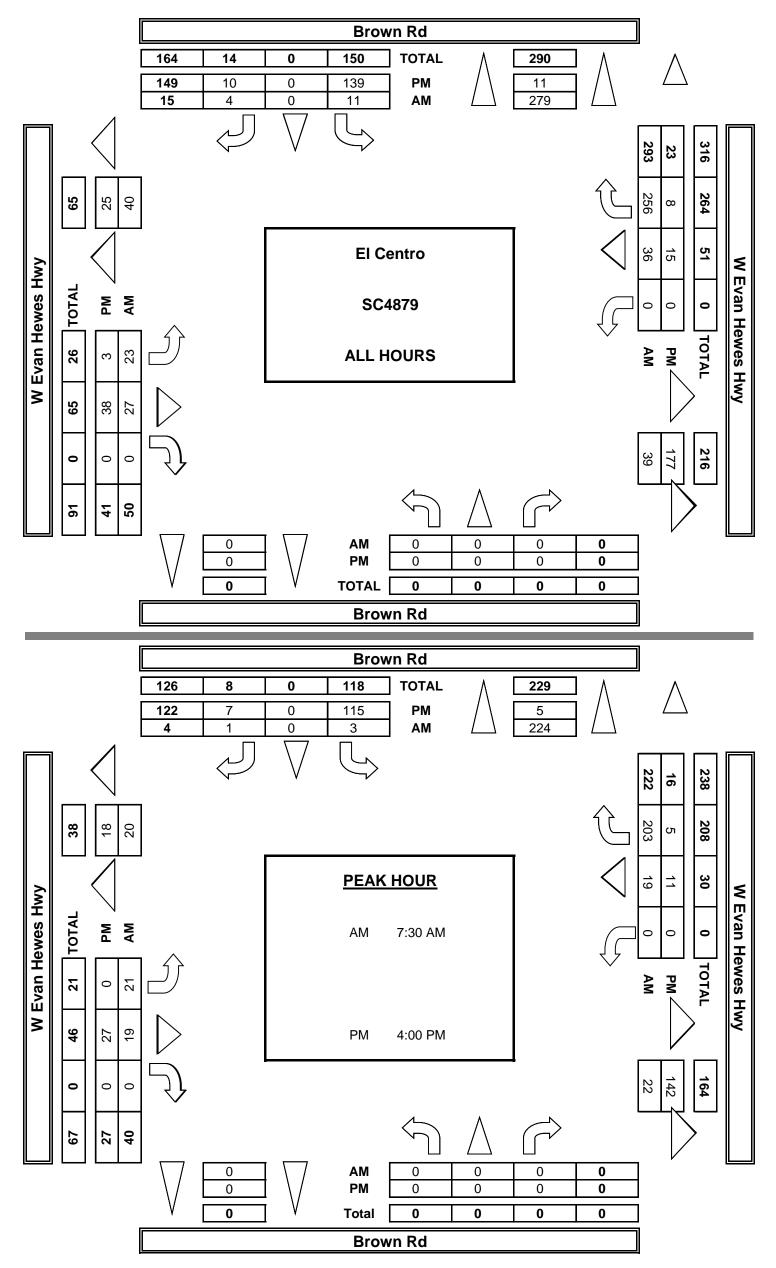
	7:00 AM
	7:15 AM
	7:30 AM
AM	7:45 AM
$\forall$	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
	TOTAL
	4:00 PM
	4:00 PM 4:15 PM
M	4:15 PM
PM	4:15 PM 4:30 PM
PM	4:15 PM 4:30 PM 4:45 PM
PM	4:15 PM 4:30 PM 4:45 PM 5:00 PM
PM	4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM

	ALL PED	+ BIKE &	SCOOTER	
N LEG	S LEG	E LEG	W LEG	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

PEDESTRIAN CROSSINGS										
N LEG	S LEG	E LEG	W LEG	TOTAL						
0	0	0	0	0						
0	0	0	0	0						
0	0	0	0	0						
0	0	0	0	0						
0	0	0	0	0						
0	0	0	0	0						
0	0	0	0	0						
0	0	0	0	0						
0	0	0	0	0						
0	0	0	0	0						
0	0	0	0	0						
0	0	0	0	0						
0	0	0	0	0						
0	0	0	0	0						
0	0	0	0	0						
0	0	0	0	0						
0	0	0	0	0						
0	0	0	0	0						

BICYC	CLE & SO	R CROSS	SINGS	
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

AimTD LLC
TURNING MOVEMENT COUNTS



## INTERSECTION TUF

PREPARED BY: AimTD LI

<u>DATE:</u> 9/17/24 TUESDAY

LOCATION: El Centro NORTH & SOUTH: Brown Rd

EAST & WEST: W Evan Hewes Hwy

	NOTES:				
PCE	Class	1	2	3	4
Adjusted	Factor	1	1.5	2	3

		<u> </u>	IORTHBOUN	ID	S	OUTHBOUNI	
			Brown Rd			Brown Rd	
		NL	NT	NR	SL	ST	
	LANES:	Χ	X	Χ	1	Χ	
	7.00.414	0	0	0	1	0	
	7:00 AM	0	0	0	1	0	
	7:15 AM	0	0	0	0	0	
	7:30 AM	0	0	0	2	0	
	7:45 AM	0	0	0	3	0	
	8:00 AM	0	0	0	1	0	
	8:15 AM	0	0	0	0	0	
	8:30 AM	0	0	0	5	0	
AM	8:45 AM	0	0	0	3	0	
⋖	VOLUMES	0	0	0	15	0	
	APPROACH %	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0%	71%	0%		
	APP/DEPART	0	/	285	21	/	
	BEGIN PEAK HR		7:30 AM				
	VOLUMES	0	Ο	0	6	0	
	APPROACH %	0%	0%	0%	65%	0%	
	PEAK HR FACTOR		0.000			0.708	
	APP/DEPART	0	/	228	9	/	
	4:00 PM	0	0	0	74	0	
	4:15 PM	0	0	0	12	0	
	4:30 PM	0	0	0	28	0	
	4:45 PM	0	0	0	5	0	
	5:00 PM	0	0	0	9	0	
	5:15 PM	0	0	0	7	0	
	5:30 PM	0	0	0	3	0	
5	5:45 PM	0	0	0	6	0	
PM	VOLUMES	0	0	0	143	0	
	APPROACH %	0%	0%	0%	93%	0%	

APP/DEPART	0	/	14	154	/
BEGIN PEAK HR		4:00 PM			
VOLUMES	0	0	0	119	0
APPROACH %	0%	0%	0%	94%	0%
PEAK HR FACTOR		0.000			0.407
APP/DEPART	0	/	5	126	/

W Evan Hewes Hwy	WEST SIDE

## RNING MOVEMENT COUNTS

LC. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4879 LOCATION #: 10

CONTROL: STOP ALL

			AM		<b>A</b>	
5	6		PM		Ν	
2	2		MD	<b>⋖</b> W		E►
			OTHER		S	
			OTHER		lacktriangle	

		TA OTTO LINE	<u></u>	١.	/ECTDOLIA	. D	
D		EASTBOUN			VESTBOUN		
		Evan Hewes Hw			Evan Hewes H	1	TOTAL
SR	EL	ET	ER	WL	WT	WR	TOTAL
1	1	1	Χ	Χ	1	1	
1	1	8	0	0	5	22	38
0	1	0	0	0	7	18	26
0	4	13	0	0	8	58	83
0	16	6	0	0	8	98	130
0	3	3	0	0	4	29	40
3	2	4	0	0	11	19	38
2	0	2	0	0	4	12	25
0	0	10	0	0	4	3	20
6	26	46	0	0	49	259	400
29%	36%	64%	0%	0%	16%	84%	
0	72	/	60	308	/	55	0
3	24	26	0	0	30	204	291
35%	48%	52%	0%	0%	13%	87%	
		0.576			0.552		0.560
0	50	/	31	233	/	33	0
3	0	6	0	0	9	1	93
1	0	9	0	0	2	2	26
1	0	8	0	0	3	2	41
2	0	16	0	0	5	0	27
0	5	4	0	0	1	1	19
1	0	3	0	0	1	0	12
2	0	7	0	0	1	0	13
1	0	1	0	0	1	3	12
11	5	53	0	0	22	9	242
7%	8%	92%	0%	0%	71%	29%	

0	58	/	196	31	/	33	0
7 6%	0 0%	38 100%	0 0%	0 0%	18 78%	5 22%	187
		0.613			0.605		0.504
0	38	/	157	23	/	25	0

Brown Rd			
NORTH SIDE			
	EAST SIDE	W Evan Hewes Hwy	
SOUTH SIDE			
Brown Rd			

	U	-TUR	NS	
NB	SB	EB	WB	TTL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

	<u>DATE:</u> 9/17/24 TUESDAY	EAST &	& SOUTH WEST:		El Centre Brown R	O		14 233 70	oo csea	PROJEC LOCATI CONTRO	T #: ON #:	SC4879 10 STOP AL	_L		-				
	CLASS 1: PASSENGER VEHICLES	NOTES	: 								AM PM MD OTHER	◀ W	N S V	E►					
		N	ORTHBOL	IND	SC	UTHBOL	IND		ASTBOUN			/ESTBOUI				U	-TUR	NS	
		NL	Brown Rd	NR	SL	Brown Rd	SR	EL	Evan Hewes I	ER	WL	Evan Hewes I	WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	X	X	X	1	Χ	1	1	1	Χ	X	1	1		<u> </u>				
	7:00 AM 7:15 AM	0	0	0	0	0	0	1 1	0	0	0	5 7	19 18	28 26	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	2	7	0	0	3	56	68	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	13	4	0	0	3	98	118	0	0	0	0	0
	8:00 AM	0	0	0	1	0	0	3	3	0	0	2	29	38	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	1	0	0	3	19	23	0	0	0	0	0
	8:30 AM 8:45 AM	0	0	0	3	0	2	0	2	0	0	2	12	19 8	0	0	0	0	0
A	VOLUMES	0	0	0	7	0	3	20	18	0	0	26	254	328	0	0	0	0	0
	APPROACH %	0%	0%	0%	70%	0%	30%	53%	47%	0%	0%	9%	91%	020	U	O	U	O	O
	APP/DEPART	0	/	274	10	/	0	38	/	25	280	/	29	0					
	BEGIN PEAK HR		7:30 AM																1
	VOLUMES	0	0	0	1	0	0	18	15	0	0	11	202	247	0	0	0	0	
	APPROACH %	0%	0%	0%	100%	0%	0%	55%	45%	0%	0%	5%	95%	0.522					
	PEAK HR FACTOR APP/DEPART	0	0.000	220	1	0.250	0	33	0.485	16	213	0.527	11	0.523	-				
	4:00 PM	0	0	0	68	0	3	0	6	0	0	1 1	1 1	79	0	0	0	0	0
	4:15 PM	0	0	0	12	0	1	0	6	0	0	2	2	23	0	0	0	0	0
	4:30 PM	0	0	0	26	0	1	0	0	0	0	3	2	32	0	0	0	0	0
	4:45 PM	0	0	0	5	0	2	0	5	0	0	0	0	12	0	0	0	0	0
	5:00 PM	0	0	0	7	0	0	0	4	0	0	1 1	1	13	0	0	0	0	0
	5:15 PM 5:30 PM	0	0	0	3	0	0	0	3	0	0	1	0	12 5	0	0	0	0	0
		0	0	0	6	0	1	0	1	0	0	1	0	9	0	0	0	0	0
M	VOLUMES	0	0	0	134	0	9	0	26	0	0	10	6	185	0	0	0	0	0
	APPROACH %	0%	0%	0%	94%	0%	6%	0%	100%	0%	0%	63%	38%						
	APP/DEPART	0	/	6	143	/	0	26	/	160	16	/	19	0					
	BEGIN PEAK HR		4:00 PM			0	-		47	•		,	_	4.4		0	0	0	Ī
	VOLUMES APPROACH %	0 0%	0 0%	0 0%	111 94%	0 0%	7 6%	0 0%	17 100%	0 0%	0 0%	6 55%	5 45%	146	0	0	0	0	
	PEAK HR FACTOR		0.000	076	9470	0.415	0 70	0 %	0.708	076	0 70	0.550	4370	0.462					
	APP/DEPART	0	/	5	118	/	0	17	/	128	11	/	13	0	-				
															•				
							Brown F	Rd											
						N	ORTH SI	DE											
			-			] 1\	ORTH SI	DE				_							
	W E	Evan Hev	wes Hwy	W	EST SIDE				EAST SII	DE	W Evar	n Hewes	Hwy						
						<b>1</b> c	OUTH SI	DE				_							
							0011131	DL											
							Brown F	Rd											

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

PROJECT #:

SC4879

El Centro

LOCATION:

DATE:

	9/17/24 TUESDAY	NORTH EAST &	& SOUTH WEST:		Brown R W Evan		wy			LOCATION CONTRO		10 STOP AL	L						
	CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES	S:								AM PM MD OTHER	◀ W	N N S ▼	E▶					
		N	ORTHBOU Brown Rd	ND	SC	UTHBOU Brown Rd	ND		ASTBOUN Evan Hewes H			EVan Hewes				U	I-TURI	NS	
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 1	ER X	WL X	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TT
	7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM VOLUMES APPROACH % APP/DEPART	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 3	0 0 1 0 0 0 2 0 3 100%	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 1 0 0 1 0 0 2 67%	0 0 0 1 0 0 0 0 0 1 33%	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 5	0 0 1 1 0 1 0 1 4 80%	0 0 1 0 0 0 0 0 0 1 20%	0 0 4 2 0 2 2 1 11	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0
	BEGIN PEAK HR VOLUMES APPROACH % PEAK HR FACTOR APP/DEPART	0 0%	7:30 AM 0 0% 0.000	0 0%	1 100%	0 0% 0.250	0 0%	2 67%	1 33% 0.750	0 0%	0 0%	3 75% 0.500	1 25%	8 0.500 0	0	0	0	0	
PM	4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM VOLUMES APPROACH % APP/DEPART BEGIN PEAK HR VOLUMES APPROACH %	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 5 5	2 0 1 0 1 0 0 0 0 4 80% 5	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 1 0 1 20% 0	0 0 0 0 0 3 0 0 0 0 3 43% 7	0 0 1 3 0 0 0 0 0 4 57% /	0 0 0 0 0 0 0 0 0 0 0 0 0 8	0 0 0 0 0 0 0 0 0 0 0 0 0 0 4	1 0 0 1 0 0 0 0 0 0 2 50% /	0 0 0 0 0 0 0 0 2 2 50% 3	3 0 2 4 4 0 1 2 16	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0
	PEAK HR FACTOR APP/DEPART	0	0.000	0	3	0.375	0	4	0.333	7	2	0.500	2	0.563 0					
	W E	van Hev	wes Hwy	WI	EST SIDE	N Si	Brown R ORTH SII OUTH SII Brown R	DE DE	EAST SII	DE	W Evar	- n Hewes	Hwy						

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

	<u>DATE:</u> 9/17/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH	l:	El Centr Brown F W Evan		wy			PROJEC LOCATION CONTRO	ON #:	ON #: 10							
	CLASS 3: 3-AXLE TRUCKS	NOTES	S:								AM PM MD OTHER	<b>■</b> W	N N S ▼	E▶					
		N	ORTHBOU Brown Rd	ND	SC	OUTHBOU Brown Rd	ND		ASTBOUN Evan Hewes F			/ESTBOUN				U	-TUR	NS	
	LANES:	NL X	NT X	NR X	SL 1	ST	SR 1	EL 1	ET 1	ER X	WL X	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TT
	7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM VOLUMES APPROACH %	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0 0 2 4 200%	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 1 0 0 0 0 0	0 0 0 0 0 0 0 0 0	2 0 0 0 1 0 0 0 2	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0
	APP/DEPART BEGIN PEAK HR VOLUMES APPROACH % PEAK HR FACTOR APP/DEPART	0 0 0%	7:30 AM 0 0% 0.000	0 0 0%	0 0 0%	0 0% 0.000	0 0 0%	0 0%	0 0% 0.000	0 0%	0 0%	/ 1 100% 0.250	0 0%	0 1 0.250 0	0	0	0	0	
PM	4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM VOLUMES APPROACH % APP/DEPART BEGIN PEAK HR	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 7	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 3	0 0 0 3 0 0 0 0 0 3 100%	0 0 0 0 0 0 0 0 0 0 0 0 3	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 3 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0
	VOLUMES APPROACH % PEAK HR FACTOR APP/DEPART	0 0% 0	0 0% 0.000	0 0% 0	0 0% 0	0 0% 0.000	0 0% 0	0 0% 3	3 100% 0.250	0 0% 3	0 0% 0	0 0% 0.000	0 0%	3 0.250 0	0	0	0	0	1
	W E	Evan Hev	wes Hwy	WI	EST SIDE	N St	Brown R ORTH SII OUTH SII Brown R	DE DE	EAST SIE	DE	W Evar	- n Hewes	Hwy		-				

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	<u>DATE:</u> 9/17/24 TUESDAY		ION:   & SOUTH: ، WEST:	:	El Centro Brown R W Evan		wy			PROJEC LOCATI CONTRO	ON #:	SC4879 10 STOP AL	L						
	CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES	): 								AM PM MD OTHER OTHER	<b>→</b> W	N S	E►					
		N	ORTHBOUI	ND	SC	OUTHBOL	IND		ASTBOUN			VESTBOUN			1	U	I-TUR	NS	
	LANES:	NL X	Brown Rd  NT  X	NR X	SL 1	Brown Rd ST X	SR 1	EL 1	Evan Hewes F ET 1	ER X	WL X	W Evan Hewes H WT 1	WR 1	TOTAL	NB	SB	EB	WB	TT
	7:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	7:30 AM 7:45 AM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	1	0	1	0	0	2	0	4	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
AM	8:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	VOLUMES APPROACH %	0 0%	0 0%	0 0%	50%	0 0%	1 50%	14%	6 86%	0 0%	0 0%	5 71%	1 14%	16	0	0	0		
	APP/DEPART	0 70	/	2	2	/	0	7	/	8	7	/ 170	6	0	1				
	BEGIN PEAK HR	- U	7:30 AM			,		,	,		,	,	-	Ü	1				
	VOLUMES	0	0	0	1	0	1	1	3	0	0	4	0	10	0	0	0	0	
	APPROACH %	0%	0%	0%	50%	0%	50%	25%	75%	0%	0%	100%	0%						,
	PEAK HR FACTOR		0.000			0.500			0.500			0.500		0.625	4				
	APP/DEPART	0	/	1	2	/	0	4	/	4	4	/	5	0		Τ ο			
	4:00 PM 4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
$\operatorname{PM}$	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES APPROACH %	0 0%	0 0%	0 0%	100%	0 0%	0 0%	0 0%	5 100%	0 0%	0 0%	3 100%	0 0%	9	0	0	0	0	0
	APP/DEPART	0	/	0	10076	/	0 /0	5	/	6	3	/	3	0	-				
	BEGIN PEAK HR	Ŭ	4:00 PM	Ü	<u> </u>	,	0	Ü	,	0	Ü	,	0	Ü	1				
	VOLUMES	0	0	0	1	0	0	0	3	0	0	3	0	7	0	0	0	0	
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	100%	0%						ii
	PEAK HR FACTOR		0.000			0.250			0.375			0.375		0.583					
	APP/DEPART	0	/	0	1	/	0	3	/	4	3	/	3	0					
							Brown R ORTH SII					_							
	W E	Evan Hev	wes Hwy	W	EST SIDE				EAST SII	DE	W Eva	n Hewes	Hwy						
						S	OUTH SII	DE				_							
						<b> </b> E	Brown R	?d											

	<u>DATE:</u> 9/17/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH	:	El Centr Brown F W Evan		wy			PROJEC LOCATI CONTRO	ON #:	SC4879 10 STOP AL	L		_				
	CLASS 5: RV	NOTES	S:								AM PM MD OTHER	<b>→</b> W	N N S ▼	E►					
		N	ORTHBOU Brown Rd	ND	SC	OUTHBOU Brown Rd	ND		ASTBOUN Evan Hewes H			VESTBOUN				U	I-TUR	NS	
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 1	ER X	WL X	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TT
AM	7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM VOLUMES APPROACH %	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0
	APP/DEPART BEGIN PEAK HR VOLUMES APPROACH % PEAK HR FACTOR APP/DEPART	0 0 0%	7:30 AM 0 0% 0.000	0 0 0%	0 0 0%	/ 0 0% 0.000 /	0 0 0%	0 0 0%	/ 0 0% 0.000 /	0 0 0%	0 0 0%	/ 0 0% 0.000	0 0 0%	0 0.000	0	0	0	0	l
PM	4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM VOLUMES APPROACH % APP/DEPART BEGIN PEAK HR	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 4:00 PM	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0
	VOLUMES APPROACH % PEAK HR FACTOR APP/DEPART	0 0% 0	0 0% 0.000 /	0 0% 0	0 0% 0	0 0% 0.000 /	0 0% 0	0 0% 0	0 0% 0.000 /	0 0% 0	0 0% 0	0 0% 0.000 /	0 0%	0 0.000 0	0	0	0	0	
	W E	īvan Hev	wes Hwy	W	EST SIDE	] N	Brown R ORTH SII OUTH SII Brown R	DE DE	EAST SII	DE	W Eva	n Hewes	Hwy						

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	<u>DATE:</u> 9/17/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH	<del>1</del> :	El Centr Brown F W Evan		łwy			PROJECT LOCATION CONTRO	ON #:	SC4879 10 STOP AL	_L						
	CLASS 6:	NOTES	:								AM		<b>A</b>		1				
	BUSES										PM MD OTHER OTHER	<b>⋖</b> W	N S ▼	E▶					
		NO	ORTHBOL	JND	SC	DUTHBOL	IND		ASTBOUN			/ESTBOUI				L	J-TURI	VS	
		NL	Brown Rd	NR	SL	Brown Rd	SR	EL	Evan Hewes	Hwy ER	WL	Evan Hewes	WR WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	X	X	X	1	X	1	1	1	X	X	1	1	101712	IND	35		WB	112
Г	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
$\geq$	8:45 AM VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
⋖	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0% 0	0%	0%	0%	0					
	APP/DEPART BEGIN PEAK HR	0	7:30 AV	Ü	0	/	0	0	/	U	0	/	0	0	•				
	VOLUMES	0	7.30 AIV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	U	0	0	- 0	U	
	PEAK HR FACTOR	0 70	0.000	070	0 70	0.000	070	0 70	0.000	070	0 70	0.000	070	0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
$\mathbb{A}$	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ш	VOLOIVILO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH % APP/DEPART	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0					
	BEGIN PEAK HR	0	4:00 PM	-	0	/	0	0	/	0	0	/	0	0					
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	O		0	0	U	
	PEAK HR FACTOR	070	0.000	070	070	0.000	070	070	0.000	070	0,0	0.000	070	0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
				W Evar	n Hew <b>la</b> s	est side	] N	Brown F IORTH SI OUTH SI	DE DE	EAST SI	DE	W Evar	- n Hewes	s Hwy					
							I '	Brown F	XU.	I									

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<u>DATE:</u> Tue, Sep 17, 24 LOCATION: PROJECT #: SC4879 El Centro NORTH & SOUTH: Jeffery Rd W Evan Hewes Hwy LOCATION #: EAST & WEST: STOP N NOTES: Ν ◀ W E► S NORTHBOUND SOUTHBOUND EASTBOUND WESTBOUND U-TURNS NT NR SL SR EL ER WL WT WR TOTAL NB NL ST ET SB EΒ WB TTL 7:15 AM 0 0 0 0 7:30 AM 10 66 79 0 0 7:45 AM 0 0 0 0 0 0 0 4 0 105 0 112 0 29 22 36 27 8:00 AM 0 0 0 8:15 AM 0 0 0 0 0 0 0 0 0 0 0 25 14 8:30 AM 0 16 7 0 0 0 0 0 0 0 0 6 8:45 AM 0 VOLUMES 38 290 345 0 0 0 0 0 14 APPROACH % 0% 0% 100% 0% 0% 0% 0% 100% 0% 5% 95% 0% APP/DEPART 304 38 290 14 BEGIN PEAK HR 7:30 AM VOLUMES 0 0 0 0 0 21 0 10 222 0 254 0 0 0 APPROACH % 0% 0% 100% 0% 0% 0% 0% 100% 0% 4% 96% 0% PEAK HR FACTOR 0.250 0.000 0.537 0.567 0.525 APP/DEPART 0 81 30 0 0 0 0 0 6 0 4:15 PM 0 0 0 0 24 0 0 0 6 4:30 PM 41 0 0 0 0 6 4:45 PM 0 0 0 0 0 0 15 0 0 0 0 5:00 PM 0 0 0 0 17 0 5:15 PM 0 0 0 0 0 0 11 0 0 0 13 0 0 0 5:45 PM 0 0 0 0 0 8 0 0 11 0 VOLUMES 0 0 0 180 0 0 APPROACH % 0% 100% 0% 0% 0% 0% 99% 1% 13% 88% 0% 0% APP/DEPART 181 BEĞIN PEAK HR 4:00 P VOLUMES 0 0 0 0 0 143 19 0 169 0 0 0 APPROACH % 0% 100% 0% 0% 0% 14% 86% 0% 0% 99% 1% 0% PEAK HR FACTOR 0.375 0.000 0.486 0.522 0.688 APP/DEPART 144 146 Jeffery Rd NORTH LEG W Evan Hewes Hwy WEST LEG EAST LEG W Evan Hewes Hwy SOUTH LEG Jeffery Rd

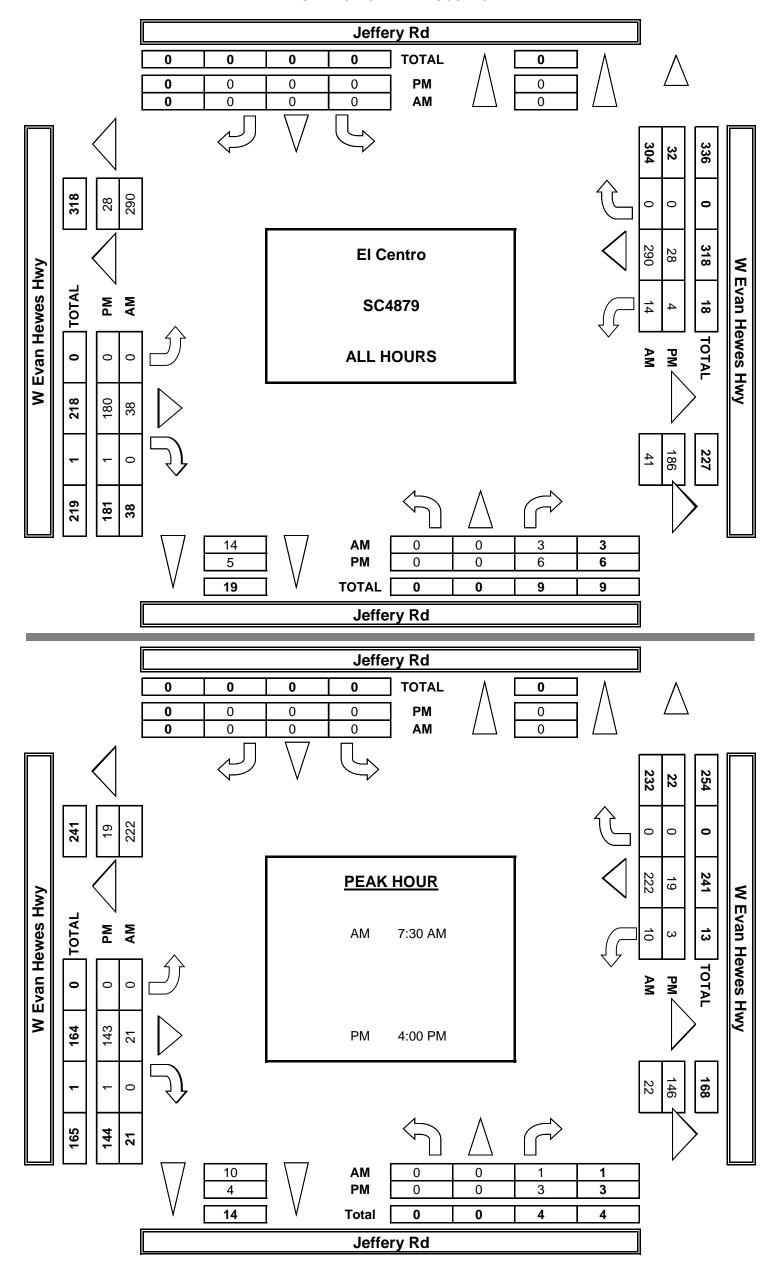
	7:00 AM
	7:15 AM
	7:30 AM
ΑM	7:45 AM
Αľ	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
	TOTAL
	4:00 PM
	4:15 PM
	4:30 PM
PM	4:45 PM
Ь	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
	TOTAL

N LEG         S LEG         E LEG         W LEG         TOTAL           0         0         0         0         0         0           0         0         0         0         0         0         0           0		ALL PED	+ BIKE &	SCOOTER	
0         0	N LEG	S LEG	E LEG	W LEG	TOTAL
0         0	0	0	0	0	0
0         0	0	0	0	0	0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0
0         0	0	0	0	0	0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0
0         0         0         0         0           0         0         0         0         0         0           0         0         0         0         0         0         0           0	0	0	0	0	0
0         0         0         0         0           0         0         0         0         0         0           0         0         0         0         0         0         0           2         0	0	0	0	0	0
0         0         0         0         0           0         0         0         0         0           2         0         0         2         4           0         0         0         0         0           0         0         0         0         0           0         0         0         0         0           0         0         0         0         0           0         0         0         0         0	0	0	0	0	0
0         0         0         0         0           2         0         0         0         2         4           0         0         0         0         0         0           0         0         0         0         0         0           0         0         0         0         0         0           0         0         0         0         0         0           0         0         0         0         0         0	0	0	0	0	0
2         0         0         2         4           0         0         0         0         0           0         0         0         0         0           0         0         0         0         0           0         0         0         0         0           0         0         0         0         0	0	0	0	0	0
0         0         0         0         0           0         0         0         0         0           0         0         0         0         0           0         0         0         0         0	0	0	0	0	0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2	0	0	2	4
0 0 0 0 0 0 0 0 0	0	0	0	0	0
0 0 0 0	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
2 0 0 2 4	2	0	0	2	4

PEDESTRIAN CROSSINGS											
N LEG	S LEG	E LEG	W LEG	TOTAL							
0	0	0	0	0							
0	0	0	0	0							
0	0	0	0	0							
0	0	0	0	0							
0	0	0	0	0							
0	0	0	0	0							
0	0	0	0	0							
0	0	0	0	0							
0	0	0	0	0							
0	0	0	0	0							
0	0	0	0	0							
0	0	0	0	0							
0	0	0	0	0							
0	0	0	0	0							
0	0	0	0	0							
0	0	0	0	0							
0	0	0	0	0							
0	0	0	0	0							

		COOTER CROSSINGS							
BICYC	CLE & SO	COOTER	R CROSS	SINGS					
NL	SL	EL	WL	TOTAL					
0	0	0	0	0					
0	0	0	0	0					
0	0	0	0	0					
0	0	0	0	0					
0	0	0	0	0					
0	0	0	0	0					
0	0	0	0	0					
0	0	0	0	0					
0	0	0	0	0					
0	0	0	0	0					
0	0	0	0	0					
0	0	0	0	0					
2	0	0	2	4					
0	0	0	0	0					
0	0	0	0	0					
0	0	0	0	0					
0	0	0	0	0					
2	0	0	2	4					

AimTD LLC
TURNING MOVEMENT COUNTS



## INTERSECTION TUF

PREPARED BY: AimTD LI

<u>DATE:</u> 9/17/24 TUESDAY

LOCATION: El Centro NORTH & SOUTH:

Jeffery Rd W Evan Hewes Hwy EAST & WEST:

	NOTES:				
PCE	Class	1	2	3	4
Adjusted	Factor	1	1.5	2	3

		<u> </u>	NORTHBOUN	ID	S	SOUTHBOUNI
			Jeffery Rd			Jeffery Rd
		NL	NT	NR	SL	ST
	LANES:	0	X	0	Χ	X
	7:00 AM	0	0	0	0	0
	7:15 AM	0	0	1	0	0
	7:30 AM	0	0	0	0	0
	7:45 AM	0	0	0	0	0
	8:00 AM	0	0	0	0	0
	8:15 AM	0	0		0	0
	8:30 AM	0	0	2	0	0
A	8:45 AM	0	0	0	0	0
⋖	VOLUMES	0	0	4	0	0
	APPROACH %	0%	0%	100%	0%	0%
	APP/DEPART	4	/	0	0	/
	BEGIN PEAK HR		7:30 AM			
	VOLUMES	0	0	1	0	0
	APPROACH %	0%	0%	100%	0%	0%
	PEAK HR FACTOR		0.250			0.000
	APP/DEPART	1	/	0	0	/
	4:00 PM	0	0	0	0	0
	4:15 PM	0	0	0	0	0
	4:30 PM	0	0	3	0	0
	4:45 PM	0	0	3	0	0
	5:00 PM	0	0	1	0	0
	5:15 PM	0	0	1	0	0
	5:30 PM	0	0	1	0	0
5	5:45 PM	0	0	0	0	0
PM	VOLUMES	0	0	9	0	0
	APPROACH %	0%	0%	100%	0%	0%

APP/DEPART	9	/	0	0	/
BEGIN PEAK HR		4:00 PM			
VOLUMES	0	0	6	0	0
APPROACH %	0%	0%	100%	0%	0%
PEAK HR FACTOR		0.458			0.000
APP/DEPART	6	/	0	0	/

W Evan Hewes Hwy	WEST SIDE

## RNING MOVEMENT COUNTS

LC. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4879 LOCATION #: 11 CONTROL: STOP N

			AM		<b>A</b>	
5	6		PM		Ν	
2	2		MD	<b>⋖</b> W		E►
			OTHER		S	
			OTHER		lacktriangle	

		- 1 0 - 5 0 1 1 1 1			VEOTE 01.11	15	
D		EASTBOUNI		V	VESTBOUN	ID	
		Evan Hewes Hw			Evan Hewes H	1	
SR	EL	ET	ER	WL	WT	WR	TOTAL
X	Χ	1	0	1	1	X	
0	0	8	0	0	25	0	33
-		1			+		
0	0	•	0	1	22	0	25
0	0	15	0	3	69	0	87
0	0	6	0	5	108	0	119
0	0	6	0	5	30	0	40
0	0	4	0	4	27	0	36
0	0	7	0	3	19	0	30
0	0	13	0	2	7	0	22
0	0	58	0	22	306	0	390
0%	0%	100%	0%	7%	93%	0%	
22	58	/	62	328	/	306	0
0	0	30	0	17	233	0	281
0%	0%	100%	0%	7%	93%	0%	
		0.517			0.554		0.592
17	30	/	31	250	/	233	0
0	0	76	1	2	11	0	90
0	0	26	0	0	6	0	32
0	0	36	0	2	7	0	47
0	0	20	0	0	3	0	26
0	0	13	0	0	3	0	17
0	0	11	0	0	1	0	13
0	0	9	0	3	2	0	15
0	0	9	0	0	4	0	13
0	0	199	1	7	36	0	252
0%	0%	100%	1%	16%	84%	0%	

8	200	/	208	43	/	36	0
0 0%	0 0%	158 99%	1 1%	4 13%	26 87%	0 0%	194
		0.515			0.600		0.542
5	159	/	163	30	/	26	0

Jeffery Rd		
NORTH SIDE		
	EAST SIDE	W Evan Hewes Hwy
SOUTH SIDE		
Jeffery Rd		

	U	-TUR	NS	
NB	SB	EB	WB	TTL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

	<u>DATE:</u> 9/17/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH	<del>1</del> :	El Centr Jeffery I W Evan		wy			PROJEC LOCATI CONTRO	ON #:	SC4879 11 STOP N							
	CLASS 1: PASSENGER VEHICLES	NOTES	:								AM PM MD OTHER	<b>■</b> W	N S V	E►					
		NO	ORTHBOU	JND	SC	DUTHBOL	IND		ASTBOUN			VESTBOUI				U	-TUR	NS	
	LANES:	NL O	Jeffery Rd NT X	NR 0	SL X	Jeffery Rd ST X	SR X	EL X	Evan Hewes F ET 1	ER 0	WL 1	VEvan Hewes F WT 1	WR X	TOTAL	NB	SB	EB	WB	TTI
	7:00 AM	0	0	0	0	0	0	0	1	0	0	22	0	23	0	0	0	0	0
	7:15 AM	0	0	1	0	0	0	0	1	0	1	22	0	25	0	0	0	0	0
	7:30 AM 7:45 AM	0	0	0	0	0	0	0	7 3	0	3 2	63	0	73 108	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	4	0	0	28	0	32	0	0	0	0	0
	8:15 AM	0	0	1	0	0	0	0	1	0	1	19	0	22	0	0	0	0	0
	8:30 AM 8:45 AM	0	0	0	0	0	0	0	5	0	1 0	7	0	20 8	0	0	0	0	0
$\mathbb{A}\mathbb{A}$	VOLUMES	0	0	2	0	0	0	0	23	0	8	278	0	311	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	3%	97%	0%					<u> </u>	
	APP/DEPART	2	/	0	0	/	8	23	/	25	286	/	278	0	]				
	BEGIN PEAK HR VOLUMES	0	7:30 AN 0	1	0	0	0	0	15	0	6	213	0	235	0	0	0	0	1
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	6 3%	213 97%	0%	230		U	U	U	i
	PEAK HR FACTOR	0,0	0.250	10070	070	0.000	070	0,0	0.536	070	0,0	0.521	070	0.544					
	APP/DEPART	1	/	0	0	/	6	15	/	16	219	/	213	0	1				
	4:00 PM	0	0	0	0	0	0	0	70	1	0	3	0	74	0	0	0	0	0
	4:15 PM 4:30 PM	0	0	0	0	0	0	0	23	0	2	5	0	29 35	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	9	0	0	0	0	9	0	0	0	0	0
	5:00 PM	0	0	1	0	0	0	0	13	0	0	3	0	17	0	0	0	0	0
	5:15 PM	0	0	1	0	0	0	0	11	0	0	1	0	13	0	0	0	0	0
	5:30 PM	0	0	1	0	0	0	0	3	0	0	2	0	6	0	0	0	0	0
$\mathbb{P}$	5:45 PM VOLUMES	0	0	4	0	0	0	0	7 163	0	2	21	0	8 191	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	99%	1%	9%	91%	0%	171		0	0	U	U
	APP/DEPART	4	/	0	0	/	3	164	/	167	23	/	21	0	1				
	BEGIN PEAK HR		4:00 PM						4.0.0						<b> </b>				
	VOLUMES APPROACH %	0 0%	0 0%	1 100%	0 0%	0 0%	0 0%	0 0%	129 99%	1 1%	2 13%	14 88%	0 0%	147	0	0	0	0	i
	PEAK HR FACTOR		0.250	100 %	0 %	0.000	076	0 70	0.458	1 70	1370	0.571	070	0.497					
	APP/DEPART	1	/	0	0	/	3	130	/	130	16	/	14	0	1				
							Jeffery F ORTH SI					_			•				
	W E	Evan Hev	ves Hwy	, VVE	EST SIDE	<u> </u>			EAST SII	DE	W Evar	า Hewes	Hwy						
						<b>7</b> s	OUTH SI	DE				_							
							leffery F	Rd											

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

	<u>DATE:</u> 9/17/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH	<del>1</del> :	El Centr Jeffery W Evan		wy			PROJEC LOCATI CONTRO	ON #:	SC4879 11 STOP N							
	CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES	S:								AM PM MD OTHER OTHER	◀ W	N N S ▼	E▶					
		N	ORTHBOL		S	OUTHBOU	IND		ASTBOUN			VESTBOUN				U	I-TUR	NS	
	LANES:	NL O	Jeffery Rd NT X	NR 0	SL X	Jeffery Rd ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL	NB	SB	EB	WB	TT
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM 7:30 AM	0	0	0	0	0	0	0	0	0	0	0 2	0	3	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	1	0	1	1	0	3	0	0	0	0	0
AM	8:45 AM	0	0	0	0	0	0	0	1 1	0	0	0	0	1	0	0	0	0	0
f	VOLUMES APPROACH %	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	4 100%	0 0%	2 29%	5 71%	0 0%	11	0	0	0	0	0
	APP/DEPART	0 /0	/	0 / 0	0	/	2	4	/	4	7	/ 1 /0	5	0					
	BEGIN PEAK HR	0	7:30 AM		Ü	,		'	,	'	,	,	0	Ŭ	1				
	VOLUMES	0	0	0	0	0	0	0	2	0	1	4	0	7	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	20%	80%	0%						
	PEAK HR FACTOR		0.000			0.000			0.500			0.625		0.583					
	APP/DEPART	0	/	0	0	/	1	2	/	2	5	/	4	0					0
	4:00 PM 4:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0
	4:30 PM	0	0	1	0	0	0	0	2	0	0	1	0	4	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
$\operatorname{PM}$	5:45 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	VOLUMES APPROACH %	0 0%	0 0%	1 100%	0 0%	0 0%	0 0%	0 0%	8 100%	0 0%	0 0%	4 100%	0 0%	13	0	0	0	0	0
	APP/DEPART	1	/	0	0	/	0 %	8	/	9	4	/	4	0					
	BEGIN PEAK HR		4:00 PM	_	Ŭ	,		Ü	,	,	'	,	'	Ü					
	VOLUMES	0	0	1	0	0	0	0	7	0	0	2	0	10	0	0	0	0	1
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%						•
	PEAK HR FACTOR	- 1	0.250		0	0.000		7	0.583		0	0.500		0.625					
	APP/DEPART		/	0	0	/	0	7	/	8	2	/	2	0					
							leffery F					_							
	W E	Evan Hev	wes Hwy	/ WI	EST SIDE	Ē			EAST SII	DE	W Evar	n Hewes	Hwy						
			-			S	OUTH SII	DE				_							
						J	leffery R	Rd											

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	<u>DATE:</u> 9/17/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH		El Centr Jeffery	^O			oo csean	PROJEC LOCATI CONTRO	CT #: ON #:	SC4879 11 STOP N							
	CLASS 3: 3-AXLE TRUCKS	NOTES	S:								AM PM MD OTHER	■ W	N N S ▼	E►					
		N	ORTHBOU	ND	S	OUTHBOL	IND	E	ASTBOUN	ID	V	VESTBOUN	ND			U	-TUR	NS	
		NL	Jeffery Rd	NR	SL	Jeffery Rd	SR	EL W	Evan Hewes F	łwy ER	WL	/ Evan Hewes H	lwy WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	0	X	0	X	X	X	X	1	0	1	1	X	101712		OB		****	
	7:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
_		0	0	0	0	0	0	0	2	0	1	0	0	3	0	0	0	0	0
$\leq$	8:45 AM VOLUMES	0	0	1	0	0	0	0	4	0	1	1	0	7	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	50%	50%	0%	,		Ü	Ŭ	Ü	
	APP/DEPART	1	/	0	0	/	1	4	/	5	2	/	1	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						j
	PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0	<b> </b>				
	4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM 5:00 PM	0	0	0	0	0	0	0	3 0	0	0	0	0	3	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
_		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM VOLUMES	0	0	0	0	0	0	0	3	0	1	0	0	4	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%						
	APP/DEPART	0	/	0	0	/	1	3	/	3	1	/	0	0					
	BEGIN PEAK HR		4:00 PM												1				_
	VOLUMES	0	0	0	0	0	0	0	3	0	1	0	0	4	0	0	0	0	İ
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%						•
	PEAK HR FACTOR		0.000			0.000			0.250			0.250		0.333					
	APP/DEPART	0	/	0	0	/	1	3	/	3	1	/	0	0	J				
						ı	Jeffery F	24	1										
						~	renery iv	Χu											
						l N	ORTH SI	DF											
							01111101	<i></i>				_							
	W E	Evan Hev	wes Hwy	W	EST SIDE	Ξ			EAST SII	DE	W Evai	n Hewes	Hwy						
						<b>7</b> c	OUTH SII	DE				_							
							OU 1 1 3 1 1	VL											
							Jeffery R	Sq.											
							y 1		1										

PROJECT #: LOCATION #:

SC4879 11

El Centro Jeffery Rd

<u>DATE:</u> 9/17/24

LOCATION: NORTH & SOUTH:

	TUESDAY	EAST &	WEST:		W Evan	Hewes H	Wy			CONTRO	)L:	STOP N							
	CLASS 4:	NOTES	:								AM		<b>A</b>		ĺ				
	4 OR MORE										PM		N						
	AXLE										MD	<b>■</b> W		E►					
	TRUCKS										OTHER		S						
	TROOKS										OTHER		<u> </u>						
		NI		INID	6.6		INID		ACTROUN	D	O TITLET	(ECTROLII	·		!		TUD	NIC	
		N(	ORTHBOL	JND	50	DUTHBOU	IND		ASTBOUN			'ESTBOUI			11	U	-TUR	NS	
		N.II	Jeffery Rd	l ND	CI	Jeffery Rd	CD	+	/ Evan Hewes F			Evan Hewes I	, ,	TOTAL	NID	CD	ED	MD	
	LANES:	NL O	NT X	NR 0	SL X	ST X	SR X	EL X	ET	ER 0	WL	WT	WR X	TOTAL	NB	SB	EB	WB	TT
		U	^	U			٨			U			^		!				
	7:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	1	0	1	1	0	3	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	1	0	1	2	0	4	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
AM	8:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
7	VOLUMES	0	0	0	0	0	0	0	7	0	3	6	0	16	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0% 7	100%	0% 7	33%	67%	0%	0	4				
	APP/DEPART BEGIN PEAK HR	0	7.20 41/	0	0	/	3	/	/	/	9	/	6	0	4				
	VOLUMES	0	7:30 AM 0		0	0	0		1	0	2	4	0	11				$\cap$	1
	APPROACH %	0 0%	0%	0 0%	0 0%	0 0%	0 0%	0 0%	4 100%	0 0%	3 43%	4 57%	0 0%	11	0	0	0	0	i
	PEAK HR FACTOR	076	0.000	070	0 70	0.000	076	0 %	0.500	076	4370	0.583	076	0.688					
	APP/DEPART	0	/	0	0	0.000	3	4	0.300	4	7	0.363	4	0.000					
	4:00 PM	0	1 0	T 0	0	0	3   0	0	/   1	0	0	2	1 0	3	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	1 1	0	0	0	0	ა 1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	4:45 PM	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	2	0	1	0	0	3	0	0	0	0	0
_	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	VOLUMES	0	0	1	0	0	0	0	6	0	1	3	0	11	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	25%	75%	0%		1				
	APP/DEPART	1	/	0	0	/	1	6	/	7	4	/	3	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	1	0	0	0	0	4	0	0	3	0	8	0	0	0	0	1
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%		1 -				ı
	PEAK HR FACTOR		0.250			0.000			0.500			0.375		0.667					
	APP/DEPART	1	/	0	0	/	0	4	/	5	3	/	3	0					
						•			1						-				
						J	leffery R	₹d											
						N	ORTH SII	DE				=							
	\ \ / -	- L L - L L -	voo III	\ \ / [	-CT C!D-	-			LVCT CT	<b>)</b> [	\	. Harri	Lhene						
	VV E	Evan Hev	ves HWy	VVE	EST SIDE	-			EAST SIE	JĖ	vv Evan	n Hewes	нwу						
						<b>7</b> c	OUTH SII	DE				-							
							00111311	VL											
							leffery R	24											
						1	oriory iv		I										

	<u>DATE:</u> 9/17/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH	:	El Centr Jeffery I W Evan		wy			PROJEC LOCATION CONTRO	ON #:	SC4879 11 STOP N							
	CLASS 5: RV	NOTES	S:								AM PM MD OTHER	<b>⋖</b> W	N S	E►					
		N	ORTHBOU Jeffery Rd	ND	SC	OUTHBOU Jeffery Rd	IND		ASTBOUN		V	VESTBOUN / Evan Hewes H	ND		ir	U	J-TUR	NS	
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 1	WT 1	WR X	TOTAL	NB	SB	EB	WB	TT
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		•	•			
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	i
	APPROACH %	0%	0% 0.000	0%	0%	0% 0.000	0%	0%	0% 0.000	0%	0%	0% 0.000	0%	0.000					
	PEAK HR FACTOR APP/DEPART	0	0.000	0	0	/	0	0	0.000	0	0	0.000	0	0.000	-				
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
$\operatorname{PM}$	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH % APP/DEPART	0%	0%	0%	0%	0%	0% 0	0%	0%	0%	0%	0%	0%	0	-				
	BEGIN PEAK HR	U	4:00 PM	U	U	/	U	U	/	U	U	/	U	U	-				
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						ı
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
							effery R					_							
	W E	īvan Hev	wes Hwy	W	EST SIDE	-			EAST SII	DE	W Eva	n Hewes	Hwy						
						S	OUTH SII	DE				_							
						J	effery R	Rd											

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

	<u>DATE:</u> 9/17/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH	<del>1</del> :	El Centr Jeffery I W Evan		łwy			PROJECT LOCATION CONTRO	ON #:	SC4879 11 STOP N						
	CLASS 6:	NOTES	<b>)</b> :								AM		<b>A</b>		1			
	BUSES										PM MD OTHER OTHER	<b>■</b> W	N S ▼	E►				
		NO	ORTHBOL	IND	SC	OUTHBOL	IND		ASTBOU			/ESTBOUI			Ī	L	J-TURNS	
		NL	Jeffery Rd	NR	SL	Jeffery Rd	SR	EL	Evan Hewes	Hwy ER	WL	Evan Hewes	⊣wy WR	TOTAL	NB	SB	EB WI	3 TTL
	LANES:	0	X	0	X	X	X	X	1	0	1	1	X	TOTAL	IND	SD	ED VVI	DITL
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0
AM	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0
⋖	V O L O I VI L O	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		Į.			
	APP/DEPART	0	7 20 414	0	0	/	0	0	/	0	0	/	0	0				
	BEGIN PEAK HR VOLUMES	0	7:30 AM 0		0	$\circ$	0		0	0	0	0	0	$\circ$	0	0	0 0	_
	APPROACH %	0 0%	0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0	0	U	0 0	
	PEAK HR FACTOR		0.000	0 76	076	0.000	076	0 %	0.000	070	0 76	0.000	070	0.000				
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0.000	1			
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0
$\stackrel{DM}{\bowtie}$	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0
	V O L O I VI L O	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0
	APPROACH % APP/DEPART	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0	ł			
	BEGIN PEAK HR	U	4:00 PM		U	/	U	U	/	U	U	/	U	U				
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				0 0	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000				
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	]			
								Jeffery F IORTH SI										
				W Evar	n Hew <b>l</b>	EST SIDE	_	OUTU CI	DE	EAST SI	DE	W Evar	Hewes	Hwy				
							5	OUTH SI	DΕ									
								Jeffery F	Rd									

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

El Centro

<u>DATE:</u> Tue, Sep 17, 24 LOCATION: SC4879 NORTH & SOUTH: Westside Rd LOCATION #: EAST & WEST: W Evan Hewes Hwy STOP N NOTES: Ν ◀ W E► S NORTHBOUND SOUTHBOUND EASTBOUND WESTBOUND U-TURNS NT SL SR EL ER WL WT WR TOTAL NB NL ST ET SB EΒ WB TTL 7:15 AM 0 0 0 0 7:30 AM 65 81 0 0 7:45 AM 0 0 0 0 0 0 5 0 105 0 113 0 8:00 AM 0 0 0 6 8:15 AM 0 0 0 0 0 0 0 0 0 24 0 26 0 0 0 10 7 8:30 AM 0 19 30 14 0 0 0 0 0 0 0 0 0 8:45 AM 0 6 VOLUMES 301 364 0 3 1% 0 0 0 APPROACH % 0% 0% 100% 0% 0% 0% 0% 100% 0% 99% 0% APP/DEPART 304 301 BEGIN PEAK HR 7:15 AM VOLUMES 0 0 0 0 0 26 0 226 0 260 0 0 0 APPROACH % 0% 0% 100% 0% 0% 0% 0% 100% 0% 1% 99% 0% PEAK HR FACTOR 0.500 0.000 0.543 0.575 0.500 APP/DEPART 83 39 0 0 0 0 0 0 0 0 6 0 4:15 PM 0 0 0 0 0 0 0 4:30 PM 41 0 32 21 0 0 4:45 PM 0 0 0 0 0 0 0 0 0 13 5:00 PM 18 0 0 0 0 0 5:15 PM 0 0 0 0 0 0 0 14 0 0 0 0 15 0 0 5:45 PM 0 0 0 0 0 0 8 0 0 0 VOLUMES 2 22% 248 0 0 0 0 APPROACH % 78% 0% 0% 0% 0% 100% 1% 18% 82% 0% 0% APP/DEPART BEĞIN PEAK HR 4:00 PI VOLUMES 0 0 0 0 157 21 0 188 0 0 0 APPROACH % 20% 80% 0% 0% 0% 99% 16% 84% 0% 0% 1% 0% PEAK HR FACTOR 0.000 0.513 0.566 0.417 0.694 APP/DEPART 161 Westside Rd NORTH LEG W Evan Hewes Hwy WEST LEG EAST LEG W Evan Hewes Hwy SOUTH LEG Westside Rd

PROJECT #:

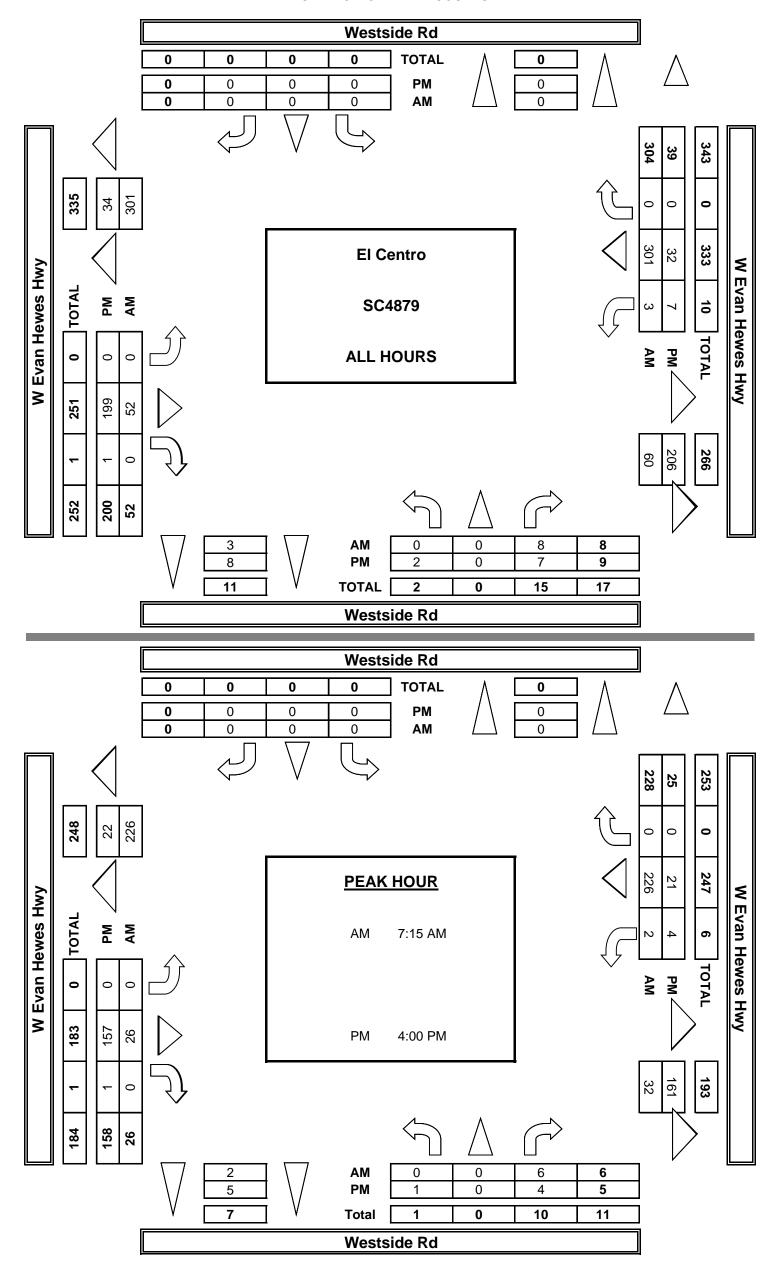
	7:00 AM
	7:15 AM
	7:30 AM
5	7:45 AM
AM	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
	TOTAL
	4:00 PM
	4:15 PM
	4:30 PM
PM	4:45 PM
Д	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
	TOTAL

N LEG         S LEG         E LEG         W LEG         TOTAL           0         0         0         0         0         0           0		ALL PED	+ BIKE &	SCOOTER	
0         0         0         0         0            0         0         0         0         0         0           0	N LEG	S LEG	E LEG	W LEG	TOTAL
0         0	0	0	0	0	0
0         0         0         0         0           0         0         0         0         0         0           0         0         0         0         0         0         0         0           0	0	0	0	0	0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0
0         0         0         0         0           0         0         0         0         0         0           0         0         0         0         0         0         0           0	0	0	0	0	0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0
0 0 0 0 0 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0
2 0 0 0 2 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0
0 0 0 0 0 0 0 0 0	0	0	0	0	0
0 0 0 0	2	0	0	0	2
	0	0	0	0	0
0 0 0 0	0	0	0	0	0
	0	0	0	0	0
0 0 0 0	0	0	0	0	0
0 0 0 0	0	0	0	0	0
2 0 0 2	2	0	0	0	2

N LEG	S LEG	E LEG	W LEG	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BICYCLE & SCOOTER CROSSINGS							
NL	SL	EL	WL	TOTAL			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
2	0	0	0	2			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
0	0	0	0	0			
2	0	0	0	2			

AimTD LLC
TURNING MOVEMENT COUNTS



## INTERSECTION TUF

PREPARED BY: AimTD LI

<u>DATE:</u> 9/17/24 TUESDAY

LOCATION: NORTH & SOUTH: EAST & WEST: El Centro Westside Rd

W Evan Hewes Hwy

	NOTES:				
PCE	Class	1	2	3	4
Adjusted	Factor	1	1.5	2	3

		<u> </u>	IORTHBOUN	ID		SOUTHBOUN	
		Westside Rd			Westside Rd		
		NL	NT	NR	SL	ST	
	LANES:	0	X	0	Χ	X	
	7.00 114	0	0	1	0	0	
	7:00 AM 7:15 AM	0		2		0	
			0	2	0		
	7:30 AM	0	0		0	0	
	7:45 AM	0	0	3	0	0	
	8:00 AM	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	
AM	8:45 AM	0	0	1	0	0	
⋖	VOLUMES	0	0	9	0	0	
	APPROACH %	0%	0%	100%	0%	0%	
	APP/DEPART	9	/	0	0	/	
	BEGIN PEAK HR		7:15 AM				
	VOLUMES	0	0	7	0	Ο	
	APPROACH %	0%	0%	100%	0%	0%	
	PEAK HR FACTOR		0.542			0.000	
	APP/DEPART	7	/	0	0	/	
	4:00 PM	0	0	0	0	0	
	4:15 PM	0	0	4	0	0	
	4:30 PM	2	0	0	0	0	
	4:45 PM	0	0	1	0	0	
	5:00 PM	1	0	1	0	0	
	5:15 PM	0	0	0	0	0	
V	5:30 PM	0	0	2	0	0	
	5:45 PM	0	0	0	0	0	
PM	VOLUMES	3	0	8	0	0	
i	APPROACH %	24%	0%	76%	0%	0%	

APP/DEPART	11	/	0	0	/
BEGIN PEAK HR		4:00 PM			_
VOLUMES	2	0	5	0	0
APPROACH %	23%	0%	77%	0%	0%
PEAK HR FACTOR		0.406			0.000
APP/DEPART	7	/	0	0	/

	0.406			0.000	
7	/	0	0	/	
					\
W Evan He	ewes Hwy		WEST SIDE		
	J				
				ı	
					١
					١

# RNING MOVEMENT COUNTS

LC. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4879 LOCATION #: 12 CONTROL: STOP N

			AM		<b>A</b>	
5	6		PM		Ν	
2	2		MD	<b>◄</b> ₩		E►
			OTHER		S	
			OTHER		lacktriangledown	

		- 4 0 - 5 0 1 1 1 1		·	VEOTE 01.11	15	
D	ŀ	EASTBOUNI	D	V	VESTBOUN	ID	
		Evan Hewes Hw			Evan Hewes H	1	
SR	EL	ET	ER	WL	WT	WR	TOTAL
X	Χ	1	0	0	1	X	
0	0	11	0	0	31	0	43
0	0	2	0	3	28	0	34
0	0	18	0	1	68	0	89
			0	0		0	
0	0	5			110		118
0	0	9	0	0	35	0	43
0	0	4	0	0	28	0	32
0	0	12	0	1	22	0	34
0	0	14	0	0	7	0	22
Ο	0	73	0	5	327	0	413
0%	0%	100%	0%	2%	98%	0%	
5	73	/	82	332	/	327	0
0	0	33	0	4	240	0	283
0%	0%	100%	0%	2%	98%	0%	
		0.471			0.556		0.602
4	33	/	40	244	/	240	0
0	0	80	0	0	10	0	90
0	0	29	0	5	7	0	45
0	0	38	0	0	10	0	49
0	0	28	1	2	0	0	32
0	0	13	0	1	2	0	18
0	0	13	0	0	1	0	14
0	0	12	0	0	7	0	21
0	0	9	0	2	4	0	15
0	0	221	1	10	41	0	283
0%	0%	100%	0%	20%	80%	0%	

11	222	/	229	51	/	43	0
0	0	174	1	7	27	0	215
0%	0%	99%	1%	21%	79%	0%	
		0.547			0.698		0.601
8	175	/	179	34	/	28	0

Westside Rd		
NORTH SIDE		
	EAST SIDE	W Evan Hewes Hwy
SOUTH SIDE		
Nestside Rd		

	U	-TUR	NS	
NB	SB	EB	WB	TTL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

		<u>DATE:</u> 9/17/24 TUESDAY	EAST &	& SOUTH WEST:		El Centr Westsid	side Rd LOCATION 7 an Hewes Hwy CONTROL:					CT #: ON #:	SC4879 12 STOP N			_				
		CLASS 1: PASSENGER VEHICLES	NOTES	S:								AM PM MD OTHER	◀ W	N S V	E►					
	ľ		N	ORTHBOL		SC	DUTHBOL			ASTBOUN			/ESTBOUI			1	U	-TUR	NS	
	ŀ		NL	Westside Ro	NR	SL	Westside Ro	SR	EL	ET EVan Hewes I	Hwy ER	WL	Evan Hewes F	-lwy WR	TOTAL	NB	SB	EB	WB	TTL
		LANES:	0	X	0	Χ	Χ	Χ	X	1	0	0	1	Χ						
Γ		7:00 AM	0	0	1	0	0	0	0	4	0	0	23	0	28	0	0	0	0	0
	L	7:15 AM 7:30 AM	0	0	0 2	0	0	0	0	10	0	0	26 62	0	28 75	0	0	0	0	0
		7:45 AM	0	0	3	0	0	0	0	5	0	0	102	0	110	0	0	0	0	0
	ŀ	8:00 AM	0	0	0	0	0	0	0	4	0	0	25	0	29	0	0	0	0	0
	Ī	8:15 AM	0	0	0	0	0	0	0	1	0	0	22	0	23	0	0	0	0	0
		8:30 AM	0	0	0	0	0	0	0	8	0	1	17	0	26	0	0	0	0	0
	¥ V	8:45 AM	0	0	1	0	0	0	0	2	0	0	5	0	8	0	0	0	0	0
		VOLUMES APPROACH %	0 0%	0 0%	7 100%	0 0%	0 0%	0 0%	0 0%	36 100%	0 0%	2 1%	282 99%	0 0%	327	0	0	0	0	0
		APP/DEPART	7	/	0	0 78	/	2	36	/	43	284	7970	282	0	1				
		BEGIN PEAK HR	,	7:15 AM	_	Ŭ	,		00	,	10	201	,	202	Ü	1				
		VOLUMES	Ο	0	5	0	0	0	0	21	0	1	215	0	242	0	0	0	0	
		APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
		PEAK HR FACTOR		0.417			0.000			0.525			0.529		0.550	_				
ŀ	4	APP/DEPART	5	/	0	0	/	1	21	/	26	216	/	215	0	┨┌╱	0		0	0
	-	4:00 PM 4:15 PM	0	0	0 2	0	0	0	0	74 26	0	0	3 7	0	77 35	0	0	0	0	0
	ŀ	4:30 PM	0	0	0	0	0	0	0	27	0	0	7	0	34	0	0	0	0	0
	-	4:45 PM	0	0	1	0	0	0	0	14	1	2	0	0	18	0	0	0	0	0
	-	5:00 PM	1	0	1	0	0	0	0	13	0	1	2	0	18	0	0	0	0	0
		5:15 PM	0	0	0	0	0	0	0	13	0	0	1	0	14	0	0	0	0	0
		5:30 PM	0	0	2	0	0	0	0	6	0	0	4	0	12	0	0	0	0	0
	∑ B	5:45 PM	0	0	0	0	0	0	0	7	0	2	1	0	10	0	0	0	0	0
		VOLUMES	1 10/	0	6	0	0	0	0	180	1	5	25	0	218	0	0	0	0	0
		APPROACH % APP/DEPART	14% 7	0%	86% 0	0%	0%	0% 6	0% 181	99%	1% 186	17% 30	83%	0% 26	0	-				
		BEGIN PEAK HR	,	4:00 PM		Ü	/	0	101	/	100	30		20	U	1				
		VOLUMES	0	0	3	0	0	0	0	141	1	2	17	0	164	0	0	0	0	
		APPROACH %	0%	0%	100%	0%	0%	0%	0%	99%	1%	11%	89%	0%						
		PEAK HR FACTOR		0.375			0.000			0.480			0.679		0.532	_				
L		APP/DEPART	3	/	0	0	/	3	142	/	144	19	/	17	0	J				
							I \\	estside/	Rd	1										
							"	CStSIGC	RG											
							N	ORTH SI	DE											
							<b>-1</b>													
							_			E 1 0 E 0 U		=								
		W E	van Hev	wes Hwy	WE	EST SIDE	<u>.</u>			EAST SI	DΕ	w Evar	n Hewes	HWY						
				1			S	OUTH SI	DE				_							
							W	'estside	Rd											

	<u>DATE:</u> 9/17/24 TUESDAY	LOCATION NORTH	& SOUTH	l:	El Centr Westsid W Evan		wy			PROJEC LOCATI CONTRO	ON #:								
	CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES	:								AM PM MD OTHER OTHER	■ W	N N S ▼	E►					
		NO	ORTHBOU	IND	SC	DUTHBOL	IND	E	ASTBOUN	ID	V	VESTBOUN	ND		Ī	U	J-TUR	NS	
		NII	Westside Rd		CI	Westside Ro			Evan Hewes F	,		Evan Hewes H	,	TOTAL	-	T CD	LED	MD	
	LANES:	NL O	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TT
	7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	7:15 AM	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	8:15 AM 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0 2	0	0	0	0	0
_	8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
AM	VOLUMES	0	0	1	0	0	0	0	4	0	0	7	0	12	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%	12				U	O
	APP/DEPART	1	/	0	0	/	0	4	/	5	7	/	7	0	1				
	BEGIN PEAK HR		7:15 AM												1				
	VOLUMES	0	0	1	0	0	0	0	2	0	0	5	0	8	0	0	0	0	
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%						_
	PEAK HR FACTOR		0.250			0.000			0.500			0.625		0.667					
	APP/DEPART	1	/	0	0	/	0	2	/	3	5	/	5	0	<b>.</b>				
	4:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	1	0	0	0	0	0	0	3	0	0	0	0	4	0	0	0	0	0
	4:45 PM 5:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0
	5:00 PM 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	5:45 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
$\operatorname{PM}$	VOLUMES	1	0	0	0	0	0	0	9	0	0	3	0	13	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	10				Ŭ	Ü
	APP/DEPART	1	/	0	0	/	0	9	/	9	3	/	4	0	1				
	BEGIN PEAK HR		4:00 PM												1				
	VOLUMES	1	0	0	0	0	0	0	8	0	0	1	0	10	0	0	0	0	
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						_'
	PEAK HR FACTOR		0.250			0.000			0.667			0.250		0.625	1				
	APP/DEPART	1	/	0	0	/	0	8	/	8	1	/	2	0					
						l w	'estside	Rd	1										
						N	ORTH SII	DE				_							
	W E	Evan Hev	ves Hwy	WE	EST SIDE	- -			EAST SII	DE	W Evar	n Hewes	Hwy						
						S	OUTH SII	DE				_							
						W	'estside	Rd	I										

	<u>DATE:</u> 9/17/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH	l:		Centro PROJECT # stside Rd LOCATION Evan Hewes Hwy CONTROL:					ON #:	SC4879 12 STOP N			_				
	CLASS 3: 3-AXLE TRUCKS	NOTES	<u>i:</u>								AM PM MD OTHER	<b>■</b> W	N N S ▼	E►					
		N	ORTHBOU		S	OUTHBOL			ASTBOUN			VESTBOUN			1	U	J-TUR	:NS	
		NL	Westside Rd	NR	SL	Westside Ro	SR	EL	Evan Hewes F	lwy ER	WL	V Evan Hewes H	lwy WR	TOTAL	NB	SB	EB	WB	TT
	LANES:	0	X	0	χ	χ	X	χ	1	0	0	1	χ		<u> </u>	<u> </u>	<u></u>		
	7:00 AM 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
AM	8:45 AM VOLUMES	0	0	0	0	0	0	0	5	0	0	2	0	3	0	0	0	0	0
'	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	/		0	U	U	U
	APP/DEPART	0	/	0	0	/	0	5	/	5	2	/	2	0	1				
	BEGIN PEAK HR		7:15 AM												1				
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1000/	0	1	0	0	0	0	
	APPROACH % PEAK HR FACTOR	0%	0% 0.000	0%	0%	0% 0.000	0%	0%	0% 0.000	0%	0%	100% 0.250	0%	0.250					
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0.230	1				
	4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0 3	0	0	0	0	3	0	0	0	0	0
	4:45 PM 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
РМ	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	3	0	0	1000/	0	4	0	0	0	0	0
	APPROACH % APP/DEPART	0%	0%	0%	0%	0%	0%	0% 3	100%	0% 3	0%	100%	0% 1	0	1				
	BEGIN PEAK HR	<u> </u>	4:00 PM			/	<u> </u>	J	/	J		/	1		1				
	VOLUMES	0	0	0	0	0	0	0	3	0	0	1	0	4	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						=
	PEAK HR FACTOR APP/DEPART	0	0.000	0	0	0.000	0	3	0.250	3	1	0.250	1	0.333	4				
		Evan Hev	wes Hwy	W	EST SIDE	N	estside ORTH SI	DE	EAST SII	DE	W Evar	- n Hewes	Hwy		•				
						SOUTH SIDE													
			W	'estside	Rd														

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

	<u>DATE:</u> 9/17/24 TUESDAY		ION: I & SOUTH & WEST:	l:	El Centr Westsid W Evan		wy		PROJECT #: SC4879 LOCATION #: 12 CONTROL: STOP N										
	CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES	):								AM PM MD OTHER OTHER	<b>■</b> W	N S	E▶					
		N	ORTHBOU Westside Rd		S	OUTHBOL			ASTBOUN			/ESTBOUN			Ī 🦳	U	I-TUR	NS	
	LANES:	NL 0	NT X	NR 0	SL X	Westside Rd	SR X	EL X	Evan Hewes F ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TT
	7:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	7:15 AM 7:30 AM	0	0	0	0	0	0	0	0 2	0	0	0	0	3	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
AM	8:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
1	VOLUMES APPROACH %	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	7 100%	0 0%	9%	10 91%	0 0%	18	0	0	0	0	0
	APP/DEPART	0	/	0	0	/	1	7	/	7	11	/	10	0	1				
	BEGIN PEAK HR		7:15 AM	-					·				-		1				
	VOLUMES	0	0	0	0	0	0	0	3	0	1	5	0	9	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	17%	83%	0%	0.750					
	PEAK HR FACTOR APP/DEPART	0	0.000	0	0	0.000	1	3	0.375	3	6	0.750	5	0.750	4				
	4:00 PM	0	0 1	0	0	1 0	1 0	0	/ I 1	0	6	1 1	0	2	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM 5:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0
1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
$\operatorname{PM}$	VOLUMES	0	0	0	0	0	0	0	7	0	1	3	0	11	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	25%	75%	0%						
	APP/DEPART	0	/	0	0	/	1	7	/	7	4	/	3	0					
	BEGIN PEAK HR		4:00 PM			0	0		Г	^	1	2	0	0					ı
	VOLUMES APPROACH %	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	5 100%	0 0%	33%	2 67%	0 0%	8	0	0	0	0	l
	PEAK HR FACTOR		0.000	070	0 70	0.000	0 70	0 70	0.625	0 70	3370	0.750	070	0.667					
	APP/DEPART	0	/	0	0	/	1	5	/	5	3	/	2	0	1				
							'estside ORTH SI					_			•				
	W E	Evan Hev	wes Hwy	W	EST SIDE	Ξ			EAST SII	DE	W Evar	n Hewes	Hwy						
						S	OUTH SI	DE				_							
							, , , , ,	D 1											
						l W	'estside	Rd	I										

	<u>DATE:</u> 9/17/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH	l:	El Centr Westsid W Evan		wy			PROJEC LOCATION CONTRO	ON #:	SC4879 12 STOP N							
	CLASS 5:	NOTES	:								AM		<b>A</b>						
	RV										PM		Ν						
											MD	<b>⋖</b> W	_	E ▶					
											OTHER		S						
											OTHER		$\blacksquare$						
		N	ORTHBOU	IND	SC	DUTHBOL	IND	E	:ASTBOUN	1D	V	VESTBOUI	ND			U	I-TUR	:NS	
			Westside Rd			Westside Rd			Evan Hewes I			/ Evan Hewes H							
	LANES:	NL O	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTI
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH % APP/DEPART	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0% 0	0	-				
	BEGIN PEAK HR	U	7:15 AM	_	U	/	U	U	/	U	U	/	U	U	1				
	VOLUMES	0	7.13 AIVI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ī
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			U			
	PEAK HR FACTOR	0,0	0.000	070	0,0	0.000	0,0	0,0	0.000	070	0,0	0.000	0,0	0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
$\mathbb{P}$	5:45 PM VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0 0%	0 0%	0 0%	0%	0%	0 0%	0 0%	0%	0%	0%	0%	0 0%	U	0	0	0	0	U
	APP/DEPART	0	/	0 /8	0 /0	/	0 /0	0	/	0 /0	0 /8	/	0 /0	0	1				
	BEGIN PEAK HR	U	4:00 PM	_	U	/	0	U	/	0	U	/	0	O	1				
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
						W	'estside	Rd											
						N.		DE											
						IV	ORTH SI	DE				_							
	W E	Evan Hev	ves Hwy	W	EST SIDE	<u> </u>			EAST SI	DE	W Evai	n Hewes	Hwy						
						<b>7</b> ^	OUTU O	DE				_							
						5	OUTH SI	UΕ											
						\/\	Rd												
						I VV	estside	Nu	I										

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	<u>DATE:</u> 9/17/24 TUESDAY	EAST &	& SOUTH WEST:		El Centr Westsid	0		14 233 76	000 CS&a	PROJEC LOCATI CONTRO	T #: ON #: DL:	SC4879 12 STOP N							
	CLASS 6: BUSES	NOTES	): 								AM PM MD OTHER OTHER	<b>■</b> W	N S V	E►					
		No	ORTHBOU Westside Ro		SC	OUTHBOU Westside Rd			ASTBOUN Evan Hewes			Evan Hewes				Ĺ	J-TURI	NS	
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL
_	LANES:	0	X	0	Χ	X	X	Χ	1	0	0	1	X					0	
	7:00 AM 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:13 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
¥	8:45 AM VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	O	0		U	U	0
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:15 AM	1															
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.000					
	PEAK HR FACTOR APP/DEPART	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0	0.000					
$\vdash$	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	1	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
_		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
₫	5:45 PM VOLUMES	0	0	1	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%		<u> </u>				
	APP/DEPART	1	/	0	0	/	1	0	/	1	1	/	0	0					
	BEGIN PEAK HR	0	4:00 PM			0	0		0	$\circ$	1	0	0	2		0	^	0	
	VOLUMES APPROACH %	0 0%	0 0%	1 100%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	1 100%	0 0%	0 0%	2	0	0	0	0	
	PEAK HR FACTOR		0.250	10070	0 70	0.000	0 70	0 70	0.000	0 70	10076	0.250	070	0.250					
	APP/DEPART	1	/	0	0	/	1	0	/	1	1	/	0	0					
							W	estside/	Rd										
							NI NI	ORTH SI	DE										
							] 14	OKIII 31	DL				-						
				W Evar	n Hew <b>l</b>	EST SIDE				EAST SI	DE	W Evar	n Hewes	Hwy					
							•						_						
							S	OUTH SI	DE										
							λ Α.	/octo! do	Dd										
							I VV	estside/	KU	I									

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

El Centro

<u>DATE:</u> Tue, Sep 17, 24 LOCATION: SC4879 NORTH & SOUTH: Huff Rd LOCATION #: EAST & WEST: W Evan Hewes Hwy STOP S NOTES: Ν ◀ W E► S NORTHBOUND SOUTHBOUND EASTBOUND WESTBOUND U-TURNS NL NT NR SL SR EL ER WL WT WR TOTAL NB ST ΕT SB EΒ WB TTL 7:15 AM 0 28 27 7:30 AM 10 84 0 7:45 AM 0 0 0 0 0 0 78 119 0 12 8 8:00 AM 0 0 41 8:15 AM 0 0 0 0 0 3 0 0 19 36 0 0 34 0 8:30 AM 0 0 0 0 8 0 0 13 6 8:45 AM 0 0 VOLUMES 50 416 0 210 0 0 20 15 0 APPROACH % 0% 0% 0% 17% 0% 83% 23% 77% 0% 0% 91% APP/DEPART 119 65 232 309 36 BEGIN PEAK HR 7:00 AM VOLUMES 283 0 8 0 74 11 24 0 0 155 10 0 0 0 APPROACH % 0% 0% 0% 10% 0% 90% 31% 69% 0% 0% 93% 6% PEAK HR FACTOR 0.000 0.683 0.512 0.595 0.673 APP/DEPART 82 166 15 8 62 22 103 11 0 0 0 0 0 0 4:15 PM 0 0 0 0 0 46 0 6 4:30 PM 26 20 46 34 0 0 0 0 4:45 PM 0 0 0 0 4 0 0 0 6 27 12 5:00 PM 0 0 0 0 6 5:15 PM 0 0 0 0 0 0 0 0 21 19 0 6 5:45 PM 0 0 0 8 0 0 VOLUMES 313 0 0 16 166 0 26 0 0 APPROACH % 0% 0% 71% 0% 29% 21% 79% 0% 0% 55% 45% 0% APP/DEPART BEĞIN PEAK HR 4:00 PI VOLUMES 0 27 0 11 32 130 0 0 14 229 0 15 0 0 71% 0% 29% 20% 0% 48% APPROACH % 0% 0% 0% 80% 0% 52% PEAK HR FACTOR 0.000 0.792 0.556 0.526 0.518 APP/DEPART 38 162 Huff Rd NORTH LEG W Evan Hewes Hwy WEST LEG EAST LEG W Evan Hewes Hwy SOUTH LEG Huff Rd

PROJECT #:

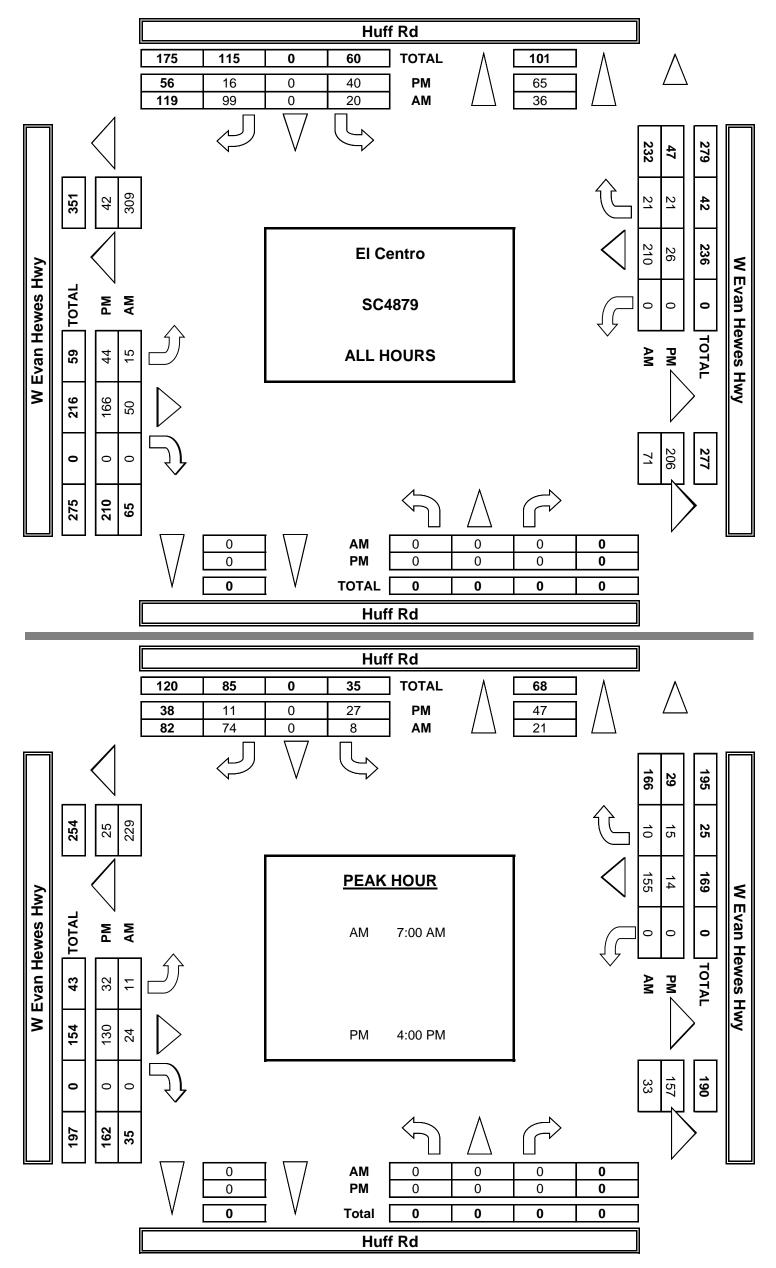
	7:00 AM
	7:15 AM
	7:30 AM
AM	7:45 AM
Α	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
	TOTAL
	4:00 PM
	4:15 PM
	4:30 PM
$\mathbb{P}^{\mathbb{N}}$	4:45 PM
Д	5:00 PM
	5:15 PM
	5:15 PM 5:30 PM

	ALL PED	+ BIKE &	SCOUTER	
N LEG	S LEG	E LEG	W LEG	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2	0	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2	0	0	0	2

N LEG	S LEG	E LEG	W LEG	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BICYC	CLE & SO	COOTER	R CROSS	SINGS
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2	0	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2	0	0	0	2

AimTD LLC
TURNING MOVEMENT COUNTS



# INTERSECTION TUF

PREPARED BY: AimTD LI

<u>DATE:</u> 9/17/24 TUESDAY LOCATION: El Centro NORTH & SOUTH: Huff Rd

EAST & WEST: W Evan Hewes Hwy

	NOTES:				
PCE	Class	1	2	3	4
Adjusted	Factor	1	1.5	2	3
	•				

		<u> </u>	IORTHBOUN	ID	S	OUTHBOUNI
			Huff Rd			Huff Rd
	LANES:	NL X	NT X	NR X	SL 1	ST X
	7:00 AM	0	0	0	5	0
	7:15 AM	0	0	0	7	0
	7:30 AM	0	0	0	3	0
	7:45 AM	0	0	0	1	0
	8:00 AM	0	0	0	2	0
	8:15 AM	0	0	0	6	0
	8:30 AM	0	0	0	3	0
AM	8:45 AM	0	0	0	4	0
$\overline{\triangleleft}$	VOLUMES	0	0	0	29	0
	APPROACH %	0%	0%	0%	20%	0%
	APP/DEPART	0	/	48	143	/
	BEGIN PEAK HR		7:00 AM			
	VOLUMES	0	0	0	15	0
	APPROACH %	0%	0%	0%	15%	0%
	PEAK HR FACTOR		0.000			0.739
	APP/DEPART	0	/	26	98	/
	4:00 PM	0	0	0	15	0
	4:15 PM	0	0	0	8	0
	4:30 PM	0	0	0	4	0
	4:45 PM	0	0	0	7	0
	5:00 PM	0	0	0	5	0
	5:15 PM	0	0	0	2	0
	5:30 PM	0	0	0	2	0
>	5:45 PM	0	0	0	4	0
PM	VOLUMES	0	0	0	47	0
	APPROACH %	0%	0%	0%	68%	0%

APP/DEPART	0	/	75	69	/
BEGIN PEAK HR		4:00 PM			_
VOLUMES	0	0	0	34	0
APPROACH %	0%	0%	0%	68%	0%
PEAK HR FACTOR		0.000			0.694
APP/DEPART	0	/	53	50	/

W Evan Hewes Hwy	WEST SIDE

# RNING MOVEMENT COUNTS

LC. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4879 LOCATION #: 13 CONTROL: STOP S

			AM		<b>A</b>	
5	6		PM		Ν	
2	2		MD	<b>⋖</b> W		E►
			OTHER		S	
			OTHER		▼	

	I -	ACTROLINE	<u></u>	\ A	/ECTDOLIA	. D	
D		EASTBOUN			VESTBOUN		
		Evan Hewes Hw			Evan Hewes H	1	TOTAL
SR	EL	ET	ER	WL	WT	WR	TOTAL
1	0	1	Χ	Χ	1	0	
12	3	11	0	0	19	4	54
9	3	3	0	0	26	2	49
31	3	14	0	0	40	5	95
31	4	7	0	0	79	3	124
14	5	5	0	0	23	2	50
8	0	5	0	0	21	1	41
9	2	10	0	0	13	5	41
2	0	14	0	0	7	8	34
115	19	68	0	0	226	29	485
80%	22%	78%	0%	0%	89%	11%	
0	87	/	96	255	/	341	0
83	12	35	0	0	163	14	321
85%	26%	74%	0%	0%	92%	8%	
		0.684			0.541		0.646
0	47	/	50	177	/	245	0
3	15	65	0	0	7	10	114
7	11	22	0	0	3	3	54
5	7	30	0	0	7	1	54
1	4	27	0	0	1	2	42
0	3	13	0	0	6	1	28
1	3	10	0	0	0	1	17
1	9	6	0	0	6	3	27
4	1	9	0	0	2	1	21
22	53	180	0	0	32	22	355
32%	23%	77%	0%	0%	59%	41%	

	•						-
0	233	/	227	53	/	54	0
16	37	143	0	0	18	16	263
32%	21%	79%	0%	0%	53%	47%	
		0.563			0.516		0.577
0	180	/	177	33	/	34	0

Huff Rd			
NORTH SIDE			
	EAST SIDE	W Evan Hewes Hwy	
SOUTH SIDE			
Huff Rd			

	U	-TUR	NS	
NB	SB	EB	WB	TTL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

<u>DATE:</u> 9/17/24 TUESDAY		ION: I & SOUTH WEST:	l:	El Centr Huff Rd W Evan	o Hewes H	wy			PROJEC LOCATI CONTRO	ON #:	SC4879 13 STOP S							
CLASS 1: PASSENGER VEHICLES	NOTES	): 								AM PM MD OTHER	<b>■</b> W	N S V	E►					
	N	ORTHBOU	IND	SC	DUTHBOL	IND		ASTBOUN Evan Hewes I			/ESTBOU				U	J-TUR	NS	
LANES:	NL X	Huff Rd NT X	NR X	SL 1	Huff Rd ST X	SR 1	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TT
7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM VOLUMES APPROACH % APP/DEPART	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 2 1 1 0 4 1 1 10 10%	0 0 0 0 0 0 0 0 0 0 0	9 6 26 25 11 8 4 0 89 90%	1 1 3 2 2 0 2 0 11 23% 48	6 1 8 7 5 2 6 2 37 77%	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	16 18 35 77 16 18 13 5 198 94%	0 2 3 3 0 1 2 1 12 6% 287	32 30 76 115 34 33 28 9 358	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 1 0 0 0 0 0	0 1 0 0 0 0 0 0
BEGIN PEAK HR VOLUMES APPROACH % PEAK HR FACTOR APP/DEPART	0 0%	7:00 AM 0 0% 0.000	0 0% 15	4 6%	0 0% 0.648	66 94% 0	7 24%	22 76% 0.659	0 0% 27	0 0% 155	146 94% 0.484	8 5% 212	254 0.552 0	0	0	0	1	
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM VOLUMES APPROACH % APP/DEPART BEGIN PEAK HR VOLUMES APPROACH % PEAK HR FACTOR APP/DEPART	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 5 4 5 5 5 2 2 2 4 36 77% 47 23 74%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 2 5 1 0 1 1 1 1 23% 0	15 6 4 4 3 3 3 1 39 21% 189 29 20%	59 22 22 13 11 10 6 7 150 79% / 116 80% 0.490	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 3 4 1 6 0 3 2 22 52% / 11 44% 0.568	8 3 1 2 1 1 3 1 20 48% 33 14 56%	94 41 40 26 26 17 18 16 278 0 201 0.535 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0
W E	Evan Hev	wes Hwy	W	EST SIDE	<u>-</u>	Huff Ro	DE	EAST SI	DE	W Evar	- n Hewes	Hwy						
					S	OUTH SII Huff Ro												

	<u>DATE:</u> 9/17/24 TUESDAY		ION: I & SOUTH WEST:	:	El Centr Huff Rd W Evan	o Hewes H	wy			PROJEC LOCATI CONTRO	ON #:	SC4879 13 STOP S							
	CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES	ò:								AM PM MD OTHER	<b>⋖</b> W	N N S ▼	E▶					
		N	ORTHBOU	ND	SC	OUTHBOL	IND		ASTBOUN			VESTBOUN			Ī	U	J-TUR	:NS	
	LANES:	NL X	Huff Rd  NT  X	NR X	SL 1	Huff Rd ST X	SR 1	EL 0	Evan Hewes F ET 1	ER X	WL X	V Evan Hewes F WT 1	WR 0	TOTAL	NB	SB	EB	WB	TT
	7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:15 AM 7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	0	0
	8:00 AM	0	0	0	1	0	0	0	0	0	0	1	1	3	0	0	0	0	0
	8:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	1	0	1	0	1	0	0	0	0	3	0	0	0	0	0
AM	8:45 AM	0	0	0	2	0	1	0	1	0	0	0	3	7	0	0	0	0	0
1	VOLUMES APPROACH %	0 0%	0 0%	0 0%	7 70%	0 0%	3 30%	2 40%	3 60%	0 0%	0 0%	4 50%	4 50%	23	0	0	0	0	0
	APP/DEPART	0	/	6	10	/	0	5	/	10	8	/	7	0	-				
	BEGIN PEAK HR		7:00 AM			•		Ū	,	. 0		,	•	Ů	1				
	VOLUMES	0	0	0	2	0	1	2	1	0	0	3	0	9	0	0	0	0	
	APPROACH %	0%	0%	0%	67%	0%	33%	67%	33%	0%	0%	100%	0%	0.750					
	PEAK HR FACTOR	0	0.000	2	2	0.375		2	0.375	2		0.750	4	0.750	-				
	APP/DEPART 4:00 PM	0	1 0	2	3	0	0 I 0	3	2	3	3	/   1	4	0 4	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
$\operatorname{PM}$	5:45 PM VOLUMES	0	0	0	0	0	2	0	10	0	0	1	0	3 14	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	50%	50%	14			U	U	U
	APP/DEPART	0	/	1	2	/	0	10	/	10	2	/	3	0	1				
	BEGIN PEAK HR		4:00 PM												1				
	VOLUMES	0	0	0	0	0	0	0	8	0	0	1	1	10	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	50%	50%	0.405					
	PEAK HR FACTOR APP/DEPART		0.000	1	0	0.000	0	8	0.667	8	2	0.250	1	0.625	4				
	APP/DEPART	0	/	ı	0	/	U	8	/	8	2	/	ı	0	J				
							Huff Rd	ł											
							ODTU OU	D.F.											
						IN	ORTH SII	DE				_							
	W E	Evan Hev	wes Hwy	WI	EST SIDE	<u> </u>			EAST SII	DE	W Evai	n Hewes	Hwy						
						<b>7</b> ~	OUTU CU	DE				_							
						5	OUTH SII	NE											
							Huff Rd	ł											
						•			1										

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

	<u>DATE:</u> 9/17/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH	l:	El Centr Huff Rd W Evan	o Hewes H	wy			PROJEC LOCATI CONTRO	ON #:	SC4879 13 STOP S							
	CLASS 3: 3-AXLE TRUCKS	NOTES	) <u>:</u>								AM PM MD OTHER	<b>→</b> W	N N S ▼	E▶					
		N	ORTHBOU	ND	SC	OUTHBOL	IND		ASTBOUN			VESTBOUI				U	J-TUR	NS	
	LANES:	NL X	Huff Rd NT X	NR X	SL 1	Huff Rd ST X	SR 1	EL 0	Evan Hewes I ET 1	ER X	WL X	/ Evan Hewes F WT 1	WR 0	TOTAL	NB	SB	EB	WB	TT
	7:00 AM	0	0	0	0	0	0	1	1	0	0	0	2	4	0	0	0	0	0
	7:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
V	8:45 AM	0	0	0	0	0	0	0	2	0	0	1	1	4	0	0	0	0	0
AM	VOLUMES	0	0	0	1	0	0	1	4	0	0	2	4	12	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	20%	80%	0%	0%	33%	67%			1			
	APP/DEPART	0	/	5	1	/	0	5	/	5	6	/	2	0					
	BEGIN PEAK HR		7:00 AM			0	0	4	1	0		0	0	,				0	ı
	VOLUMES APPROACH %	0 0%	0 0%	0 0%	1 100%	0 0%	0 0%	50%	1 50%	0 0%	0 0%	0 0%	3 100%	6	0	0	0	0	l
	PEAK HR FACTOR		0.000	076	100%	0.250	076	30%	0.250	076	0 %	0.375	100%	0.375					
	APP/DEPART	0	/	4	1	/	0	2	/	2	3	/	0	0.373	1				
	4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	1	0	0	0	3	0	0	0	0	4	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
$\operatorname{PM}$	VOLUMES	0	0	0	1	0	0	0	3	0	0	1	0	5	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	1	/	0	3	/	4	1	/	1	0	1				
	BEGIN PEAK HR		4:00 PM												<b>1</b>				
	VOLUMES	0	0	0	1	0	0	0	3	0	0	1	0	5	0	0	0	0	l
	APPROACH % PEAK HR FACTOR	0%	0% 0.000	0%	100%	0% 0.250	0%	0%	100% 0.250	0%	0%	100% 0.250	0%	0.313					
	APP/DEPART	0	/	0	1	/	0	3	/	4	1	/	1	0.313	-				
	W E	Evan Hev	wes Hwy	W	EST SIDE	_	Huff Ro ORTH SI OUTH SI Huff Ro	DE DE	EAST SI	DE	W Evai	- n Hewes	Hwy		-				
						1		-	1										

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

	<u>DATE:</u> 9/17/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH	<del>1</del> :	El Centr Huff Rd W Evan	o Hewes H	wy			PROJEC LOCATION CONTRO	ON #:	SC4879 13 STOP S			_				
	CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES	<u>:</u>								AM PM MD OTHER OTHER	<b>■</b> W	N S	E▶					
		NO	ORTHBOU Huff Rd	JND	SC	OUTHBOL Huff Rd	JND		ASTBOUN			/ESTBOUN			İ	U	J-TUR	NS	
	LANES:	NL X	NT X	NR X	SL 1	ST	SR 1	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TT
AM	7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM VOLUMES APPROACH %	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	1 1 0 0 0 0 0 0 0 2 22%	0 0 0 0 0 0 0 0 0	1 1 1 2 1 0 1 0 7 78%	0 0 0 0 1 0 0 0 0 1 14%	1 0 2 0 0 1 0 1 0 2 6 86%	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	1 2 1 0 0 1 1 1 0 0 0 6 86%	0 0 0 0 0 0 0 1 0 1 14%	4 4 4 2 3 2 2 2 2 2 23	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0
	APP/DEPART BEGIN PEAK HR VOLUMES APPROACH % PEAK HR FACTOR APP/DEPART	0 0 0%	7:00 AM 0 0% 0.000	2 1 0 0%	9 2 29%	/ 0 0% 0.875 /	0 5 71%	7 0 0%	3 100% 0.375	8 0 0% 5	7 0 0%	/ 4 100% 0.500 /	13 0 0%	0 14 0.875 0	0	0	0	0	
PM	4:00 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM VOLUMES APPROACH % APP/DEPART BEGIN PEAK HR	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 4:00 PM	0 0 0 0 0 0 0 0 0 0 0 0	2 1 0 0 0 0 0 0 0 0 3 60%	0 0 0 0 0 0 0 0 0 0	1 1 0 0 0 0 0 0 0 0 0 2 40%	0 1 1 0 0 0 2 0 4 57%	1 0 1 1 0 0 0 0 0 0 3 43%	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 1 0 0 0 0 1 0 2 100%	0 0 0 0 0 0 0 0 0 0 0 0	4 3 3 1 0 0 0 3 0 14	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0
	VOLUMES APPROACH % PEAK HR FACTOR APP/DEPART	0 0% 0	0 0% 0.000	0 0%	3 60% 5	0 0% 0.417 /	2 40% 0	2 40% 5	3 60% 0.625 /	0 0% 6	0 0%	1 100% 0.250 /	0 0% 3	0.688 0	0	0	0	0	
	W E	Evan Hev	wes Hwy	W	EST SIDE	_	Huff Ro		EAST SI	DE	W Evar	- n Hewes	Hwy		-				
						S	OUTH SII Huff Rc					-							

	<u>DATE:</u> 9/17/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH		El Centr Huff Rd				oo csea	PROJEC LOCATI CONTRO	T #: ON #:	SC4879 13 STOP S			_				
	CLASS 5: RV	NOTES	:								AM PM MD OTHER	<b>■</b> W	N N S ▼	E►					
		N	ORTHBOU	ND	SC	OUTHBOL	IND		EASTBOU!			VESTBOUN				U	-TUR	NS	•
		NL	Huff Rd	NR	SL	Huff Rd	SR	EL	/ Evan Hewes	Hwy ER	WL	V Evan Hewes H	lwy WR	TOTAL	NB	SB	EB	WB	TTL
	LANES:	X	X	X	1	X	1	0	1	Χ	X	1	0						
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
_		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	8:45 AM VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	i
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
_		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	5:45 PM VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:00 PM																•
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR	0	0.000		0	0.000		0	0.000	0		0.000	0	0.000					
_	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
							Huff Rd	I											
						Ν	ORTH SII	DE				_							
	W E	īvan Hev	ves Hwy	W	EST SIDE				EAST SI	DE	W Evai	n Hewes	Hwy						
						7 .	OHTH CU	DE				_							
						5	OUTH SII	UE											
							Huff Rd	I											
						I	. IGIT ING	•	ı										

	<u>DATE:</u> 9/17/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH		El Centr Huff Rd	-O		4 200 70	,00 t3 t a	PROJEC LOCATION	T #: ON #:	SC4879 13 STOP S			_				
	CLASS 6:	NOTES	<b>)</b> :								AM		<b>A</b>						
	BUSES										PM MD OTHER OTHER	<b>⋖</b> W	N S ▼	E►					
		N	ORTHBOL	JND	SC	OUTHBOL	IND	E.	ASTBOU	VD	V	/ESTBOU	VD			L	J-TURI	VS	
			Huff Rd	T=		Huff Rd	T		Evan Hewes	,		Evan Hewes					T T		
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
$\geq$	8:45 AM VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
⋖	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0					
	APP/DEPART	0	7.00 44	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR	0	7:00 AM			0	0	0	0	0	0	0	0	0	0	0	0	$\circ$	
	VOLUMES APPROACH %	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0	0	0	0	0	
		0%	0.000	0%	0%	0.000	0%	0%	0.000	0%	0%	0.000	0%	0.000					
	PEAK HR FACTOR APP/DEPART	0	0.000	0	0	0.000	0	0	0.000	0	0	0.000	0						
-	4:00 PM	0	/ I 0	I 0	0	/ I 0	0	0	/	0	0	/ I 0	0 I 0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
_		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
$\stackrel{\text{DM}}{=}$	VOLUMES	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	100%	0%	0%	0%	0%	0%				U	U	
	APP/DEPART	0	/	1	1	/	0	1	/	0	0	/	1	0	1				
	BEGIN PEAK HR	Ť	4:00 PM	1	<u> </u>	•	-	İ	•	-		•	•		1				
	VOLUMES	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	100%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			0.250			0.000		0.250					
	APP/DEPART	0	/	1	1	/	0	1	/	0	0	/	1	0	]				
							N	Huff Ro					_		-				
				W Evai	n Hew <b>a</b> s	EST SIDE	_	OUTH SII	DE	EAST SI	DE	W Evar	n Hewes	Hwy					
									<i>∪</i> ∟										
								Huff Ro	4										
							•			ı									

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<u>DATE:</u> Tue, Sep 17, 24 LOCATION: PROJECT #: SC4879 El Centro NORTH & SOUTH: Derrick Rd LOCATION #: W Evan Hewes Hwy EAST & WEST: STOP N NOTES: Ν ◀ W E► S NORTHBOUND SOUTHBOUND EASTBOUND WESTBOUND U-TURNS NT NR SL SR EL ER WL WT WR TOTAL NB NL ST ΕT SB EΒ WB TTL 7:15 AM 0 0 49 0 7:30 AM 18 0 0 7:45 AM 0 0 0 0 0 0 10 0 80 0 96 0 8:00 AM 10 33 0 0 0 16 8:15 AM 0 0 0 0 0 6 24 0 36 0 0 0 12 8:30 AM 0 10 30 31 0 0 0 0 0 0 0 0 8:45 AM 14 0 VOLUMES 90 395 0 20 30 248 0 0 0 APPROACH % 20% 0% 80% 0% 0% 0% 0% 98% 11% 89% 0% APP/DEPART 92 110 278 BEGIN PEAK HR 7:00 AM VOLUMES 0 50 20 10 0 0 0 183 0 265 0 0 0 APPROACH % 9% 0% 91% 0% 0% 0% 0% 98% 2% 10% 90% 0% PEAK HR FACTOR 0.000 0.690 0.688 0.671 0.619 APP/DEPART 60 97 47 0 0 0 0 0 14 0 4:15 PM 0 0 0 0 8 0 4:30 PM 25 31 39 0 0 0 4:45 PM 0 0 0 0 0 0 0 46 0 0 8 20 5:00 PM 0 0 0 0 2 5:15 PM 0 0 0 0 0 0 0 18 0 19 0 0 5:45 PM 0 0 0 0 0 11 0 4 0 24 0 6 VOLUMES 325 0 214 0 0 APPROACH % 13% 88% 100% 0% 0% 0% 98% 2% 26% 74% 0% 0% APP/DEPART BEĞIN PEAK HR 4:00 P VOLUMES 0 0 0 163 3 12 33 0 229 0 14 0 0 APPROACH % 18% 100% 0% 0% 2% 27% 0% 82% 0% 98% 73% 0% PEAK HR FACTOR 0.250 0.553 0.590 0.531 0.662 APP/DEPART 166 Derrick Rd NORTH LEG W Evan Hewes Hwy WEST LEG EAST LEG W Evan Hewes Hwy SOUTH LEG Derrick Rd

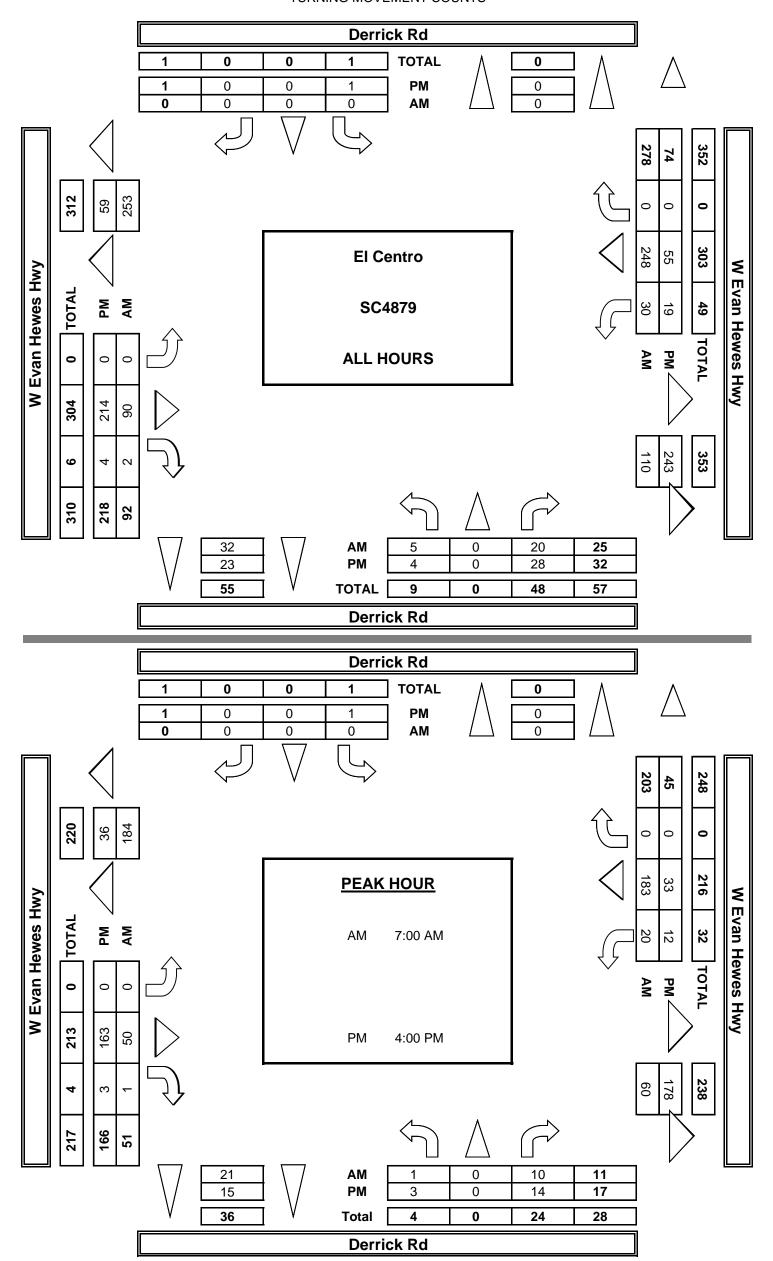
	7:00 AM
	7:15 AM
	7:30 AM
AM	7:45 AM
A	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
	TOTAL
	4:00 PM
	4:15 PM
	4:15 PM 4:30 PM
M	4:30 PM 4:45 PM
PM	4:30 PM
PM	4:30 PM 4:45 PM 5:00 PM 5:15 PM
PM	4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM
PM	4:30 PM 4:45 PM 5:00 PM 5:15 PM

N LEG         S LEG         E LEG         W LEG         TOTAL           0         0         0         0         0         0           0         0         0         0         0         0           0         0         0         0         0         0           0         0         0         0         0         0           0         0         0         0         0         0         0           0		ALL PED	+ BIKE &	SCOOTER	
0         0	N LEG	S LEG	E LEG	W LEG	TOTAL
0         0	0	0	0	0	0
0         0	0	0	0	0	0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0
0         0         0         0         0           0         0         0         0         0         0           0         0         0         0         0         0         0           0	0	0	0	0	0
0         0         0         0         0           0         0         0         0         0         0           0         0         0         0         0         0         0           0	0	0	0	0	0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0
0         0         0         0         0           0         0         0         0         0           2         0         0         0         0         2           0         0         0         0         0         0         0           0         0         0         0         0         0         0         0           0         0         0         0         0         0         0         0           0         0         0         1         0         1         1	0	0	0	0	0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0	0	0
2         0         0         0         2           0         0         0         0         0           0         0         0         0         0           0         0         0         0         0           0         0         0         0         0           0         0         0         0         0           0         0         1         0         1	0	0	0	0	0
0         0         0         0         0           0         0         0         0         0           0         0         0         0         0           0         0         0         0         0           0         0         1         0         1	0	0	0	0	0
0         0         0         0         0           0         0         0         0         0           0         0         0         0         0           0         0         1         0         1	2	0	0	0	2
0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 1	0	0	0	0	0
0         0         0         0         0           0         0         1         0         1	0	0	0	0	0
0 0 1 0 1	0	0	0	0	0
	0	0	0	0	0
2 0 1 0 3	0	0	1	0	1
	2	0	1	0	3

N LEG S LEG E LEG W LEG O O O O O O O O O O O O O O O O O O O	
0         0         0         0           0         0         0         0           0         0         0         0           0         0         0         0           0         0         0         0           0         0         0         0           0         0         0         0           0         0         0         0	TOTAL
0         0         0         0           0         0         0         0           0         0         0         0           0         0         0         0           0         0         0         0           0         0         0         0           0         0         0         0	0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0
0 0 0 0 0 0 0 0 0 0 0 0	0
0 0 0 0 0 0	0
0 0 0 0	0
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	0
	0
0 0 0 0	0
0 0 0 0	0
0 0 0 0	0
0 0 0 0	0
0 0 0 0	0
0 0 0 0	0
0 0 0 0	0
0 0 1 0	1
0 0 1 0	1

BICYC	CLE & SO	COOTER	R CROSS	SINGS
NL	SL	EL	WL	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2	0	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2	0	0	0	2

AimTD LLC
TURNING MOVEMENT COUNTS



# INTERSECTION TUF

PREPARED BY: AimTD LI

<u>DATE:</u> 9/17/24 TUESDAY

LOCATION: El Centro NORTH & SOUTH: Derrick Rd

EAST & WEST: W Evan Hewes Hwy

	NOTES:				
PCE	Class	1	2	3	4
Adjusted	Factor	1	1.5	2	3

		N	IORTHBOUN	ID	S	OUTHBOUNI		
			Derrick Rd			Derrick Rd		
		NL	NT	NR	SL	ST		
	LANES:	0	1	0	0	1		
			_					
	7:00 AM	0	0	5	0	0		
	7:15 AM	0	0	3	0	0		
	7:30 AM	1	0	1	0	0		
	7:45 AM	0	0	5	0	0		
	8:00 AM	0	0	8	0	0		
	8:15 AM	1	0	2	0	0		
	8:30 AM	0	0	8	0	0		
>	8:45 AM	5	0	0	0	0		
AM	VOLUMES	7	0	31	0	0		
	APPROACH %	18%	0%	82%	0%	0%		
	APP/DEPART	38	/	0	0	/		
	BEGIN PEAK HR		7:00 AM					
	VOLUMES	1	0	13	0	Ο		
	APPROACH %	7%	0%	93%	0%	0%		
	PEAK HR FACTOR		0.700			0.000		
	APP/DEPART	14	/	0	0	/		
	4:00 PM	2	0	2	1	0		
	4:15 PM	1	0	4	0	0		
	4:30 PM	0	0	3	0	0		
	4:45 PM	0	0	10	0	0		
	5:00 PM	0	0	7	0	0		
	5:15 PM	0	0	2	0	0		
	5:30 PM	0	0	0	0	0		
5	5:45 PM	1	0	7	0	0		
PM	VOLUMES	4	0	34	1	0		
	APPROACH %	11%	0%	89%	100%	0%		

APP/DEPART	38	/	0	1	/
BEGIN PEAK HR		4:00 PM			
VOLUMES	3	0	18	1	0
APPROACH %	14%	0%	86%	100%	0%
PEAK HR FACTOR		0.553			0.250
APP/DEPART	21	/	0	1	/

W Evan Hewes Hwy	WEST SIDE

# RNING MOVEMENT COUNTS

LC. tel: 714 253 7888 cs@aimtd.com

PROJECT #: SC4879 LOCATION #: 14 CONTROL: STOP N

			AM		<b>A</b>	
5	6		PM		Ν	
2	2		MD	<b>⋖</b> W		E►
			OTHER		S	
			OTHER		▼	

D		EASTBOUN	D	V	VESTBOUN	<b>I</b> D	
	W	Evan Hewes Hw	у	W	/ Evan Hewes H	wy	
SR	EL	ET	ER	WL	WT	WR	TOTAL
0	0	1	0	0	1	0	
0	0	20	0	9	24	0	57
0	0	15	0	7	38	0	62
0	0	24	1	8	52	0	86
0	0	10	0	2	83	0	100
0	0	11	0	7	18	0	44
0	0	9	1	4	28	0	45
0	0	11	0	7	14	0	40
0	0	23	0	1	18	0	46
0	0	120	2	45	273	0	478
0%	0%	98%	2%	14%	86%	0%	
47	122	/	151	318	/	280	0
0	0	68	1	26	196	0	304
0%	0%	99%	1%	12%	88%	0%	
		0.699			0.651		0.760
27	69	/	81	222	/	197	0
0	0	82	0	3	16	0	106
0	0	32	3	2	8	0	50
0	0	28	3	3	10	0	46
0	0	38	0	4	3	0	54
0	0	23	0	1	8	0	39
0	0	12	1	1	2	0	18
0	0	8	0	4	10	0	22
0	0	12	0	3	4	0	26
0	0	233	7	20	61	0	359
0%	0%	97%	3%	25%	75%	0%	

27	239	/ 268		81	/	65	0
0	0	179	6	12	37	0	255
0%	0%	97%	3%	24%	76%	0%	233
		0.564			0.645		0.604
18	184	/	198	49	/	40	0

Derrick Rd		
NORTH SIDE		
	EAST SIDE	W Evan Hewes Hwy
SOUTH SIDE		
Derrick Rd		

	U	-TUR	NS	
NB	SB	EB	WB	TTL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

	<u>DATE:</u> 9/17/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH	<del>1</del> :	El Centro Derrick I W Evan		wy			PROJEC LOCATI CONTRO	ON #:	SC4879 14 STOP N							
	CLASS 1: PASSENGER VEHICLES	NOTES	:								AM PM MD OTHER	<b>■</b> W	N S V	E►	]				
		NO	ORTHBOU	JND	SC	OUTHBOL Derrick Rd	IND		ASTBOUN			VESTBOUI				U	-TUR	NS	
	LANES:	NL O	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTI
	7:00 AM	0	0	1	0	0	0	0	9	0	4	17	0	31	0	0	0	0	0
	7:15 AM	0	0	1	0	0	0	0	5	0	4	30	0	40	0	0	0	0	0
	7:30 AM	1	0	1	0	0	0	0	14	1	4	48	0	69	0	0	0	0	0
	7:45 AM	0	0	3	0	0	0	0	10	0	2	77	0	92	0	0	0	0	0
	8:00 AM 8:15 AM	0	0	2 2	0	0	0	0	8 4	0	1	14 22	0	25 31	0	0	0	0	0
	8:30 AM	0	0	2	0	0	0	0	9	0	1 1	11	0	23	0	0	0	0	0
_	8:45 AM	0	0	0	0	0	0	0	6	0	1	8	0	15	0	0	0	0	0
$\mathbb{A}\mathbb{A}$	VOLUMES	2	0	12	0	0	0	0	65	2	18	227	0	326	0	0	0	0	0
	APPROACH %	14%	0%	86%	0%	0%	0%	0%	97%	3%	7%	93%	0%				•		
	APP/DEPART	14	/	0	0	/	20	67	/	77	245	/	229	0	]				
	BEGIN PEAK HR		7:00 AM			0	0		0.0	4		470	0	000				0	
	VOLUMES	1 14%	0 0%	6	0	0 0%	0 0%	0 0%	38 97%	1 3%	14 8%	172 92%	0 0%	232	0	0	0	0	
	APPROACH % PEAK HR FACTOR	14 %	0.583	86%	0%	0.000	0%	0%	0.650	3%	870	92% 0.589	0%	0.630					
	APP/DEPART	7	/	0	0	/	15	39	/	44	186	/	173	0.030	-				
	4:00 PM	2	0	2	1	0	0	0	71	0	3	111	0	90	0	0	0	0	0
	4:15 PM	1	0	2	0	0	0	0	32	0	2	8	0	45	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	23	1	3	7	0	34	0	0	0	0	0
	4:45 PM	0	0	5	0	0	0	0	22	0	4	3	0	34	0	0	0	0	0
	5:00 PM	0	0	5	0	0	0	0	18	0	1	8	0	32	0	0	0	0	0
	5:15 PM 5:30 PM	0	0	2	0	0	0	0	12 8	0	1	7	0	18 17	0	0	0	0	0
_	5:30 PM 5:45 PM	1	0	4	0	0	0	0	10	0	2	4	0	20	0	0	0	0	0
$\stackrel{DM}{\sim}$	VOLUMES	4	0	20	1	0	0	0	196	2	17	50	0	290	0	0	0	0	0
	APPROACH %	17%	0%	83%	100%	0%	0%	0%	99%	1%	25%	75%	0%	270	J	U	Ü	Ü	Ü
	APP/DEPART	24	/	0	1	/	19	198	/	217	67	/	54	0					
	BEGIN PEAK HR		4:00 PM												1				
	VOLUMES	3	0	9	1	0	0	0	148	1	12	29	0	203	0	0	0	0	
	APPROACH %	25%	0%	75%	100%	0%	0%	0%	99%	1%	29%	71%	0%	0.574					
	PEAK HR FACTOR APP/DEPART	12	0.600	0	1	0.250	13	149	0.525	158	41	0.732	32	0.564	-				
	W E	Evan Hev	ves Hwy	, WI	EST SIDE	N	Oerrick F ORTH SI OUTH SI	DE	EAST SI	DE	W Evai	- n Hewes	Hwy		•				
							2011101	~ L											
							Derrick F	Rd											

PROJECT #:

SC4879

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

El Centro

LOCATION:

DATE:

	9/17/24 TUESDAY	NORTH EAST &	& SOUTH WEST:	<del>1</del> :	Derrick W Evan	Rd Hewes H	wy		LOCATION #: 14 CONTROL: STOP N										
	CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES	S:								AM PM MD OTHER OTHER	◀ W	N N S ▼	E▶					
		N	ORTHBOL Derrick Rd	IND	SC	OUTHBOU Derrick Rd	ND		ASTBOUN Evan Hewes F			'ESTBOUN Evan Hewes H				U	J-TUR	NS	
	LANES:	NL O	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TT
	7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM VOLUMES APPROACH % APP/DEPART	0 0 0 0 0 0 0 2 2 50%	0 0 0 0 0 0 0 0 0 0 0 0	1 1 0 0 0 0 0 0 0 0 0 0 2 50%	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 5	0 0 0 0 0 0 0 0 0 0 0 0	1 1 0 2 1 1 3 10 100%	0 0 0 0 0 0 0 0 0 0 0 0	2 0 1 0 0 0 2 0 5 38%	0 1 1 2 1 0 0 0 3 8 62%	0 0 0 0 0 0 0 0 0 0 0 0	4 3 3 2 3 1 3 8 27	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0
	BEGIN PEAK HR VOLUMES APPROACH % PEAK HR FACTOR APP/DEPART	0 0%	7:00 AM 0 0% 0.500	2 100%	0 0%	0 0% 0.000	0 0%	0 0%	3 100% 0.750	0 0% 5	3 43%	4 57% 0.875	0 0%	12 0.750 0	0	0	0	0	l
PM	4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM VOLUMES APPROACH % APP/DEPART BEGIN PEAK HR VOLUMES APPROACH %	0 0 0 0 0 0 0 0 0 0 0 0 0 0 6	0 0 0 0 0 0 0 0 0 0 0 0 0 0 4:00 PM	0 1 0 3 0 0 0 0 2 6 100%	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 1 5 1 0 0 0 1 9 90% 7	0 0 1 0 0 0 0 0 0 1 10% 15	0 0 0 0 0 0 0 1 1 1 2 50% 4	2 0 0 0 0 0 0 0 0 0 0 2 50% /	0 0 0 0 0 0 0 0 0 0 0 0 0 0 2	3 1 2 8 1 0 1 4 20	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0
	PEAK HR FACTOR APP/DEPART	4	0.333	0	0	0.000	1	8	0.400	11	2	0.250	2	0.438					
	W E	van Hev	wes Hwy	WE	EST SIDE	N Si	Oerrick F ORTH SII OUTH SII Oerrick F	DE DE	EAST SIE	DE	W Evar	Hewes	Hwy						

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	<u>DATE:</u> 9/17/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH	<b>l</b> :	El Centr Derrick W Evan		wy			PROJEC LOCATION CONTRO	:# NC	SC4879 14 STOP N							
	CLASS 3: 3-AXLE TRUCKS	NOTES	:								AM PM MD OTHER	■ W	N N S ▼	E►					
		No	ORTHBOL Derrick Rd	JND	SC	OUTHBOU Derrick Rd	ND		ASTBOUN Evan Hewes F			/ESTBOUN				U	-TUR	NS	
	LANES:	NL O	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TT
	7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM VOLUMES APPROACH % APP/DEPART BEGIN PEAK HR	0 0 0 0 0 0 0 1 1 100%	0 0 0 0 0 0 0 0 0 0 0 0 0 7:00 AM	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 5	0 1 1 0 0 0 0 0 3 5 100%	0 0 0 0 0 0 0 0 0 0 0 0 5	0 0 0 0 0 0 0 0 0 0 0 0 0 0 5	2 0 1 0 1 0 0 0 1 5 100%	0 0 0 0 0 0 0 0 0 0 0	2 1 2 0 1 0 0 5 11	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0
	VOLUMES APPROACH % PEAK HR FACTOR APP/DEPART	0 0% 0	0 0% 0.000	0 0%	0 0%	0 0% 0.000	0 0% 0	0 0%	2 100% 0.500	0 0%	0 0%	3 100% 0.375	0 0%	5 0.625 0	0	0	0	0	İ
PM	4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM VOLUMES APPROACH % APP/DEPART BEGIN PEAK HR	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 1 0 0 0 0 1 100%	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 4 0 0 0 0 0 4 100%	0 0 0 0 0 0 0 0 0 0 0 0 0 5	0 0 0 0 0 0 0 0 0 0 0 0	1 0 0 0 0 0 0 0 0 0 1 100%	0 0 0 0 0 0 0 0 0 0 0	1 0 0 4 1 0 0 0 0 6	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0
	VOLUMES APPROACH % PEAK HR FACTOR APP/DEPART	0 0%	0 0% 0.000	0 0%	0 0%	0 0% 0.000 /	0 0%	0 0% 4	4 100% 0.250	0 0%	0 0% 1	1 100% 0.250	0 0%	5 0.313 0	0	0	0	0	i
		Evan Hev	ves Hwy		EST SIDE	N S0	Oerrick F ORTH SI OUTH SI Derrick F	Rd DE DE	EAST SIE		W Evar	- Hewes	Hwy						

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	<u>DATE:</u> 9/17/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH	l:	El Centr Derrick W Evan		Wy			PROJEC LOCATION CONTRO	ON #:	SC4879 14 STOP N									
	CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES	d								AM PM MD OTHER OTHER	<b>⋖</b> W	N N S ▼	E▶							
		N	ORTHBOU	IND	SC	OUTHBOL	IND		ASTBOUN			VESTBOUN			Ī	2NS					
		NL	Derrick Rd	NR	SL	Derrick Rd	SR	EL	Evan Hewes F	Hwy ER	WL	V Evan Hewes H	WR TOTAL		NB	SB	EB	WB	TT		
	LANES:	0	1	0	0	1	0	0	1	0	0	1	0								
	7:00 AM	0	0	0	0	0	0	0	3	0	0	1	0	4	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	2	0	1	2	0	5	0	0	0	0	0		
	7:30 AM 7:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0		
	8:00 AM	0	0	2	0	0	0	0	0	0	2	0	0	4	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	1	0	1	2	0	4	0	0	0	0	0		
	8:30 AM	0	0	2	0	0	0	0	0	0	1	1	0	4	0	0	0	0	0		
AM	8:45 AM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0		
	VOLUMES	0	0	4	0	0	0	0	10	0	5	8	0	27	0	0	0	0	0		
	APPROACH % APP/DEPART	0% 4	0%	100%	0% 0	0%	0% 5	0% 10	100%	0% 14	38% 13	62%	0% 8	0	-						
	BEGIN PEAK HR	4	7:00 AM		U	/	J	10	/	14	13	/	O	U	4						
	VOLUMES	0	0	0	0	0	0	0	7	0	1	4	0	12	0	0	0	0	1		
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	20%	80%	0%								
	PEAK HR FACTOR		0.000			0.000			0.583			0.417		0.600							
	APP/DEPART	0	/	0	0	/	1	7	/	7	5	/	4	0	4						
	4:00 PM 4:15 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0		
	4:30 PM	0	0	1	0	0	0	0	1	0	0	1	0	3	0	0	0	0	0		
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0		
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0		
$\operatorname{PM}$	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	VOLUMES APPROACH %	0 0%	0 0%	1 100%	0 0%	0 0%	0 0%	0 0%	5 83%	17%	0 0%	2 100%	0 0%	9	0	0	0	0	0		
	APP/DEPART	1	/	0	0	/	1	6	/	6	2	/	2	0	1						
	BEGIN PEAK HR		4:00 PM		-	·				-		·			1						
	VOLUMES	0	0	1	0	0	0	0	4	1	0	1	0	7	0	0	0	0	1		
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	80%	20%	0%	100%	0%	0.500							
	PEAK HR FACTOR APP/DEPART	1	0.250	0	0	0.000	1	5	0.417	5	1	0.250	1	0.583	4						
		Evan Hev	wes Hwy	WE	EST SIDE	] N	Oerrick F ORTH SI OUTH SII	Rd DE DE	EAST SII		W Evai	n Hewes	Hwy		•						

	<u>DATE:</u> 9/17/24 TUESDAY		ION:   & SOUTH ، WEST:	:	El Centr Derrick W Evan							SC4879 14 STOP N							
	CLASS 5: NOTES:										AM PM MD OTHER	<b>⋖</b> W	N S	E►					
		N	ORTHBOU Derrick Rd	ND	SC	OUTHBOU Derrick Rd	IND	EASTBOUND W Evan Hewes Hwy			WESTBOUND W Evan Hewes Hwy					U-TUI			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TT
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
>		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	. 0 2 0 2 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		_				
	APP/DEPART BEGIN PEAK HR	0	7.00 414	0	0	/	0	0	/	0	0	/	0	0	4				
	VOLUMES	0	7:00 AM 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	i
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		U	U		0	i
	PEAK HR FACTOR	0,0	0.000	0.0		0.000	0,0	0,0	0.000	0,0	0,0	0.000	0.70	0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	<u> </u>				
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ы	VOLONILO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/ / / / / / / / / / / / / / / / / / / /	0	0	/	0	0	/	0	0	/	0	0	4				
	BEGIN PEAK HR VOLUMES	0	4:00 PM 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	i
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	U	0	0	0	U	i
	PEAK HR FACTOR	0,0	0.000	070	0,0	0.000	0,0	0,0	0.000	0,0	070	0.000	0,0	0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
							Oerrick F					_			_				
	W E	ivan Hev	wes Hwy	W	EST SIDE	-			EAST SII	DE	W Eva	n Hewes	Hwy						
						S	OUTH SII	DE				_							
						errick F	Rd												

	<u>DATE:</u> 9/17/24 TUESDAY	LOCATI NORTH EAST &	& SOUTH		El Centi Derrick			14 200 70	000 C3 C d	PROJEC LOCATION	T #: ON #:	SC4879 14 STOP N								
	CLASS 6:	NOTES	S:								AM		<b>A</b>							
	BUSES										PM N N N N N N N N N N N N N N N N N N N			E►						
		NO	ORTHBOU	JND	S	DUTHBOL	IND	E	ASTBOU	ND	W	'ESTBOU	ND		U-TURNS					
			Derrick Rd		Derrick Rd	T		/ Evan Hewes	,		Evan Hewes	,								
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL	
	7:00 AM	0	0	1	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	
	7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
$\geq$	8:45 AM VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1	VULUIVIES	0	0	2	0 0%	0	0	0	0	0	2	0	0 0%	4	0	0	0	0	0	
	APPROACH %  APP/DEPART	0%	0%	100%		0%	0% 2	0%	0%	0%	100%	0%	0%	0						
	BEGIN PEAK HR	2	7:00 AM		0	/	2	0	/	2	2	/	U	0	•					
	VOLUMES	0	7.00 AIV	2	0	0	0	0	0	0	2	0	0	4	0	0	0	0		
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	4	0	0	U	U		
	PEAK HR FACTOR	0 70	0.500	10070	0 70	0.000	0 70	0 70	0.000	070	10070	0.500	070	0.500						
	APP/DEPART	2	7	0	0	/	2	0	/	2	2	/	0	0.300						
	4:00 PM	0	, 1 0	T 0	0	1 0	0	0	0	0	0	0	T 0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
$\stackrel{DM}{\sim}$	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Ф	VOLOIVILO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
	APP/DEPART	0	/ /	0	0	/	0	0	/	0	0	/	0	0	Į					
	BEGIN PEAK HR	0	4:00 PM			0	0	0	0	0	0	0	0	0		0	0	0		
	VOLUMES APPROACH %	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0 0%	0	0	0	0	0		
	PEAK HR FACTOR	0%	0.000	0%	0%	0.000	0%	0%	0.000	0%	0%	0.000	0%	0.000						
	APP/DEPART	0	7	0	0	/	0	0	/	0	0	/	0	0.000						
_	ALI / DEL AIX I	U	/	0	U	/	0	U	/	0	U		0	U	J					
							1 [	Derrick I	Rd	1										
							N	IORTH SI	IDE											
									<u>,                                    </u>			-								
	W Evan Hew <b>A</b> £ST SIDE										DE	W Evar	n Hewes	Hwy						
							<b>]</b> S	OUTH SI	IDE				-							
							[	Derrick I	Rd											

## **Appendix B**Intersection LOS Worksheets

## **Existing Conditions**

ntersection	
ntersection Delay, s/veh	10.3
ntersection LOS	В

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		414			473			र्स	7		र्स	7
Traffic Vol, veh/h	125	34	24	27	38	9	28	110	17	7	49	72
Future Vol, veh/h	125	34	24	27	38	9	28	110	17	7	49	72
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	169	46	32	36	51	12	38	149	23	9	66	97
Number of Lanes	0	2	0	0	2	0	0	1	1	0	1	1
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			2			2			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			2			2			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			2			2			2		
HCM Control Delay, s/veh	11.1			9.4			10.7			9		
HCM LOS	В			Α			В			Α		

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	
Vol Left, %	20%	0%	88%	0%	59%	0%	13%	0%	
Vol Thru, %	80%	0%	12%	41%	41%	68%	88%	0%	
Vol Right, %	0%	100%	0%	59%	0%	32%	0%	100%	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	138	17	142	41	46	28	56	72	
LT Vol	28	0	125	0	27	0	7	0	
Through Vol	110	0	17	17	19	19	49	0	
RT Vol	0	17	0	24	0	9	0	72	
Lane Flow Rate	186	23	192	55	62	38	76	97	
Geometry Grp	5	5	5	5	5	5	5	5	
Degree of Util (X)	0.304	0.032	0.328	0.082	0.107	0.06	0.124	0.138	
Departure Headway (Hd)	5.873	5.063	6.147	5.302	6.222	5.697	5.881	5.11	
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Cap	615	711	587	678	577	629	611	702	
Service Time	3.576	2.766	3.871	3.013	3.952	3.428	3.607	2.836	
HCM Lane V/C Ratio	0.302	0.032	0.327	0.081	0.107	0.06	0.124	0.138	
HCM Control Delay, s/veh	11.1	7.9	11.9	8.5	9.7	8.8	9.4	8.7	
HCM Lane LOS	В	Α	В	Α	Α	Α	Α	Α	
HCM 95th-tile Q	1.3	0.1	1.4	0.3	0.4	0.2	0.4	0.5	

Intersection												
Int Delay, s/veh	4.5											
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					ર્ન	7		र्स			1	
Traffic Vol, veh/h	0	0	0	32	0	112	0	42	0	0	105	10
Future Vol, veh/h	0	0	0	32	0	112	0	42	0	0	105	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	44	0	156	0	58	0	0	146	14
Major/Minor			N	Minor1		N	/lajor1		N	/lajor2		
Conflicting Flow All				204	218	58	160	0		- -		0
Stage 1				58	58	-	-	-				-
Stage 2				146	160	_		_		_	_	_
Critical Hdwy				6.4	6.5	6.2	4.1	_	_	-	_	<u>-</u>
Critical Hdwy Stg 1				5.4	5.5	0.2	4.1	_		_	_	_
Critical Hdwy Stg 2				5.4	5.5	-	-	_	-	-	_	<u>-</u>
Follow-up Hdwy				3.5	3.5	3.3	2.2	_	_	-	_	-
Pot Cap-1 Maneuver				789	684	1013	1432	-	0	0	-	-
				969	850	1013	1432	-	0	0	-	-
Stage 1				886	770	-	_	-	0	0	-	
Stage 2 Platoon blocked, %				000	110	_		-	U	U	-	-
				700	0	1013	1432	-			-	-
Mov Cap-1 Maneuver				789	0	1013	1432	-	-	-	-	-
Mov Cap-2 Maneuver				789	0	-	-	-	-	-	-	-
Stage 1				969	0	-	-	-	-	-	-	-
Stage 2				886	0	<del>-</del>	-	-	-	-	-	-
Approach				WB			NB			SB		
HCM Control Delay, s/v				9.34			0			0		
HCM LOS				Α								
Minor Lane/Major Mvmt		NBL	NRTV	VBLn1V	VBI n2	SBT	SBR					
Capacity (veh/h)		1432	-			051	ODIN					
HCM Lane V/C Ratio					0.154	_						
HCM Control Delay (s/ve	h)	0	-	9.8	9.2		-					
	;ii)					-	-					
HCM Of the 9/tile O(yeh)		A	-	A	A	-	-					
HCM 95th %tile Q(veh)		0	-	0.2	0.5	-	-					

Intersection												
Int Delay, s/veh	3.5											
	EBL	EDT	EDD	///DI	WDT	WDD	NDI	NDT	NDD	SBL	SBT	SBR
Movement	ERL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		SBK
Lane Configurations	4.4	र्न	7	^	^	0	^	1≯	20	00	र्स	^
Traffic Vol, veh/h	11	0	3	0	0	0	0	33	33	82	54	0
Future Vol, veh/h	11	0	3	0	0	0	0	33	33	82	54	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	_ 0	0	0	_ 0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage		0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	0	4	0	0	0	0	40	40	100	66	0
Major/Minor I	Minor2						Major1		N	Major2		
Conflicting Flow All	306	346	66				ujui i	0	0	80	0	0
Stage 1	266	266	-					-	_	-	-	-
Stage 2	40	80	_						_	_		_
Critical Hdwy	6.4	6.5	6.2				_			4.1		_
Critical Hdwy Stg 1	5.4	5.5	0.2				_		_	7.1	_	_
Critical Hdwy Stg 2	5.4	5.5	-				-	_	<u>-</u>	<u>-</u>	-	<u>-</u>
Follow-up Hdwy	3.5	3.5	3.3				_			2.2	_	_
Pot Cap-1 Maneuver	690	580	1004				0	-	<u>-</u>	1530	-	0
	783	692	1004				0	-	-	1550	-	0
Stage 1	987	832	-				0	-	-	_	-	0
Stage 2	901	032	-				U	-	-	-		U
Platoon blocked, %	642	0	1004					-	<del>-</del>	1520	-	
Mov Cap-1 Maneuver	643	0	1004				-	-	-	1530	-	-
Mov Cap-2 Maneuver	643	0	-				-	-	-	-	-	-
Stage 1	783	0	-				-	-	-	-	-	-
Stage 2	920	0	-				-	-	-	-	-	-
Approach	EB						NB			SB		
HCM Control Delay, s/v	v10.26						0			4.53		
HCM LOS	В											
Minor Lane/Major Mvm	nt	NBT	NBR I	EBLn1 I	EBLn2	SBL	SBT					
Capacity (veh/h)		_	_		1004	1085	_					
HCM Lane V/C Ratio		_		0.021	0.004		_					
HCM Control Delay (s/	veh)	_	_		8.6	7.5	0					
HCM Lane LOS	. 011)	_	_	В	Α	Α	A					
HCM 95th %tile Q(veh)	)		_	0.1	0	0.2	-					
How Jour Joure W(Ver)	1		_	0.1	U	0.2						

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			र्स	7		4			र्स	7
Traffic Vol, veh/h	10	0	0	2	0	18	0	16	0	22	14	5
Future Vol, veh/h	10	0	0	2	0	18	0	16	0	22	14	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	25	-	-	-	-	-	250
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	0	0	3	0	23	0	20	0	28	18	6
Major/Minor N	Minor2		<u> </u>	Minor1		<u> </u>	Major1		<u> </u>	Major2		
Conflicting Flow All	94	94	18	94	100	20	24	0	0	20	0	0
Stage 1	73	73	-	20	20	-	-	-	-	-	-	-
Stage 2	20	20	-	73	80	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	895	800	1067	895	794	1063	1604	-	-	1609	-	-
Stage 1	941	838	-	1004	882	-	-	-	-	-	-	-
Stage 2	1004	882	-	941	833	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	860	786	1067	879	780	1063	1604	-	-	1609	-	-
Mov Cap-2 Maneuver	860	786	-	879	780	-	-	-	-	-	-	-
Stage 1	925	823	-	1004	882	-	-	-	-	-	-	-
Stage 2	982	882	-	925	818	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v				8.52			0			3.9		
HCM LOS	Α			Α								
Minor Lane/Major Mvm	t	NBL	NBT	NBR I		VBLn1V		SBL	SBT	SBR		
Capacity (veh/h)		1604	-	-	860	879	1063	1100	-	-		
HCM Lane V/C Ratio		-	-	-					-	-		
HCM Control Delay (s/v	/eh)	0	-	-	9.2	9.1	8.5	7.3	0	-		
HCM Lane LOS		Α	-	-	A	A	A	A	Α	-		
HCM 95th %tile Q(veh)		0	-	-	0	0	0.1	0.1	-	-		

Intersection												
Int Delay, s/veh	6.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	02.11
Traffic Vol, veh/h	2	1	16	4	2	0	10	3	0	0	3	2
Future Vol, veh/h	2	1	16	4	2	0	10	3	0	0	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	1	19	5	2	0	12	4	0	0	4	2
Major/Minor N	Minor2		ı	Minor1		ľ	Major1		ľ	Major2		
Conflicting Flow All	34	33	5	32	34	4	6	0	0	4	0	0
Stage 1	5	5	-	28	28	-	-	-	-	-	-	-
Stage 2	29	28	-	4	6	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-		-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	978	864	1084	981	863	1086	1628	-	-	1631	-	-
Stage 1	1023	896	-	995	876	-	-	-	-	-	-	-
Stage 2	993	876	-	1023	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	968	858	1084	955	856	1086	1628	-	-	1631	-	-
Mov Cap-2 Maneuver	968	858	-	955	856	-	-	-	-	-	-	-
Stage 1	1023	896	-	987	870	-	-	-	-	-	-	-
Stage 2	983	870	-	1004	895	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	8.48			8.95			5.56			0		
HCM LOS	Α			Α								
Minor Lane/Major Mvm	t	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1385	-		1056	920	1631	-	_			
HCM Lane V/C Ratio		0.007	_		0.022		-	_	_			
HCM Control Delay (s/v	/eh)	7.2	0	-	8.5	8.9	0	-	-			
HCM Lane LOS		Α	A	-	Α	Α	A	_	_			
HCM 95th %tile Q(veh)		0	-	-	0.1	0	0	-	-			

Intersection						
Int Delay, s/veh	1.5					
	EBL	EDD	NDI	NDT	CDT	CDD
Movement		EBR	NBL	NBT	SBT	SBR
Lane Configurations	7	1	4	<del>ન</del>	4	^
Traffic Vol, veh/h	2	3	4	13	26	0
Future Vol, veh/h	2	3	4	13	26	0
Conflicting Peds, #/hr	0	0	0	_ 0	0	_ 0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-		-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage,		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	4	5	18	36	0
Major/Minor N	1inor2	N	/lajor1	N	/lajor2	
Conflicting Flow All	64	36	36	0	- -	0
Stage 1	36	-	-	U	-	-
Stage 1 Stage 2	29	-	-	-	-	-
	6.4	6.2	4.1	-		-
Critical Hdwy				-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	946	1043	1588	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	943	1043	1588	-	-	-
Mov Cap-2 Maneuver	943	-	-	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Approach	EB		NB		SB	
			1.71		0	
HCM Control Delay, s/v			1.7 1		U	
HCM LOS	Α					
Minor Lane/Major Mvmt		NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		424	-	1000	-	
HCM Lane V/C Ratio		0.003		0.007	_	_
HCM Control Delay (s/v	eh)	7.3	0	8.6	-	-
HCM Lane LOS	,	Α	A	Α	_	-
HCM 95th %tile Q(veh)		0	_	0	_	-

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ન	7					1→			4	
Traffic Vol, veh/h	14	0	0	0	0	0	0	5	1	23	2	0
Future Vol, veh/h	14	0	0	0	0	0	0	5	1	23	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	20	-	-	-	-	-	-	-	-	-
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	20	0	0	0	0	0	0	7	1	33	3	0
Major/Minor N	Minor2					<u> </u>	//ajor1		<u> </u>	Major2		
Conflicting Flow All	77	78	3				-	0	0	9	0	0
Stage 1	70	70	-				-	-	-	-	-	-
Stage 2	7	9	-				-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2				-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-				-	-		-	-	-
Follow-up Hdwy	3.5	4	3.3				-	-	-	2.2	-	-
Pot Cap-1 Maneuver	931	816	1087				0	-	-	1625	-	0
Stage 1	958	841	-				0	-	-	-	-	0
Stage 2	1021	892	-				0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	912	0	1087				-	-	-	1625	-	-
Mov Cap-2 Maneuver	912	0	-				-	-	-	-	-	-
Stage 1	958	0	-				-	-	-	-	-	-
Stage 2	1000	0	-				-	-	-	-	-	-
Approach	EB						NB			SB		
HCM Control Delay, s/v	9.04						0			6.68		
HCM LOS	Α											
Minor Lane/Major Mvm	t	NBT	NBR	EBLn1 I	EBLn2	SBL	SBT					
Capacity (veh/h)		-	-			1622	-					
HCM Lane V/C Ratio		_	_	0.022		0.021	_					
HCM Control Delay (s/\	veh)	_	-	9	0	7.3	0					
HCM Lane LOS		-	-	A	A	Α	A					
HCM 95th %tile Q(veh)		-	-	0.1	-	0.1	-					

Intersection												
Int Delay, s/veh	4											
Movement I	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					र्स	7		र्स			13	
Traffic Vol, veh/h	0	0	0	0	0	38	1	14	0	0	28	3
Future Vol, veh/h	0	0	0	0	0	38	1	14	0	0	28	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	_	None	_	-	Yield	-	-	None	-	-	None
Storage Length	-	_	-	-	-	40	-	-	-	_	-	-
Veh in Median Storage, #	ŧ -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	52	1	19	0	0	38	4
Major/Minor			N	Minor1		1	Major1		N	/lajor2		
Conflicting Flow All				60	64	19	42	0	-	_	-	0
Stage 1				22	22	-	-	-	-	-	-	-
Stage 2				38	42	-	-	_	-	_	-	_
Critical Hdwy				6.4	6.5	6.2	4.1	-	-	-	-	-
Critical Hdwy Stg 1				5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2				5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy				3.5	4	3.3	2.2	-	-	-	-	-
Pot Cap-1 Maneuver				951	830	1065	1579	-	0	0	-	-
Stage 1				1006	881	-	-	-	0	0	-	-
Stage 2				989	864	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver				951	0	1065	1579	-	-	-	-	-
Mov Cap-2 Maneuver				951	0	-	-	-	-	-	-	-
Stage 1				1005	0	-	-	-	-	-	-	-
Stage 2				989	0	-	-	-	-	-	-	-
Approach				WB			NB			SB		
HCM Control Delay, s/v				8.55			0.49			0		
HCM LOS				A								
Minor Lane/Major Mvmt		NBL	NBTV	VBLn1V	VBLn2	SBT	SBR					
Capacity (veh/h)		120	_		1065	_	_					
HCM Lane V/C Ratio		0.001	_		0.049	_	_					
HCM Control Delay (s/vel		7.3	0	0	8.6	_	_					
HCM Lane LOS	,	Α	A	A	Α	<u>-</u>	_					
HCM 95th %tile Q(veh)		0	-	-	0.2	_	_					
					J.L							

Intersection						
Int Delay, s/veh	3.9					
	EBT	EBR	WBL	WBT	NBL	NIDD
		EBK	WBL			NBR
Lane Configurations	1	07	F	4	75	75
Traffic Vol, veh/h Future Vol, veh/h	22 22	27 27	5	20 20	25 25	25 25
<u> </u>	0	0	0	0	25	25 0
Conflicting Peds, #/hr						
Sign Control I RT Channelized	Free	Free	Free	Free None	Stop	Stop
	-	None	-	None -	- 0	None 25
Storage Length						
Veh in Median Storage, #		-	-	0	0	-
Grade, %	0	- 71	- 71	0	0	- 71
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	31	38	7	28	35	35
Major/Minor Ma	ajor1		Major2	N	/linor1	
Conflicting Flow All	0	0	69	0	92	50
Stage 1	-	-	-	-	50	-
Stage 2	-	-	-	-	42	-
Critical Hdwy	_	_	4.1	_	6.4	6.2
Critical Hdwy Stg 1	-	-	-	_	5.4	-
Critical Hdwy Stg 2	_	_	_	_	5.4	_
Follow-up Hdwy	_	_	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	_	-	1545	-	913	1024
Stage 1	_	_	-	-	978	-
Stage 2	_	_	_	-	985	-
Platoon blocked, %	_	_		_	- 000	
Mov Cap-1 Maneuver	_	_	1545	_	908	1024
Mov Cap-2 Maneuver	_	_	-	_	908	-
Stage 1	_		_		978	
Stage 2	_	_	_		981	_
Glage Z		-	_	_	JU 1	_
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		1.47		8.88	
HCM LOS					Α	
Minor Lane/Major Mvmt	1	NBLn11	VBI n2	EBT	EBR	WBL
Capacity (veh/h)	<u> </u>	908	1024		LDIX	360
HCM Lane V/C Ratio		0.039		-	_	0.005
HCM Control Delay (s/ve	h)	9.1	8.6		-	7.3
HCM Lane LOS	11)	9.1 A	6.0 A	-	-	7.3 A
HCM 95th %tile Q(veh)		0.1	0.1	-	_	0
HOW JOHN JOHN Q(VEII)		0.1	0.1	_	_	U

Intersection							
Intersection Delay, s/veh	8.8						
Intersection LOS	Α						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	*	<u></u>	<b>↑</b>	7	<u> </u>	7	
Traffic Vol, veh/h	24	26	30	204	6	3	
Future Vol, veh/h	24	26	30	204	6	3	
Peak Hour Factor	0.56	0.56	0.56	0.56	0.56	0.56	
Heavy Vehicles, %	0.00	0.00	0.00	0.00	0.00	0.00	
Mvmt Flow	43	46	54	364	11	5	
Number of Lanes	1	1	1	1	1	1	
	•		•		•		
Approach	EB		WB		SB		
Opposing Approach	WB		EB				
Opposing Lanes	2		2		0		
Conflicting Approach Left	SB		•		WB		
Conflicting Lanes Left	2		0		2		
Conflicting Approach Right	•		SB		EB		
Conflicting Lanes Right	0		2		2		
HCM Control Delay, s/veh	8.1		8.9		8.5		
HCM LOS	Α		Α		Α		
Lane		EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Lane Vol Left, %		EBLn1 100%	EBLn2	WBLn1	WBLn2 0%	SBLn1 100%	0%
Vol Left, %		100%	0%	0%	0%	100%	0%
Vol Left, % Vol Thru, %		100% 0%	0% 100%	0% 100%	0% 0%	100% 0%	0% 0%
Vol Left, % Vol Thru, % Vol Right, %		100% 0% 0% Stop 24	0% 100% 0%	0% 100% 0%	0% 0% 100%	100% 0% 0%	0% 0% 100%
Vol Left, % Vol Thru, % Vol Right, % Sign Control		100% 0% 0% Stop	0% 100% 0% Stop	0% 100% 0% Stop	0% 0% 100% Stop	100% 0% 0% Stop	0% 0% 100% Stop
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane		100% 0% 0% Stop 24	0% 100% 0% Stop 26	0% 100% 0% Stop 30	0% 0% 100% Stop 204	100% 0% 0% Stop 6	0% 0% 100% Stop 3 0
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol		100% 0% 0% Stop 24 24	0% 100% 0% Stop 26	0% 100% 0% Stop 30	0% 0% 100% Stop 204 0	100% 0% 0% Stop 6 6	0% 0% 100% Stop 3 0
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol		100% 0% 0% Stop 24 24 0	0% 100% 0% Stop 26 0	0% 100% 0% Stop 30 0	0% 0% 100% Stop 204 0	100% 0% 0% Stop 6 6	0% 0% 100% Stop 3 0
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol		100% 0% 0% Stop 24 24 0	0% 100% 0% Stop 26 0 26	0% 100% 0% Stop 30 0	0% 0% 100% Stop 204 0 0	100% 0% 0% Stop 6 6 0 0	0% 0% 100% Stop 3 0 0
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate		100% 0% 0% Stop 24 24 0 0	0% 100% 0% Stop 26 0 26 0	0% 100% 0% Stop 30 0 30 0	0% 0% 100% Stop 204 0 0 204 364	100% 0% 0% Stop 6 6 0	0% 0% 100% Stop 3 0 0
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		100% 0% 0% Stop 24 24 0 0 43	0% 100% 0% Stop 26 0 26 0 46	0% 100% 0% Stop 30 0 30 0 54	0% 0% 100% Stop 204 0 0 204 364	100% 0% 0% Stop 6 6 0 0	0% 0% 100% Stop 3 0 0 3 5
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		100% 0% 0% Stop 24 24 0 0 43 5	0% 100% 0% Stop 26 0 26 0 46 5 0.061	0% 100% 0% Stop 30 0 30 0 54 5 0.068	0% 0% 100% Stop 204 0 0 204 364 5 0.392	100% 0% 0% Stop 6 6 0 0 11 5	0% 0% 100% Stop 3 0 0 3 5 5
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)		100% 0% 0% Stop 24 24 0 0 43 5 0.062 5.239	0% 100% 0% Stop 26 0 26 0 46 5 0.061 4.738	0% 100% 0% Stop 30 0 30 0 54 5 0.068 4.573	0% 0% 100% Stop 204 0 0 204 364 5 0.392 3.872	100% 0% 0% Stop 6 6 0 0 11 5 0.018	0% 0% 100% Stop 3 0 0 3 5 5 0.007 4.841
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N		100% 0% 0% Stop 24 24 0 0 43 5 0.062 5.239 Yes	0% 100% 0% Stop 26 0 26 0 46 5 0.061 4.738 Yes	0% 100% 0% Stop 30 0 30 0 54 5 0.068 4.573 Yes	0% 0% 100% Stop 204 0 0 204 364 5 0.392 3.872 Yes	100% 0% 0% Stop 6 6 0 0 11 5 0.018 6.047 Yes	0% 0% 100% Stop 3 0 0 3 5 5 0.007 4.841 Yes
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		100% 0% 0% Stop 24 24 0 0 43 5 0.062 5.239 Yes 678	0% 100% 0% Stop 26 0 26 0 46 5 0.061 4.738 Yes 748	0% 100% 0% Stop 30 0 30 54 5 0.068 4.573 Yes 781	0% 0% 100% Stop 204 0 0 204 364 5 0.392 3.872 Yes 925	100% 0% 0% Stop 6 6 0 0 11 5 0.018 6.047 Yes 595	0% 0% 100% Stop 3 0 0 3 5 5 0.007 4.841 Yes 744
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		100% 0% 0% Stop 24 24 0 0 43 5 0.062 5.239 Yes 678 3.016	0% 100% 0% Stop 26 0 26 0 46 5 0.061 4.738 Yes 748 2.515	0% 100% 0% Stop 30 0 30 0 54 5 0.068 4.573 Yes 781 2.318	0% 0% 100% Stop 204 0 0 204 364 5 0.392 3.872 Yes 925 1.617	100% 0% 0% Stop 6 6 0 0 11 5 0.018 6.047 Yes 595 3.747	0% 0% 100% Stop 3 0 0 3 5 5 0.007 4.841 Yes 744 2.541
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		100% 0% 0% Stop 24 24 0 0 43 5 0.062 5.239 Yes 678 3.016 0.063	0% 100% 0% Stop 26 0 26 0 46 5 0.061 4.738 Yes 748 2.515 0.061	0% 100% 0% Stop 30 0 30 0 54 5 0.068 4.573 Yes 781 2.318 0.069	0% 0% 100% Stop 204 0 0 204 364 5 0.392 3.872 Yes 925 1.617 0.394	100% 0% 0% Stop 6 6 0 0 11 5 0.018 6.047 Yes 595 3.747 0.018	0% 0% 100% Stop 3 0 0 3 5 5 0.007 4.841 Yes 744 2.541 0.007

Intersection							
Int Delay, s/veh	0.5						
	EDT	EDD	WDI	WDT	MDI	NDD	į
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	1	•	ሻ	<b>^</b>	ሻ	7	
Traffic Vol, veh/h	30	0	17	233	0	1	
Future Vol, veh/h	30	0	17	233	0	1	
Conflicting Peds, #/hr	0	0	0	0	0	0	
	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	380	-	0	25	
Veh in Median Storage,	# 0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	59	59	59	59	59	59	
Heavy Vehicles, %	0	0	0	0	0	0	
Mvmt Flow	51	0	29	395	0	2	
WWIIICTIOW	O I	U	20	000	U	_	
Major/Minor M	ajor1	<u> </u>	Major2	N	/linor1		
Conflicting Flow All	0	0	51	0	503	51	
Stage 1	-	-	-	-	51	-	
Stage 2	_	-	-	-	453	-	
Critical Hdwy	-	-	4.1	-	6.4	6.2	
Critical Hdwy Stg 1	_	_	-	_	5.4	-	
Critical Hdwy Stg 2	_	_	_	_	5.4	_	
Follow-up Hdwy	_	_	2.2	_	3.5	3.3	
Pot Cap-1 Maneuver	_	-	1568	_	532	1023	
Stage 1	_	_	1000	_	977	-	
Stage 2		-	-	_	645	_	
Platoon blocked, %		_	_		043	_	
•	-	-	1500	-	E00	1000	
Mov Cap-1 Maneuver	-	-	1568	-	522	1023	
Mov Cap-2 Maneuver	-	-	-	-	522	-	
Stage 1	-	-	-	-	977	-	
Stage 2	-	-	-	-	633	-	
Approach	EB		WB		NB		ĺ
HCM Control Delay, s/v	0		0.5		8.53		I
	U		0.5				
HCM LOS					Α		
Minor Lane/Major Mvmt	1	NBLn11	NBLn2	EBT	EBR	WBL	
Capacity (veh/h)			1023			1568	į
HCM Lane V/C Ratio			0.002	_		0.018	
HCM Control Delay (s/ve	ah)	0	8.5	_	_	7.3	
HCM Lane LOS	511)					7.3 A	
HCM 95th %tile Q(veh)		A -	A 0	-	-	0.1	
HCM 95th %the Q(ven)		-	U	-	-	0.1	

Intersection							
Int Delay, s/veh	0.3						
	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations		LDIX	WDL	₩ <u>₩</u>	NDL 1	NDK	
Traffic Vol, veh/h	33	0	4	240	0	<b>r</b> 7	
Future Vol, veh/h	33	0	4	240	0	7	
Conflicting Peds, #/hr	0	0	0	0	0	0	
	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-		-		Stop -	None	
Storage Length	-	None -	-	None -	0	25	
Veh in Median Storage,	- + 0		-				
		-	-	0	0	-	
Grade, %	0	-	-	0	0		
Peak Hour Factor	60	60	60	60	60	60	
Heavy Vehicles, %	0	0	0	0	0	0	
Mvmt Flow	55	0	7	400	0	12	
Major/Minor Ma	ajor1	N	Major2	N	/linor1		
Conflicting Flow All	0	0	55	0	468	55	
Stage 1	-	_	-	_	55	-	
Stage 2	_	_	_	_	413	_	
Critical Hdwy	_	_	4.1	_	6.4	6.2	
Critical Hdwy Stg 1	_	_	-	_	5.4	-	
Critical Hdwy Stg 2	_		_	_	5.4	_	
Follow-up Hdwy	_	_	2.2	-	3.5	3.3	
Pot Cap-1 Maneuver			1563		557	1018	
Stage 1	_	_	1303	-	973	-	
	-	-	-	-	672	-	
Stage 2		-	_		0/2	-	
Platoon blocked, %	-	-	1500	-	E E A	1010	
Mov Cap-1 Maneuver	-	-	1563	-	554	1018	
Mov Cap-2 Maneuver	-	-	-	-	554	-	
Stage 1	-	-	-	-	973	-	
Stage 2	-	-	-	-	668	-	
Approach	EB		WB		NB		
HCM Control Delay, s/v	0		0.12		8.58		
HCM LOS	J		V. 12		Α		
TOW LOO					Α		
Minor Lane/Major Mvmt	1	NBLn11		EBT	EBR	WBL	
Capacity (veh/h)		-		-	-	30	
HCM Lane V/C Ratio		-	0.011	-	-	0.004	
HCM Control Delay (s/ve	eh)	0	8.6	-	-	7.3	
HCM Lane LOS		Α	Α	-	-	Α	
HCM 95th %tile Q(veh)		-	0	-	-	0	

Intersection							
Int Delay, s/veh	3.5						
	EDI	<b>FDT</b>	WDT	WDD	CDI	CDD	
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	40	4	100		<b>\</b>	7	
Traffic Vol, veh/h	12	35	163	14	15	83	
Future Vol, veh/h	12	35	163	14	15	83	
Conflicting Peds, #/hr	_ 0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	140	
Veh in Median Storage	e,# -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	65	65	65	65	65	65	
Heavy Vehicles, %	0	0	0	0	0	0	
Mvmt Flow	18	54	251	22	23	128	
NA = i = =/NAi== c	NA-:4		4-1-0		Alim c C		
	Major1		Major2		Minor2		
Conflicting Flow All	272	0	-	0	352	262	
Stage 1	-	-	-	-	262	-	
Stage 2	-	-	-	-	91	-	
Critical Hdwy	4.1	-	-	-	6.4	6.2	
Critical Hdwy Stg 1	-	-	-	-	5.4	-	
Critical Hdwy Stg 2	-	-	-	-	5.4	-	
Follow-up Hdwy	2.2	-	-	-	3.5	3.3	
Pot Cap-1 Maneuver	1303	-	-	-	649	782	
Stage 1	-	-	-	-	787	-	
Stage 2	-	-	-	-	938	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver	1303	-	-	-	640	782	
Mov Cap-2 Maneuver	-	-	-	-	640	-	
Stage 1	-	-	-	-	775	-	
Stage 2	_	_	-	_	938	-	
g <b></b>							
Approach	EB		WB		SB		
HCM Control Delay, s/	v 1.99		0		10.55		
HCM LOS					В		
Minor Long/Major M.	<b>.</b>	ED!	CDT	WDT	WDD	CDI4 C	ים וחי
Minor Lane/Major Mvn	IL	EBL	EBT	WBT		SBLn1 S	
Capacity (veh/h)		460	-	-	-	640	782
HCM Lane V/C Ratio		0.014	-	-		0.036	
HCM Control Delay (sa	veh)	7.8	0	-	-	10.8	10.5
HCM Lane LOS		Α	Α	-	-	В	В
HCM 95th %tile Q(veh		0	-	-	-	0.1	0.6

Intersection							
Int Delay, s/veh	1						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	ĺ
Lane Configurations	7			4	ሻ	7	
Traffic Vol, veh/h	68	1	26	196	1	13	
Future Vol, veh/h	68	1	26	196	1	13	
Conflicting Peds, #/hr	00	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	110110	-		-	None	
Storage Length	-	-		-	0	-	
Veh in Median Storage	-	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	76	76	76	76	76	76	
Heavy Vehicles, %	0	0	0	0	0	0	
Mvmt Flow	89	1	34	258	1	17	
Major/Minor	Major1		Majara	N	Minor1		
	Major1		Major2				
Conflicting Flow All	0	0	91	0	416	90	
Stage 1	-	-	-	-	90	-	
Stage 2	-	-	-	-	326	-	
Critical Hdwy	-	-	4.1	-	6.4	6.2	
Critical Hdwy Stg 1	-	-	-	-	5.4	-	
Critical Hdwy Stg 2	-	-	-	-	5.4	-	
Follow-up Hdwy	-	-	2.2	-	3.5	3.3	
Pot Cap-1 Maneuver	-	-	1517	-	597	973	
Stage 1	_	_	_	_	938	_	
Stage 2	_	_	_	_	736	_	
Platoon blocked, %	_	_		_	700		
Mov Cap-1 Maneuver			1517		581	973	
	-	_		-			
Mov Cap-2 Maneuver	-	-	-	-	581	-	
Stage 1	-	-	-	-	938	-	
Stage 2	-	-	-	-	716	-	
Approach	EB		WB		NB		Ī
HCM Control Delay, s/			0.87		8.94		
HCM LOS	V 0		0.07		0.94 A		
HOW LOS					A		
Minor Lane/Major Mvm	nt N	NBLn11	NBLn2	EBT	EBR	WBL	
Capacity (veh/h)		581	973	_	-	211	
HCM Lane V/C Ratio		0.002		_		0.023	
HOW LAND WO NAME		11.2	8.8	_	_	7.4	
	veh)						
HCM Control Delay (s/	veh)			_	_	Α	
	,	B 0	A 0.1	-	-	A 0.1	

ntersection	
ntersection Delay, s/veh ntersection LOS	8.7
ntersection LOS	Α

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		۔.			474			र्स	7		र्स	7
Traffic Vol, veh/h	35	40	25	16	15	13	29	47	14	15	107	136
Future Vol, veh/h	35	40	25	16	15	13	29	47	14	15	107	136
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	42	48	30	19	18	16	35	57	17	18	129	164
Number of Lanes	0	2	0	0	2	0	0	1	1	0	1	1
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			2			2			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			2			2			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			2			2			2		
HCM Control Delay, s/veh	8.9			8.6			8.8			8.7		
HCM LOS	Δ			Δ			Δ			Δ		

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	
Vol Left, %	38%	0%	64%	0%	68%	0%	12%	0%	
Vol Thru, %	62%	0%	36%	44%	32%	37%	88%	0%	
Vol Right, %	0%	100%	0%	56%	0%	63%	0%	100%	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	76	14	55	45	24	21	122	136	
LT Vol	29	0	35	0	16	0	15	0	
Through Vol	47	0	20	20	8	8	107	0	
RT Vol	0	14	0	25	0	13	0	136	
Lane Flow Rate	92	17	66	54	28	25	147	164	
Geometry Grp	5	5	5	5	5	5	5	5	
Degree of Util (X)	0.138	0.021	0.108	0.077	0.047	0.035	0.21	0.199	
Departure Headway (Hd)	5.445	4.549	5.849	5.137	5.959	5.168	5.136	4.372	
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Cap	657	784	611	695	599	690	698	819	
Service Time	3.19	2.293	3.599	2.886	3.715	2.923	2.87	2.105	
HCM Lane V/C Ratio	0.14	0.022	0.108	0.078	0.047	0.036	0.211	0.2	
HCM Control Delay, s/veh	9.1	7.4	9.3	8.3	9	8.1	9.2	8.2	
HCM Lane LOS	Α	Α	Α	Α	Α	Α	Α	Α	
HCM 95th-tile Q	0.5	0.1	0.4	0.2	0.1	0.1	0.8	0.7	

Interception												
Intersection Int Delay, s/veh 2	2.8											
Movement EE	3L	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4	7		4			1	
Traffic Vol, veh/h	0	0	0	26	0	61	1	40	0	0	151	9
Future Vol, veh/h	0	0	0	26	0	61	1	40	0	0	151	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control Sto	ор	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor 8	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	30	0	70	1	46	0	0	174	10
Major/Minor			N	Minor1		N	/lajor1		N	/lajor2		
Conflicting Flow All				222	232	46	184	0		- -	_	0
Stage 1				48	48	-	-	-				-
Stage 2				174	184	_		_	_	_	_	_
Critical Hdwy				6.4	6.5	6.2	4.1	_	_	_	-	
Critical Hdwy Stg 1				5.4	5.5	0.2	4.1	_	_	_	_	_
Critical Hdwy Stg 2				5.4	5.5	_	_	_	_	_	-	
Follow-up Hdwy				3.5	4	3.3	2.2	_	_	_	_	_
Pot Cap-1 Maneuver				771	671	1029	1403		0	0		<u>-</u>
Stage 1				979	859	1023	1700	-	0	0	-	_
Stage 2				862	751	-	-	<u>-</u>	0	0	-	<u>-</u>
Platoon blocked, %				002	101			_	U	U		_
Mov Cap-1 Maneuver				770	0	1029	1403	_			-	<u>-</u>
Mov Cap-1 Maneuver				770	0	1023	1400	_	_	_	_	_
Stage 1				979	0	-	-	<u>-</u>	-	<u>-</u>	-	<u>-</u>
Stage 2				862	0		_	_		_		_
Olago Z				002	U	_	_				_	
Approach				WB			NB			SB		
HCM Control Delay, s/v				9.08			0.18			0		
HCM LOS				Α								
Minor Lane/Major Mvmt		NBL	NBTV	VBLn1V	VBLn2	SBT	SBR					
Capacity (veh/h)		44	_		1029	-	_					
HCM Lane V/C Ratio	(	0.001		0.039		_	_					
HCM Control Delay (s/veh)		7.6	0	9.9	8.8	_	_					
HCM Lane LOS		Α	A	3.5 A	Α	_	_					
HCM 95th %tile Q(veh)		0	-	0.1	0.2	_	_					
HOW JOHN JOHN Q(VEH)		U	_	0.1	U.Z	_	_					

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7					1			ર્ન	
Traffic Vol, veh/h	9	0	5	0	0	0	0	33	53	120	56	0
Future Vol, veh/h	9	0	5	0	0	0	0	33	53	120	56	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	0	6	0	0	0	0	38	62	140	65	0
Major/Minor N	Minor2					N	Major1			Major2		
		444	65					0			^	0
Conflicting Flow All	383						-	0	0	100	0	0
Stage 1	344	344	-				-	-	-	-	-	-
Stage 2	38	100	6.0				-	-	-	11	-	-
Critical Hdwy	6.4	6.5	6.2				-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-				-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3				-	-	-	2.2	-	-
Pot Cap-1 Maneuver	624	511	1005				0	-	-	1505	-	0
Stage 1	722	640	-				0	-	-	-	-	0
Stage 2	989	816	-				0	-	-	-	-	0
Platoon blocked, %	F0.4	^	4005					-	-	4505	-	
Mov Cap-1 Maneuver	564	0	1005				-	-	-	1505	-	-
Mov Cap-2 Maneuver	564	0	-				-	-	-	-	-	-
Stage 1	722	0	-				-	-	-	-	-	-
Stage 2	894	0	-				-	-	-	-	-	-
Approach	EB						NB			SB		
HCM Control Delay, s/v	/10.47						0			5.21		
HCM LOS	В											
	_											
Minor Lane/Major Mvm	t	NBT	NBR I	EBLn1 I	EBLn2	SBL	SBT					
Capacity (veh/h)		-	-		1005	1227	-					
HCM Lane V/C Ratio		_	_	0.019		0.093	_					
HCM Control Delay (s/\	veh)	-	_		8.6	7.6	0					
HCM Lane LOS	,	_	_	В	A	A	A					
HCM 95th %tile Q(veh)		-	_	0.1	0	0.3	-					
				J. 1	- 0	0.0						

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			र्स	7		4			4	7
Traffic Vol. veh/h	7	0	5	0	0	23	6	16	0	22	26	8
Future Vol, veh/h	7	0	5	0	0	23	6	16	0	22	26	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	_	-	None	_	_	None	_	-	None	_	_	None
Storage Length	_	_	-	_	_	25	-	_	-	_	_	250
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	_	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	0	6	0	0	29	8	20	0	28	33	10
Major/Minor N	Minor2		ı	Minor1		ľ	//ajor1		N	Major2		
Conflicting Flow All	123	123	33	123	133	20	43	0	0	20	0	0
Stage 1	88	88	-	35	35	-	-	-	-	-	-	-
Stage 2	35	35	_	88	98	_	_	_	-	_	_	_
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	_	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	_	-		_	_
Critical Hdwy Stg 2	6.1	5.5	_	6.1	5.5	-	_	_	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	_	_	2.2	_	_
Pot Cap-1 Maneuver	857	772	1047	857	762	1064	1579	_	-	1609	-	-
Stage 1	925	826	-	986	870		-	_	_	-	_	_
Stage 2	986	870	_	925	818	_	_	_	-	_	-	_
Platoon blocked, %								_	_		-	_
Mov Cap-1 Maneuver	815	754	1047	833	745	1064	1579	-	-	1609	-	-
Mov Cap-2 Maneuver	815	754	-	833	745	-	-	-	-	-	-	-
Stage 1	909	812	-	981	866	-	-	-	-	-	-	-
Stage 2	955	866	-	903	804	-	-	_	-	_	-	-
<u> </u>												
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	9.08			8.48			1.99			2.86		
HCM LOS	Α			Α								
Minor Lane/Major Mvm	it	NBL	NBT	NBR I	EBLn1V	VBLn1V	VBLn2	SBL	SBT	SBR		
Capacity (veh/h)		491	-	-	898	-	1064	825	-	-		
HCM Lane V/C Ratio		0.005	-	-	0.017	-	0.027	0.017	-	-		
HCM Control Delay (s/v	veh)	7.3	0	-	9.1	0	8.5	7.3	0	-		
HCM Lane LOS		Α	Α	-	Α	Α	Α	Α	Α	-		
HCM 95th %tile Q(veh)		0	-	-	0.1	-	0.1	0.1	-	-		

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	1	0	3	0	0	0	9	0	0	0	1	1
Future Vol, veh/h	1	0	3	0	0	0	9	0	0	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	0	5	0	0	0	15	0	0	0	2	2
Major/Minor N	Minor2			Minor1		N	//ajor1		N	Major2		
Conflicting Flow All	33	33	3	32	33	0	3	0	0	0	0	0
Stage 1	3	3	-	30	30	-	-	-		-	-	-
Stage 2	30	30	-	2	3	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	980	864	1087	981	863	-	1632	-	-	-	-	-
Stage 1	1025	898	-	992	874	-	-	-	-	-	-	-
Stage 2	992	874	-	1027	897	-	-	-	-	-	-	-
Platoon blocked, %			100-	•	•==		1000	-	-		-	-
Mov Cap-1 Maneuver	971	856	1087	968	855	-	1632	-	-	-	-	-
Mov Cap-2 Maneuver	971	856	-	968	855	-	-	-	-	-	-	-
Stage 1	1025	898	-	983	866	-	-	-	-	-	-	-
Stage 2	983	866	-	1022	897	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/\	8.43			0			7.23			0		
HCM LOS	Α			Α								
Minor Lane/Major Mvm	t	NBL	NBT	NBR I	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1632	-		1056	_	-	_	_			
HCM Lane V/C Ratio		0.009	_		0.006	_	_	_	_			
HCM Control Delay (s/v	veh)	7.2	0	_	8.4	0	0	_	-			
HCM Lane LOS	- ,	A	A	-	A	A	A	-	-			
HCM 95th %tile Q(veh)		0	-	-	0	-	-	-	-			
( - /												

SBR  1 1 0 Free None 40 0 3
1 1 0 Free None - - - 40 0
1 1 0 Free None - - - 40 0
1 0 Free None - - - 40 0
1 0 Free None - - - 40 0
0 Free None - - - 40 0
Free None - - - 40 0
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SBR
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Intersection												
Int Delay, s/veh	6.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्स	7					13			4	
Traffic Vol, veh/h	8	1	2	0	0	0	0	3	4	34	3	0
Future Vol, veh/h	8	1	2	0	0	0	0	3	4	34	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	20	-	-	-	-	-	-	-	-	-
Veh in Median Storage	, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	11	1	3	0	0	0	0	4	5	47	4	0
Major/Minor N	Minor2					N	Major1		ı	Major2		
Conflicting Flow All	101	107	4				-	0	0	10	0	0
Stage 1	97	97	-				-	-	-	-	-	-
Stage 2	4	10	-				-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2				-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-				-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3				-	-	-	2.2	-	-
Pot Cap-1 Maneuver	902	787	1085				0	-	-	1623	-	0
Stage 1	932	818	-				0	-	-	-	-	0
Stage 2	1024	892	-				0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	876	0	1085				-	-	-	1623	-	-
Mov Cap-2 Maneuver	876	0	-				-	-	-	-	-	-
Stage 1	932	0	-				-	-	-	-	-	-
Stage 2	995	0	-				-	-	-	-	-	-
Approach	EB						NB			SB		
HCM Control Delay, s/v	9.01						0			6.69		
HCM LOS	Α											
Minor Lane/Major Mvm	it	NBT	NBR I	EBLn1 I	EBLn2	SBL	SBT					
Capacity (veh/h)			-	876	1085	1620						
HCM Lane V/C Ratio		-	-	0.014			-					
HCM Control Delay (s/\	veh)	-	-	9.2	8.3	7.3	0					
HCM Lane LOS	,	-	-	Α	Α	A	A					
HCM 95th %tile Q(veh)		-	-	0	0	0.1	-					

Int Delay, s/veh	Intersection												
Movement		1.5											
Lane Configurations		EDI	EDT	EDD	\\/DI	\\/DT	\M/DD	NDI	NDT	NIDD	CDI	CDT	CDD
Traffic Vol, veh/h		EDL	EDI	EDI	WDL			INDL		NDI	ODL		SDN
Future Vol, veh/h		Λ	٥	٥	2			1		0	٥		٥
Conflicting Peds, #/hr		~						-		~ ~	~		
Sign Control   Stop   Stop   Stop   Stop   Stop   Stop   Stop   Free	<u> </u>												
RT Channelized         -         None         -         Yield         -         None         -         None           Storage Length         -         -         -         -         40         -		-											
Storage Length			•										
Veh in Median Storage, #         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>INOIIC</td>													INOIIC
Grade, %         -         0         -         -         0         -         -         0         -         -         0         -         -         0         -         -         0         -         -         0         -         -         0         0         -         -         0<													_
Peak Hour Factor			-										
Heavy Vehicles, %													
Mymt Flow         0         0         0         3         0         11         1         13         0         0         44         11           Major/Minor         Minor1         Major1         Major2           Conflicting Flow All         59         70         13         55         0         -         -         0           Stage 1         15         15         - <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>													
Major/Minor         Minor1         Major1         Major2           Conflicting Flow All         59         70         13         55         0         -         -         0           Stage 1         15         15         -													
Stage 1								•				• •	• •
Stage 1	Major/Minor				Minor1			Major1		N	Anior?		
Stage 1       15       15       -						70			0				^
Stage 2         44         55         -													U
Critical Hdwy         6.4         6.5         6.2         4.1         -										-			-
Critical Hdwy Stg 1         5.4         5.5         -										-			-
Critical Hdwy Stg 2         5.4         5.5         -										-	-		-
Follow-up Hdwy 3.5 4 3.3 2.2										-	-		-
Pot Cap-1 Maneuver											-		-
Stage 1											0		-
Stage 2   984 853   -	•						1074	1000					_
Platoon blocked, %							-	<del>-</del>					-
Mov Cap-1 Maneuver         953         0         1074         1563         - </td <td></td> <td></td> <td></td> <td></td> <td>304</td> <td>000</td> <td></td> <td>_</td> <td></td> <td>U</td> <td>U</td> <td></td> <td>_</td>					304	000		_		U	U		_
Mov Cap-2 Maneuver         953         0         -					953	0	1074	1563	_	_	_		
Stage 1         1012         0         -							-	-	_		_		_
Stage 2   984   0   -   -   -   -   -   -   -   -   -											_		
Approach         WB         NB         SB           HCM Control Delay, s/v         8.46         0.66         0           HCM LOS         A             Minor Lane/Major Mvmt         NBL         NBTWBLn1WBLn2         SBT         SBR           Capacity (veh/h)         164         - 953         1074            HCM Lane V/C Ratio         0.001         - 0.003         0.01            HCM Control Delay (s/veh)         7.3         0         8.8         8.4            HCM Lane LOS         A         A         A         A	_						_	_	_	_	_	_	_
HCM Control Delay, s/v   8.46   0.66   0	Jugo L				JU-7								
HCM Control Delay, s/v   8.46   0.66   0	Approach				\A/D			ND			CD		
Minor Lane/Major Mvmt         NBL         NBTWBLn1WBLn2         SBT         SBR           Capacity (veh/h)         164         - 953         1074            HCM Lane V/C Ratio         0.001         - 0.003         0.01            HCM Control Delay (s/veh)         7.3         0         8.8         8.4            HCM Lane LOS         A         A         A         A													
Minor Lane/Major Mvmt         NBL         NBTWBLn1WBLn2         SBT         SBR           Capacity (veh/h)         164         - 953         1074            HCM Lane V/C Ratio         0.001         - 0.003         0.01            HCM Control Delay (s/veh)         7.3         0         8.8         8.4            HCM Lane LOS         A         A         A         A								0.66			U		
Capacity (veh/h) 164 - 953 1074 HCM Lane V/C Ratio 0.001 - 0.003 0.01 HCM Control Delay (s/veh) 7.3 0 8.8 8.4 HCM Lane LOS A A A A	HUM LUS				А								
Capacity (veh/h) 164 - 953 1074 HCM Lane V/C Ratio 0.001 - 0.003 0.01 HCM Control Delay (s/veh) 7.3 0 8.8 8.4 HCM Lane LOS A A A A													
HCM Lane V/C Ratio 0.001 - 0.003 0.01 HCM Control Delay (s/veh) 7.3 0 8.8 8.4 HCM Lane LOS A A A A				NBTV			SBT	SBR					
HCM Control Delay (s/veh) 7.3 0 8.8 8.4 HCM Lane LOS A A A A							-	-					
HCM Lane LOS A A A				-			-	-					
	•	eh)					-	-					
HCM 95th %tile Q(veh) 0 - 0 0				Α			-	-					
	HCM 95th %tile Q(veh)		0	-	0	0	-	-					

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1>	LDIN	VVDL	4	Ť	T T
Traffic Vol, veh/h	35	32	12	12	16	3
Future Vol, veh/h	35	32	12	12	16	3
<u> </u>	0	0	0	0	0	0
Conflicting Peds, #/hr		Free		Free		
<u> </u>	Free		Free		Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	л о -	-	-	-	0	25
Veh in Median Storage,		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	39	36	13	13	18	3
Major/Minor M	lajor1	N	Major2	N	/linor1	
Conflicting Flow All	0	0	74	0	97	57
Stage 1	-	-	-	-	57	-
Stage 2	_	_	_	_	40	_
Critical Hdwy	_	_	4.1	_	6.4	6.2
Critical Hdwy Stg 1	_	-	4.1	-	5.4	0.2
	_	-	_		5.4	
Critical Hdwy Stg 2		_	2.2		3.5	3.3
Follow-up Hdwy	-	-	1538	-		
Pot Cap-1 Maneuver	-	-		-	908	1015
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	988	-
Platoon blocked, %	-	-	4=00	-		101=
Mov Cap-1 Maneuver	-	-	1538	-	900	1015
Mov Cap-2 Maneuver	-	-	-	-	900	-
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	979	-
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		3.68		9	
HCM LOS	U		5.00		A	
TOWI LOG					^	
Minor Lane/Major Mvmt	1	NBLn1	NBLn2	EBT	EBR	WBL
Capacity (veh/h)		900	1015	-	-	900
HCM Lane V/C Ratio		0.02	0.003	-	_	0.009
HCM Control Delay (s/ve	eh)	9.1	8.6	-	-	7.4
HCM Lane LOS		Α	Α	-	-	Α
HCM 95th %tile Q(veh)		0.1	0	-	-	0

Intersection							
Intersection Delay, s/veh	10						
Intersection LOS	Α						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	7	<b>↑</b>	<b>^</b>	7	*	7	
Traffic Vol, veh/h	0	38	18	5	119	7	
Future Vol, veh/h	0	38	18	5	119	7	
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	
Heavy Vehicles, %	0	0	0	0	0	0	
Mvmt Flow	0	76	36	10	238	14	
Number of Lanes	1	1	1	1	1	1	
Approach	EB		WB		SB		
Opposing Approach	WB		EB				
Opposing Lanes	2		2		0		
Conflicting Approach Left	SB				WB		
Conflicting Lanes Left	2		0		2		
Conflicting Approach Right			SB		EB		
Conflicting Lanes Right	0		2		2		
HCM Control Delay, s/veh	8.6		8.1		10.7		
HCM LOS	Α		Α		В		
Lane		EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Lane Vol Left, %		EBLn1	EBLn2	WBLn1	WBLn2	SBLn1 100%	SBLn2
						100% 0%	0% 0%
Vol Left, %		0%	0%	0%	0%	100% 0% 0%	0% 0% 100%
Vol Left, % Vol Thru, %		0% 100%	0% 100% 0% Stop	0% 100% 0% Stop	0% 0%	100% 0%	0% 0%
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane		0% 100% 0% Stop 0	0% 100% 0% Stop 38	0% 100% 0% Stop 18	0% 0% 100%	100% 0% 0% Stop 119	0% 0% 100% Stop 7
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol		0% 100% 0% Stop 0	0% 100% 0% Stop 38	0% 100% 0% Stop 18	0% 0% 100% Stop	100% 0% 0% Stop 119 119	0% 0% 100% Stop 7
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol		0% 100% 0% Stop 0 0	0% 100% 0% Stop 38 0	0% 100% 0% Stop 18 0	0% 0% 100% Stop 5 0	100% 0% 0% Stop 119	0% 0% 100% Stop 7 0
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol		0% 100% 0% Stop 0 0	0% 100% 0% Stop 38 0 38	0% 100% 0% Stop 18 0 18	0% 0% 100% Stop 5 0	100% 0% 0% Stop 119 119 0	0% 0% 100% Stop 7 0 0
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate		0% 100% 0% Stop 0 0 0	0% 100% 0% Stop 38 0 38 0	0% 100% 0% Stop 18 0 18	0% 0% 100% Stop 5 0 0	100% 0% 0% Stop 119 119 0	0% 0% 100% Stop 7 0 0 7
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		0% 100% 0% Stop 0 0 0	0% 100% 0% Stop 38 0 38 0 76	0% 100% 0% Stop 18 0 18 0 36	0% 0% 100% Stop 5 0 0 5 10	100% 0% 0% Stop 119 119 0 0 238	0% 0% 100% Stop 7 0 0 7 14
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		0% 100% 0% Stop 0 0 0 0 5	0% 100% 0% Stop 38 0 38 0 76 5	0% 100% 0% Stop 18 0 18 0 36 5	0% 0% 100% Stop 5 0 0 5 10 5	100% 0% 0% Stop 119 119 0 0 238 5	0% 0% 100% Stop 7 0 0 7 14 5
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)		0% 100% 0% Stop 0 0 0 0 5 0	0% 100% 0% Stop 38 0 38 0 76 5 0.111	0% 100% 0% Stop 18 0 18 0 36 5 0.053	0% 0% 100% Stop 5 0 0 5 10 5 0.013	100% 0% 0% Stop 119 119 0 0 238 5 0.352 5.319	0% 0% 100% Stop 7 0 0 7 14 5 0.016 4.117
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N		0% 100% 0% Stop 0 0 0 0 5 5 5.252 Yes	0% 100% 0% Stop 38 0 76 5 0.111 5.252 Yes	0% 100% 0% Stop 18 0 18 0 36 5 0.053 5.282 Yes	0% 0% 100% Stop 5 0 0 5 10 5 0.013 4.577 Yes	100% 0% 0% Stop 119 119 0 238 5 0.352 5.319 Yes	0% 0% 100% Stop 7 0 0 7 14 5 0.016 4.117 Yes
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		0% 100% 0% Stop 0 0 0 0 5 0 5.252 Yes 0	0% 100% 0% Stop 38 0 76 5 0.111 5.252 Yes 684	0% 100% 0% Stop 18 0 18 0 36 5 0.053 5.282 Yes 679	0% 0% 100% Stop 5 0 0 5 10 5 0.013 4.577 Yes 783	100% 0% 0% Stop 119 0 0 238 5 0.352 5.319 Yes 678	0% 0% 100% Stop 7 0 0 7 14 5 0.016 4.117 Yes 871
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		0% 100% 0% Stop 0 0 0 5 0 5.252 Yes 0 2.971	0% 100% 0% Stop 38 0 76 5 0.111 5.252 Yes 684 2.971	0% 100% 0% Stop 18 0 18 0 36 5 0.053 5.282 Yes 679 3.003	0% 0% 100% Stop 5 0 0 5 10 5 0.013 4.577 Yes 783 2.298	100% 0% 0% Stop 119 0 0 238 5 0.352 5.319 Yes 678 3.038	0% 0% 100% Stop 7 0 0 7 14 5 0.016 4.117 Yes 871 1.835
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		0% 100% 0% Stop 0 0 0 5 0 5.252 Yes 0 2.971 0	0% 100% 0% Stop 38 0 76 5 0.111 5.252 Yes 684 2.971 0.111	0% 100% 0% Stop 18 0 18 0 36 5 0.053 5.282 Yes 679 3.003 0.053	0% 0% 100% Stop 5 0 0 5 10 5 0.013 4.577 Yes 783 2.298 0.013	100% 0% 0% Stop 119 0 0 238 5 0.352 5.319 Yes 678 3.038 0.351	0% 0% 100% Stop 7 0 0 7 14 5 0.016 4.117 Yes 871 1.835 0.016
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio HCM Control Delay, s/veh		0% 100% 0% Stop 0 0 0 0 5 0 5.252 Yes 0 2.971 0 8	0% 100% 0% Stop 38 0 38 0 76 5 0.111 5.252 Yes 684 2.971 0.111 8.6	0% 100% 0% Stop 18 0 18 0 36 5 0.053 5.282 Yes 679 3.003 0.053 8.3	0% 0% 100% Stop 5 0 0 5 10 5 0.013 4.577 Yes 783 2.298 0.013 7.4	100% 0% 0% Stop 119 119 0 0 238 5 0.352 5.319 Yes 678 3.038 0.351 10.9	0% 0% 100% Stop 7 0 0 7 14 5 0.016 4.117 Yes 871 1.835 0.016 6.9
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		0% 100% 0% Stop 0 0 0 5 0 5.252 Yes 0 2.971 0	0% 100% 0% Stop 38 0 76 5 0.111 5.252 Yes 684 2.971 0.111	0% 100% 0% Stop 18 0 18 0 36 5 0.053 5.282 Yes 679 3.003 0.053	0% 0% 100% Stop 5 0 0 5 10 5 0.013 4.577 Yes 783 2.298 0.013	100% 0% 0% Stop 119 0 0 238 5 0.352 5.319 Yes 678 3.038 0.351	0% 0% 100% Stop 7 0 0 7 14 5 0.016 4.117 Yes 871 1.835 0.016

Intersection							
Int Delay, s/veh	0.5						•
Movement	EDT	EDD	\\/DI	WPT	NDI	NDD	
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	150		٦	<b>↑</b>	ሻ	7	
Traffic Vol, veh/h	158	1	4	26	0	6	
Future Vol, veh/h	158	1	4	26	0	6	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	380	-	0	25	
Veh in Median Storage,	# 0	-	-	0	0	-	
Grade, %	0	_	-	0	0	-	
Peak Hour Factor	54	54	54	54	54	54	
Heavy Vehicles, %	0	0	0	0	0	0	
Mymt Flow	293	2	7	48	0	11	
IVIVIII(I IOVV	200		1	40	U	• • •	
Major/Minor M	ajor1	N	Major2	N	/linor1		
Conflicting Flow All	0	0	294	0	356	294	
Stage 1	-	-	-	-	294	-	
Stage 2	_	_	_	_	63	_	
Critical Hdwy	_	_	4.1	_	6.4	6.2	
Critical Hdwy Stg 1	_	_	-	_	5.4	-	
Critical Hdwy Stg 2	_		_	_	5.4	_	
		-	2.2		3.5	3.3	
Follow-up Hdwy	-	-		-			
Pot Cap-1 Maneuver	-	-	1279	-	646	751	
Stage 1	-	-	-	-	761	-	
Stage 2	-	-	-	-	965	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1279	-	642	751	
Mov Cap-2 Maneuver	-	-	-	-	642	-	
Stage 1	-	-	-	-	761	-	
Stage 2	-	-	-	_	959	-	
			16.5				
Approach	EB		WB		NB		
HCM Control Delay, s/v	0		1.04		9.87		
HCM LOS					Α		
Minor Long/Major Marret		JDI 4 N	IDI ~0	ГРТ	EDD	WDI	
Minor Lane/Major Mvmt	ľ	VBLn1N		EBT	EBR	WBL	
Capacity (veh/h)		-	751	-		1279	
HCM Lane V/C Ratio			0.015	-	-	0.006	
HCM Control Delay (s/ve	eh)	0	9.9	-	-	7.8	
HCM Lane LOS		Α	Α	-	-	Α	
HCM 95th %tile Q(veh)		-	0	-	-	0	
, ,							

Intersection							
Int Delay, s/veh	0.6						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	J
Lane Configurations	1			4	ሻ	7	
Traffic Vol, veh/h	174	1	7	27	2	5	
Future Vol, veh/h	174	1	7	27	2	5	
Conflicting Peds, #/hr	0	0	0	0	0	0	
_	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	25	
Veh in Median Storage,	# 0	_	_	0	0		
Grade, %	. 0	-	_	0	0	_	
Peak Hour Factor	60	60	60	60	60	60	
Heavy Vehicles, %	0	0	0	0	0	0	
Mvmt Flow	290	2	12	45	3	8	
mining i lon	200	_		.0	•		
	ajor1		Major2		Minor1	201	
Conflicting Flow All	0	0	292	0	359	291	
Stage 1	-	-	-	-	291	-	
Stage 2	-	-	-	-	68	-	
Critical Hdwy	-	-	4.1	-	6.4	6.2	
Critical Hdwy Stg 1	-	-	-	-	5.4	-	
Critical Hdwy Stg 2	-	-	-	-	5.4	-	
Follow-up Hdwy	-	-	2.2	-	3.5	3.3	
Pot Cap-1 Maneuver	-	-	1282	-	644	753	
Stage 1	-	-	-	-	763	-	
Stage 2	-	-	-	-	960	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1282	-	637	753	
Mov Cap-2 Maneuver	-	-	-	-	637	-	
Stage 1	-	-	-	-	763	-	
Stage 2	-	-	-	-	951	-	
Approach	EB		WB		NB		
			1.61		10.07		
HCM Control Delay, s/v	0		1.01				
HCM LOS					В		
Minor Lane/Major Mvmt	1	NBLn11	NBL <sub>n2</sub>	EBT	EBR	WBL	
Capacity (veh/h)		637	753	-	-	371	
HCM Lane V/C Ratio		0.005		-	-	0.009	
HCM Control Delay (s/ve	eh)	10.7	9.8	-	-	7.8	
HCM Lane LOS	,	В	Α	-	-	A	
HCM 95th %tile Q(veh)		0	0	-	-	0	

Intersection							
Int Delay, s/veh	3.1						
		CDT	MPT	WED	ODI	000	
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	07	4	10	40	<u>ነ</u>	16	
Traffic Vol, veh/h	37	143	18	16	34	16	
Future Vol, veh/h	37	143	18	16	34	16	
Conflicting Peds, #/hr	0 Eroo	0 Eroo	0 Eroo	0 Eroo		O Stop	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	_	-	-	0	140	
Veh in Median Storage		0	0	-	0	-	
Grade, %	- E0	0	0	- 50	0	-	
Peak Hour Factor	58	58	58	58	58	58	
Heavy Vehicles, %	0	0	0	0	0	0	
Mvmt Flow	64	247	31	28	59	28	
Major/Minor	Major1	N	//ajor2	N	Minor2		
Conflicting Flow All	59	0	_	0	419	45	
Stage 1	-	-	_	-	45	-	
Stage 2	_	_	-	_	374	_	
Critical Hdwy	4.1	-	-	-	6.4	6.2	
Critical Hdwy Stg 1	-	-	_	_	5.4	-	
Critical Hdwy Stg 2	-	-	_	-	5.4	-	
Follow-up Hdwy	2.2	_	_	_	3.5	3.3	
Pot Cap-1 Maneuver	1558	-	-	-	595	1031	
Stage 1	-	_	_	_	983	-	
Stage 2	_	_	_	-	700	-	
Platoon blocked, %		_	_	_			
Mov Cap-1 Maneuver	1558	-	-	-	566	1031	
Mov Cap-2 Maneuver	-	_	-	_	566	-	
Stage 1	_	-	-	-	936	-	
Stage 2	_	_	_	_	700	_	
A	ED		\A/D		C.D.		
Approach	EB		WB		SB		
HCM Control Delay, s/	v 1.52		0		10.97		
HCM LOS					В		
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR :	SBLn1 S	BLn2
Capacity (veh/h)		370		-	-		1031
HCM Lane V/C Ratio		0.041	_	_		0.104	
HCM Control Delay (s/	veh)	7.4	0	_	_	12.1	8.6
HCM Lane LOS	<b>10</b> 11)	Α	A	-	_	В	Α
HCM 95th %tile Q(veh	)	0.1		_	_	0.3	0.1
HOW JOHN JOHN GUVEN	1	0.1	_		_	0.0	0.1

1.2						Ī
EBT	EBR	WBI	WBT	NBI	NBR	
		,,,,,,				1
	6	12				
-			~			
_	-					
-						
290	10	20	02	J	30	
ajor1	N	Major2	N	Minor1		
0	0	308	0	405	303	
-	-	-	-	303	-	
-	-	-	-	102	-	
-	-	4.1	_	6.4	6.2	
-	-	-	-	5.4	-	
-	-	-	-	5.4	-	
-	-	2.2	-	3.5	3.3	
-	-		-			
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		_	_			
_	-	-	<u>-</u>	J12	-	
EB		WB		NB		
0		1.93		10.21		
				В		
	JDI ~1 N	JDI ~2	EDT	EDD	WDI	j
ı ı						
				_	0.016	
	0.008	0.04	-			
eh)	11.1	10.1	-	-	7.9	
-	# 0 0 60 0 298 ajor1 0	EBT EBR  179 6 179 6 0 0 Free Free - None # 0 - 60 60 0 0 298 10  ajor1 N 0 0	EBT EBR WBL  179 6 12 179 6 12 0 0 0 0 Free Free Free - None 0 60 60 60 60 0 0 0 0 298 10 20  ajor1 Major2 0 0 308 4.1 2.2 - 1264 1264 1264 1264 1264 1264  EB WB 0 1.93	EBT EBR WBL WBT  179 6 12 37 179 6 12 37 0 0 0 0 0 Free Free Free Free - None 0 0 0 60 60 60 60 60 0 0 0 0 0 298 10 20 62   ajor1 Major2 N 0 0 308 0	EBT EBR WBL WBT NBL  179 6 12 37 3 179 6 12 37 3 0 0 0 0 0 0 0 Free Free Free Free Stop - None - None 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EBT EBR WBL WBT NBL NBR  179 6 12 37 3 18 179 6 12 37 3 18 0 0 0 0 0 0 0 0 Free Free Free Free Free Stop Stop - None - None - None 0 25 # 0 0 0 0 - 0 - 0 0 0 0 0 0 60 60 60 60 60 60 60 0 0 0 0

## Existing plus Project Conditions

Existing plus Project
Timing Plan: AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		414			419			ર્ન	7		ર્ન	7
Traffic Vol, veh/h	125	34	25	27	38	9	281	110	17	7	49	72
Future Vol, veh/h	125	34	25	27	38	9	281	110	17	7	49	72
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	169	46	34	36	51	12	380	149	23	9	66	97
Number of Lanes	0	2	0	0	2	0	0	1	1	0	1	1
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			2			2			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			2			2			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			2			2			2		
HCM Control Delay, s/veh	13.7			11.1			45.6			10.2		
HCM LOS	В			В			Е			В		

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	
Vol Left, %	72%	0%	88%	0%	59%	0%	13%	0%	
Vol Thru, %	28%	0%	12%	40%	41%	68%	88%	0%	
Vol Right, %	0%	100%	0%	60%	0%	32%	0%	100%	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	391	17	142	42	46	28	56	72	
LT Vol	281	0	125	0	27	0	7	0	
Through Vol	110	0	17	17	19	19	49	0	
RT Vol	0	17	0	25	0	9	0	72	
Lane Flow Rate	528	23	192	57	62	38	76	97	
Geometry Grp	5	5	5	5	5	5	5	5	
Degree of Util (X)	0.929	0.034	0.392	0.102	0.132	0.075	0.14	0.159	
Departure Headway (Hd)	6.327	5.256	7.345	6.471	7.672	7.14	6.667	5.889	
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Cap	571	677	487	549	470	505	534	603	
Service Time	4.09	3.018	5.134	4.26	5.372	4.84	4.461	3.682	
HCM Lane V/C Ratio	0.925	0.034	0.394	0.104	0.132	0.075	0.142	0.161	
HCM Control Delay, s/veh	47.2	8.2	14.8	10	11.5	10.4	10.6	9.8	
HCM Lane LOS	Е	Α	В	Α	В	В	В	Α	
HCM 95th-tile Q	11.7	0.1	1.8	0.3	0.5	0.2	0.5	0.6	

Intersection Int Delay, s/veh 8.5  Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR
**
viovement - EBL EBL EBR WBL WBL WBR NBL NBL NBR SBL SBL SBR
Lane Configurations 4 7 4 1
Traffic Vol, veh/h 0 0 0 32 0 365 0 42 0 0 106 10
Future Vol, veh/h 0 0 0 32 0 365 0 42 0 0 106 10
Conflicting Peds, #/hr 0 0 0 0 0 0 0 0 0 0 0 0 0
Sign Control Stop Stop Stop Stop Stop Free Free Free Free Free Free
RT Channelized None Yield None None
Storage Length 50
Veh in Median Storage, # - 0 0 0 -
Grade, % - 0
Heavy Vehicles, % 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Mvmt Flow 0 0 0 44 0 507 0 58 0 0 147 14
Major/Minor Minor1 Major1 Major2
Conflicting Flow All 206 219 58 161 0 0
Stage 1 58 58
Stage 2 147 161
Critical Hdwy 6.4 6.5 6.2 4.1
Critical Hdwy Stg 1 5.4 5.5
Critical Hdwy Stg 2 5.4 5.5
Follow-up Hdwy 3.5 4 3.3 2.2
Pot Cap-1 Maneuver 787 682 1013 1430 - 0 0
Stage 1 969 850 0 0
Stage 2 885 768 0 0
Platoon blocked, %
Mov Cap-1 Maneuver 787 0 1013 1430
Mov Cap-2 Maneuver 787 0
Stage 1 969 0
Stage 2 885 0
Approach WB NB SB
HCM Control Delay, s/v 11.88 0 0
HCM LOS B
Minor Lane/Major Mvmt NBL NBTWBLn1WBLn2 SBT SBR
Capacity (veh/h) 1430 - 787 1013
HCM Lane V/C Ratio 0.056 0.5
HCM Control Delay (s/veh) 0 - 9.8 12.1
HCM Lane LOS A - A B
HCM 95th %tile Q(veh) 0 - 0.2 2.9

Intersection												
Int Delay, s/veh	3.5											
-	EBL	EDT	EDD	///DI	WDT	WDD	NDI	NDT	NDD	SBL	SBT	SBR
Movement	ERL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		SBK
Lane Configurations	4.4	ર્ન	7	^	^	•	^	1>	00	00	4	•
Traffic Vol, veh/h	11	0	3	0	0	0	0	33	33	83	54	0
Future Vol, veh/h	11	0	3	0	0	0	0	33	33	83	54	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	_ 0	0	0	_ 0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage		0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	0	4	0	0	0	0	40	40	101	66	0
Major/Minor I	Minor2					I	Major1		I	Major2		
Conflicting Flow All	309	349	66				ujui i	0	0	80	0	0
Stage 1	268	268	-					-	_	-	-	-
Stage 2	40	80	_						_	_		_
Critical Hdwy	6.4	6.5	6.2				_			4.1		_
Critical Hdwy Stg 1	5.4	5.5	0.2				_		_	7.1	_	_
Critical Hdwy Stg 2	5.4	5.5	-				-	_	<u>-</u>	<u>-</u>	-	<u>-</u>
Follow-up Hdwy	3.5	3.5	3.3				_	_	_	2.2	_	_
Pot Cap-1 Maneuver	688	578	1004				0	-	<u>-</u>	1530	-	0
	781	691	1004				0	-	-	1550	-	0
Stage 1	987	832	-				0	-	-	_	-	0
Stage 2	901	032	-				U	-	-	-		U
Platoon blocked, %	611	0	1004					-	<del>-</del>	1520	-	
Mov Cap-1 Maneuver	641	0	1004				-	-	-	1530	-	-
Mov Cap-2 Maneuver	641	0	-				-	-	-	-	-	-
Stage 1	781	0	-				-	-	-	-	-	-
Stage 2	920	0	-				-	-	-	-	-	-
Approach	EB						NB			SB		
HCM Control Delay, s/	v10.28						0			4.56		
HCM LOS	В											
Minor Lane/Major Mvm	nt	NBT	NBR I	EBLn1 l	EBLn2	SBL	SBT					
Capacity (veh/h)			-		1004	1091	-					
HCM Lane V/C Ratio		_		0.021		0.066	_					
HCM Control Delay (s/	veh)		_		8.6	7.5	0					
HCM Lane LOS	v Giij	-	_	В	Α	7.5 A	A					
HCM 95th %tile Q(veh)	\	-	-	0.1	0	0.2	- -					
How som while Q(ven)		-	-	U. I	U	U.Z	-					

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			र्स	7		4			र्स	7
Traffic Vol, veh/h	10	0	0	2	0	18	0	16	0	22	14	5
Future Vol, veh/h	10	0	0	2	0	18	0	16	0	22	14	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	25	-	-	-	-	-	250
Veh in Median Storage	, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	0	0	3	0	23	0	20	0	28	18	6
Major/Minor N	Minor2		ı	Minor1	Major1				ı			
Conflicting Flow All	94	94	18	94	100	20	24	0	0	20	0	0
Stage 1	73	73	-	20	20	-	-	-	-	-	-	-
Stage 2	20	20	-	73	80	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	895	800	1067	895	794	1063	1604	-	-	1609	-	-
Stage 1	941	838	-	1004	882	-	-	-	-	-	-	-
Stage 2	1004	882	-	941	833	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	860	786	1067	879	780	1063	1604	-	-	1609	-	-
Mov Cap-2 Maneuver	860	786	-	879	780	-	-	-	-	-	-	-
Stage 1	925	823	-	1004	882	_	-	-	-	-	-	-
Stage 2	982	882	-	925	818	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	v 9.25			8.52			0			3.9		
HCM LOS	Α			Α								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR I	EBLn1V	VBLn1V	VBLn2	SBL	SBT	SBR		
Capacity (veh/h)		1604	-	-	860	879	1063	1100	-	-		
HCM Lane V/C Ratio		-	-	-	0.015	0.003	0.021	0.017	-	-		
HCM Control Delay (s/v	veh)	0	-	-	9.2	9.1	8.5	7.3	0	-		
HCM Lane LOS	ŕ	Α	-	-	Α	Α	Α	Α	Α	-		
HCM 95th %tile Q(veh)	)	0	-	-	0	0	0.1	0.1	-	-		

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	2	1	16	4	2	0	24	3	0	0	3	2
Future Vol, veh/h	2	1	16	4	2	0	24	3	0	0	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	_	-	None	_	_	None	_	_		-	_	None
Storage Length	_	_	_	_	-	_	-	-	_	_	-	-
Veh in Median Storage	.# -	0	_	_	0	_	_	0	-	-	0	_
Grade, %	-	0	-	-	0	_	-	0	_	_	0	_
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mymt Flow	2	1	19	5	2	0	29	4	0	0	4	2
Major/Minor N	Minor2		1	Minor1		ľ	Major1		ľ	Major2		
Conflicting Flow All	67	66	5	66	67	4	6	0	0	4	0	0
Stage 1	5	5	-	61	61	-	-	_	-	-	-	-
Stage 2	63	61	-	4	6	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	930	828	1084	933	827	1086	1628	_	-	1631	-	-
Stage 1	1023	896	-	955	848	-	-	-	-	-	-	-
Stage 2	953	848	-	1023	895	-	-	_	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	911	814	1084	899	812	1086	1628	-	-	1631	-	-
Mov Cap-2 Maneuver	911	814	-	899	812	-	-	-	-	-	-	-
Stage 1	1023	896	-	938	833	-	-	-	-	-	-	-
Stage 2	934	833	-	1004	895	-	-	-	-	-	-	-
Ŭ.												
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	8.52			9.18			6.45			0		
HCM LOS	Α			Α								
Minor Lane/Major Mvm	it	NBL	NBT	NBR I	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1600	-	-	1045	868	1631	-	-			
HCM Lane V/C Ratio		0.018	-	-	0.022	0.008	-	-	-			
HCM Control Delay (s/v	veh)	7.3	0	-	8.5	9.2	0	-	-			
HCM Lane LOS		Α	Α	-	Α	Α	Α	-	-			
HCM 95th %tile Q(veh)		0.1	-	-	0.1	0	0	-	-			

Intersection						
Int Delay, s/veh	1.6					
		EDD	NDI	NDT	CDT	CDD
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	A	•	•	4	₽	•
Traffic Vol, veh/h	2	3	9	27	26	0
Future Vol, veh/h	2	3	9	27	26	0
Conflicting Peds, #/hr	0	0	0	0	0	0
	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage,	# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	4	12	37	36	0
N. 1. (N. 4)						
	inor2		Major1		/lajor2	
Conflicting Flow All	97	36	36	0	-	0
Stage 1	36	-	-	-	-	-
Stage 2	62	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	907	1043	1588	_	_	-
Stage 1	992	-	-	-	_	-
Stage 2	966	_	_	_	_	_
Platoon blocked, %				_	_	_
Mov Cap-1 Maneuver	900	1043	1588	_	_	_
Mov Cap-1 Maneuver	900	-	1000	_	_	
Stage 1	984	-	-	-	-	_
	966	•	-	-	-	•
Stage 2	900	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s/v	8.7		1.82		0	
HCM LOS	A					
	, ,					
Minor Lane/Major Mvmt		NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		450	-	980	-	-
HCM Lane V/C Ratio		0.008	-	0.007	-	-
HCM Control Delay (s/ve	eh)	7.3	0	8.7	-	-
HCM Lane LOS		Α	Α	Α	-	-
HCM 95th %tile Q(veh)		0	_	0	_	_
(1011)		•		•		

Intersection Int Delay, s/veh  8.7  Movement  EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR
Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR
Lane Configurations 4 7 A
Traffic Vol, veh/h 105 0 0 0 0 0 5 1 23 2 0
Future Vol, veh/h 105 0 0 0 0 0 5 1 23 2 0
Conflicting Peds, #/hr 0 0 0 0 0 0 0 0 0 0
Sign Control Stop Stop Stop Stop Stop Free Free Free Free Free Free
RT Channelized Stop None None
Storage Length 20
Veh in Median Storage, # - 0 0 0 -
Grade, % - 0 0 0 -
Peak Hour Factor 69 69 69 69 69 69 69 69 69 69 69
Heavy Vehicles, % 0 0 0 0 0 0 0 0 0 0 0
Mvmt Flow 152 0 0 0 0 0 7 1 33 3 0
Major/Minor Minor2 Major1 Major2
Conflicting Flow All 77 78 3 - 0 0 9 0 0
Stage 1 70 70
Stage 2 7 9
Critical Hdwy 6.4 6.5 6.2 4.1
Critical Hdwy Stg 1 5.4 5.5
Critical Hdwy Stg 2 5.4 5.5
Follow-up Hdwy 3.5 4 3.3 2.2
Pot Cap-1 Maneuver 931 816 1087 0 1625 - 0
Stage 1 958 841 - 0 0
Stage 2 1021 892 - 0 0
Platoon blocked, %
Mov Cap-1 Maneuver 912 0 1087 1625
Mov Cap-2 Maneuver 912 0
Stage 1 958 0
Stage 2 1000 0
Approach EB NB SB
HCM Control Delay, s/v 9.74 0 6.68
HCM LOS A
71
Mineral and (Marine Marine) AIDT AIDD EDL of EDL OF CODE
Minor Lane/Major Mvmt NBT NBR EBLn1 EBLn2 SBL SBT
Capacity (veh/h) 912 - 1622 -
HCM Lane V/C Ratio 0.167 - 0.021 -
HCM Control Delay (s/veh) 9.7 0 7.3 0
HCM Lane LOS A A A A
HCM 95th %tile Q(veh) 0.6 - 0.1 -

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					र्स	7		4			1	
Traffic Vol, veh/h	0	0	0	0	0	38	1	105	0	0	28	4
Future Vol, veh/h	0	0	0	0	0	38	1	105	0	0	28	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	40	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	52	1	144	0	0	38	5
Major/Minor			ľ	Minor1		ı	Major1		N	/lajor2		
Conflicting Flow All				185	190	144	44	0	-		-	0
Stage 1				147	147	-	-	-	-	-	-	-
Stage 2				38	44	-	-	-	-	_	-	-
Critical Hdwy				6.4	6.5	6.2	4.1	-	-	-	-	-
Critical Hdwy Stg 1				5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2				5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy				3.5	4	3.3	2.2	-	-	-	-	-
Pot Cap-1 Maneuver				809	708	909	1578	-	0	0	-	-
Stage 1				886	780	-	-	-	0	0	-	-
Stage 2				989	862	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver				808	0	909	1578	-	-	-	-	-
Mov Cap-2 Maneuver				808	0	-	-	-	-	-	-	-
Stage 1				885	0	-	-	-	-	-	-	-
Stage 2				989	0	-	-	-	-	-	-	-
Approach				WB			NB			SB		
HCM Control Delay, s/v				9.2			0.07			0		
HCM LOS				Α								
Minor Lane/Major Mvmt	t	NBL	NBTV	VBLn1V	VBLn2	SBT	SBR					
Capacity (veh/h)		17	-	-	909	-	_					
HCM Lane V/C Ratio		0.001	-		0.057	_	_					
HCM Control Delay (s/v	eh)	7.3	0	0	9.2	_	-					
HCM Lane LOS	,	A	A	A	A	-	-					
HCM 95th %tile Q(veh)		0	-	-	0.2	-	-					

Intersection							
Int Delay, s/veh	6.2						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	1			4	*	7	
Traffic Vol, veh/h	22	27	6	20	25	116	
Future Vol, veh/h	22	27	6	20	25	116	
Conflicting Peds, #/hr	0	0	0	0	0	0	
	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-		-		-	None	
Storage Length	_	_	-	_	0	25	
Veh in Median Storage, #	# 0	-	-	0	0	_	
Grade, %	0	_	-	0	0	-	
Peak Hour Factor	71	71	71	71	71	71	
Heavy Vehicles, %	0	0	0	0	0	0	
Mymt Flow	31	38	8	28	35	163	
WWITELLOW	01	50	U	20	00	100	
Major/Minor Ma	ajor1	N	Major2	N	Minor1		
Conflicting Flow All	0	0	69	0	95	50	
Stage 1	-	-	-	-	50	-	
Stage 2	-	-	-	-	45	-	
Critical Hdwy	-	-	4.1	-	6.4	6.2	
Critical Hdwy Stg 1	-	-	-	-	5.4	-	
Critical Hdwy Stg 2	-	-	-	-	5.4	-	
Follow-up Hdwy	-	-	2.2	-	3.5	3.3	
Pot Cap-1 Maneuver	-	-	1545	-	909	1024	
Stage 1	-	-	-	-	978	-	
Stage 2	_	-	-	-	983	-	
Platoon blocked, %	_	_		_			
Mov Cap-1 Maneuver	_	_	1545	_	904	1024	
Mov Cap-2 Maneuver	_	_	-	_	904	-	
Stage 1	_	_	_	_	978	_	
Stage 2	_	_	_	_	977	_	
Olago Z					311		
Approach	EB		WB		NB		
HCM Control Delay, s/v	0		1.69		9.17		
HCM LOS					Α		
Minor Long/Major Mary		NDL 4 N	JDI ~O	ГРТ	EDD	WDI	
Minor Lane/Major Mvmt	ľ	NBLn1 N		EBT	EBR	WBL	
Capacity (veh/h)		904		-	-	415	
HCM Lane V/C Ratio		0.039	0.16	-		0.005	
HCM Control Delay (s/ve	:h)	9.1	9.2	-	-	7.3	
		Α	Α	-	-	Α	
HCM Lane LOS HCM 95th %tile Q(veh)		0.1	0.6			0	

Intersection							
Intersection Delay, s/veh	9.2						
Intersection LOS	Α						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	*	<u></u>	<b>↑</b>	7	<u> </u>	7	
Traffic Vol, veh/h	24	117	31	204	6	3	
Future Vol, veh/h	24	117	31	204	6	3	
Peak Hour Factor	0.56	0.56	0.56	0.56	0.56	0.56	
Heavy Vehicles, %	0.00	0.00	0.00	0.00	0.00	0.00	
Mvmt Flow	43	209	55	364	11	5	
Number of Lanes	1	1	1	1	1	1	
	•	'	•		•	'	
Approach	EB		WB		SB		
Opposing Approach	WB		EB				
Opposing Lanes	2		2		0		
Conflicting Approach Left	SB				WB		
Conflicting Lanes Left	2		0		2		
Conflicting Approach Right			SB		EB		
Conflicting Lanes Right	0		2		2		
HCM Control Delay, s/veh	9.1		9.2		8.8		
HCM LOS	Α		Α		Α		
Lane		EBLn1	EBLn2		WBLn2	SBLn1	SBLn2
Lane Vol Left, %		100%	0%	0%	0%	100%	0%
		100% 0%	0% 100%	0% 100%	0% 0%	100% 0%	0% 0%
Vol Left, % Vol Thru, % Vol Right, %		100%	0% 100% 0%	0% 100% 0%	0% 0% 100%	100%	0% 0% 100%
Vol Left, % Vol Thru, % Vol Right, % Sign Control		100% 0%	0% 100% 0% Stop	0% 100% 0% Stop	0% 0% 100% Stop	100% 0%	0% 0%
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane		100% 0% 0% Stop 24	0% 100% 0%	0% 100% 0%	0% 0% 100%	100% 0% 0% Stop 6	0% 0% 100% Stop 3
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol		100% 0% 0% Stop	0% 100% 0% Stop 117	0% 100% 0% Stop 31	0% 0% 100% Stop	100% 0% 0% Stop	0% 0% 100% Stop
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol		100% 0% 0% Stop 24	0% 100% 0% Stop 117	0% 100% 0% Stop 31 0	0% 0% 100% Stop 204 0	100% 0% 0% Stop 6	0% 0% 100% Stop 3 0
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol		100% 0% 0% Stop 24 24 0	0% 100% 0% Stop 117 0 117	0% 100% 0% Stop 31 0 31	0% 0% 100% Stop 204 0 0	100% 0% 0% Stop 6 6 0	0% 0% 100% Stop 3 0 0
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol		100% 0% 0% Stop 24 24 0	0% 100% 0% Stop 117 0	0% 100% 0% Stop 31 0 31 0	0% 0% 100% Stop 204 0	100% 0% 0% Stop 6 6 0	0% 0% 100% Stop 3 0 0
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol		100% 0% 0% Stop 24 24 0	0% 100% 0% Stop 117 0 117	0% 100% 0% Stop 31 0 31	0% 0% 100% Stop 204 0 0	100% 0% 0% Stop 6 6 0	0% 0% 100% Stop 3 0 0
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate		100% 0% 0% Stop 24 24 0 0	0% 100% 0% Stop 117 0 117 0	0% 100% 0% Stop 31 0 31 0	0% 0% 100% Stop 204 0 0 204 364	100% 0% 0% Stop 6 6 0	0% 0% 100% Stop 3 0 0
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		100% 0% 0% Stop 24 24 0 0 43	0% 100% 0% Stop 117 0 117 0 209	0% 100% 0% Stop 31 0 31 0 55	0% 0% 100% Stop 204 0 0 204 364 5	100% 0% 0% Stop 6 6 0 0	0% 0% 100% Stop 3 0 0 3 5
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		100% 0% 0% Stop 24 24 0 0 43 5 0.062 5.24 Yes	0% 100% 0% Stop 117 0 117 0 209 5 0.275 4.739 Yes	0% 100% 0% Stop 31 0 31 55 5	0% 0% 100% Stop 204 0 0 204 364 5 0.4 3.953 Yes	100% 0% 0% Stop 6 6 0 0 11 5 0.019 6.403 Yes	0% 0% 100% Stop 3 0 0 3 5 5
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		100% 0% 0% Stop 24 24 0 0 43 5 0.062 5.24 Yes 676	0% 100% 0% Stop 117 0 117 0 209 5 0.275 4.739	0% 100% 0% Stop 31 0 31 0 55 5 0.072 4.654	0% 0% 100% Stop 204 0 0 204 364 5 0.4 3.953	100% 0% 0% Stop 6 6 0 0 11 5 0.019 6.403	0% 0% 100% Stop 3 0 0 3 5 5 0.008 5.194 Yes 693
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N		100% 0% 0% Stop 24 24 0 0 43 5 0.062 5.24 Yes	0% 100% 0% Stop 117 0 117 0 209 5 0.275 4.739 Yes	0% 100% 0% Stop 31 0 31 0 55 5 0.072 4.654 Yes	0% 0% 100% Stop 204 0 0 204 364 5 0.4 3.953 Yes	100% 0% 0% Stop 6 6 0 0 11 5 0.019 6.403 Yes	0% 0% 100% Stop 3 0 0 3 5 5 0.008 5.194 Yes
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		100% 0% 0% Stop 24 24 0 0 43 5 0.062 5.24 Yes 676	0% 100% 0% Stop 117 0 117 0 209 5 0.275 4.739 Yes 748	0% 100% 0% Stop 31 0 31 0 55 5 0.072 4.654 Yes 759	0% 0% 100% Stop 204 0 0 204 364 5 0.4 3.953 Yes 896	100% 0% 0% Stop 6 6 0 0 11 5 0.019 6.403 Yes 562	0% 0% 100% Stop 3 0 0 3 5 5 0.008 5.194 Yes 693
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		100% 0% 0% Stop 24 24 0 0 43 5 0.062 5.24 Yes 676 3.029	0% 100% 0% Stop 117 0 117 0 209 5 0.275 4.739 Yes 748 2.527	0% 100% 0% Stop 31 0 55 5 0.072 4.654 Yes 759 2.447	0% 0% 100% Stop 204 0 0 204 364 5 0.4 3.953 Yes 896 1.745	100% 0% 0% Stop 6 6 0 0 11 5 0.019 6.403 Yes 562 4.103	0% 0% 100% Stop 3 0 0 3 5 5 0.008 5.194 Yes 693 2.894
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		100% 0% 0% Stop 24 24 0 0 43 5 0.062 5.24 Yes 676 3.029 0.064	0% 100% 0% Stop 117 0 117 0 209 5 0.275 4.739 Yes 748 2.527 0.279	0% 100% 0% Stop 31 0 31 0 55 5 0.072 4.654 Yes 759 2.447 0.072	0% 0% 100% Stop 204 0 0 204 364 5 0.4 3.953 Yes 896 1.745 0.406	100% 0% 0% Stop 6 6 0 0 11 5 0.019 6.403 Yes 562 4.103 0.02	0% 0% 100% Stop 3 0 0 3 5 5 0.008 5.194 Yes 693 2.894 0.007

Intersection						
Int Delay, s/veh	0.4					
		EDD	MDI	WDT	NDI	NDD
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1		ሻ	<b>↑</b>	٦	7
Traffic Vol, veh/h	121	0	17	234	0	1
Future Vol, veh/h	121	0	17	234	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	380	-	0	25
Veh in Median Storage,	# 0	-	-	0	0	-
Grade, %	0	_	_	0	0	_
Peak Hour Factor	59	59	59	59	59	59
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	205	0	29	397	0	2
Major/Minor Major/Minor	ajor1	N	Major2	١	/linor1	
Conflicting Flow All	0	0	205	0	659	205
Stage 1	-	-	-	-	205	-
Stage 2	_	_	_	_	454	_
Critical Hdwy	_	_	4.1	_	6.4	6.2
Critical Hdwy Stg 1		_	4.1		5.4	0.2
	-		_	-		
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1378	-	431	841
Stage 1	-	-	-	-	834	-
Stage 2	-	-	-	-	644	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1378	-	422	841
Mov Cap-2 Maneuver	-	-	-	-	422	-
Stage 1	-	-	-	-	834	-
Stage 2	_	_	_	_	630	_
2.0.33 -						
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		0.52		9.29	
HCM LOS					Α	
N. 1		IDI (	IDI C	EST		14/51
Minor Lane/Major Mvmt	<u> </u>	NBLn11		EBT	EBR	WBL
Capacity (veh/h)		-	841	-		1378
HCM Lane V/C Ratio		-	0.002	-	-	0.021
HCM Control Delay (s/ve	eh)	0	9.3	-	-	7.7
HCM Lane LOS	,	Α	Α	-	-	Α
HCM 95th %tile Q(veh)		-	0	-	-	0.1
,						

Intersection							
Int Delay, s/veh	0.3						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	1		,,,,,,,	4	ሻ	7	
Traffic Vol, veh/h	33	91	4	240	1	7	
Future Vol, veh/h	33	91	4	240	1	7	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	25	
Veh in Median Storage,		-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	60	60	60	60	60	60	
Heavy Vehicles, %	0	0	0	0	0	0	
Mvmt Flow	55	152	7	400	2	12	
Major/Minor N	/lajor1		Major2	N	/linor1		
Conflicting Flow All	0	0	207	0	544	131	
Stage 1	-	-	-	-	131	-	
Stage 2	-	-	-	-	413	-	
Critical Hdwy	-	-	4.1	-	6.4	6.2	
Critical Hdwy Stg 1	-	-	-	-	5.4	-	
Critical Hdwy Stg 2	-	-	-	-	5.4	-	
Follow-up Hdwy	-	-	2.2	-	3.5	3.3	
Pot Cap-1 Maneuver	-	-	1377	-	503	924	
Stage 1	-	-	-	-	900	-	
Stage 2	-	-	-	-	672	-	
Platoon blocked, %	-	-	4077	-	E00	004	
Mov Cap-1 Maneuver	-	-	1377	-	500	924	
Mov Cap-2 Maneuver	-	-	-	-	500	-	
Stage 1	-	-	-	-	900	-	
Stage 2	-	-	-	-	668	-	
Approach	EB		WB		NB		
HCM Control Delay, s/v	0		0.13		9.35		
HCM LOS					Α		
Minor Lane/Major Mvmt	·	NBLn11	VBI n2	EBT	EBR	WBL	WBT
Capacity (veh/h)		500	924	-	-	30	-
HCM Lane V/C Ratio		0.003		-		0.005	-
HCM Control Delay (s/v	eh)	12.2	8.9	_	_	7.6	0
HCM Lane LOS	Jily	В	Α	_	-	Α.	A
HCM 95th %tile Q(veh)		0	0	-	_	0	-
			J				

Intersection							
Int Delay, s/veh	3.5						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	LDL	4	₩ 1	אטא	SBL	JDK 7	
Traffic Vol, veh/h	12	35	163	14	15	83	
Future Vol, veh/h	12	35	163	14	15	83	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-		-	None	
Storage Length	-	-	-	-	0	140	
Veh in Median Storage,	,# -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	65	65	65	65	65	65	
Heavy Vehicles, %	0	0	0	0	0	0	
Mvmt Flow	18	54	251	22	23	128	
Major/Minor N	/lajor1	<u> </u>	//ajor2	<u> </u>	Minor2		
Conflicting Flow All	272	0	-	0	352	262	
Stage 1	-	-	-	-	262	-	
Stage 2	-	-	-	-	91	-	
Critical Hdwy	4.1	-	-	-	6.4	6.2	
Critical Hdwy Stg 1	-	-	-	-	5.4	-	
Critical Hdwy Stg 2	-	-	-	-	5.4	-	
Follow-up Hdwy	2.2	-	-	-	3.5	3.3	
Pot Cap-1 Maneuver	1303	-	-	-	649	782	
Stage 1	-	-	-	-	787	-	
Stage 2	-	-	-	-	938	-	
Platoon blocked, % Mov Cap-1 Maneuver	1303	-	-	-	640	782	
Mov Cap-1 Maneuver	1303	_	-	-	640	10Z -	
Stage 1	-	_	-	-	775	-	
Stage 2	_	_	_	_	938	_	
J					555		
Annragah	ED		WD		CD		
Approach	EB		WB		SB		
HCM Control Delay, s/v	1.99		0		10.55		
HCM LOS					В		
Minor Lane/Major Mvm	t	EBL	EBT	WBT	WBR S	SBLn1 SI	
Capacity (veh/h)		460	-	-	-	640	782
HCM Lane V/C Ratio		0.014	-	-	-	0.036	
HCM Control Delay (s/v	/eh)	7.8	0	-	-	10.8	10.5
HCM Lane LOS		A	Α	-	-	В	В
HCM 95th %tile Q(veh)		0	-	-	-	0.1	0.6

Intersection							
Int Delay, s/veh	4.3						
Movement E	EBT	EBR	WBL	WBT	NBL	NBR	Į
Lane Configurations	1			4	ሻ	7	
Traffic Vol, veh/h	68	1	279	196	1	14	
Future Vol, veh/h	68	1	279	196	1	14	
Conflicting Peds, #/hr	0	0	0	0	0	0	
	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	_	-	0	25	
Veh in Median Storage, #	<del>+</del> 0	-	_	0	0	-	
Grade, %	0	-	_	0	0	-	
Peak Hour Factor	76	76	76	76	76	76	
Heavy Vehicles, %	0	0	0	0	0	0	
Mvmt Flow	89	1	367	258	1	18	
NA - ' /NA'			4.1.0		r		
	ajor1		Major2		/linor1		
Conflicting Flow All	0	0	91	0	1082	90	
Stage 1	-	-	-	-	90	-	
Stage 2	-	-	-	-	992	-	
Critical Hdwy	-	-	4.1	-	6.4	6.2	
Critical Hdwy Stg 1	-	-	-	-	5.4	-	
Critical Hdwy Stg 2	-	-	-	-	5.4	-	
Follow-up Hdwy	-	-	2.2	-	3.5	3.3	
Pot Cap-1 Maneuver	-	-	1517	-	243	973	
Stage 1	-	-	-	-	938	-	
Stage 2	-	-	-	-	362	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1517	-	174	973	
Mov Cap-2 Maneuver	-	-	-	-	174	-	
Stage 1	-	-	-	-	938	-	
Stage 2	-	-	-	-	260	-	
Approach	EB		WB		NB		
HCM Control Delay, s/v	0		4.77		9.91		
HCM LOS	U		7.11		Α		
TIOM LOO					, , , , , , , , , , , , , , , , , , ,		
Minor Long/Major Mymt			UDI 50	ГРТ	EDD	WDI	
Minor Lane/Major Mvmt	ľ	VBLn11		EBT	EBR	WBL	
Capacity (veh/h)		174	973	-	-	1057	
HCM Lane V/C Ratio		0.008		-		0.242	
HCM Control Delay (s/vel	n)	25.8	8.8	-	-	8.1	
HCM Lane LOS HCM 95th %tile Q(veh)		D 0	0.1	-	-	A 1	
HUN YATH WILL ()(VAh)			() 1	_		1	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		414			473			र्स	7		र्स	7
Traffic Vol, veh/h	35	40	278	16	15	13	30	47	14	15	107	136
Future Vol, veh/h	35	40	278	16	15	13	30	47	14	15	107	136
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	42	48	335	19	18	16	36	57	17	18	129	164
Number of Lanes	0	2	0	0	2	0	0	1	1	0	1	1
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			2			2			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			2			2			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			2			2			2		
HCM Control Delay, s/veh	12.4			9.2			10.1			10.1		
HCM LOS	R			Δ			R			R		

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	
Vol Left, %	39%	0%	64%	0%	68%	0%	12%	0%	
Vol Thru, %	61%	0%	36%	7%	32%	37%	88%	0%	
Vol Right, %	0%	100%	0%	93%	0%	63%	0%	100%	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	77	14	55	298	24	21	122	136	
LT Vol	30	0	35	0	16	0	15	0	
Through Vol	47	0	20	20	8	8	107	0	
RT Vol	0	14	0	278	0	13	0	136	
Lane Flow Rate	93	17	66	359	28	25	147	164	
Geometry Grp	5	5	5	5	5	5	5	5	
Degree of Util (X)	0.165	0.026	0.112	0.508	0.052	0.04	0.244	0.237	
Departure Headway (Hd)	6.389	5.482	6.078	5.098	6.563	5.767	5.987	5.218	
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Cap	561	652	593	711	546	620	600	688	
Service Time	4.129	3.221	3.778	2.798	4.302	3.506	3.722	2.953	
HCM Lane V/C Ratio	0.166	0.026	0.111	0.505	0.051	0.04	0.245	0.238	
HCM Control Delay, s/veh	10.4	8.4	9.5	12.9	9.7	8.7	10.7	9.6	
HCM Lane LOS	В	Α	Α	В	Α	Α	В	Α	
HCM 95th-tile Q	0.6	0.1	0.4	2.9	0.2	0.1	1	0.9	

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	EDL	EDI	EDI	WDL	₩ <b>6</b>	VVDK	NDL	- IND I	NDI	ODL	3B1  }	SDN
Traffic Vol, veh/h	0	0	0	26	0	62	1	40	0	0	404	9
Future Vol, veh/h	0	0	0	26	0	62	1	40	0	0	404	9
Conflicting Peds, #/hr	0	0	0	0	0	02	0	0	0	0	0	0
_	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	olop -	Olop -	Yield	otop -	-	Yield	-	-	None	-	-	None
Storage Length	<u>-</u>	_	-	_	_	50	<u>-</u>	_	-	_	_	-
Veh in Median Storage,		0	_	_	0	-	_	0	_	_	0	_
Grade, %	-	0	_	_	0	_	_	0	_	<u>-</u>	0	_
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mymt Flow	0	0	0	30	0	71	1	46	0	0	464	10
							•					
Major/Minor			ı	Minor1		N	//ajor1		N	//ajor2		
Conflicting Flow All			-	513	523	46	475	0		- -		0
Stage 1				48	48	-	-113	-			_	-
Stage 2				464	475	_	_	_	_	<u>-</u>	_	_
Critical Hdwy				6.4	6.5	6.2	4.1	_	_	_	_	_
Critical Hdwy Stg 1				5.4	5.5	-	-	-	-	_	-	-
Critical Hdwy Stg 2				5.4	5.5	-	-	_	-	_	-	_
Follow-up Hdwy				3.5	4	3.3	2.2	_	_	_	_	_
Pot Cap-1 Maneuver				525	462	1029	1098	-	0	0	_	-
Stage 1				979	859	-	-	-	0	0	-	-
Stage 2				637	561	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver				524	0	1029	1098	-	-	-	_	-
Mov Cap-2 Maneuver				524	0	-	-	-	-	-	-	-
Stage 1				978	0	-	-	-	-	-	-	-
Stage 2				637	0	-	-	-	-	-	-	-
Approach				WB			NB			SB		
HCM Control Delay, s/v				9.8			0.2			0		
HCM LOS				Α								
Minor Lane/Major Mvmt		NBL	NBTV	VBLn1V	VBLn2	SBT	SBR					
Capacity (veh/h)		44	-	524	1029							
HCM Lane V/C Ratio		0.001	-	0.057		-	-					
HCM Control Delay (s/ve		8.3	0	12.3	8.8	-	-					
HCM Lane LOS		Α	Α	В	Α	-	-					
HCM 95th %tile Q(veh)		0	-	0.2	0.2	-	-					

Intersection												
Int Delay, s/veh	6.4											
-	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement Configurations	CDL			WBL	WBI	WBK	INDL		NDK	OBL		SBK
Lane Configurations	0	4	7	٥	٥	٥	۸	<b>}</b>	E2	373	<b>€</b> 56	0
Traffic Vol, veh/h Future Vol, veh/h	9	0	5 5	0	0	0	0	33 33	53 53	373	56	0
· · · · · · · · · · · · · · · · · · ·	9	0	0	0	0	0	0	0	0	0	0	0
Conflicting Peds, #/hr		Stop		Stop		Stop		Free	Free	Free	Free	Free
Sign Control RT Channelized	Stop	Slop -	Stop Yield	Stop -	Stop -	None	Free -	riee -	None	riee -		None
Storage Length	-	-	50	-	_	None -	-	-	NOTIE	_	-	NOTIE
Veh in Median Storage		0	- 50		0			0		-	0	
Grade, %	e,# - -	0	-	-	0	<u>-</u>	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	0	6	0	0	0	0	38	62	434	65	0
WWIIIL FIOW	10	U	U	U	U	U	U	30	02	434	05	U
Major/Minor I	Minor2					N	Major1		N	Major2		
Conflicting Flow All	971	1033	65				-	0	0	100	0	0
Stage 1	933	933	-				-	-	-	-	-	-
Stage 2	38	100	-				-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2				-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-				-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3				-	-	-	2.2	-	-
Pot Cap-1 Maneuver	283	234	1005				0	-	-	1505	-	0
Stage 1	386	348	-				0	-	-	-	-	0
Stage 2	989	816	-				0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	198	0	1005				-	-	-	1505	-	-
Mov Cap-2 Maneuver	198	0	-				-	-	-	-	-	-
Stage 1	386	0	-				-	-	-	-	-	-
Stage 2	694	0	-				-	-	-	-	-	-
Approach	EB						NB			SB		
HCM Control Delay, s/v							0			7.27		
HCM LOS	C									, . <b>L</b> 1		
Minor Lane/Major Mvm	nt	NBT	NRR	EBLn1 E	-RI n2	SBL	SBT					
Capacity (veh/h)		1101	-		1005	1451	051					
HCM Lane V/C Ratio		-		0.053			-					
HCM Control Delay (s/	\(\ch\)	-	-		8.6	8.4	0					
HCM Lane LOS	veii)	-	-	24.2 C	0.0 A	0.4 A	A					
HCM 95th %tile Q(veh)	)	-	-	0.2	0	1.2	- -					
HOW JOHN JOHN QUEN	)	_	_	U.Z	U	1.2	_					

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			र्स	7		4			र्स	7
Traffic Vol, veh/h	7	0	5	0	0	23	6	16	0	22	26	8
Future Vol, veh/h	7	0	5	0	0	23	6	16	0	22	26	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	25	-	-	-	-	-	250
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	0	6	0	0	29	8	20	0	28	33	10
Major/Minor	/line=0			Aine-1			Ania 1		,	/loier0		
	Minor2	400		Minor1	400		Major1	^		Major2	^	^
Conflicting Flow All	123	123	33	123	133	20	43	0	0	20	0	0
Stage 1	88	88	-	35	35	-	-	-	-	-	-	-
Stage 2	35	35	-	88	98	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	857	772	1047	857	762	1064	1579	-	-	1609	-	-
Stage 1	925	826	-	986	870	-	-	-	-	-	-	-
Stage 2	986	870	-	925	818	-	-	-	-	-	-	-
Platoon blocked, %	0.45	7-1	4047	000	7.5	1001	45-0	-	-	4000	-	-
Mov Cap-1 Maneuver	815	754	1047	833	745	1064	1579	-	-	1609	-	-
Mov Cap-2 Maneuver	815	754	-	833	745	-	-	-	-	-	-	-
Stage 1	909	812	-	981	866	-	-	-	-	-	-	-
Stage 2	955	866	-	903	804	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v				8.48			1.99			2.86		
HCM LOS	Α			A								
				,								
Minor Lane/Major Mvm	t	NBL	NBT	NBR F	EBLn1V	VBLn1V	VBLn2	SBL	SBT	SBR		
Capacity (veh/h)		491		-	898		1064	825	_			
HCM Lane V/C Ratio		0.005	_		0.017	_	0.027		<u>-</u>	<u> </u>		
HCM Control Delay (s/\	/eh)	7.3	0	_	9.1	0	8.5	7.3	0	_		
HCM Lane LOS	VOII)	7.5 A	A	_	9.1 A	A	0.5 A	7.5 A	A	_		
HCM 95th %tile Q(veh)		0	-	_	0.1	-	0.1	0.1	-	_		
HOW JOHN JOHNE Q(VEH)		U		_	0.1		0.1	0.1				

Intersection												
Int Delay, s/veh	7.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	1	0	17	0	0	0	9	0	0	0	1	1
Future Vol, veh/h	1	0	17	0	0	0	9	0	0	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	0	28	0	0	0	15	0	0	0	2	2
Major/Minor N	Minor2			Minor1		<u> </u>	/lajor1		N	Major2		
Conflicting Flow All	33	33	3	32	33	0	3	0	0	0	0	0
Stage 1	3	3	-	30	30	-	-	-		-	-	-
Stage 2	30	30	-	2	3	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	980	864	1087	981	863	-	1632	-	-	-	-	-
Stage 1	1025	898	-	992	874	-	-	-	-	-	-	-
Stage 2	992	874	-	1027	897	-	-	-	-	-	-	-
Platoon blocked, %			100-	•	•==		10	-	-		-	-
Mov Cap-1 Maneuver	971	856	1087	947	855	-	1632	-	-	-	-	-
Mov Cap-2 Maneuver	971	856	-	947	855	-	-	-	-	-	-	-
Stage 1	1025	898	-	983	866	-	-	-	-	-	-	-
Stage 2	983	866	-	1000	897	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/\	8.43			0			7.23			0		
HCM LOS	Α			Α								
Minor Lane/Major Mvm	t	NBL	NBT	NBR I	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1632	-		1080	_	_	_	_			
HCM Lane V/C Ratio		0.009	_		0.028	_	_	_	_			
HCM Control Delay (s/v	veh)	7.2	0	-	8.4	0	0	-	-			
HCM Lane LOS	<i>3</i>	Α	A	-	A	A	A	_	_			
HCM 95th %tile Q(veh)		0	-	-	0.1	-	-	-	-			
2000)												

Intersection						
Int Delay, s/veh	5.3					
	EBL	EBR	NDI	NDT	CDT	SBR
Movement		EBK	NBL	NBT	SBT	SBK
Lane Configurations	Y	24	0	र्स्	<b>♣</b>	1
Traffic Vol, veh/h	1	34	2	6	17	1
Future Vol, veh/h	1	34	2	6	17	1
Conflicting Peds, #/hr	0	0	0	_ 0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-		-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	40	40	40	40	40	40
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	85	5	15	43	3
Major/Minor I	Minor2		Major1	Λ	//ajor2	
Conflicting Flow All	69	44	45	0	- viajoiz	0
Stage 1	44	-	-		_	-
Stage 2	25	_	_	_	_	_
Critical Hdwy	6.4	6.2	4.1	-		-
	5.4	0.2	4.1	_	_	_
Critical Hdwy Stg 1	5.4			-	-	-
Critical Hdwy Stg 2		-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	941	1032	1576	-	-	-
Stage 1	984	-	-	-	-	_
Stage 2	1003	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	938	1032	1576	-	-	-
Mov Cap-2 Maneuver	938	-	-	-	-	-
Stage 1	981	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s/v			1.82		0	
HCM LOS	A 0.02		1.02		U	
TIGIVI LOS	Α					
Minor Lane/Major Mvm	ıt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		450	-	1029	-	-
HCM Lane V/C Ratio		0.003	-	0.085	-	-
HCM Control Delay (s/	veh)	7.3	0	8.8	-	-
HCM Lane LOS		Α	Α	Α	-	-
HCM 95th %tile Q(veh)		0	-	0.3	-	-

Movement   EBL   EBT   EBR   WBL   WBT   WBR   NBL   NBT   NBR   SBL   SBR   SBR   Lane Configurations   4	Intersection												
Movement		6.4											
Traffic Vol, veh/h	•										05:		0
Traffic Vol, veh/h		EBL			WBL	WBT	WBR	NBL		NBR	SBL		SBR
Future Vol, veh/h													
Conflicting Peds, #/hr													
Stop Control   Stop	· · · · · · · · · · · · · · · · · · ·												
RT Channelized													
Storage Length		Stop	Stop		Stop	Stop		Free	Free		Free	Free	
Veh in Median Storage, # - 0	RT Channelized	-	-		-	-	None	-	-	None	-	-	None
Grade, %	Storage Length	-	-	20	-	-	-	-	-	-	-	-	-
Peak Hour Factor		e, # -	0	-	-		-	-	0	-	-		-
Heavy Vehicles, %		-											
Major/Minor   Minor2   Major1   Major2	Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Major/Minor   Minor2   Major1   Major2	Heavy Vehicles, %		0		0	0	0	0	0	0			0
Conflicting Flow All   101   107   4		12	1	3	0	0	0	0	4	5	47	4	0
Conflicting Flow All   101   107   4													
Conflicting Flow All   101   107   4	Major/Minor	Minor2					ı	Maior1		N	/laior2		
Stage 1   97   97   -			107	Λ				viajoi i	0			0	0
Stage 2								-					
Critical Hdwy       6.4       6.5       6.2       -       -       4.1       -       -         Critical Hdwy Stg 1       5.4       5.5       -        -       -       -       -       -       -       -       -       -       -       -       -       -       -       -        -       <													
Critical Hdwy Stg 1       5.4       5.5       -       0       -       -       -       0       -       -       -       0       -       -       -       0       -       -       -       0       -       -       -       0       - <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td>-</td> <td></td> <td></td> <td></td> <td></td>								-	-				
Critical Hdwy Stg 2       5.4       5.5       -       0       -       -       -       0       -       -       -       0       -       -       -       0       -       -       -       0       -       -       -       0       -       -       -       0       -       -       -       0       -       -       -       -       0       - <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td><del>-</del></td> <td></td> <td></td> <td></td> <td></td> <td></td>								<del>-</del>					
Follow-up Hdwy 3.5 4 3.3 2.2 Pot Cap-1 Maneuver 902 787 1085 0 - 1623 - 0 Stage 1 932 818 - 0 0 Stage 2 1024 892 - 0 0 Platoon blocked, % 1623 0 Mov Cap-1 Maneuver 876 0 1085 1623 Stage 1 932 0 Stage 1 932 0								<del>-</del>			-		
Pot Cap-1 Maneuver   902   787   1085   0								-			-		
Stage 1       932       818       -       0       -       -       -       0         Stage 2       1024       892       -       0       -       -       -       0         Platoon blocked, %       -													
Stage 2   1024   892   -	•												
Platoon blocked, %													
Mov Cap-1 Maneuver         876         0         1085         -         -         1623         -         -         Stage 1         932         0         -		1024	892	-				U		-	-		U
Mov Cap-2 Maneuver       876       0       -		0=0	_	400=					-	-	4000		
Stage 1       932       0       -									-				
Stage 2   995   0   -   -   -   -   -   -   -   -   -								-	-	-	-		
Approach         EB         NB         SB           HCM Control Delay, s/v 9.03         0         6.69           HCM LOS         A             Minor Lane/Major Mvmt         NBT         NBR EBLn1 EBLn2         SBL         SBT           Capacity (veh/h)         -         -         876         1085         1620         -           HCM Lane V/C Ratio         -         -         0.016         0.003         0.029         -           HCM Control Delay (s/veh)         -         -         9.2         8.3         7.3         0           HCM Lane LOS         -         -         A         A         A         A	_			-				-	-	-	-	_	-
HCM Control Delay, s/v 9.03   0   6.69	Stage 2	995	0	-				-	-	-	-	-	-
HCM Control Delay, s/v 9.03   0   6.69													
HCM Control Delay, s/v 9.03   0   6.69	Approach	EB						NB			SB		
Minor Lane/Major Mvmt         NBT         NBR EBLn1 EBLn2         SBL         SBT           Capacity (veh/h)         -         -         876         1085         1620         -           HCM Lane V/C Ratio         -         -         0.016         0.003         0.029         -           HCM Control Delay (s/veh)         -         -         9.2         8.3         7.3         0           HCM Lane LOS         -         -         A         A         A         A													
Minor Lane/Major Mvmt         NBT         NBR EBLn1 EBLn2         SBL         SBT           Capacity (veh/h)         -         -         876         1085         1620         -           HCM Lane V/C Ratio         -         -         0.016         0.003         0.029         -           HCM Control Delay (s/veh)         -         -         9.2         8.3         7.3         0           HCM Lane LOS         -         -         A         A         A         A								J			0.00		
Capacity (veh/h) 876 1085 1620 -  HCM Lane V/C Ratio 0.016 0.003 0.029 -  HCM Control Delay (s/veh) 9.2 8.3 7.3 0  HCM Lane LOS - A A A A	TOW LOO												
Capacity (veh/h) 876 1085 1620 -  HCM Lane V/C Ratio 0.016 0.003 0.029 -  HCM Control Delay (s/veh) 9.2 8.3 7.3 0  HCM Lane LOS - A A A A	NA: I (NA : NA		NET	NDD.	-DI 4	EDI C	051	ODT					
HCM Lane V/C Ratio       -       -       0.016       0.003       0.029       -         HCM Control Delay (s/veh)       -       -       9.2       8.3       7.3       0         HCM Lane LOS       -       -       A       A       A		nt .	NBT										
HCM Control Delay (s/veh) 9.2 8.3 7.3 0 HCM Lane LOS - A A A A			-					-					
HCM Lane LOS A A A A			-	-				-					
		veh)	-	-									
HCM 95th %tile Q(veh) 0 0 0.1 -			-	-				Α					
	HCM 95th %tile Q(veh)	)	-	-	0	0	0.1	-					

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4	7		4			1>	
Traffic Vol, veh/h	0	0	0	2	0	9	1	11	0	0	35	100
Future Vol, veh/h	0	0	0	2	0	9	1	11	0	0	35	100
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	_	_	-	_	_	40	_	_	-	_	_	-
Veh in Median Storage, #	‡ -	0	_	_	0	-	_	0	_	_	0	_
Grade, %	_	0	_	_	0	_	_	0	_	_	0	_
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	3	0	11	1	14	0	0	44	125
	•						•					
Major/Minor				Minor1			Major1		Λ	//ajor2		
Conflicting Flow All				60	185	14	169	0	- 1	//ajuiz -	_	0
				16	16		109	U	-	-		U
Stage 1 Stage 2				44	169	-	-			-	-	-
Critical Hdwy				6.4	6.5	6.2	4.1	-	-	-	-	-
Critical Hdwy Stg 1				5.4	5.5	0.2	4.1	-	_	-		-
								-	-	-	-	-
Critical Hdwy Stg 2				5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy				3.5	4	3.3	2.2	-	-	-	-	-
Pot Cap-1 Maneuver				952	713	1072	1421	-	0	0	-	-
Stage 1				1012	886	-	-	-	0	0	-	-
Stage 2				984	763	-	-	-	0	0	-	-
Platoon blocked, %				054	0	1070	1101	-			-	-
Mov Cap-1 Maneuver				951	0	1072	1421	-	-	-	-	-
Mov Cap-2 Maneuver				951	0	-	-	-	-	-	-	-
Stage 1				1011	0	-	-	-	-	-	-	-
Stage 2				984	0	-	-	-	-	-	-	-
Approach				WB			NB			SB		
HCM Control Delay, s/v				8.47			0.63			0		
HCM LOS				Α								
Minor Lane/Major Mvmt		NBL	NBTV	VBLn1V	VBLn2	SBT	SBR					
Capacity (veh/h)		150	-		1072	-	-					
HCM Lane V/C Ratio		0.001		0.003	0.01	_	_					
HCM Control Delay (s/ve		7.5	0	8.8	8.4	_	_					
HCM Lane LOS	,	Α	A	Α	A	_	_					
HCM 95th %tile Q(veh)		0	-	0	0	_	_					
How John John Q(VGH)		U		J	U							

Intersection						
Int Delay, s/veh	4.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	7	LDIX	******	4	ሻ	7
Traffic Vol, veh/h	35	32	103	12	16	4
Future Vol, veh/h	35	32	103	12	16	4
Conflicting Peds, #/hr	0	0	0	0	0	0
•	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-		-	None
Storage Length	-	-	-	-	0	25
Veh in Median Storage, #	<del>+</del> 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	39	36	114	13	18	4
Major/Minor Ma	ajor1		Major2		Minor1	
	•		74			57
Conflicting Flow All	0	0		0	299 57	
Stage 1	-	-	-	-	242	-
Stage 2	-	-	4.1		6.4	6.2
Critical Hdwy Critical Hdwy Stg 1	-	-	4.1	-	5.4	0.2
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver		-	1538	<u>-</u>	697	1015
Stage 1	-	-	1000	_	971	-
Stage 2		-	-		803	-
Platoon blocked, %	_	-	_	_	003	_
Mov Cap-1 Maneuver		-	1538	-	644	1015
Mov Cap-2 Maneuver	_	_	1000	-	644	1015
Stage 1		-	-	-	971	-
Stage 2	-	-	_	_	743	_
Stage 2		-	-	-	743	-
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		6.74		10.31	
HCM LOS					В	
Minor Lane/Major Mvmt	1	NBLn11	VBI n2	EBT	EBR	WBL
Capacity (veh/h)	<u> </u>		1015	-		1526
HCM Lane V/C Ratio		0.028		_		0.074
HCM Control Delay (s/ve	h)	10.7	8.6	_	_	7.5
HCM Lane LOS	,	В	Α	_	_	Α.5
HCM 95th %tile Q(veh)		0.1	0	-	_	0.2
		5.1				J.L

Intersection							
Intersection Delay, s/veh	10.9						
Intersection LOS	В						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	7	<u></u>	<b>↑</b>	7	ኝ	7	
Traffic Vol, veh/h	0	39	109	5	119	7	
Future Vol, veh/h	0	39	109	5	119	7	
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	
Heavy Vehicles, %	0	0	0	0	0	0	
Mvmt Flow	0	78	218	10	238	14	
Number of Lanes	1	1	1	1	1	1	
Approach	EB		WB		SB		
Opposing Approach	WB		EB				
Opposing Lanes	2		2		0		
Conflicting Approach Left	SB				WB		
Conflicting Lanes Left	2		0		2		
Conflicting Approach Right			SB		EB		
Conflicting Lanes Right	0		2		2		
HCM Control Delay, s/veh	9		10.5		11.8		
HCM LOS	Α		В		В		
Lane		EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
		EBLn1	EBLn2	WBLn1	WBLn2	SBLn1 100%	SBLn2
Vol Left, %							
		0%	0%	0%	0%	100%	0%
Vol Left, % Vol Thru, %		0% 100%	0% 100%	0% 100%	0% 0%	100% 0%	0% 0%
Vol Left, % Vol Thru, % Vol Right, %		0% 100% 0%	0% 100% 0%	0% 100% 0%	0% 0% 100%	100% 0% 0%	0% 0% 100%
Vol Left, % Vol Thru, % Vol Right, % Sign Control		0% 100% 0% Stop	0% 100% 0% Stop	0% 100% 0% Stop	0% 0% 100% Stop	100% 0% 0% Stop	0% 0% 100% Stop
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane		0% 100% 0% Stop 0	0% 100% 0% Stop 39	0% 100% 0% Stop 109	0% 0% 100% Stop 5	100% 0% 0% Stop 119	0% 0% 100% Stop 7
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol		0% 100% 0% Stop 0	0% 100% 0% Stop 39	0% 100% 0% Stop 109	0% 0% 100% Stop 5	100% 0% 0% Stop 119 119	0% 0% 100% Stop 7 0
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol		0% 100% 0% Stop 0 0	0% 100% 0% Stop 39 0	0% 100% 0% Stop 109 0	0% 0% 100% Stop 5 0	100% 0% 0% Stop 119 119 0	0% 0% 100% Stop 7 0
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		0% 100% 0% Stop 0 0	0% 100% 0% Stop 39 0 39 0 78	0% 100% 0% Stop 109 0 109 0 218	0% 0% 100% Stop 5 0 0 5 10	100% 0% 0% Stop 119 119 0 0 238	0% 0% 100% Stop 7 0 0 7 14
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		0% 100% 0% Stop 0 0 0 0 5	0% 100% 0% Stop 39 0 39 0 78 5	0% 100% 0% Stop 109 0 109 0 218 5	0% 0% 100% Stop 5 0 0 5 10 5	100% 0% 0% Stop 119 119 0 0 238 5	0% 0% 100% Stop 7 0 0 7 14 5
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		0% 100% 0% Stop 0 0 0	0% 100% 0% Stop 39 0 39 0 78	0% 100% 0% Stop 109 0 109 0 218	0% 0% 100% Stop 5 0 0 5 10	100% 0% 0% Stop 119 119 0 0 238	0% 0% 100% Stop 7 0 0 7 14
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N		0% 100% 0% Stop 0 0 0 0 5 5 7 5	0% 100% 0% Stop 39 0 39 0 78 5 0.119 5.5 Yes	0% 100% 0% Stop 109 0 109 0 218 5 0.323 5.33 Yes	0% 0% 100% Stop 5 0 0 5 10 5 0.013 4.625 Yes	100% 0% 0% Stop 119 119 0 238 5 0.383 5.797 Yes	0% 0% 100% Stop 7 0 0 7 14 5 0.018 4.591 Yes
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		0% 100% 0% Stop 0 0 0 0 5 0 5.5 Yes	0% 100% 0% Stop 39 0 39 0 78 5 0.119 5.5 Yes 649	0% 100% 0% Stop 109 0 109 0 218 5 0.323 5.33 Yes 674	0% 0% 100% Stop 5 0 0 5 10 5 0.013 4.625 Yes 771	100% 0% 0% Stop 119 0 0 238 5 0.383 5.797 Yes 619	0% 0% 100% Stop 7 0 0 7 14 5 0.018 4.591 Yes 775
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		0% 100% 0% Stop 0 0 0 0 5 0 5.5 Yes 0 3.259	0% 100% 0% Stop 39 0 78 5 0.119 5.5 Yes 649 3.259	0% 100% 0% Stop 109 0 109 0 218 5 0.323 5.33 Yes 674 3.075	0% 0% 100% Stop 5 0 0 5 10 5 0.013 4.625 Yes 771 2.37	100% 0% 0% Stop 119 0 0 238 5 0.383 5.797 Yes 619 3.553	0% 0% 100% Stop 7 0 0 7 14 5 0.018 4.591 Yes 7.75 2.346
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		0% 100% 0% Stop 0 0 0 0 5 0 5.5 Yes 0 3.259	0% 100% 0% Stop 39 0 39 0 78 5 0.119 5.5 Yes 649 3.259 0.12	0% 100% 0% Stop 109 0 109 0 218 5 0.323 5.33 Yes 674 3.075 0.323	0% 0% 100% Stop 5 0 0 5 10 5 0.013 4.625 Yes 771 2.37 0.013	100% 0% 0% Stop 119 0 0 238 5 0.383 5.797 Yes 619 3.553 0.384	0% 0% 100% Stop 7 0 0 7 14 5 0.018 4.591 Yes 775 2.346 0.018
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio HCM Control Delay, s/veh		0% 100% 0% Stop 0 0 0 0 5 0 5.5 Yes 0 3.259 0 8.3	0% 100% 0% Stop 39 0 39 0 78 5 0.119 5.5 Yes 649 3.259 0.12 9	0% 100% 0% Stop 109 0 109 0 218 5 0.323 5.33 Yes 674 3.075 0.323 10.6	0% 0% 100% Stop 5 0 0 5 10 5 0.013 4.625 Yes 771 2.37 0.013 7.4	100% 0% 0% Stop 119 119 0 0 238 5 0.383 5.797 Yes 619 3.553 0.384 12.1	0% 0% 100% Stop 7 0 0 7 14 5 0.018 4.591 Yes 775 2.346 0.018 7.4
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		0% 100% 0% Stop 0 0 0 0 5 0 5.5 Yes 0 3.259	0% 100% 0% Stop 39 0 39 0 78 5 0.119 5.5 Yes 649 3.259 0.12	0% 100% 0% Stop 109 0 109 0 218 5 0.323 5.33 Yes 674 3.075 0.323	0% 0% 100% Stop 5 0 0 5 10 5 0.013 4.625 Yes 771 2.37 0.013	100% 0% 0% Stop 119 0 0 238 5 0.383 5.797 Yes 619 3.553 0.384	0% 0% 100% Stop 7 0 0 7 14 5 0.018 4.591 Yes 775 2.346 0.018

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations		LDI	VVDL	<u>₩</u>	NDL 1	NDK
Traffic Vol, veh/h	159	1	4	<b>T</b> 117	0	6
Future Vol, veh/h	159	1	4	117	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-		riee -	None	Stop -	None
	-		380	None -	0	25
Storage Length		-				
Veh in Median Storage,		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	54	54	54	54	54	54
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	294	2	7	217	0	11
Major/Minor M	ajor1	N	Major2	N	/linor1	
Conflicting Flow All	0	0	296	0	527	295
Stage 1		_		_	295	
Stage 2	_	_	_	_	231	_
Critical Hdwy	_	_	4.1	_	6.4	6.2
Critical Hdwy Stg 1	_	_	-	_	5.4	-
Critical Hdwy Stg 2	_		_	_	5.4	_
Follow-up Hdwy	_	_	2.2	_	3.5	3.3
Pot Cap-1 Maneuver		<u>-</u>	1277	-	515	749
•	_	-	1211	-	760	749
Stage 1		-			812	-
Stage 2	-	-	-	-	012	-
Platoon blocked, %	-	-	1077	-	E40	740
Mov Cap-1 Maneuver	-	-	1277	-	512	749
Mov Cap-2 Maneuver	-	-	-	-	512	-
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	807	-
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		0.26		9.88	
HCM LOS	U		0.20		Α	
TOW LOO					А	
Minor Lane/Major Mvmt		NBLn11		EBT	EBR	WBL
Capacity (veh/h)		-	749	-	-	1277
HCM Lane V/C Ratio		-	0.015	-	-	0.006
HCM Control Delay (s/ve	eh)	0	9.9	-	-	7.8
HCM Lane LOS		Α	Α	-	-	Α
HCM 95th %tile Q(veh)		-	0	-	-	0

Intersection						
Int Delay, s/veh	4.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1	רטו	TYDL	₩ <u>₽</u>	NDL T	T T
Traffic Vol, veh/h	174	2	7	27	93	5
Future Vol, veh/h	174	2	7	27	93	5
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-		-	None
Storage Length	_	-	_	-	0	25
Veh in Median Storage,	# 0	_	_	0	0	-
Grade, %	0	_	_	0	0	_
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	290	3	12	45	155	8
WWW.CT IOW	200		12	10	100	
	ajor1		Major2		Minor1	
Conflicting Flow All	0	0	293	0	360	292
Stage 1	-	-	-	-	292	-
Stage 2	-	-	-	-	68	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1280	-	643	752
Stage 1	-	-	-	-	763	-
Stage 2	-	-	-	-	960	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1280	-	637	752
Mov Cap-2 Maneuver	-	-	-	-	637	-
Stage 1	-	-	-	-	763	-
Stage 2	-	-	-	-	951	-
Annroach	EB		WB		NB	
Approach			1.61		12.33	
HCM Control Delay, s/v	0		1.01			
HCM LOS					В	
Minor Lane/Major Mvmt	1	NBLn11	VBLn2	EBT	EBR	WBL
Capacity (veh/h)		637	752	-	-	371
HCM Lane V/C Ratio		0.243		-	-	0.009
HCM Control Delay (s/ve	eh)	12.5	9.8	-	-	7.8
HCM Lane LOS	,	В	Α	-	-	A
HCM 95th %tile Q(veh)		1	0	-	-	0
, ,						

Intersection							
Int Delay, s/veh	3.1						
		EDT	WDT	WDD	CDI	CDD	
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	0.7	4	1€	40	<u>ነ</u>	10	
Traffic Vol, veh/h	37	143	18	16	34	16	
Future Vol, veh/h	37	143	18	16	34	16	
Conflicting Peds, #/hr	_ 0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	140	
Veh in Median Storage	e,# -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	58	58	58	58	58	58	
Heavy Vehicles, %	0	0	0	0	0	0	
Mvmt Flow	64	247	31	28	59	28	
Majay/Miner	Maired		Anis TO		Air s = O		
	Major1		Major2		Minor2		
Conflicting Flow All	59	0	-	0	419	45	
Stage 1	-	-	-	-	45	-	
Stage 2	-	-	-	-	374	-	
Critical Hdwy	4.1	-	-	-	6.4	6.2	
Critical Hdwy Stg 1	-	-	-	-	5.4	-	
Critical Hdwy Stg 2	-	-	-	-	5.4	-	
Follow-up Hdwy	2.2	-	-	-	3.5	3.3	
Pot Cap-1 Maneuver	1558	-	-	-	595	1031	
Stage 1	-	-	-	-	983	-	
Stage 2	-	-	-	-	700	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver	1558	-	-	-	566	1031	
Mov Cap-2 Maneuver	-	-	-	_	566	_	
Stage 1	_	_	_	_	936	_	
Stage 2	_	_	_	_	700	_	
Clago 2					700		
Approach	EB		WB		SB		
HCM Control Delay, s/	v 1.52		0		10.97		
HCM LOS					В		
NA' 1 (NA - ' NA	.1	EDI	CDT	WDT	MDD	ODL .4	201.0
Minor Lane/Major Mvn	nt	EBL	EBT	WBT	WRK :	SBLn1	
Capacity (veh/h)		370	-	-	-		1031
HCM Lane V/C Ratio		0.041	-	-	-	0.104	
HCM Control Delay (s/	/veh)	7.4	0	-	-	12.1	8.6
HCM Lane LOS		Α	Α	-	-	В	Α
HCM 95th %tile Q(veh	)	0.1	-	-	-	0.3	0.1

Intersection						
Int Delay, s/veh	9.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			4	ሻ	7
Traffic Vol, veh/h	179	6	13	37	3	271
Future Vol, veh/h	179	6	13	37	3	271
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-		-		-	None
Storage Length	_	-	_	-	0	25
Veh in Median Storage, #	# 0	_	_	0	0	-
Grade, %	0	_	_	0	0	_
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0
Mymt Flow	298	10	22	62	5	452
INIVITIE I IOW	230	10	22	02	J	402
	ajor1	1	Major2	N	/linor1	
Conflicting Flow All	0	0	308	0	408	303
Stage 1	-	-	-	-	303	-
Stage 2	-	-	-	-	105	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1264	-	603	741
Stage 1	-	-	-	-	754	-
Stage 2	-	-	-	-	924	-
Platoon blocked, %	_	-		-		
Mov Cap-1 Maneuver	_	-	1264	_	592	741
Mov Cap-2 Maneuver	_	_	-	-	592	-
Stage 1	_	_	_	_	754	_
Stage 2	_	_	_	_	908	_
Olago 2					000	
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		2.05		17.07	
HCM LOS					С	
Minor Lane/Major Mvmt	1	NBLn11	NBLn2	EBT	EBR	WBL
Capacity (veh/h)		592	741			468
HCM Lane V/C Ratio		0.008		_		0.017
HCM Control Delay (s/ve	h)	11.1	17.1		_	7.9
HCM Lane LOS	11)	В	C	_	_	7.9 A
HCM 95th %tile Q(veh)		0	4.2		-	0.1
HOW JOHN /OHIE Q(VEII)		U	7.2	_		0.1

## Near Term Conditions

HCM 7th AWSC Near Term Timing Plan: AM Peak Hour

Intersection	
Intersection Delay, s/veh	19.9
Intersection LOS	С

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		414			474			4	7		ર્ન	7
Traffic Vol, veh/h	134	36	25	28	41	9	270	118	18	7	52	76
Future Vol, veh/h	134	36	25	28	41	9	270	118	18	7	52	76
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	161	43	30	34	49	11	325	142	22	8	63	92
Number of Lanes	0	2	0	0	2	0	0	1	1	0	1	1
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			2			2			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			2			2			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			2			2			2		
HCM Control Delay, s/veh	12.9			10.6			28.5			9.7		
HCM LOS	В			В			D			Α		

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	
Vol Left, %	70%	0%	88%	0%	58%	0%	12%	0%	
Vol Thru, %	30%	0%	12%	42%	42%	69%	88%	0%	
Vol Right, %	0%	100%	0%	58%	0%	31%	0%	100%	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	388	18	152	43	49	30	59	76	
LT Vol	270	0	134	0	28	0	7	0	
Through Vol	118	0	18	18	21	21	52	0	
RT Vol	0	18	0	25	0	9	0	76	
Lane Flow Rate	467	22	183	52	58	36	71	92	
Geometry Grp	5	5	5	5	5	5	5	5	
Degree of Util (X)	0.803	0.031	0.359	0.089	0.117	0.066	0.127	0.144	
Departure Headway (Hd)	6.186	5.127	7.066	6.204	7.234	6.721	6.422	5.649	
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Cap	584	697	507	575	493	530	557	632	
Service Time	3.93	2.871	4.829	3.966	5.01	4.497	4.183	3.41	
HCM Lane V/C Ratio	0.8	0.032	0.361	0.09	0.118	0.068	0.127	0.146	
HCM Control Delay, s/veh	29.5	8	13.8	9.6	11	10	10.1	9.4	
HCM Lane LOS	D	Α	В	Α	В	Α	В	Α	
HCM 95th-tile Q	7.9	0.1	1.6	0.3	0.4	0.2	0.4	0.5	

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	EDL	EDI	EDR	VVDL		WDK 7	INDL		INDIX	ODL	3B1  }	SDR
Lane Configurations Traffic Vol, veh/h	0	0	0	34	<b>र्व</b> 0	341	0	<b>4</b> 63	0	0	112	11
Future Vol, veh/h	0	0	0	34	0	341	0	63	0	0	112	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	- Olop	- Olop	Yield	- Otop	-	Yield	-	-	None	-	-	None
Storage Length	<u>-</u>	_	-	_	_	50	_	_	-	_	_	-
Veh in Median Storage		0	_	_	0	-	_	0	_	_	0	_
Grade, %	-	0	_	_	0	_	_	0	_	_	0	_
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	39	0	392	0	72	0	0	129	13
Major/Minor			ı	Minor1		N	Major1		N	/lajor2		
Conflicting Flow All				201	214	72	141	0	_	<u>-</u>	_	0
Stage 1				72	72	-	-	-	_	_	_	-
Stage 2				129	141	-	-	-	-	_	-	-
Critical Hdwy				6.4	6.5	6.2	4.1	-	-	-	-	-
Critical Hdwy Stg 1				5.4	5.5	-	-	_	_	_	-	_
Critical Hdwy Stg 2				5.4	5.5	-	-	-	-	-	_	-
Follow-up Hdwy				3.5	4	3.3	2.2	-	-	-	-	-
Pot Cap-1 Maneuver				792	687	995	1454	-	0	0	-	-
Stage 1				956	839	-	-	-	0	0	-	-
Stage 2				902	784	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver				792	0	995	1454	-	-	-	-	-
Mov Cap-2 Maneuver				792	0	-	-	-	-	-	-	-
Stage 1				956	0	-	-	-	-	-	-	-
Stage 2				902	0	-	-	-	-	-	-	-
Approach				WB			NB			SB		
HCM Control Delay, s/\	/			10.84			0			0		
HCM LOS				В								
Minor Lane/Major Mvm	t	NBL	NBTV	VBLn1V	VBLn2	SBT	SBR					
Capacity (veh/h)		1454	_		995	_	-					
HCM Lane V/C Ratio		-	-	0.049		-	-					
HCM Control Delay (s/v	veh)	0	-	9.8	10.9	-	-					
HCM Lane LOS		A	-	Α	В	-	-					
HCM 95th %tile Q(veh)		0	-	0.2	1.9	-	-					

Intersection												
Int Delay, s/veh	4.1											
-	EBL	EDT	EDD	\\/DI	WDT	WDD	NDI	NDT	NDD	SBL	SBT	SBR
Movement	ERL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		SRK
Lane Configurations	20	र्न	7	0	^	0	^	1>	25	07	4	^
Traffic Vol, veh/h	30	0	3	0	0	0	0	35	35	87	57	0
Future Vol, veh/h	30	0	3	0	0	0	0	35	35	87	57	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	_ 0	0	0	_ 0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage		0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	35	0	3	0	0	0	0	41	41	101	66	0
Major/Minor I	Minor2					N	Major1		N	Major2		
Conflicting Flow All	309	350	66				ujui i	0	0	81	0	0
Stage 1	269	269	-					-	-	-	-	-
Stage 2	41	81	_						_	_	_	_
Critical Hdwy	6.4	6.5	6.2				_			4.1	_	
Critical Hdwy Stg 1	5.4	5.5	0.2				_		_	7.1	_	_
Critical Hdwy Stg 2	5.4	5.5	-				-	_	<u>-</u>	<u>-</u>	-	<u>-</u>
Follow-up Hdwy	3.5	3.5	3.3				_	_	_	2.2	_	_
Pot Cap-1 Maneuver	687	577	1003				0	-	<u>-</u>	1529	-	0
	781	691	1003				0	-	-	1529	-	0
Stage 1	987	831	-				0	-	-	_	-	0
Stage 2	907	001	-				U	_	-	-		U
Platoon blocked, %	640	0	1000					-	<del>-</del>	1500	-	
Mov Cap-1 Maneuver	640	0	1003				-	-	-	1529	-	-
Mov Cap-2 Maneuver	640	0	-				-	-	-	-	-	-
Stage 1	781	0	-				-	-	-	-	-	-
Stage 2	919	0	-				-	-	-	-	-	-
Approach	EB						NB			SB		
HCM Control Delay, s/	v10.74						0			4.54		
HCM LOS	В											
	_											
Minor Lane/Major Mvm	nt	NBT	NBR I	EBLn1 I	EBLn2	SBL	SBT					
Capacity (veh/h)			-		1003	1088						
HCM Lane V/C Ratio		_				0.066	_					
HCM Control Delay (s/	veh)		_		8.6	7.5	0					
HCM Lane LOS	vGII)	-	_	10.9 B	Α	7.5 A	A					
HCM 95th %tile Q(veh)	١	-	-	0.2	0	0.2	- -					
How som while Q(ven)	)	-	-	U.Z	U	U.Z	-					

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			र्भ	7		4			ર્ન	7
Traffic Vol, veh/h	10	0	0	2	0	19	0	17	0	23	15	5
Future Vol, veh/h	10	0	0	2	0	19	0	17	0	23	15	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	25	-	-	-	-	-	250
Veh in Median Storage	, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	0	0	3	0	24	0	21	0	29	19	6
Major/Minor N	Minor2		ľ	Minor1		-	Major1		ľ	Major2		
Conflicting Flow All	98	98	19	98	104	21	25	0	0	21	0	0
Stage 1	76	76	-	21	21	-	-	-	-	-	-	_
Stage 2	21	21	-	76	83	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	_	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	889	796	1065	889	790	1062	1603	-	-	1608	-	-
Stage 1	938	835	-	1002	882	-	-	-	-	-	-	-
Stage 2	1002	882	-	938	830	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	854	782	1065	873	776	1062	1603	-	-	1608	-	-
Mov Cap-2 Maneuver	854	782	-	873	776	-	-	-	-	-	-	-
Stage 1	921	820	-	1002	882	-	-	-	-	-	-	-
Stage 2	980	882	-	921	815	-	-	-	-	-	-	-
-												
Approach	EB			WB			NB			SB		
HCM Control Delay, s/\	v 9.28			8.53			0			3.89		
HCM LOS	Α			Α								
Minor Lane/Major Mvm	t	NBL	NBT	NBR I	EBLn1V	VBLn1V	VBLn2	SBL	SBT	SBR		
Capacity (veh/h)		1603	-	-	854	873	1062		-	-		
HCM Lane V/C Ratio		-	_			0.003			_	_		
HCM Control Delay (s/v	veh)	0	-	-	9.3	9.1	8.5	7.3	0	_		
HCM Lane LOS	,	A	_	_	A	A	A	A	A	_		
HCM 95th %tile Q(veh)		0	-	-	0	0	0.1	0.1	-	_		
x(\ <b>.</b> \.)							***					

Intersection
Int Delay, s/veh 6.8
Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBF
Lane Configurations
Traffic Vol, veh/h 2 1 17 4 2 0 14 3 0 0 3 2
Future Vol, veh/h 2 1 17 4 2 0 14 3 0 0 3 2
Conflicting Peds, #/hr 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Sign Control Stop Stop Stop Stop Stop Stop Free Free Free Free Free Free Free Fre
RT Channelized None None None
Storage Length
Veh in Median Storage, # - 0 0 0
Grade, % - 0 0 0
Peak Hour Factor 60 60 60 60 60 60 60 60 60 60 60 60 60
Heavy Vehicles, % 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Mvmt Flow 3 2 28 7 3 0 23 5 0 0 5 3
Major/Minor Minor2 Minor1 Major1 Major2
Conflicting Flow All 60 58 7 58 60 5 8 0 0 5 0 0
Stage 1 7 7 - 52 52
Stage 2 53 52 - 6 8
Critical Hdwy 7.1 6.5 6.2 7.1 6.5 6.2 4.1 4.1 -
Critical Hdwy Stg 1 6.1 5.5 - 6.1 5.5
Critical Hdwy Stg 2 6.1 5.5 - 6.1 5.5
Follow-up Hdwy 3.5 4 3.3 3.5 4 3.3 2.2 2.2 -
Pot Cap-1 Maneuver 941 837 1082 944 835 1084 1625 1630 -
Stage 1 1020 894 - 966 856
Stage 2 964 856 - 1021 893
Platoon blocked, %
Mov Cap-1 Maneuver 923 825 1082 904 823 1084 1625 1630 -
Mov Cap-2 Maneuver 923 825 - 904 823
Stage 1 1020 894 - 952 843
Stage 2 947 843 - 993 893
Approach EB WB NB SB
HCM Control Delay, s/v 8.55 9.16 5.97 0
HCM LOS A A
HOW LOO A A
Minor Lane/Major Mvmt NBL NBT NBR EBLn1WBLn1 SBL SBT SBR
Capacity (veh/h) 1482 1047 875 1630
HCM Lane V/C Ratio 0.014 0.032 0.011
HCM Control Delay (s/veh) 7.2 0 - 8.5 9.2 0
HCM 25th %tile Q(veh)

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	1	
Traffic Vol, veh/h	2	3	24	18	27	0
Future Vol, veh/h	2	3	24	18	27	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	, # 0	-	-	0	0	-
Grade, %	0	_	-	0	0	_
Peak Hour Factor	40	40	40	40	40	40
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	8	60	45	68	0
WIVING FIOW	•	U	00	10	00	•
	Minor2		//ajor1	٨	/lajor2	
Conflicting Flow All	233	68	68	0	-	0
Stage 1	68	-	-	-	-	-
Stage 2	165	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	_	-	_	-
Critical Hdwy Stg 2	5.4	-	_	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	_	_	_
Pot Cap-1 Maneuver	760	1002	1547	_	_	_
Stage 1	960	-	-	_	_	_
Stage 2	869	_	_	_	_	_
Platoon blocked, %	000				_	
Mov Cap-1 Maneuver	730	1002	1547	<u>-</u>	-	-
			1547	-	-	_
Mov Cap-2 Maneuver	730	-	-	-	-	-
Stage 1	922	-	-	-	-	-
Stage 2	869	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s/v			4.24		0	
HCM LOS	A		7.47		U	
TIOIVI LOO						
Minor Lane/Major Mvm	t	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		1029	-	872	-	-
HCM Lane V/C Ratio		0.039	_	0.014	-	-
HCM Control Delay (s/	veh)	7.4	0	9.2	-	-
HCM Lane LOS	- /	Α	A	A	_	_
HCM 95th %tile Q(veh)		0.1	-	0	_	_
		V. 1		U		

Intersection												
Int Delay, s/veh	7.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्स	7					13			4	
Traffic Vol, veh/h	43	0	0	0	0	0	0	5	1	25	2	0
Future Vol, veh/h	43	0	0	0	0	0	0	5	1	25	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	_	-	None	-	-	None	-	-	None
Storage Length	-	-	20	-	-	-	-	-	-	-	-	-
Veh in Median Storage	,# -	0	-	-	0	_	-	0	-	-	0	_
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	59	0	0	0	0	0	0	7	1	34	3	0
Major/Minor N	Minor2					<u> </u>	Major1		<u> </u>	Major2		
Conflicting Flow All	78	79	3				-	0	0	8	0	0
Stage 1	71	71	-				-	-	-	-	-	-
Stage 2	7	8	-				-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2				-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-				-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3				-	-	-	2.2	-	-
Pot Cap-1 Maneuver	930	815	1087				0	-	-	1625	-	0
Stage 1	957	840	-				0	-	-	-	-	0
Stage 2	1021	893	-				0	-		-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	910	0	1087				-	-	-	1625	-	-
Mov Cap-2 Maneuver	910	0	-				-	-	-	-	-	-
Stage 1	957	0	-				-	-	-	-	-	-
Stage 2	1000	0	-				-	-	-	-	-	-
Approach	EB						NB			SB		
HCM Control Delay, s/v	9.23						0			6.72		
HCM LOS	Α											
Minor Lane/Major Mvm	it	NBT	NBR	EBLn1 E	EBLn2	SBL	SBT					
Capacity (veh/h)		-	-	910	-	1623	-					
HCM Lane V/C Ratio		-	-	0.065	-	0.021	-					
HCM Control Delay (s/v	veh)	-	-	9.2	0	7.3	0					
HCM Lane LOS	_	-	-	Α	Α	Α	Α					
HCM 95th %tile Q(veh)		-	-	0.2	-	0.1	-					
,												

Near Term Timing Plan: AM Peak Hour

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					र्स	7		4			1>	
Traffic Vol, veh/h	0	0	0	0	0	40	1	43	0	0	30	3
Future Vol, veh/h	0	0	0	0	0	40	1	43	0	0	30	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	_	_		_	-	None
Storage Length	-	_	_	-	-	40	-	_	-	_	-	-
Veh in Median Storage, #	<b>†</b> -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	50	1	54	0	0	38	4
Major/Minor				Minor1		N	/lajor1		N	/lajor2		
Conflicting Flow All				94	98	54	41	0	-	-	-	0
Stage 1				56	56	-	_	-	-	-	_	-
Stage 2				38	41	-	_	-	-	-	-	-
Critical Hdwy				6.4	6.5	6.2	4.1	-	-	-	-	-
Critical Hdwy Stg 1				5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2				5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy				3.5	4	3.3	2.2	-	-	-	-	-
Pot Cap-1 Maneuver				911	796	1019	1581	-	0	0	-	-
Stage 1				971	852	-	-	-	0	0	-	-
Stage 2				990	865	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver				910	0	1019	1581	-	-	-	-	-
Mov Cap-2 Maneuver				910	0	-	-	-	-	-	-	-
Stage 1				971	0	-	-	-	-	-	-	-
Stage 2				990	0	-	-	-	-	-	-	-
Approach				WB			NB			SB		
HCM Control Delay, s/v				8.71			0.17			0		
HCM LOS				Α								
Minor Lane/Major Mvmt		NBL	NBTV	VBLn1V	VBLn2	SBT	SBR					
Capacity (veh/h)		41	-	-	1019	-	-					
HCM Lane V/C Ratio		0.001	-	-	0.049	-	-					
HCM Control Delay (s/ve	h)	7.3	0	0	8.7	-	-					
HCM Lane LOS		Α	Α	Α	Α	-	-					
HCM 95th %tile Q(veh)		0	-	-	0.2	-	-					

Intersection							
Int Delay, s/veh	4.7						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	J
Lane Configurations	1>			4	*	7	
Traffic Vol, veh/h	24	29	5	21	26	55	
Future Vol, veh/h	24	29	5	21	26	55	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-		-		- -	None	
Storage Length	_	-	_	-	0	25	
Veh in Median Storage	e, # 0		-	0	0	-	
	-	-					
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	90	90	90	90	90	90	
Heavy Vehicles, %	0	0	0	0	0	0	
Mvmt Flow	27	32	6	23	29	61	
Major/Minor I	Major1	1	Major2	N	/linor1		ĺ
Conflicting Flow All	0	0	59	0	77	43	
Stage 1	-	U	-	-	43	-	
•		_			34		
Stage 2	-	-	-	-		-	
Critical Hdwy	-	-	4.1	-	6.4	6.2	
Critical Hdwy Stg 1	-	-	-	-	5.4	-	
Critical Hdwy Stg 2	-	-	-	-	5.4	-	
Follow-up Hdwy	-	-	2.2	-	3.5	3.3	
Pot Cap-1 Maneuver	-	-	1558	-	931	1033	
Stage 1	-	-	-	-	985	-	
Stage 2	-	-	-	-	993	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1558	_	927	1033	
Mov Cap-2 Maneuver	_	_	-	_	927	-	
Stage 1	_	_	_	_	985	_	
Stage 2	<u>-</u>	_	_	_	990	_	
Stage 2		_	_	_	330		
Approach	EB		WB		NB		
HCM Control Delay, s/	v 0		1.41		8.8		
HCM LOS					Α		
					, ,		
Minor Lane/Major Mvm	it N	NBLn11		EBT	EBR	WBL	
Capacity (veh/h)			1033	-	-	346	
HCM Lane V/C Ratio		0.031	0.059	-	-	0.004	
HCM Control Delay (s/	veh)	9	8.7	-	-	7.3	
HCM Lane LOS		Α	Α	-	-	Α	
HCM 95th %tile Q(veh)	)	0.1	0.2	_	_	0	
HOW JOHN JOHNE WIVELL	/						

Intersection								
Intersection Delay, s/veh	9.5							
Intersection LOS	Α							
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations	7	<u> </u>	<u>₩</u>	7	) T	7		
Traffic Vol, veh/h	26	55	32	218	6	3		
Future Vol, veh/h	26	55	32	218	6	3		
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50		
Heavy Vehicles, %	0	0	0.00	0	0.00	0.00		
Mymt Flow	52	110	64	436	12	6		
Number of Lanes	1	1	1	1	1	1		
Approach	EB		WB		SB			
Opposing Approach	WB		EB					
Opposing Lanes	2		2		0			
Conflicting Approach Left	SB				WB			
Conflicting Lanes Left	2		0		2			
Conflicting Approach Right			SB		EB			
Conflicting Lanes Right	0		2		2			
HCM Control Delay, s/veh	8.4		9.9		8.8			
	۸		Α		۸			
HCM LOS	Α		А		Α			
HCM LOS	A		A		A			
Lane	A	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	
Lane	A	EBLn1 100%		WBLn1		SBLn1 100%	SBLn2	
Lane Vol Left, %	A		EBLn2		WBLn2			
Lane	A	100%	EBLn2 0%	0%	WBLn2	100%	0%	_
Lane Vol Left, % Vol Thru, %	A	100% 0%	EBLn2 0% 100%	0% 100%	WBLn2 0% 0%	100% 0%	0% 0%	
Lane Vol Left, % Vol Thru, % Vol Right, %	A	100% 0% 0%	EBLn2 0% 100% 0%	0% 100% 0%	WBLn2 0% 0% 100%	100% 0% 0%	0% 0% 100%	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control	A	100% 0% 0% Stop	EBLn2 0% 100% 0% Stop	0% 100% 0% Stop	WBLn2 0% 0% 100% Stop	100% 0% 0% Stop	0% 0% 100% Stop	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol	A	100% 0% 0% Stop 26	EBLn2 0% 100% 0% Stop 55	0% 100% 0% Stop 32	WBLn2 0% 0% 100% Stop 218 0 0	100% 0% 0% Stop 6	0% 0% 100% Stop 3 0	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol	A	100% 0% 0% Stop 26 26 0	EBLn2  0% 100% 0% Stop 55 0 55	0% 100% 0% Stop 32 0	WBLn2 0% 0% 100% Stop 218 0 0 218	100% 0% 0% Stop 6 6 0	0% 0% 100% Stop 3	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol	A	100% 0% 0% Stop 26 26 0	0% 100% 0% Stop 55 0	0% 100% 0% Stop 32 0	WBLn2 0% 0% 100% Stop 218 0 0	100% 0% 0% Stop 6 6	0% 0% 100% Stop 3 0	
Lane  Vol Left, %  Vol Thru, %  Vol Right, %  Sign Control  Traffic Vol by Lane  LT Vol  Through Vol  RT Vol	A	100% 0% 0% Stop 26 26 0 0 52	EBLn2  0% 100% 0% Stop 55 0 110 5	0% 100% 0% Stop 32 0 32 0 64	WBLn2  0% 0% 100% Stop 218 0 0 218 436 5	100% 0% 0% Stop 6 6 0 0	0% 0% 100% Stop 3 0 0 3 6	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)	A	100% 0% 0% Stop 26 26 0 0 52 5	EBLn2  0% 100% 0% Stop 55 0 55 0 110 5 0.149	0% 100% 0% Stop 32 0 32 0 64 5	WBLn2  0% 0% 100% Stop 218 0 0 218 436 5 0.474	100% 0% 0% Stop 6 6 0 0 12 5	0% 0% 100% Stop 3 0 0 3 6 5	
Lane  Vol Left, %  Vol Thru, %  Vol Right, %  Sign Control  Traffic Vol by Lane  LT Vol  Through Vol  RT Vol  Lane Flow Rate  Geometry Grp  Degree of Util (X)  Departure Headway (Hd)	A	100% 0% 0% Stop 26 26 0 0 52	EBLn2  0% 100% 0% Stop 55 0 110 5	0% 100% 0% Stop 32 0 32 0 64	WBLn2  0% 0% 100% Stop 218 0 0 218 436 5	100% 0% 0% Stop 6 6 0 0	0% 0% 100% Stop 3 0 0 3 6	
Lane  Vol Left, %  Vol Thru, %  Vol Right, %  Sign Control  Traffic Vol by Lane  LT Vol  Through Vol  RT Vol  Lane Flow Rate  Geometry Grp  Degree of Util (X)  Departure Headway (Hd)  Convergence, Y/N	A	100% 0% 0% Stop 26 26 0 0 52 5 0.078 5.388 Yes	EBLn2  0% 100% 0% Stop 55 0 110 5 0.149 4.886 Yes	0% 100% 0% Stop 32 0 32 0 64 5 0.082 4.611 Yes	WBLn2 0% 0% 100% Stop 218 0 0 218 436 5 0.474 3.911 Yes	100% 0% 0% Stop 6 6 0 0 12 5 0.021 6.359 Yes	0% 0% 100% Stop 3 0 0 0 5 0.009 5.151 Yes	
Lane  Vol Left, %  Vol Thru, %  Vol Right, %  Sign Control  Traffic Vol by Lane  LT Vol  Through Vol  RT Vol  Lane Flow Rate  Geometry Grp  Degree of Util (X)  Departure Headway (Hd)  Convergence, Y/N  Cap	A	100% 0% 0% Stop 26 26 0 0 52 5 0.078 5.388 Yes 669	EBLn2  0% 100% 0% Stop 55 0 110 5 0.149 4.886 Yes 738	0% 100% 0% Stop 32 0 32 0 64 5 0.082 4.611 Yes 769	WBLn2  0%  0%  100%  Stop  218  0  0  218  436  5  0.474  3.911  Yes  907	100% 0% 0% Stop 6 6 0 0 12 5 0.021 6.359 Yes 566	0% 0% 100% Stop 3 0 0 3 6 5 0.009 5.151 Yes 698	
Lane  Vol Left, %  Vol Thru, %  Vol Right, %  Sign Control  Traffic Vol by Lane  LT Vol  Through Vol  RT Vol  Lane Flow Rate  Geometry Grp  Degree of Util (X)  Departure Headway (Hd)  Convergence, Y/N  Cap  Service Time	A	100% 0% 0% Stop 26 26 0 0 52 5 0.078 5.388 Yes 669 3.088	EBLn2  0% 100% 0% Stop 55 0 110 5 0.149 4.886 Yes 738 2.586	0% 100% 0% Stop 32 0 32 0 64 5 0.082 4.611 Yes 769 2.39	WBLn2  0%  0%  100%  Stop  218  0  0  218  436  5  0.474  3.911  Yes  907  1.689	100% 0% 0% Stop 6 6 0 0 12 5 0.021 6.359 Yes 566 4.067	0% 0% 100% Stop 3 0 0 5 5 0.009 5.151 Yes 698 2.858	
Lane  Vol Left, %  Vol Thru, %  Vol Right, %  Sign Control  Traffic Vol by Lane  LT Vol  Through Vol  RT Vol  Lane Flow Rate  Geometry Grp  Degree of Util (X)  Departure Headway (Hd)  Convergence, Y/N  Cap  Service Time  HCM Lane V/C Ratio	A	100% 0% 0% Stop 26 26 0 0 52 5 0.078 5.388 Yes 669 3.088 0.078	EBLn2  0% 100% 0% Stop 55 0 110 5 0.149 4.886 Yes 738 2.586 0.149	0% 100% 0% Stop 32 0 32 0 64 5 0.082 4.611 Yes 769 2.39 0.083	WBLn2  0% 0% 100% Stop 218 0 0 218 436 5 0.474 3.911 Yes 907 1.689 0.481	100% 0% 0% Stop 6 6 0 0 12 5 0.021 6.359 Yes 566 4.067 0.021	0% 0% 100% Stop 3 0 0 0 3 6 5 0.009 5.151 Yes 698 2.858 0.009	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio HCM Control Delay, s/veh	A	100% 0% 0% Stop 26 26 0 0 52 5 0.078 5.388 Yes 669 3.088 0.078 8.5	EBLn2  0% 100% 0% Stop 55 0 55 0 110 5 0.149 4.886 Yes 738 2.586 0.149 8.4	0% 100% 0% Stop 32 0 32 0 64 5 0.082 4.611 Yes 769 2.39 0.083 7.8	WBLn2  0% 0% 100% Stop 218 0 0 218 436 5 0.474 3.911 Yes 907 1.689 0.481 10.2	100% 0% 0% Stop 6 6 0 0 12 5 0.021 6.359 Yes 566 4.067 0.021 9.2	0% 0% 100% Stop 3 0 0 3 6 5 0.009 5.151 Yes 698 2.858 0.009 7.9	
Lane  Vol Left, %  Vol Thru, %  Vol Right, %  Sign Control  Traffic Vol by Lane  LT Vol  Through Vol  RT Vol  Lane Flow Rate  Geometry Grp  Degree of Util (X)  Departure Headway (Hd)  Convergence, Y/N  Cap  Service Time  HCM Lane V/C Ratio	A	100% 0% 0% Stop 26 26 0 0 52 5 0.078 5.388 Yes 669 3.088 0.078	EBLn2  0% 100% 0% Stop 55 0 110 5 0.149 4.886 Yes 738 2.586 0.149	0% 100% 0% Stop 32 0 32 0 64 5 0.082 4.611 Yes 769 2.39 0.083	WBLn2  0% 0% 100% Stop 218 0 0 218 436 5 0.474 3.911 Yes 907 1.689 0.481	100% 0% 0% Stop 6 6 0 0 12 5 0.021 6.359 Yes 566 4.067 0.021	0% 0% 100% Stop 3 0 0 0 3 6 5 0.009 5.151 Yes 698 2.858 0.009	

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	\$	וטו	ሻ	<u>₩</u>	Ť	T T
Traffic Vol, veh/h	60	0	18	249	0	1
Future Vol, veh/h	60	0	18	249	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	_	-	380	-	0	25
Veh in Median Storage, #		_	-	0	0	-
Grade, %	0	_	_	0	0	_
Peak Hour Factor	54	54	54	54	54	54
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	111	0	33	461	0	2
WWW.CT IOW	• • • •		00	101		_
				_		
	ajor1		Major2		/linor1	
Conflicting Flow All	0	0	111	0	639	111
Stage 1	-	-	-	-	111	-
Stage 2	-	-	-	-	528	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	_	1491	-	443	948
Stage 1	-	-	-	-	919	-
Stage 2	-	_	-	-	596	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1491	-	434	948
Mov Cap-2 Maneuver	-	-	-	-	434	-
Stage 1	-	-	-	-	919	-
Stage 2	_	_	-	_	582	_
A	ED		WD		ND	
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		0.5		8.81	
HCM LOS					Α	
Minor Lane/Major Mvmt	1	NBLn11	NBLn2	EBT	EBR	WBL
Capacity (veh/h)		_	948	-	_	1491
HCM Lane V/C Ratio		-	0.002	_		0.022
HCM Control Delay (s/ve	h)	0	8.8	-	_	
HCM Lane LOS	,	A	Α	_	_	A
HCM 95th %tile Q(veh)		-	0	-	-	0.1

Intersection							
Int Delay, s/veh	0.3						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	1		.,,,,,	4	ሻ	7	
Traffic Vol, veh/h	38	25	4	256	0	7	
Future Vol, veh/h	38	25	4	256	0	7	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	25	
Veh in Median Storage,	# 0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	60	60	60	60	60	60	
Heavy Vehicles, %	0	0	0	0	0	0	
Mvmt Flow	63	42	7	427	0	12	
Major/Minor M	1ajor1	N	Major2	N	/linor1		
Conflicting Flow All	0	0	105	0	524	84	
Stage 1	-	-	100	-	84	- 04	
Stage 2	_	_	_	-	440	_	
Critical Hdwy			4.1	_	6.4	6.2	
Critical Hdwy Stg 1	_	_	-T. 1	_	5.4	- 0.2	
Critical Hdwy Stg 2	_	_	_	_	5.4	_	
Follow-up Hdwy	_	_	2.2	_	3.5	3.3	
Pot Cap-1 Maneuver	_	_	1499	_	517	981	
Stage 1	_	_	00	_	944	-	
Stage 2	_	-	-	-	653	-	
Platoon blocked, %	-	-		-	- 500		
Mov Cap-1 Maneuver	-	_	1499	-	514	981	
Mov Cap-2 Maneuver	_	_	-	-	514	-	
Stage 1	_	-	-	-	944	_	
Stage 2	-	_	_	_	650	-	
<u> </u>							
Approach	CD.		WD		ND		
Approach	EB		WB		NB		
HCM LOS	0		0.11		8.72		
HCM LOS					Α		
Minor Lane/Major Mvmt	<u> </u>	NBLn11	VBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)		-	981	-	-	28	-
HCM Lane V/C Ratio		-	0.012	-	-	0.004	-
HCM Control Delay (s/v	eh)	0	8.7	-	-	7.4	0
HCM Lane LOS		Α	Α	-	-	Α	Α
HCM 95th %tile Q(veh)		-	0	-	-	0	-

Intersection							
Int Delay, s/veh	3.7						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	LDL	<u>⊏Б</u> 1	₩D1	אטוז	SDL N	JDK 7	
Traffic Vol, veh/h	13	40	174	15	16	88	
Future Vol, veh/h	13	40	174	15	16	88	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	140	
Veh in Median Storage	e, # -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	58	58	58	58	58	58	
Heavy Vehicles, %	0	0	0	0	0	0	
Mvmt Flow	22	69	300	26	28	152	
Major/Minor I	Major1	N	Major2	N	/linor2		
Conflicting Flow All	326	0	-	0	427	313	
Stage 1	-	-	-	-	313	-	
Stage 2	-	-	-	-	114	-	
Critical Hdwy	4.1	-	-	-	6.4	6.2	
Critical Hdwy Stg 1	-	-	-	-	5.4	-	
Critical Hdwy Stg 2	-	-	-	-	5.4	-	
Follow-up Hdwy	2.2	-	-	-	3.5	3.3	
Pot Cap-1 Maneuver	1245	-	-	-	589	732	
Stage 1	-	-	-	-	746	-	
Stage 2	-	-	-	-	916	-	
Platoon blocked, %	101-	-	-	-		700	
Mov Cap-1 Maneuver	1245	-	-	-	577	732	
Mov Cap-2 Maneuver	-	-	-	-	577	-	
Stage 1	-	-	-	-	732	-	
Stage 2	-	-	-	-	916	-	
Approach	EB		WB		SB		
HCM Control Delay, s/	v 1.95		0		11.25		
HCM LOS					В		
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR :	SBLn1 SE	3Ln2
Capacity (veh/h)		442			-	577	732
HCM Lane V/C Ratio		0.018	_	_		0.048 0	
HCM Control Delay (s/	veh)	7.9	0	-	_		11.2
HCM Lane LOS	,	A	A	_	_	В	В
HCM 95th %tile Q(veh)	)	0.1	-	-	-	0.2	0.8

Intersection						
Int Delay, s/veh	4.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	7			4	ሻ	7
Traffic Vol, veh/h	72	4	268	210	1	14
Future Vol, veh/h	72	4	268	210	1	14
Conflicting Peds, #/hr	0	0	0	0	0	0
_	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-		-	None
Storage Length	_	-	_	-	0	25
Veh in Median Storage, #	# 0	_	_	0	0	-
Grade, %	0	_	_	0	0	_
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	120	7	447	350	2	23
miner ion		•		000	_	
	ajor1		Major2		Minor1	
Conflicting Flow All	0	0	127	0	1367	123
Stage 1	-	-	-	-	123	-
Stage 2	-	-	-	-	1243	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	_	5.4	_
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1472	_	164	933
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	275	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1472	_	102	933
Mov Cap-2 Maneuver	-	-	-	-	102	-
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	171	-
Approach	ED		WD		ND	
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		4.77		11.08	
HCM LOS					В	
Minor Lane/Major Mvmt	1	NBLn11	NBLn2	EBT	EBR	WBL
Capacity (veh/h)		102	933	-		1009
HCM Lane V/C Ratio		0.016		_		0.303
HCM Control Delay (s/ve	h)	40.9	9	-	_	8.5
HCM Lane LOS	-,	E	A	_	_	A
HCM 95th %tile Q(veh)		0	0.1	-	_	1.3

HCM 7th AWSC Near Term Timing Plan: PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		474			473			4	7		ર્લ	7
Traffic Vol, veh/h	37	43	266	17	16	14	31	50	15	16	114	145
Future Vol, veh/h	37	43	266	17	16	14	31	50	15	16	114	145
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	45	52	320	20	19	17	37	60	18	19	137	175
Number of Lanes	0	2	0	0	2	0	0	1	1	0	1	1
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			2			2			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			2			2			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			2			2			2		
HCM Control Delay, s/veh	12.4			9.3			10.2			10.3		
HCM LOS	В			Α			В			В		

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	38%	0%	63%	0%	68%	0%	12%	0%
Vol Thru, %	62%	0%	37%	7%	32%	36%	88%	0%
Vol Right, %	0%	100%	0%	93%	0%	64%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	81	15	59	288	25	22	130	145
LT Vol	31	0	37	0	17	0	16	0
Through Vol	50	0	22	22	8	8	114	0
RT Vol	0	15	0	266	0	14	0	145
Lane Flow Rate	98	18	70	346	30	27	157	175
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.174	0.028	0.12	0.496	0.056	0.043	0.261	0.254
Departure Headway (Hd)	6.419	5.515	6.126	5.153	6.638	5.841	6.002	5.232
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Сар	559	649	586	700	539	613	598	687
Service Time	4.156	3.252	3.854	2.881	4.379	3.581	3.733	2.963
HCM Lane V/C Ratio	0.175	0.028	0.119	0.494	0.056	0.044	0.263	0.255
HCM Control Delay, s/veh	10.5	8.4	9.7	12.9	9.8	8.8	10.9	9.7
HCM Lane LOS	В	Α	Α	В	Α	Α	В	Α
HCM 95th-tile Q	0.6	0.1	0.4	2.8	0.2	0.1	1	1

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			LDIX	******	4	7	IIDL	4	HDIT	ODL	1	ODIT
Traffic Vol, veh/h	0	0	0	28	0	65	1	43	0	0	381	28
Future Vol, veh/h	0	0	0	28	0	65	1	43	0	0	381	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	_	_	-	_	_	50	_	_	-	_	_	-
Veh in Median Storage,	# -	0	-	_	0	-	-	0	-	-	0	_
Grade, %	_	0	_	-	0	_	_	0	-	_	0	_
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	32	0	75	1	49	0	0	438	32
Major/Minor				Minor1		N	Major1		N	//ajor2		
Conflicting Flow All				490	522	49	470	0	-	-	-	0
Stage 1				52	52	-	-	-	-	-	-	-
Stage 2				438	470	_	_	_	_	_	-	_
Critical Hdwy				6.4	6.5	6.2	4.1	-	-	-	-	_
Critical Hdwy Stg 1				5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2				5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy				3.5	4	3.3	2.2	-	-	-	-	-
Pot Cap-1 Maneuver				541	462	1025	1102	-	0	0	-	-
Stage 1				976	856	-	-	-	0	0	-	-
Stage 2				655	563	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver				541	0	1025	1102	-	-	-	-	-
Mov Cap-2 Maneuver				541	0	-	-	-	-	-	-	-
Stage 1				975	0	-	-	-		-	-	-
Stage 2				655	0	-	-	-	-	-	-	-
Approach				WB			NB			SB		
HCM Control Delay, s/v				9.78			0.19			0		
HCM LOS				Α								
Minor Lane/Major Mvmt		NBL	NBTV	VBLn1V	VBLn2	SBT	SBR					
Capacity (veh/h)		41	-		1025	-	-					
HCM Lane V/C Ratio		0.001	-		0.073	-	-					
HCM Control Delay (s/v		8.3	0	12.1	8.8	-	-					
HCM Lane LOS	,	Α	A	В	Α	-	-					
HCM 95th %tile Q(veh)		0	-	0.2	0.2	-	-					

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्स	7					1			र्स	
Traffic Vol, veh/h	10	0	5	0	0	0	0	35	56	348	59	0
Future Vol, veh/h	10	0	5	0	0	0	0	35	56	348	59	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	0	6	0	0	0	0	41	65	405	69	0
Major/Minor N	Minor2					N	Major1		ı	Major2		
Conflicting Flow All	919	984	69				-	0	0	106	0	0
Stage 1	878	878	-				-	-	-	-	-	-
Stage 2	41	106	-				-	-	-	_	-	-
Critical Hdwy	6.4	6.5	6.2				-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-				-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3				-	-	-	2.2	-	-
Pot Cap-1 Maneuver	304	250	1000				0	-	-	1498	-	0
Stage 1	410	369	-				0	-	-	-	-	0
Stage 2	987	812	-				0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	218	0	1000				-	-	-	1498	-	-
Mov Cap-2 Maneuver	218	0	-				-	-	-	-	-	-
Stage 1	410	0	-				-	-	-	-	-	-
Stage 2	710	0	-				-	-	-	-	-	-
Approach	EB						NB			SB		
HCM Control Delay, s/v	/17.81						0			7.09		
HCM LOS	С											
Minor Lane/Major Mvm	t	NBT	NBR I	EBLn1 I	EBLn2	SBL	SBT					
Capacity (veh/h)				218	1000	1441	_					
HCM Lane V/C Ratio		<u>-</u>	_	0.053		0.27	-					
HCM Control Delay (s/\	/eh)	_	_	22.4	8.6	8.3	0					
HCM Lane LOS	311)	-	_	C	Α	A	A					
HCM 95th %tile Q(veh)		-	-	0.2	0	1.1	-					
				7.2								

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			र्स	7		4			4	7
Traffic Vol, veh/h	7	0	5	0	0	24	6	17	0	24	27	9
Future Vol, veh/h	7	0	5	0	0	24	6	17	0	24	27	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized		-	None	-	-	None	_	_	None	_	_	None
Storage Length	_	_	-	_	-	25	-	-	-	-	-	250
Veh in Median Storage,	# -	0	_	_	0		_	0	_	_	0	-
Grade, %	_	0	_	_	0	_	_	0	_	_	0	_
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mymt Flow	9	0	6	0	0	30	8	21	0	30	34	11
											<b>-</b>	
Major/Minor N	/linor2		ľ	Minor1			Major1		N	Major2		
Conflicting Flow All	130	130	34	130	141	21	45	0	0	21	0	0
Stage 1	94	94	-	36	36	-	40	-	<u> </u>	-	-	-
Stage 2	36	36		94	105			_	_	_	_	_
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-		4.1	-	_
Critical Hdwy Stg 1	6.1	5.5	0.2	6.1	5.5	0.2	4.1	_	_	7.1	_	_
Critical Hdwy Stg 2	6.1	5.5	_	6.1	5.5	_	_	_			_	_
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	_	_	2.2	_	_
Pot Cap-1 Maneuver	847	764	1045	847	754	1062	1576	-	<u>-</u>	1608	-	-
Stage 1	918	821	1043	984	869	1002	13/0	_	-	1000	-	_
Stage 1	984	869	_	918	812	-	-	-	<u>-</u>		_	-
Platoon blocked, %	304	009	•	310	012	-	-	•	-	-	-	_
Mov Cap-1 Maneuver	804	746	1045	822	736	1062	1576		-	1608	-	-
	804	746		822	736	1002			-	1000		
Mov Cap-2 Maneuver			-			-	-	-	-	-	-	-
Stage 1	900	805	-	980	865	-	-	-	-	-	-	-
Stage 2	952	865	-	895	797	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v				8.49			1.9			2.91		
HCM LOS	Α			Α								
Minor Lane/Major Mvm		NBL	NBT	NBR I		VBLn1V		SBL	SBT	SBR		
Capacity (veh/h)		470	-	-	889	-	1062	847	-	-		
HCM Lane V/C Ratio		0.005	-	-	0.017	-	0.028	0.019	-	-		
HCM Control Delay (s/v	eh)	7.3	0	-	9.1	0	8.5	7.3	0	-		
HCM Lane LOS		Α	Α	-	Α	Α	Α	Α	Α	-		
HCM 95th %tile Q(veh)		0	-	-	0.1	-	0.1	0.1	-	-		

Intersection												
Int Delay, s/veh	7											
int Delay, Siven												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	1	0	7	0	0	0	9	0	0	0	1	1
Future Vol, veh/h	1	0	7	0	0	0	9	0	0	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	0	12	0	0	0	15	0	0	0	2	2
Major/Minor N	Minor2		_	Minor1		N	/lajor1		N	Major2		
Conflicting Flow All	33	33	3	32	33	0	3	0	0	0	0	0
Stage 1	3	3	ა -	30	30	-	ى -	-	U	U	-	U
Stage 1	30	30	-	2	30		-	-	-	-		-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
	6.1	5.5	0.2	6.1	5.5	0.2	4.1	_	-		_	-
Critical Hdwy Stg 1	6.1	5.5		6.1	5.5		-	-	-	-	-	-
Critical Hdwy Stg 2			2 2			3.3	2.2	-	-	2.2	_	_
Follow-up Hdwy	3.5 980	964	3.3	3.5	863		1632	-	-	۷.۷	-	-
Pot Cap-1 Maneuver		864	1087	981		-	1032	-	-	-	-	-
Stage 1	1025	898	-	992	874	-	-	-	-	-	-	-
Stage 2	992	874	-	1027	897	-	-	-	-	-	-	-
Platoon blocked, %	074	056	1007	060	055		1620	-	-		-	-
Mov Cap-1 Maneuver	971	856	1087	962	855	-	1632	-	-	-	-	-
Mov Cap-2 Maneuver	971	856	-	962	855	-	-	-	-	-	-	-
Stage 1	1025	898	-	983	866	-	-	-	-	-	-	-
Stage 2	983	866	-	1015	897	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/\	/ 8.4			0			7.23			0		
HCM LOS	Α			Α								
Minor Lane/Major Mvm	t	NBL	NBT	NRR F	EBLn1V	VRI n1	SBL	SBT	SBR			
Capacity (veh/h)		1632	-		1071	, DLIII	UDL	ופט	אופט			
HCM Lane V/C Ratio		0.009	-		0.012	-	-	-	-			
HCM Control Delay (s/v	(ah)	7.2	0	-	8.4	0	0	-	-			
	ven)			-				-				
HCM Of the 9/tille O(yeh)		A	Α	-	A	Α	Α	-	<del>-</del>			
HCM 95th %tile Q(veh)		0	-	-	0	-	-	-	-			

Intersection						
Int Delay, s/veh	7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
	FBL EBL	EBK	INDL			SBK
Lane Configurations		Γ0	0	र्भ	Þ	4
Traffic Vol, veh/h	1	50	2	6	7	1
Future Vol, veh/h	1	50	2	6	7	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	40	40	40	40	40	40
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	125	5	15	18	3
Major/Minor I	Minor2	N	Major1	Λ	/lajor2	
Conflicting Flow All	44	19	20	0	- -	0
Stage 1	19	-	-		_	-
Stage 2	25	_	_		_	_
Critical Hdwy	6.4	6.2	4.1	-	-	_
	5.4	0.2	4.1	_	_	_
Critical Hdwy Stg 1	5.4			-	-	-
Critical Hdwy Stg 2		-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	972	1065	1609	-	-	-
Stage 1	1009	-	-	-	-	_
Stage 2	1003	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	969	1065	1609	-	-	-
Mov Cap-2 Maneuver	969	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s/v			1.81		0	
HCM LOS	V 0.03		1.01		U	
TIGIVI LOS	Α					
Minor Lane/Major Mvm	nt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		450	-	1063	-	-
HCM Lane V/C Ratio		0.003	-	0.12	-	-
HCM Control Delay (s/	veh)	7.2	0	8.8	-	-
HCM Lane LOS		Α	Α	Α	-	-
HCM 95th %tile Q(veh)	)	0	-	0.4	-	-

Near Term Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		सी	7					1>			र्स	
Traffic Vol, veh/h	9	1	2	0	0	0	0	3	4	36	3	0
Future Vol, veh/h	9	1	2	0	0	0	0	3	4	36	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	20	-	-	-	-	-	-	-	-	-
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	1	3	0	0	0	0	4	5	49	4	0
Major/Minor N	/linor2					<u> </u>	//ajor1		<u> </u>	Major2		
Conflicting Flow All	107	112	4				-	0	0	10	0	0
Stage 1	103	103	-				-	-	-	-	-	-
Stage 2	4	10	-				-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2				-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-				-	-		-	-	-
Follow-up Hdwy	3.5	4	3.3				-	-	-	2.2	-	-
Pot Cap-1 Maneuver	896	782	1085				0	-	-	1623	-	0
Stage 1	926	814	-				0	-	-	-	-	0
Stage 2	1024	892	-				0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	868	0	1085				-	-	-	1623	-	-
Mov Cap-2 Maneuver	868	0	-				-	-	-	-	-	-
Stage 1	926	0	-				-	-	-	-	-	-
Stage 2	993	0	-				-	-	-	-	-	-
Approach	EB						NB			SB		
HCM Control Delay, s/v	9.06						0			6.73		
HCM LOS	Α											
Minor Lane/Major Mvm	t	NBT	NBR	EBLn1 I	EBLn2	SBL	SBT					
Capacity (veh/h)		-	-		1085	1620	-					
HCM Lane V/C Ratio		-	_	0.016		0.03	-					
HCM Control Delay (s/v	/eh)	_	_	9.2	8.3	7.3	0					
HCM Lane LOS		-	-	A	A	A	A					
HCM 95th %tile Q(veh)		-	-	0	0	0.1	-					

HCM 7th TWSC Near Term Timing Plan: PM Peak Hour

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					ર્ન	7		ની			1	
Traffic Vol, veh/h	0	0	0	2	0	10	1	11	0	0	37	37
Future Vol, veh/h	0	0	0	2	0	10	1	11	0	0	37	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	_	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	40	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	3	0	13	1	14	0	0	46	46
Major/Minor			<u> </u>	Minor1		<u> </u>	//ajor1		N	/lajor2		
Conflicting Flow All				63	109	14	93	0	-	_	-	0
Stage 1				16	16	-	-	-	-	-	-	-
Stage 2				46	93	-	-	-	-	-	-	-
Critical Hdwy				6.4	6.5	6.2	4.1	-	-	-	-	-
Critical Hdwy Stg 1				5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2				5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy				3.5	4	3.3	2.2	-	-	-	-	_
Pot Cap-1 Maneuver				949	785	1072	1515	-	0	0	-	-
Stage 1				1012	886	-	-	-	0	0	-	-
Stage 2				981	822	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver				948	0	1072	1515	-	-	-	-	_
Mov Cap-2 Maneuver				948	0	-	-	-	-	-	-	-
Stage 1				1011	0	-	-	-	-	-	-	-
Stage 2				981	0	-	-	-	-	-	-	-
Approach				WB			NB			SB		
HCM Control Delay, s/v				8.47			0.61			0		
HCM LOS				Α								
Minor Lane/Major Mvmt		NBL	NBTV	VBLn1V	VBLn2	SBT	SBR					
Capacity (veh/h)		150	-	948	1072	-	-					
HCM Lane V/C Ratio		0.001	-	0.003	0.012	-	-					
HCM Control Delay (s/ve	eh)	7.4	0	8.8	8.4	-	-					
HCM Lane LOS		Α	Α	Α	Α	-	-					
HCM 95th %tile Q(veh)		0	-	0	0	-	-					
· ,												

Intersection							
Int Delay, s/veh	3.4						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	J
Lane Configurations	7		1,02	4	ሻ	7	
Traffic Vol, veh/h	37	34	41	13	17	3	
Future Vol, veh/h	37	34	41	13	17	3	
Conflicting Peds, #/hr	0	0	0	0	0	0	
	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-		-	None	
Storage Length	_	-	_	-	0	25	
Veh in Median Storage, #		_	_	0	0	-	
Grade, %	0	_	_	0	0	_	
Peak Hour Factor	90	90	90	90	90	90	
Heavy Vehicles, %	0	0	0	0	0	0	
Mymt Flow	41	38	46	14	19	3	
WWITH FIOW	41	30	40	14	19	3	
	ajor1	N	Major2	N	/linor1		
Conflicting Flow All	0	0	79	0	166	60	
Stage 1	-	-	-	-	60	-	
Stage 2	-	-	-	-	106	-	
Critical Hdwy	-	-	4.1	-	6.4	6.2	
Critical Hdwy Stg 1	-	-	-	-	5.4	-	
Critical Hdwy Stg 2	_	-	-	_	5.4	-	
Follow-up Hdwy	_	_	2.2	-	3.5	3.3	
Pot Cap-1 Maneuver	_	-	1532	_	830	1011	
Stage 1	-	_	-	-	968	-	
Stage 2	_	_	_	_	924	_	
Platoon blocked, %	_	_		_	V_ !		
Mov Cap-1 Maneuver	_	_	1532	_	805	1011	
Mov Cap-1 Maneuver	_	_	1002	_	805	-	
Stage 1	_	<u>-</u>	-		968	-	
•	-	-	-	•	896	-	
Stage 2	-	-	_	-	030	-	
Approach	EB		WB		NB		
HCM Control Delay, s/v	0		5.64		9.43		
HCM LOS					Α		
Minor Long/Major Mares		UDL ~ 4 N	UDL O	EDT	EDD	WDI	
Minor Lane/Major Mvmt	ſ	VBLn11		EBT	EBR	WBL	
Capacity (veh/h)			1011	-		1367	
HCM Lane V/C Ratio		0.023		-	-	0.03	
	h)	9.6	8.6	-	-	7.4	
HCM Control Delay (s/ve	,,,,						
HCM Control Delay (s/ve HCM Lane LOS HCM 95th %tile Q(veh)	,,,	A 0.1	A 0	-	-	A 0.1	

Intersection							
Intersection Delay, s/veh	10.4						
Intersection LOS	В						
moroodion Loo							
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
				WDR	SBL 1	SBR 7	
Lane Configurations Traffic Vol, veh/h	<u>ኝ</u>	<b>↑</b> 41	<b>↑</b> 47	5	127	7	
Future Vol, veh/h	0	41	47	5	127	7	
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	
Heavy Vehicles, %	0.30	0.50	0.50	0.50	0.30	0.30	
Mvmt Flow	0	82	94	10	254	14	
Number of Lanes	1	1	1	10	1	1	
		'	·	'	•		
Approach	EB		WB		SB		
Opposing Approach	WB		EB		•		
Opposing Lanes	2		2		0		
Conflicting Approach Left	SB		0		WB		
Conflicting Lanes Left	2		0		2		
Conflicting Approach Right	•		SB		EB		
Conflicting Lanes Right	0		2		2		
HCM Control Delay, s/veh	8.9		8.8		11.5		
HCM LOS	Α		А		В		
Lane		EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %		0%	0%	0%	0%	100%	0%
Vol Left, % Vol Thru, %		0% 100%	0% 100%	0% 100%	0% 0%	100% 0%	0% 0%
Vol Left, % Vol Thru, % Vol Right, %		0% 100% 0%	0% 100% 0%	0% 100% 0%	0% 0% 100%	100% 0% 0%	0% 0% 100%
Vol Left, % Vol Thru, % Vol Right, % Sign Control		0% 100%	0% 100% 0% Stop	0% 100% 0% Stop	0% 0%	100% 0% 0% Stop	0% 0%
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane		0% 100% 0% Stop 0	0% 100% 0% Stop 41	0% 100% 0% Stop 47	0% 0% 100% Stop 5	100% 0% 0% Stop 127	0% 0% 100% Stop 7
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol		0% 100% 0% Stop 0	0% 100% 0% Stop 41	0% 100% 0% Stop 47	0% 0% 100% Stop 5	100% 0% 0% Stop 127 127	0% 0% 100% Stop 7 0
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol		0% 100% 0% Stop 0 0	0% 100% 0% Stop 41 0	0% 100% 0% Stop 47 0 47	0% 0% 100% Stop 5 0	100% 0% 0% Stop 127 127 0	0% 0% 100% Stop 7 0
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol		0% 100% 0% Stop 0 0	0% 100% 0% Stop 41 0 41	0% 100% 0% Stop 47 0 47	0% 0% 100% Stop 5 0	100% 0% 0% Stop 127 127 0	0% 0% 100% Stop 7 0 0
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate		0% 100% 0% Stop 0 0 0	0% 100% 0% Stop 41 0 41 0	0% 100% 0% Stop 47 0 47 0	0% 0% 100% Stop 5 0 0	100% 0% 0% Stop 127 127 0 0	0% 0% 100% Stop 7 0 0 7
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		0% 100% 0% Stop 0 0 0 0	0% 100% 0% Stop 41 0 41 0 82	0% 100% 0% Stop 47 0 47 0 94	0% 0% 100% Stop 5 0 0 5 10	100% 0% 0% Stop 127 127 0 0 254	0% 0% 100% Stop 7 0 0 7 14
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		0% 100% 0% Stop 0 0 0 0 5	0% 100% 0% Stop 41 0 41 0 82 5	0% 100% 0% Stop 47 0 47 0 94 5	0% 0% 100% Stop 5 0 0 5 10 5	100% 0% 0% Stop 127 127 0 0 254 5	0% 0% 100% Stop 7 0 0 7 14 5
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)		0% 100% 0% Stop 0 0 0 0 0 5 0	0% 100% 0% Stop 41 0 41 0 82 5 0.123 5.38	0% 100% 0% Stop 47 0 47 0 94 5 0.14	0% 0% 100% Stop 5 0 0 5 10 5 0.013	100% 0% 0% Stop 127 127 0 0 254 5 0.387 5.488	0% 0% 100% Stop 7 0 0 7 14 5 0.017 4.285
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N		0% 100% 0% Stop 0 0 0 0 5 0 5.38 Yes	0% 100% 0% Stop 41 0 41 0 82 5 0.123 5.38 Yes	0% 100% 0% Stop 47 0 47 0 94 5 0.14 5.352 Yes	0% 0% 100% Stop 5 0 0 5 10 5 0.013 4.647 Yes	100% 0% 0% Stop 127 127 0 0 254 5 0.387 5.488 Yes	0% 0% 100% Stop 7 0 0 7 14 5 0.017 4.285 Yes
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		0% 100% 0% Stop 0 0 0 0 5 0 5.38 Yes	0% 100% 0% Stop 41 0 41 0 82 5 0.123 5.38 Yes 666	0% 100% 0% Stop 47 0 47 0 94 5 0.14 5.352 Yes 670	0% 0% 100% Stop 5 0 0 5 10 5 0.013 4.647 Yes 769	100% 0% 0% Stop 127 127 0 0 254 5 0.387 5.488 Yes 655	0% 0% 100% Stop 7 0 0 7 14 5 0.017 4.285 Yes 834
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		0% 100% 0% Stop 0 0 0 0 5 0 5.38 Yes 0 3.115	0% 100% 0% Stop 41 0 41 0 82 5 0.123 5.38 Yes 666 3.115	0% 100% 0% Stop 47 0 47 0 94 5 0.14 5.352 Yes 670 3.085	0% 0% 100% Stop 5 0 0 5 10 5 0.013 4.647 Yes 769 2.38	100% 0% 0% Stop 127 127 0 0 254 5 0.387 5.488 Yes 655 3.222	0% 0% 100% Stop 7 0 0 7 14 5 0.017 4.285 Yes 834 2.018
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		0% 100% 0% Stop 0 0 0 0 5 0 5.38 Yes 0 3.115	0% 100% 0% Stop 41 0 41 0 82 5 0.123 5.38 Yes 666 3.115 0.123	0% 100% 0% Stop 47 0 47 0 94 5 0.14 5.352 Yes 670 3.085 0.14	0% 0% 100% Stop 5 0 0 5 10 5 0.013 4.647 Yes 769 2.38 0.013	100% 0% 0% Stop 127 127 0 0 254 5 0.387 5.488 Yes 655 3.222 0.388	0% 0% 100% Stop 7 0 0 7 14 5 0.017 4.285 Yes 834 2.018 0.017
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio HCM Control Delay, s/veh		0% 100% 0% Stop 0 0 0 0 5 0 5.38 Yes 0 3.115 0 8.1	0% 100% 0% Stop 41 0 41 0 82 5 0.123 5.38 Yes 666 3.115 0.123 8.9	0% 100% 0% Stop 47 0 47 0 94 5 0.14 5.352 Yes 670 3.085 0.14 9	0% 0% 100% Stop 5 0 0 5 10 5 0.013 4.647 Yes 769 2.38 0.013 7.4	100% 0% 0% Stop 127 127 0 0 254 5 0.387 5.488 Yes 655 3.222 0.388 11.7	0% 0% 100% Stop 7 0 0 7 14 5 0.017 4.285 Yes 834 2.018 0.017 7.1
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		0% 100% 0% Stop 0 0 0 0 5 0 5.38 Yes 0 3.115	0% 100% 0% Stop 41 0 41 0 82 5 0.123 5.38 Yes 666 3.115 0.123	0% 100% 0% Stop 47 0 47 0 94 5 0.14 5.352 Yes 670 3.085 0.14	0% 0% 100% Stop 5 0 0 5 10 5 0.013 4.647 Yes 769 2.38 0.013	100% 0% 0% Stop 127 127 0 0 254 5 0.387 5.488 Yes 655 3.222 0.388	0% 0% 100% Stop 7 0 0 7 14 5 0.017 4.285 Yes 834 2.018 0.017

Intersection							
Int Delay, s/veh	0.4						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	ĵ.		*	<b>↑</b>	*	7	
Traffic Vol, veh/h	168	1	4	56	0	6	
Future Vol, veh/h	168	1	4	56	0	6	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	380	-	0	25	
Veh in Median Storage,	, # 0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	54	54	54	54	54	54	
Heavy Vehicles, %	0	0	0	0	0	0	
Mvmt Flow	311	2	7	104	0	11	
N A - ' /N A' N	1.1.4		4 - ' 0		I'		ľ
	//ajor1		Major2		/linor1	0.40	
Conflicting Flow All	0	0	313	0	431	312	
Stage 1	-	-	-	-	312	-	
Stage 2	-	-	-	-	119	-	
Critical Hdwy	-	-	4.1	-	6.4	6.2	
Critical Hdwy Stg 1	-	-	-	-	5.4	-	
Critical Hdwy Stg 2	-	-	-	-	5.4	-	
Follow-up Hdwy	-	-	2.2	-	3.5	3.3	
Pot Cap-1 Maneuver	-	-	1259	-	586	733	
Stage 1	-	-	-	-	747	-	
Stage 2	-	-	-	-	912	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	_	1259	-	582	733	
Mov Cap-2 Maneuver	-	-	-	-	582	-	
Stage 1	-	-	-	-	747	-	
Stage 2	-	-	-	-	906	-	
A	ED		WD		ND		
Approach	EB		WB		NB		
HCM Control Delay, s/v	/ 0		0.53		9.99		
HCM LOS					Α		
Minor Lane/Major Mvm	t I	NBLn11	NBLn2	EBT	EBR	WBL	
Capacity (veh/h)		-		-		1259	
HCM Lane V/C Ratio		_	0.015	-		0.006	
HCM Control Delay (s/v	/eh)	0	10	_	-	7.9	
HCM Lane LOS		A	Α	-	-	A	
HCM 95th %tile Q(veh)		-	0	-	_	0	

Intersection							
Int Delay, s/veh	1.6						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	1	רטו	1100	4	ሻ	T T	
Traffic Vol, veh/h	186	1	7	31	27	5	
Future Vol, veh/h	186	1	7	31	27	5	
Conflicting Peds, #/hr	0	0	0	0	0	0	
_	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	Stop -	None	
Storage Length	_	-	_	INOHE	0	25	
Veh in Median Storage,		-	_	0	0	-	
Grade, %	# 0 0	-	-	0	0	-	
	60	60	60	60	60	60	
Peak Hour Factor							
Heavy Vehicles, %	0	0	0	0	0	0	
Mvmt Flow	310	2	12	52	45	8	
Major/Minor M	ajor1		Major2	N	/linor1		
Conflicting Flow All	0	0	312	0	386	311	
Stage 1	-	-	-	-	311	-	
Stage 2	_	_	_	_	75	_	
Critical Hdwy	_	_	4.1	_	6.4	6.2	
Critical Hdwy Stg 1	_	_	- 1	_	5.4	-	
Critical Hdwy Stg 2	-	_	_	_	5.4	_	
Follow-up Hdwy	<u>-</u>	_	2.2	_	3.5	3.3	
Pot Cap-1 Maneuver	_	_	1260	_	621	734	
Stage 1	<u> </u>	_	1200	_	748	- 104	
Stage 2	<u>-</u> -		_	_	953	<u>-</u>	
Platoon blocked, %		_			900	-	
	-	-	1060	-	615	734	
Mov Cap-1 Maneuver	-	-	1260	-	615		
Mov Cap-2 Maneuver	-	-	-	-	615	-	
Stage 1	-	-	-	-	748	-	
Stage 2	-	-	-	-	944	-	
Approach	EB		WB		NB		
HCM Control Delay, s/v	0		1.45		11.1		
HCM LOS	U				В		
Minor Lane/Major Mvmt	1	NBLn11	VBLn2	EBT	EBR	WBL	
Capacity (veh/h)		615	734	-	-	332	
HCM Lane V/C Ratio		0.073	0.011	-	-	0.009	
HCM Control Delay (s/ve	eh)	11.3	10	-	-	7.9	
HCM Lane LOS		В	Α	-	-	Α	
HCM 95th %tile Q(veh)		0.2	0	-	-	0	

Intersection							
Int Delay, s/veh	3.1						
-		EDT	MOT	MDD	ODI	ODD	
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		4	1		ሻ	7	
Traffic Vol, veh/h	40	153	22	17	36	17	
Future Vol, veh/h	40	153	22	17	36	17	
Conflicting Peds, #/hr	_ 0	0	_ 0	_ 0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	140	
Veh in Median Storage	e,# -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	58	58	58	58	58	58	
Heavy Vehicles, %	0	0	0	0	0	0	
Mvmt Flow	69	264	38	29	62	29	
Maiaa/Mia	NA-:		4-1-0		Alim c C		
	Major1		Major2		Minor2		
Conflicting Flow All	67	0	-	0	454	53	
Stage 1	-	-	-	-	53	-	
Stage 2	-	-	-	-	402	-	
Critical Hdwy	4.1	-	-	-	6.4	6.2	
Critical Hdwy Stg 1	-	-	-	-	5.4	-	
Critical Hdwy Stg 2	-	-	-	-	5.4	-	
Follow-up Hdwy	2.2	-	-	-	3.5	3.3	
Pot Cap-1 Maneuver	1547	-	-	-	567	1021	
Stage 1	-	-	-	-	975	-	
Stage 2	-	-	-	-	680	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver	1547	-	-	-	538	1021	
Mov Cap-2 Maneuver	_	-	-	-	538	-	
Stage 1	_	_	-	-	924	_	
Stage 2	-	_	-	_	680	-	
g <b>-</b>							
Approach	EB		WB		SB		
HCM Control Delay, s/	v 1.54		0		11.3		
HCM LOS					В		
Minor Long/Major Maria	nt	EDI	EDT	WDT	W/DD (	CDI 51 C	ים ום
Minor Lane/Major Mvn	п	EBL	EBT	WBT		SBLn1 S	
Capacity (veh/h)		373	-	-	-	538	
HCM Lane V/C Ratio		0.045	-	-		0.115	
HCM Control Delay (sa	/veh)	7.4	0	-	-	12.6	8.6
HCM Lane LOS		Α	Α	-	-	В	Α
HCM 95th %tile Q(veh	1)	0.1	-	-	-	0.4	0.1

Intersection							
Int Delay, s/veh	8.9						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	1>			4	ሻ	7	
Traffic Vol, veh/h	191	6	13	40	6	258	
Future Vol, veh/h	191	6	13	40	6	258	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	25	
Veh in Median Storage	e, # 0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	60	60	60	60	60	60	
Heavy Vehicles, %	0	0	0	0	0	0	
Mvmt Flow	318	10	22	67	10	430	
Major/Minor	Major1		Major2	N	/linor1		
Conflicting Flow All	0	0	328	0	433	323	
Stage 1	-	-	320	-	323	323	
Stage 2	_	_	_	_	110	_	
Critical Hdwy	_		4.1	_	6.4	6.2	
Critical Hdwy Stg 1	_	_	T. 1	_	5.4	- 0.2	
Critical Hdwy Stg 2	_	_	_	_	5.4	_	
Follow-up Hdwy	_	_	2.2	_	3.5	3.3	
Pot Cap-1 Maneuver	_	_	1243	-	583	722	
Stage 1	_	_		_	738	-	
Stage 2	-	_	-	-	920	-	
Platoon blocked, %	-	-		_			
Mov Cap-1 Maneuver	-	-	1243	-	573	722	
Mov Cap-2 Maneuver	_	_	-	_	573	-	
Stage 1	-	_	_	-	738	_	
Stage 2	-	_	_	_	903	-	
Approach	ED		MD		ND		
Approach	EB		WB		NB 10.04		
HCM Control Delay, s/	v 0		1.95		16.91		
HCM LOS					С		
Minor Lane/Major Mvm	nt l	NBLn11	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)		573	722	-	-	442	-
HCM Lane V/C Ratio		0.017		-	-	0.017	-
HCM Control Delay (s/	veh)	11.4	17	-	-	7.9	0
HCM Lane LOS	,	В	С	-	-	Α	Α
HCM 95th %tile Q(veh)	)	0.1	4	-	-	0.1	-

## Near Term plus Project Conditions

ntersection	
Intersection Delay, s/veh	120.4
ntersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		414			473			र्स	7		ર્ન	7
Traffic Vol, veh/h	134	36	26	28	41	9	523	118	18	7	52	76
Future Vol, veh/h	134	36	26	28	41	9	523	118	18	7	52	76
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	161	43	31	34	49	11	630	142	22	8	63	92
Number of Lanes	0	2	0	0	2	0	0	1	1	0	1	1
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			2			2			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			2			2			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			2			2			2		
HCM Control Delay, s/veh	14.6			12			187.3			10.4		
HCM LOS	В			В			F			В		

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	
Vol Left, %	82%	0%	88%	0%	58%	0%	12%	0%	
Vol Thru, %	18%	0%	12%	41%	42%	69%	88%	0%	
Vol Right, %	0%	100%	0%	59%	0%	31%	0%	100%	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	641	18	152	44	49	30	59	76	
LT Vol	523	0	134	0	28	0	7	0	
Through Vol	118	0	18	18	21	21	52	0	
RT Vol	0	18	0	26	0	9	0	76	
Lane Flow Rate	772	22	183	53	58	36	71	92	
Geometry Grp	5	5	5	5	5	5	5	5	
Degree of Util (X)	1.36	0.031	0.372	0.095	0.123	0.07	0.131	0.149	
Departure Headway (Hd)	6.34	5.219	8.191	7.314	8.479	7.96	7.089	6.31	
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Cap	579	689	441	493	425	453	509	572	
Service Time	4.05	2.929	5.891	5.014	6.179	5.66	4.789	4.01	
HCM Lane V/C Ratio	1.333	0.032	0.415	0.108	0.136	0.079	0.139	0.161	
HCM Control Delay, s/veh	192.3	8.1	15.7	10.8	12.4	11.3	10.9	10.1	
HCM Lane LOS	F	Α	С	В	В	В	В	В	
HCM 95th-tile Q	34	0.1	1.7	0.3	0.4	0.2	0.4	0.5	

Intersection												
	12.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4	7		4			13	
Traffic Vol, veh/h	0	0	0	34	0	594	0	63	0	0	113	11
Future Vol, veh/h	0	0	0	34	0	594	0	63	0	0	113	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	_	Yield	-	-	Yield	-	-		-	_	None
Storage Length	-	-	-	-	-	50	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	39	0	683	0	72	0	0	130	13
Major/Minor			ı	Minor1		N	//ajor1		N	//ajor2		
Conflicting Flow All				202	215	72	143	0	-	-	-	0
Stage 1				72	72	-	-	-	-	-	-	-
Stage 2				130	143	-	-	-	-	-	-	-
Critical Hdwy				6.4	6.5	6.2	4.1	-	-	-	-	-
Critical Hdwy Stg 1				5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2				5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy				3.5	4	3.3	2.2	-	-	-	-	-
Pot Cap-1 Maneuver				791	686	995	1453	-	0	0	-	-
Stage 1				956	839	-	-	-	0	0	-	-
Stage 2				901	783	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver				791	0	995	1453	-	-	-	-	-
Mov Cap-2 Maneuver				791	0	-	-	-	-	-	-	-
Stage 1				956	0	-	-	-	-	-	-	-
Stage 2				901	0	-	-	-	-	-	-	-
Approach				WB	<u></u>		NB			SB		
HCM Control Delay, s/v				15.78			0			0		
HCM LOS				С								
Minor Lane/Major Mvmt		NBL	NBTV	VBLn1V		SBT	SBR					
Capacity (veh/h)		1453	-	791	995	-	-					
HCM Lane V/C Ratio		-	-	0.049		-	-					
HCM Control Delay (s/ve	eh)	0	-	9.8	16.1	-	-					
HCM Lane LOS		Α	-	Α	С	-	-					
HCM 95th %tile Q(veh)		0	-	0.2	5.7	-	-					

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	7					13			र्स	
Traffic Vol, veh/h	30	0	3	0	0	0	0	35	35	88	57	0
Future Vol, veh/h	30	0	3	0	0	0	0	35	35	88	57	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	35	0	3	0	0	0	0	41	41	102	66	0
Major/Minor N	/linor2					ı	Major1		N	Major2		
Conflicting Flow All	312	352	66				-	0	0	81	0	0
Stage 1	271	271	-				-	-	-	-	_	-
Stage 2	41	81	-				-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2				-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-				-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3				-	-	-	2.2	-	-
Pot Cap-1 Maneuver	685	576	1003				0	-	-	1529	-	0
Stage 1	779	689	-				0	-	-	-	-	0
Stage 2	987	831	-				0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	638	0	1003				-	-	-	1529	-	-
Mov Cap-2 Maneuver	638	0	-				-	-	-	-	-	-
Stage 1	779	0	-				-	-	-	-	-	-
Stage 2	918	0	-				-	-	-	-	-	-
Approach	EB						NB			SB		
HCM Control Delay, s/v							0			4.57		
HCM LOS	В						- 0			1.01		
Minor Lane/Major Mvm	t	NBT	NPD	EBLn1 I	ERLn2	SBL	SBT					
Capacity (veh/h)		101	- INDIN		1003	1092	- 301					
HCM Lane V/C Ratio		_		0.055			-					
HCM Control Delay (s/\	ιeh)	_		11	8.6	7.5	0					
HCM Lane LOS	(GII)	-	_	В	0.0 A	7.5 A	A					
HCM 95th %tile Q(veh)		_		0.2	0	0.2	-					
How Jour Joure Q(Veri)				0.2	U	0.2						

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			स	7		4			स	7
Traffic Vol, veh/h	10	0	0	2	0	19	0	17	0	23	15	5
Future Vol, veh/h	10	0	0	2	0	19	0	17	0	23	15	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	25	-	-	-	-	-	250
Veh in Median Storage,	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	0	0	3	0	24	0	21	0	29	19	6
Major/Minor N	/linor2		1	Minor1		1	Major1		ľ	Major2		
Conflicting Flow All	98	98	19	98	104	21	25	0	0	21	0	0
Stage 1	76	76	-	21	21	-	-	-	-	-	-	-
Stage 2	21	21	-	76	83	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	889	796	1065	889	790	1062	1603	-	-	1608	-	-
Stage 1	938	835	-	1002	882	-	-	-	-	-	-	-
Stage 2	1002	882	-	938	830	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	854	782	1065	873	776	1062	1603	-	-	1608	-	-
Mov Cap-2 Maneuver	854	782	-	873	776	-	-	-	-	-	-	-
Stage 1	921	820	-	1002	882	-	-	-	-	-	-	-
Stage 2	980	882	-	921	815	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	9.28			8.53			0			3.89		
HCM LOS	Α			Α								
Minor Lane/Major Mvm	t	NBL	NBT	NBR I	EBLn1V	VBLn1V	VBLn2	SBL	SBT	SBR		
Capacity (veh/h)		1603	_	-		873	1062		-	-		
HCM Lane V/C Ratio		-	-	_		0.003			_	_		
HCM Control Delay (s/v	/eh)	0	-	-	9.3	9.1	8.5	7.3	0	-		
HCM Lane LOS	,	A	-	_	Α	Α	Α	Α	A	_		
HCM 95th %tile Q(veh)		0	-	-	0	0	0.1	0.1	-	-		

Intersection												
Int Delay, s/veh	7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	2	1	17	4	2	0	28	3	0	0	3	2
Future Vol, veh/h	2	1	17	4	2	0	28	3	0	0	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	2	28	7	3	0	47	5	0	0	5	3
Major/Minor	Minor2		N	Minor1		N	/lajor1		N	Major2		
Conflicting Flow All	107	105	7	104	107	5	8 8	0	0	<u>viajuiz</u> 5	0	0
Stage 1	7	7		98	98	ວ	-	U	U	5	-	
Stage 1	100	98	-	96	8			-	-	=	-	-
	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy	6.1	5.5		6.1	5.5	0.2		-	-			-
Critical Hdwy Stg 1			-				-	<del>-</del>	<del>-</del>	-	-	-
Critical Hdwy Stg 2	6.1	5.5	2 2	6.1	5.5	2 2	- 2.2	-	-	2.2	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	877	789	1082	881	787	1084	1625	-	-	1630	-	-
Stage 1	1020	894	-	913	818	-	-	-	-	-	-	-
Stage 2	911	818	-	1021	893	-		-	-	-	-	-
Platoon blocked, %	0.40	700	4000	004	705	1001	4005	-	-	4000	-	-
Mov Cap-1 Maneuver	849	766	1082	831	765	1084	1625	-	-	1630	-	-
Mov Cap-2 Maneuver	849	766	-	831	765	-	-	-	-	-	-	-
Stage 1	1020	894	-	887	794	-	-	-	-	-	-	-
Stage 2	881	794	-	993	893	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v				9.51			6.58			0		
HCM LOS	V 0.0			Α			0.00					
	, ,			, ,								
							25.		0.5.5			
Minor Lane/Major Mvm	ıt	NBL	NBT		EBLn1V		SBL	SBT	SBR			
Capacity (veh/h)		1621	-		1032	808	1630	-	-			
HCM Lane V/C Ratio		0.029	-	-	0.032		-	-	-			
HCM Control Delay (s/	veh)	7.3	0	-	8.6	9.5	0	-	-			
HCM Lane LOS		Α	Α	-	Α	Α	Α	-	-			
HCM 95th %tile Q(veh)		0.1	-	-	0.1	0	0	-	-			

Intersection				_		
Int Delay, s/veh	2.8					
	EDI	EDD	NDI	NDT	CDT	CDD
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	¥	•	00	4	<b>♣</b>	•
Traffic Vol, veh/h	2	3	29	32	27	0
Future Vol, veh/h	2	3	29	32	27	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	, # 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	40	40	40	40	40	40
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	8	73	80	68	0
minici ion				- 00		· ·
Major/Minor I	Minor2	N	Major1	Λ	/lajor2	
Conflicting Flow All	293	68	68	0	-	0
Stage 1	68	-	-	-	-	-
Stage 2	225	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	_	-
Critical Hdwy Stg 1	5.4	-	_	_	_	_
Critical Hdwy Stg 2	5.4	-	_	_	_	_
Follow-up Hdwy	3.5	3.3	2.2	_	<u>-</u>	_
Pot Cap-1 Maneuver	703	1002	1547	_	_	_
Stage 1	960	1002	1041	_	_	_
	817	-	-		-	
Stage 2	017	-	-	-		-
Platoon blocked, %	000	1000	4-4-	-	-	-
Mov Cap-1 Maneuver	668	1002	1547	-	-	-
Mov Cap-2 Maneuver	668	-	-	-	-	-
Stage 1	913	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Annraach	ΓD		ND		CD	
Approach	EB		NB		SB	
HCM Control Delay, s/v			3.54		0	
HCM LOS	Α					
Minor Lane/Major Mvm	ıt	NBL	NRT	EBLn1	SBT	SBR
						אנטט
Capacity (veh/h)		856	-		-	-
HCM Lane V/C Ratio	1.	0.047		0.015	-	-
HCM Control Delay (s/	veh)	7.4	0	9.4	-	-
HCM Lane LOS		Α	Α	Α	-	-
HCM 95th %tile Q(veh)		0.1	-	0	-	-

## 7: Dunaway Road & I-8 Eastbound Off Ramp/I-8 Eastbound On Ramp

Intersection												
Int Delay, s/veh	9.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्स	7					1			ર્ન	
Traffic Vol, veh/h	134	0	0	0	0	0	0	5	1	25	2	0
Future Vol, veh/h	134	0	0	0	0	0	0	5	1	25	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	None	-	-	None
Storage Length	-	-	20	-	-	-	-	-	-	-	-	-
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	_	0	-
Grade, %	_	0	-	-	0	-	-	0	-	_	0	_
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	184	0	0	0	0	0	0	7	1	34	3	0
Major/Minor N	Minor2					1	Major1		N	//ajor2		
Conflicting Flow All	78	79	3				-	0	0	8	0	0
Stage 1	71	71					_	_	_	_		_
Stage 2	7	8	_				_	_	_	_	_	_
Critical Hdwy	6.4	6.5	6.2				_	_	_	4.1	_	_
Critical Hdwy Stg 1	5.4	5.5	-				_	_	_	-	_	_
Critical Hdwy Stg 2	5.4	5.5	_				_	_	_	_	_	_
Follow-up Hdwy	3.5	4	3.3				_	_	<u>-</u>	2.2	_	_
Pot Cap-1 Maneuver	930	815	1087				0	_	_	1625	_	0
Stage 1	957	840	-				0	_	_	1020	_	0
Stage 2	1021	893	_				0	_	_	_	_	0
Platoon blocked, %	1021	000					U	_	_		_	U
Mov Cap-1 Maneuver	910	0	1087							1625	_	_
Mov Cap-1 Maneuver	910	0	-				_	_	_	1025	_	_
Stage 1	957	0	_									
Stage 2	1000	0	_				_	_	_	_		_
Olaye Z	1000	U	-						_			
Approach	EB						NB			SB		
HCM Control Delay, s/\	9.95						0			6.72		
HCM LOS	Α											
Minor Lane/Major Mvm	t	NBT	NBR I	EBLn1 I	EBLn2	SBL	SBT					
Capacity (veh/h)		-	-	910	-	1623	-					
HCM Lane V/C Ratio		_	-	0.202	_	0.021	-					
HCM Control Delay (s/	veh)	-	-	10	0	7.3	0					
HCM Lane LOS	,	-	_	A	A	A	A					
HCM 95th %tile Q(veh)		_	-	0.8	-	0.1	-					

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					र्स	7		4			1	
Traffic Vol, veh/h	0	0	0	0	0	40	1	134	0	0	30	4
Future Vol, veh/h	0	0	0	0	0	40	1	134	0	0	30	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	40	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	50	1	168	0	0	38	5
Major/Minor			ľ	Minor1		ı	Major1		N	/lajor2		
Conflicting Flow All				208	213	168	43	0	-		-	0
Stage 1				170	170	-	-	-	-	-	-	-
Stage 2				38	43	-	-	-	-	-	-	-
Critical Hdwy				6.4	6.5	6.2	4.1	-	-	-	-	-
Critical Hdwy Stg 1				5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2				5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy				3.5	4	3.3	2.2	-	-	-	-	-
Pot Cap-1 Maneuver				785	688	882	1579	-	0	0	-	-
Stage 1				865	762	-	-	-	0	0	-	-
Stage 2				990	863	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver				785	0	882	1579	-	-	-	-	-
Mov Cap-2 Maneuver				785	0	-	-	-	-	-	-	-
Stage 1				864	0	-	-	-	-	-	-	-
Stage 2				990	0	-	-	-	-	-	-	-
Approach				WB			NB			SB		
HCM Control Delay, s/v				9.33			0.05			0		
HCM LOS				Α								
Minor Lane/Major Mvmt		NBL	NBTV	VBLn1V	VBLn2	SBT	SBR					
Capacity (veh/h)		13	-	-	882	-	-					
HCM Lane V/C Ratio		0.001	-	-	0.057	-	-					
HCM Control Delay (s/v		7.3	0	0	9.3	_	-					
HCM Lane LOS	,	A	A	A	A	-	-					
HCM 95th %tile Q(veh)		0	-	-	0.2	_	-					

Intersection							
Int Delay, s/veh	6.4						
Movement I	EBT	EBR	WBL	WBT	NBL	NBR	J
Lane Configurations	4	LOIK	1,02	4	ሻ	7	
Traffic Vol, veh/h	24	29	6	21	26	146	
Future Vol, veh/h	24	29	6	21	26	146	
Conflicting Peds, #/hr	0	0	0	0	0	0	
	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-		-	None	
Storage Length	-	-	-	-	0	25	
Veh in Median Storage, #	<del>+</del> 0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	90	90	90	90	90	90	
Heavy Vehicles, %	0	0	0	0	0	0	
Mvmt Flow	27	32	7	23	29	162	
Major/Minor Ma	siar1		Majara		linar1		
	ajor1		Major2		/linor1	42	
Conflicting Flow All	0	0	59	0	79	43	
Stage 1	-	-	-	-	43	-	
Stage 2	-	-	11	-	37	-	
Critical Hdwy	-	-	4.1	-	6.4	6.2	
Critical Hdwy Stg 1	-	-	-	-	5.4	-	
Critical Hdwy Stg 2	-	-	-	-	5.4	-	
Follow-up Hdwy	-	-	2.2	-	3.5	3.3	
Pot Cap-1 Maneuver	-	-	1558	-	928	1033	
Stage 1	-	-	-	-	985	-	
Stage 2	-	-	-	-	991	-	
Platoon blocked, %	-	-	4550	-	004	4000	
Mov Cap-1 Maneuver	-	-	1558	-	924	1033	
Mov Cap-2 Maneuver	-	-	-	-	924	-	
Stage 1	-	-	-	-	985	-	
Stage 2	-	-	-	-	987	-	
Approach	EB		WB		NB		
HCM Control Delay, s/v	0		1.63		9.11		
HCM LOS					Α		
Minor Lang/Major Muset	N	NBLn11	VIDI 22	EDT	EBR	WBL	
Minor Lane/Major Mvmt	ľ			EBT			
Capacity (veh/h)			1033	-	-		
HCM Control Dolor (a/ra)	<b>L</b> \	0.031		-		0.004	
HCM Long LOS	11)	9	9.1	-	-	7.3	
HCM Lane LOS HCM 95th %tile Q(veh)		Α	A 0.6	-	-	A 0	
HOW SOUL WILL (VED)		0.1	0.0	-	-	U	

Intersection							
Intersection Delay, s/veh	10.5						
Intersection LOS	В						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	*	<b>^</b>	<b>†</b>	7	*	7	
Traffic Vol, veh/h	26	146	33	218	6	3	
Future Vol, veh/h	26	146	33	218	6	3	
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	
Heavy Vehicles, %	0	0	0	0	0	0	
Mvmt Flow	52	292	66	436	12	6	
Number of Lanes	1	1	1	1	1	1	
Approach	EB		WB		SB		
Opposing Approach	WB		EB				
Opposing Lanes	2		2		0		
Conflicting Approach Left	SB				WB		
Conflicting Lanes Left	2		0		2		
Conflicting Approach Right			SB		EB		
Conflicting Lanes Right	0		2		2		
HCM Control Delay, s/veh	10.5		10.5		9.2		
HCM LOS	В		В		۸		
I IOIVI LOS	D		D		Α		
TICIVI LOS	D		D		A		
Lane	D	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Lane	Б	EBLn1 100%			WBLn2		SBLn2
Lane Vol Left, %	Ь		EBLn2	WBLn1 0% 100%		SBLn1 100% 0%	
Lane Vol Left, % Vol Thru, %	Ь	100%	EBLn2 0%	0%	WBLn2	100%	0%
Lane Vol Left, %	Б	100% 0%	EBLn2 0% 100%	0% 100%	WBLn2 0% 0%	100% 0%	0% 0%
Lane Vol Left, % Vol Thru, % Vol Right, %	Б	100% 0% 0%	EBLn2 0% 100% 0%	0% 100% 0%	WBLn2 0% 0% 100%	100% 0% 0%	0% 0% 100%
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control	Б	100% 0% 0% Stop	EBLn2 0% 100% 0% Stop	0% 100% 0% Stop	WBLn2 0% 0% 100% Stop	100% 0% 0% Stop	0% 0% 100% Stop
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane	Б	100% 0% 0% Stop 26	EBLn2 0% 100% 0% Stop 146	0% 100% 0% Stop 33	WBLn2 0% 0% 100% Stop 218	100% 0% 0% Stop 6	0% 0% 100% Stop 3
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol	Б	100% 0% 0% Stop 26 26	EBLn2 0% 100% 0% Stop 146 0	0% 100% 0% Stop 33	WBLn2 0% 0% 100% Stop 218 0	100% 0% 0% Stop 6	0% 0% 100% Stop 3 0
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol	Б	100% 0% 0% Stop 26 26 0	EBLn2 0% 100% 0% Stop 146 0	0% 100% 0% Stop 33 0	WBLn2 0% 0% 100% Stop 218 0 0	100% 0% 0% Stop 6 6	0% 0% 100% Stop 3 0
Lane  Vol Left, %  Vol Thru, %  Vol Right, %  Sign Control  Traffic Vol by Lane  LT Vol  Through Vol  RT Vol	Б	100% 0% 0% Stop 26 26 0 0 52	EBLn2  0% 100% 0% Stop 146 0 146 292 5	0% 100% 0% Stop 33 0 33 0 66	WBLn2  0% 0% 100% Stop 218 0 0 218 436 5	100% 0% 0% Stop 6 6 0 0	0% 0% 100% Stop 3 0 0 3 6
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate	Б	100% 0% 0% Stop 26 26 0 0	EBLn2  0% 100% 0% Stop 146 0 146 0 292	0% 100% 0% Stop 33 0 33 0	WBLn2  0%  0%  100%  Stop  218  0  0  218  436	100% 0% 0% Stop 6 6 0 0	0% 0% 100% Stop 3 0 0
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp	Б	100% 0% 0% Stop 26 26 0 0 52	EBLn2  0% 100% 0% Stop 146 0 146 292 5	0% 100% 0% Stop 33 0 33 0 66	WBLn2  0% 0% 100% Stop 218 0 0 218 436 5	100% 0% 0% Stop 6 6 0 0	0% 0% 100% Stop 3 0 0 3 6
Lane  Vol Left, %  Vol Thru, %  Vol Right, %  Sign Control  Traffic Vol by Lane  LT Vol  Through Vol  RT Vol  Lane Flow Rate  Geometry Grp  Degree of Util (X)	Б	100% 0% 0% Stop 26 26 0 0 52 5 0.078 5.398 Yes	EBLn2  0%  100%  0%  Stop  146  0  146  0  292  5  0.397  4.896  Yes	0% 100% 0% Stop 33 0 33 0 66 5 0.089 4.83 Yes	WBLn2 0% 0% 100% Stop 218 0 0 218 436 5 0.5 4.128 Yes	100% 0% 0% Stop 6 6 0 0 12 5 0.022 6.747 Yes	0% 0% 100% Stop 3 0 0 0 5 5 0.009 5.534 Yes
Lane  Vol Left, %  Vol Thru, %  Vol Right, %  Sign Control  Traffic Vol by Lane  LT Vol  Through Vol  RT Vol  Lane Flow Rate  Geometry Grp  Degree of Util (X)  Departure Headway (Hd)  Convergence, Y/N  Cap	Б	100% 0% 0% Stop 26 26 0 0 52 5 0.078 5.398 Yes 666	EBLn2  0%  100%  0%  Stop  146  0  146  0  292  5  0.397  4.896  Yes  739	0% 100% 0% Stop 33 0 66 5 0.089 4.83 Yes 745	WBLn2  0% 0% 100% Stop 218 0 0 218 436 5 0.5 4.128 Yes 876	100% 0% 0% Stop 6 6 0 0 12 5 0.022 6.747 Yes 530	0% 0% 100% Stop 3 0 0 0 5 5 0.009 5.534 Yes 646
Lane  Vol Left, %  Vol Thru, %  Vol Right, %  Sign Control  Traffic Vol by Lane  LT Vol  Through Vol  RT Vol  Lane Flow Rate  Geometry Grp  Degree of Util (X)  Departure Headway (Hd)  Convergence, Y/N  Cap  Service Time	Б	100% 0% 0% Stop 26 26 0 0 52 5 0.078 5.398 Yes 666 3.112	EBLn2  0%  100%  0%  Stop  146  0  146  0  292  5  0.397  4.896  Yes  739  2.61	0% 100% 0% Stop 33 0 33 0 66 5 0.089 4.83 Yes 745 2.539	WBLn2  0% 0% 100% Stop 218 0 0 218 436 5 0.5 4.128 Yes 876 1.837	100% 0% 0% Stop 6 6 0 0 12 5 0.022 6.747 Yes 530 4.489	0% 0% 100% Stop 3 0 0 5 5 0.009 5.534 Yes 646 3.276
Lane  Vol Left, %  Vol Thru, %  Vol Right, %  Sign Control  Traffic Vol by Lane  LT Vol  Through Vol  RT Vol  Lane Flow Rate  Geometry Grp  Degree of Util (X)  Departure Headway (Hd)  Convergence, Y/N  Cap  Service Time  HCM Lane V/C Ratio	Б	100% 0% 0% Stop 26 26 0 0 52 5 0.078 5.398 Yes 666 3.112 0.078	EBLn2  0% 100% 0% Stop 146 0 146 0 292 5 0.397 4.896 Yes 739 2.61 0.395	0% 100% 0% Stop 33 0 66 5 0.089 4.83 Yes 745	WBLn2  0% 0% 100% Stop 218 0 0 218 436 5 0.5 4.128 Yes 876 1.837 0.498	100% 0% 0% Stop 6 6 0 0 12 5 0.022 6.747 Yes 530 4.489 0.023	0% 0% 100% Stop 3 0 0 0 3 6 5 0.009 5.534 Yes 646 3.276 0.009
Lane  Vol Left, %  Vol Thru, %  Vol Right, %  Sign Control  Traffic Vol by Lane  LT Vol  Through Vol  RT Vol  Lane Flow Rate  Geometry Grp  Degree of Util (X)  Departure Headway (Hd)  Convergence, Y/N  Cap  Service Time  HCM Lane V/C Ratio  HCM Control Delay, s/veh	D	100% 0% 0% Stop 26 26 0 0 52 5 0.078 5.398 Yes 666 3.112 0.078 8.6	EBLn2  0% 100% 0% Stop 146 0 146 0 292 5 0.397 4.896 Yes 739 2.61 0.395 10.8	0% 100% 0% Stop 33 0 33 0 66 5 0.089 4.83 Yes 745 2.539 0.089 8	WBLn2  0% 0% 100% Stop 218 0 0 218 436 5 0.5 4.128 Yes 876 1.837 0.498 10.9	100% 0% 0% Stop 6 6 0 0 12 5 0.022 6.747 Yes 530 4.489 0.023 9.6	0% 0% 100% Stop 3 0 0 3 6 5 0.009 5.534 Yes 646 3.276 0.009 8.3
Lane  Vol Left, %  Vol Thru, %  Vol Right, %  Sign Control  Traffic Vol by Lane  LT Vol  Through Vol  RT Vol  Lane Flow Rate  Geometry Grp  Degree of Util (X)  Departure Headway (Hd)  Convergence, Y/N  Cap  Service Time  HCM Lane V/C Ratio		100% 0% 0% Stop 26 26 0 0 52 5 0.078 5.398 Yes 666 3.112 0.078	EBLn2  0% 100% 0% Stop 146 0 146 0 292 5 0.397 4.896 Yes 739 2.61 0.395	0% 100% 0% Stop 33 0 33 0 66 5 0.089 4.83 Yes 745 2.539 0.089	WBLn2  0% 0% 100% Stop 218 0 0 218 436 5 0.5 4.128 Yes 876 1.837 0.498	100% 0% 0% Stop 6 6 0 0 12 5 0.022 6.747 Yes 530 4.489 0.023	0% 0% 100% Stop 3 0 0 0 3 6 5 0.009 5.534 Yes 646 3.276 0.009

Internation							J
Intersection	0.4						
Int Delay, s/veh	0.4						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	1		*	<b>↑</b>	7	7	
Traffic Vol, veh/h	151	0	18	250	0	1	
Future Vol, veh/h	151	0	18	250	0	1	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	380	-	0	25	
Veh in Median Storage, #	# 0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	54	54	54	54	54	54	
Heavy Vehicles, %	0	0	0	0	0	0	
Mymt Flow	280	0	33	463	0	2	
						_	
		_					
	ajor1		//ajor2		/linor1		
Conflicting Flow All	0	0	280	0	809	280	
Stage 1	-	-	-	-	280	-	
Stage 2	-	-	-	-	530	-	
Critical Hdwy	-	-	4.1	-	6.4	6.2	
Critical Hdwy Stg 1	-	-	-	-	5.4	-	
Critical Hdwy Stg 2	-	-	-	-	5.4	-	
Follow-up Hdwy	-	-	2.2	-	3.5	3.3	
Pot Cap-1 Maneuver	-	-	1295	-	352	764	
Stage 1	_	-	-	_	772	_	
Stage 2	_	_	_	_	595	_	
Platoon blocked, %	_	_		_			
Mov Cap-1 Maneuver	_	_	1295	_	343	764	
Mov Cap-2 Maneuver	_	_	1230	_	343	-	
Stage 1				_	772	_	
Stage 2	_	_	-	_	579	-	
Glage Z		-	-	_	513	<u>-</u>	
Approach	EB		WB		NB		
HCM Control Delay, s/v	0		0.53		9.72		
HCM LOS					Α		
Minor Long/Maire M.		UDL 4 N	IDI =0	ГРТ	EDD	WDI	
Minor Lane/Major Mvmt	ſ	VBLn1N		EBT	EBR	WBL	
Capacity (veh/h)		-	764	-	-	1295	
HCM Lane V/C Ratio			0.002	-		0.026	
HCM Control Delay (s/ve	eh)	0	9.7	-	-	7.9	
HCM Lane LOS		Α	Α	-	-	Α	
HCM 95th %tile Q(veh)		-	0	-	-	0.1	

Intersection							
Int Delay, s/veh	0.3						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	1		,,,,,,	4	ሻ	7	
Traffic Vol, veh/h	38	116	4	256	1	7	
Future Vol, veh/h	38	116	4	256	1	7	
Conflicting Peds, #/hr	0	0	0	230	0	0	
	Free	Free	Free	Free			
Sign Control					Stop	Stop	
RT Channelized	-		-	None	-	None	
Storage Length	-	-	-	-	0	25	
Veh in Median Storage		-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	60	60	60	60	60	60	
Heavy Vehicles, %	0	0	0	0	0	0	
Mvmt Flow	63	193	7	427	2	12	
							r
	Major1		Major2		Minor1		
Conflicting Flow All	0	0	257	0	600	160	
Stage 1	_	-	-	-	160	-	
Stage 2	-	-	-	-	440	-	
Critical Hdwy	-	-	4.1	-	6.4	6.2	
Critical Hdwy Stg 1	-	-	-	-	5.4	-	
Critical Hdwy Stg 2	_	_	_	_	5.4	_	
Follow-up Hdwy	_	_	2.2	<u>-</u>	3.5	3.3	
Pot Cap-1 Maneuver	_	_	1320	_	467	890	
•	_	_	1320	_	874	- 030	
Stage 1			-				
Stage 2	-	-	-	-	653	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver		-	1320	-	464	890	
Mov Cap-2 Maneuver	-	-	-	-	464	-	
Stage 1	-	-	-	-	874	-	
Stage 2	-	-	-	-	649	-	
Ŭ							
Approach	EB		WB		NB		
HCM Control Delay, sa	/v 0		0.12		9.56		
HCM LOS					Α		
Mineral and Maria Af	-4	NIDL 4	NIDL O	CDT	EDD	MPI	
Minor Lane/Major Mvn	nt I	NBLn1I		EBT	EBR	WBL	
Capacity (veh/h)		464		-	-	28	
HCM Lane V/C Ratio			0.013	-		0.005	
HCM Control Delay (s.	(yoh)	12.8	9.1	-	-	7.7	
	(VEII)						
HCM Lane LOS	/veii)	В	Α	-	-	Α	
	,		A 0	-	-	A 0	

Intersection							
Int Delay, s/veh	3.7						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		4	13		*	7	
Traffic Vol, veh/h	13	40	174	15	16	88	
Future Vol, veh/h	13	40	174	15	16	88	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	140	
Veh in Median Storage	e,# -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	58	58	58	58	58	58	
Heavy Vehicles, %	0	0	0	0	0	0	
Mvmt Flow	22	69	300	26	28	152	
Major/Minor	Major1	N	Major2	N	Minor2		
Conflicting Flow All	326	0	- -	0	427	313	
Stage 1	-		_	-	313	-	
Stage 2	_	_	_	_	114	-	
Critical Hdwy	4.1	_	_	_	6.4	6.2	
Critical Hdwy Stg 1	-	_	_	-	5.4	-	
Critical Hdwy Stg 2	-	_	-	-	5.4	-	
Follow-up Hdwy	2.2	_	-	_	3.5	3.3	
Pot Cap-1 Maneuver	1245	_	-	-	589	732	
Stage 1	-	_	-	_	746	_	
Stage 2	-	-	-	-	916	-	
Platoon blocked, %		-	-	-			
Mov Cap-1 Maneuver	1245	-	-	-	577	732	
Mov Cap-2 Maneuver	-	-	-	-	577	-	
Stage 1	-	-	-	-	732	-	
Stage 2	-	-	-	-	916	-	
, and the second							
Annanah	ED		WD		CD		
Approach	EB		WB		SB		
HCM Control Delay, s/	v 1.95		0		11.25		
HCM LOS					В		
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR	SBLn1	3BLn2
Capacity (veh/h)		442	-	-	-	577	732
HCM Lane V/C Ratio		0.018	-	-	-	0.048	0.207
HCM Control Delay (s/	veh)	7.9	0	-	-	11.5	11.2
HCM Lane LOS	,	Α	Α	-	-	В	В
HCM 95th %tile Q(veh	)	0.1	-	-	-	0.2	8.0

Intersection						
Int Delay, s/veh	7.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	7>			4	ሻ	7
Traffic Vol, veh/h	72	4	521	210	1	15
Future Vol, veh/h	72	4	521	210	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-		-	None
Storage Length	_	-	_	-	0	25
Veh in Median Storage		_	_	0	0	-
Grade, %	0	_	_	0	0	_
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	120	7	868	350	2	25
MINITIL FIOW	120	1	000	330		25
Major/Minor N	Major1	Ī	Major2	ľ	Minor1	
Conflicting Flow All	0	0	127	0	2210	123
Stage 1	-	-	-	-	123	-
Stage 2	-	-	-	-	2087	-
Critical Hdwy	_	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	_	_	_	_	5.4	_
Critical Hdwy Stg 2	-	_	-	_	5.4	-
Follow-up Hdwy	_	_	2.2	_	3.5	3.3
Pot Cap-1 Maneuver	_	_	1472	_	49	933
Stage 1	_	_		_	907	-
Stage 2	_	_	_	_	105	_
Platoon blocked, %	_	_		_	100	
Mov Cap-1 Maneuver	_	_	1472	_	13	933
Mov Cap-1 Maneuver	_	_	1412	_	13	300
Stage 1	-	_	-	_	907	
	-	-	-	-		
Stage 2	-	-	-	-	28	-
Approach	EB		WB		NB	
HCM Control Delay, s/\	/ 0		7.77		28.06	
HCM LOS	•				D	
Minor Lane/Major Mvm	t l	NBLn11		EBT	EBR	WBL
Capacity (veh/h)		13	933	-	-	1186
HCM Lane V/C Ratio		0.127	0.027	-	-	0.59
HCM Control Delay (s/v	veh) \$	314.5	9	-	-	10.9
HCM Lane LOS		F	Α	-	-	В
HCM 95th %tile Q(veh)		0.3	0.1	-	-	4.1

ntersection	
ntersection Delay, s/veh	30.4
itersection belay, siven	30.4
ntersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		474			474			4	7		ર્ન	7
Traffic Vol, veh/h	37	43	519	17	16	14	32	50	15	16	114	145
Future Vol, veh/h	37	43	519	17	16	14	32	50	15	16	114	145
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	45	52	625	20	19	17	39	60	18	19	137	175
Number of Lanes	0	2	0	0	2	0	0	1	1	0	1	1
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			2			2			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			2			2			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			2			2			2		
HCM Control Delay, s/veh	43.5			10.1			11.6			12		
HCM LOS	Е			В			В			В		

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	
Vol Left, %	39%	0%	63%	0%	68%	0%	12%	0%	
Vol Thru, %	61%	0%	37%	4%	32%	36%	88%	0%	
Vol Right, %	0%	100%	0%	96%	0%	64%	0%	100%	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	82	15	59	541	25	22	130	145	
LT Vol	32	0	37	0	17	0	16	0	
Through Vol	50	0	22	22	8	8	114	0	
RT Vol	0	15	0	519	0	14	0	145	
Lane Flow Rate	99	18	70	651	30	27	157	175	
Geometry Grp	5	5	5	5	5	5	5	5	
Degree of Util (X)	0.202	0.032	0.123	0.956	0.061	0.048	0.299	0.296	
Departure Headway (Hd)	7.378	6.462	6.285	5.286	7.257	6.454	6.87	6.095	
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Cap	484	550	569	684	491	551	522	587	
Service Time	5.166	4.25	4.038	3.039	5.046	4.242	4.641	3.866	
HCM Lane V/C Ratio	0.205	0.033	0.123	0.952	0.061	0.049	0.301	0.298	
HCM Control Delay, s/veh	12	9.5	9.9	47.1	10.5	9.6	12.6	11.4	
HCM Lane LOS	В	Α	Α	Е	В	Α	В	В	
HCM 95th-tile Q	0.7	0.1	0.4	13.8	0.2	0.2	1.2	1.2	

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					4	7		4			1>	
Traffic Vol, veh/h	0	0	0	28	0	66	1	43	0	0	634	28
Future Vol, veh/h	0	0	0	28	0	66	1	43	0	0	634	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	32	0	76	1	49	0	0	729	32
Major/Minor				Minor1		<u> </u>	//ajor1		N	//ajor2		
Conflicting Flow All				780	813	49	761	0	-	-	-	0
Stage 1				52	52	-	-	-	-	-	-	-
Stage 2				729	761	-	-	-	-	-	-	-
Critical Hdwy				6.4	6.5	6.2	4.1	-	-	-	-	-
Critical Hdwy Stg 1				5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2				5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy				3.5	4	3.3	2.2	-	-	-	-	-
Pot Cap-1 Maneuver				366	315	1025	860	-	0	0	-	-
Stage 1				976	856	-	-	-	0	0	-	-
Stage 2				481	417	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver				366	0	1025	860	-	-	-	-	-
Mov Cap-2 Maneuver				366	0	-	-	-	-	-	-	-
Stage 1				975	0	-	-	-	-	-	-	-
Stage 2				481	0	-	-	-	-	-	-	-
Approach				WB			NB			SB		
HCM Control Delay, s/v				10.88			0.21			0		
HCM LOS				В								
Minor Lane/Major Mvmt		NBL	NBTV	VBLn1V	VBLn2	SBT	SBR					
Capacity (veh/h)		41	-		1025	-	_					
HCM Lane V/C Ratio		0.001	_	0.088		_	_					
HCM Control Delay (s/v		9.2	0	15.8	8.8	-	-					
HCM Lane LOS	,	A	A	С	A	_	_					
HCM 95th %tile Q(veh)		0	-	0.3	0.2	-	-					
211 21112 21(1911)												

Intersection												
Int Delay, s/veh	8.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ર્ન	7					1			र्स	
Traffic Vol, veh/h	10	0	5	0	0	0	0	35	56	601	59	0
Future Vol, veh/h	10	0	5	0	0	0	0	35	56	601	59	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage	, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	0	6	0	0	0	0	41	65	699	69	0
Major/Minor N	Minor2					1	Major1		ı	Major2		
Conflicting Flow All	1507	1572	69					0	0	106	0	0
Stage 1	1466	1466	-				-	-	-	-	-	-
Stage 2	41	106	-				-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2				-	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-				-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3				-	-	-	2.2	-	-
Pot Cap-1 Maneuver	134	111	1000				0	-	-	1498	-	0
Stage 1	214	194	-				0	-	-	-	-	0
Stage 2	987	812	-				0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	69	0	1000				-	-	-	1498	-	-
Mov Cap-2 Maneuver	69	0	-				-	-	-	-	-	-
Stage 1	214	0	-				-	-	-	-	-	-
Stage 2	508	0	-				-	-	-	-	-	-
-												
Approach	EB						NB			SB		
HCM Control Delay, s/v	v47.66						0			8.64		
HCM LOS	Ε											
	_											
Minor Lane/Major Mvm	nt	NBT	NBR I	EBLn1 l	FBI n2	SBL	SBT					
Capacity (veh/h)			-	69	1000	1441	-					
HCM Lane V/C Ratio		_		0.168			_					
HCM Control Delay (s/	veh)			67.2	8.6	9.5	0					
HCM Lane LOS	ven)	_	_	67.2 F	0.0 A	9.5 A	A					
HCM 95th %tile Q(veh)				0.6	0	2.6	-					
HOW JOHN JOHN Q(VEII)				0.0	U	2.0						

Intersection												
Int Delay, s/veh	4.5											
		EDT	EDD	WDI	WDT	WDD	NDI	NDT	NDD	CDI	CDT	CDD
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	-	4	-	^	4	7	^	4	^	0.4	4	7
Traffic Vol, veh/h	7	0	5	0	0	24	6	17	0	24	27	9
Future Vol, veh/h	7	0	5	0	0	24	6	17	0	24	27	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	25	-	-	-	-	-	250
Veh in Median Storage,	, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	0	6	0	0	30	8	21	0	30	34	11
Major/Minor N	/linor2		ľ	Minor1			Major1		N	Major2		
Conflicting Flow All	130	130	34	130	141	21	45	0	0	21	0	0
Stage 1	94	94	-	36	36	-	-	_	-	-	-	-
Stage 2	36	36	-	94	105	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	_	-	2.2	-	_
Pot Cap-1 Maneuver	847	764	1045	847	754	1062	1576	_	_	1608	_	-
Stage 1	918	821	-	984	869	-	-	-	_	_	-	-
Stage 2	984	869	-	918	812	-	-	_	_	_	_	-
Platoon blocked, %								-	_		-	-
Mov Cap-1 Maneuver	804	746	1045	822	736	1062	1576	-	-	1608	-	-
Mov Cap-2 Maneuver	804	746	-	822	736	-	_	_	-	-	-	-
Stage 1	900	805	-	980	865	_	_	_	-	-	-	-
Stage 2	952	865	-	895	797	_	_	_	-	_	-	-
<u> </u>												
A mara a a la	ED			MD			NID			CD		
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v				8.49			1.9			2.91		
HCM LOS	Α			Α								
Minor Lane/Major Mvm	t	NBL	NBT	NBR I	EBL <sub>n1V</sub>	VBLn1V	VBLn2	SBL	SBT	SBR		
Capacity (veh/h)		470		-	889		1062	847		-		
HCM Lane V/C Ratio		0.005	-	_	0.017		0.028		-	_		
HCM Control Delay (s/v	/eh)	7.3	0	-	9.1	0	8.5	7.3	0	-		
HCM Lane LOS		Α	A	-	Α	A	Α	Α	A	_		
HCM 95th %tile Q(veh)		0	-	-	0.1	-	0.1	0.1	-	-		

Intersection												
Int Delay, s/veh	7.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	1	0	21	0	0	0	9	0	0	0	1	1
Future Vol, veh/h	1	0	21	0	0	0	9	0	0	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	0	35	0	0	0	15	0	0	0	2	2
Major/Minor N	Minor2			Minor1		_ N	/lajor1		_ \	/lajor2		
Conflicting Flow All	33	33	3	32	33	0	3	0	0	0	0	0
Stage 1	3	3	-	30	30	-	- -	-	-	_	-	-
Stage 2	30	30	_	2	3	_	_	_	-	_	_	_
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	_	_	4.1	_	_
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	- 0.2	-	<u>-</u>	_	-	_	_
Critical Hdwy Stg 2	6.1	5.5	_	6.1	5.5	_	_	_	_	_	_	_
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	_	_	2.2	_	_
Pot Cap-1 Maneuver	980	864	1087	981	863	-	1632	-	-		-	-
Stage 1	1025	898	-	992	874	-	-	-	-	_	-	-
Stage 2	992	874	_	1027	897	-	-	-	_	-	_	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	971	856	1087	941	855	-	1632	-	-	-	-	-
Mov Cap-2 Maneuver	971	856	-	941	855	-	-	-	-	-	-	-
Stage 1	1025	898	-	983	866	-	-	-	-	-	-	-
Stage 2	983	866	-	993	897	-	-	-	-	-	-	-
Annraach	ED			MD			NID			CD		
Approach	EB			WB			NB			SB		
HCM Control Delay, s/v				0			7.23			0		
HCM LOS	Α			Α								
Minor Lane/Major Mvm	ıt	NBL	NBT	NBR E	EBLn1V	VBL <sub>n1</sub>	SBL	SBT	SBR			
Capacity (veh/h)		1632	-	-	1082	-	_	_	-			
HCM Lane V/C Ratio		0.009	-	-	0.034	-	-	-	-			
HCM Control Delay (s/v	veh)	7.2	0	-	8.4	0	0	-	-			
HCM Lane LOS		Α	Α	-	Α	Α	Α	-	-			
HCM 95th %tile Q(veh)		0	-	-	0.1	-	-	-	-			

Intersection						
Int Delay, s/veh	6.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
		LDK	INDL			אמט
Lane Configurations	Y	rr	0	र्	<b>1</b>	-1
Traffic Vol, veh/h	1	55	2	6	21	1
Future Vol, veh/h	1	55	2	6	21	1
Conflicting Peds, #/hr	0	0	0	_ 0	_ 0	_ 0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage,	, # 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	40	40	40	40	40	40
Heavy Vehicles, %	0	0	0	0	0	0
Mymt Flow	3	138	5	15	53	3
IVIVIII( I IOW	J	130	J	10	55	J
Major/Minor N	/linor2	N	Major1	N.	/lajor2	
Conflicting Flow All	79	54	55	0	_	0
Stage 1	54	-	-	-	_	-
Stage 2	25	_	_	_	_	_
Critical Hdwy	6.4	6.2	4.1	_	_	_
Critical Hdwy Stg 1	5.4	- 0.2	7.1	_	<u>-</u>	_
Critical Hdwy Stg 2	5.4	_		_	_	-
	3.5	3.3	2.2			
Follow-up Hdwy				-	-	-
Pot Cap-1 Maneuver	929	1019	1563	-	-	-
Stage 1	974	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	926	1019	1563	-	-	-
Mov Cap-2 Maneuver	926	-	-	-	-	-
Stage 1	971	-	-	-	-	-
Stage 2	1003	_	_	-	_	-
J						
Approach	EB		NB		SB	
HCM Control Delay, s/v	9.1		1.83		0	
HCM LOS	Α					
Minor Lane/Major Mvmt	•	NBL	NBT	EBLn1	SBT	SBR
IVIII IUI Lanc/Iviajui Iviviii	t	INDL				
· ·				1017	_	
Capacity (veh/h)		450	-	1017 0.138		<u>-</u>
Capacity (veh/h) HCM Lane V/C Ratio		450 0.003	-	0.138	-	-
Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s/v		450 0.003 7.3	- - 0	0.138 9.1	-	- -
Capacity (veh/h) HCM Lane V/C Ratio	veh)	450 0.003	-	0.138	-	- - - -

## 7: Dunaway Road & I-8 Eastbound Off Ramp/I-8 Eastbound On Ramp

Movement   EBL   EBT   EBR   WBL   WBT   WBR   NBL   NBT   NBR   SBL   SBT   SBR   SBT   SBT   SBR   SBT
Lane Configurations
Traffic Vol, veh/h
Traffic Vol, veh/h
Conflicting Peds, #/hr   O   Stop
Stign Control   Stop
RT Channelized         -         Stop         -         None         -         None         -         None           Storage Length         -         -         20         -
Storage Length
Weh in Median Storage, #         -         0         -         -         0         -         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0
Grade, %         -         0         -         -         0         -         -         0         -         -         0         -         -         0         -         -         0         -         -         0         -         -         0         -         -         0         -         -         0         -         -         0         -         -         0<
Peak Hour Factor         73
Heavy Vehicles, %
Mymt Flow         14         1         3         0         0         0         4         5         49         4         0           Major/Minor         Minor2         Major1         Major2           Conflicting Flow All         107         112         4         -         0         0         10         0         0           Stage 1         103         103         -         <
Major/Minor         Minor2         Major1         Major2           Conflicting Flow All         107         112         4         -         0         0         10         0         0           Stage 1         103         103         -
Conflicting Flow All         107         112         4         -         0         0         0         0           Stage 1         103         103         -
Conflicting Flow All         107         112         4         -         0         0         0         0           Stage 1         103         103         -
Conflicting Flow All         107         112         4         -         0         0         0           Stage 1         103         103         -
Stage 1       103       103       - <td< td=""></td<>
Stage 2       4       10       -<
Critical Hdwy       6.4       6.5       6.2       -       -       4.1       -       -         Critical Hdwy Stg 1       5.4       5.5       -       0       -       -       -       0       -       -       -       0       -       -       -       0       -       -       -       0       -       -       -       0       -       -       -       0       -       -       -       -       -       -       -       -       -       -       -       -       -       - <td< td=""></td<>
Critical Hdwy Stg 1       5.4       5.5       -
Critical Hdwy Stg 2       5.4       5.5       -       0       -       -       -       0       -       -       -       0       -       -       -       0       -       -       -       0       -       -       -       0       -       -       -       0       -       -       -       0       -       -       -       0       -       -       -       0       -       -       -       0       -       -       -       0       -       -       -       0       -
Follow-up Hdwy 3.5 4 3.3 2.2 Pot Cap-1 Maneuver 896 782 1085 0 - 1623 - 0 Stage 1 926 814 - 0 0 Stage 2 1024 892 - 0 0 Platoon blocked, % 1623 Mov Cap-1 Maneuver 868 0 1085 1623 Stage 1 926 0 Stage 2 993 0
Pot Cap-1 Maneuver         896         782         1085         0         -         - 1623         -         0           Stage 1         926         814         -         0         -         -         -         0           Stage 2         1024         892         -         0         -         -         -         0           Platoon blocked, %         - <td< td=""></td<>
Stage 1       926       814       -       0       -       -       -       0         Stage 2       1024       892       -       0       -       -       -       0         Platoon blocked, %       -
Stage 2       1024       892       -       0       -       -       -       0         Platoon blocked, %       -
Platoon blocked, %  Mov Cap-1 Maneuver 868
Mov Cap-1 Maneuver       868       0       1085       -       -       1623       -       -         Mov Cap-2 Maneuver       868       0       -       <
Mov Cap-2 Maneuver       868       0       -
Stage 1     926     0     -
Stage 2 993 0
Annuach ED ND CD
Anningen ER NIR CD
T.P. 1117
HCM Control Delay, s/v 9.08 0 6.73
HCM LOS A
M'
Minor Lane/Major Mvmt NBT NBR EBLn1 EBLn2 SBL SBT
Capacity (veh/h) 868 1085 1620 -
HCM Lane V/C Ratio 0.017 0.003 0.03 -
HCM Control Delay (s/veh) 9.2 8.3 7.3 0
HCM Lane LOS A A A A
HCM 95th %tile Q(veh) 0.1 0 0.1 -

Int Delay, s/veh	Intersection												
Lane Configurations	Int Delay, s/veh	0.6											
Traffic Vol, veh/h	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Future Vol, veh/h	Lane Configurations					र्स	7		र्स			13	
Conflicting Peds, #/hr		0	0	0	2			1		0	0		128
Stop Control   Stop   Stop   Stop   Stop   Stop   Stop   Stop   Tree   Free	Future Vol, veh/h	0	0	0	2	0	10	1	12	0	0	37	128
RT Channelized         -         None         -         Yield         -         None         -         None           Storage Length         -         -         -         -         40         -	Conflicting Peds, #/hr	0	0	0			0	0	0	0			
Storage Length		Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Veh in Median Storage, #         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0 <td></td> <td>-</td> <td>-</td> <td>None</td> <td>-</td> <td>-</td> <td></td> <td>-</td> <td>-</td> <td>None</td> <td>-</td> <td>-</td> <td>None</td>		-	-	None	-	-		-	-	None	-	-	None
Grade, %         -         0         -         -         0         -         -         0         -         0         -         0         -         0         -         0         0         -         0         0         -         0<	Storage Length	-	-	-	-	-	40	-	-	-	-	-	-
Peak Hour Factor		,# -	0	-	-	0	-	-	0	-	-		-
Heavy Vehicles, %	Grade, %	-			-								-
Mymit Flow         0         0         0         3         0         13         1         15         0         0         46         160           Major/Minor         Minor1         Major1         Major2           Conflicting Flow All         64         224         15         206         0         -         -         0         -         -         0         -         -         0         -         -         0         -         -         0         -         -         0         -         -         0         -         -         0         -         -         0         -         -         0         -         -         -         0         -<		80	80	80	80	80							
Major/Minor         Minor1         Major1         Major2           Conflicting Flow All         64         224         15         206         0         -         -         0           Stage 1         18         18         -		0	0			0				0			
Conflicting Flow All	Mvmt Flow	0	0	0	3	0	13	1	15	0	0	46	160
Conflicting Flow All													
Conflicting Flow All	Major/Minor			ľ	Minor1		1	Major1		N	Major2		
Stage 1						224			0	-		-	0
Stage 2								-	_	-	_	_	_
Critical Hdwy         6.4         6.5         6.2         4.1         -	•						-	-	-	-	-	-	-
Critical Hdwy Stg 1       5.4       5.5       - <td>•</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>6.2</td> <td>4.1</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td>	•						6.2	4.1	-	-	-	-	-
Critical Hdwy Stg 2       5.4       5.5       -        -       -       -       -       -       -       -       -       -       -       -       -       -       -       -        -       -       -       -       -       -       -       -       -       -       -       -       -       -       -        -       -       -       -       -       -       -       -       -       -       -       -       -       -       -        -       -       -       -       -       -       -       -       -       -       -       -       -       -       -        -       -       -       -       -       -       -       -       -       -       - <th< td=""><td></td><td></td><td></td><td></td><td>5.4</td><td>5.5</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td></th<>					5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy 3.5 4 3.3 2.2					5.4	5.5	-	-	-	-	-	-	-
Stage 1       1010       885       -       -       0       0       -       -         Stage 2       981       735       -       -       0       0       -       -         Platoon blocked, %       -					3.5	4	3.3	2.2	-	-	-	-	-
Stage 2   981 735	Pot Cap-1 Maneuver				947	679	1070	1377	-	0	0	-	-
Platoon blocked, %	Stage 1				1010	885	-	-	-	0	0	-	-
Mov Cap-1 Maneuver         946         0         1070         1377         - </td <td>Stage 2</td> <td></td> <td></td> <td></td> <td>981</td> <td>735</td> <td>-</td> <td>-</td> <td>-</td> <td>0</td> <td>0</td> <td>-</td> <td>-</td>	Stage 2				981	735	-	-	-	0	0	-	-
Mov Cap-2 Maneuver         946         0         -	Platoon blocked, %								-			-	-
Stage 1         1010         0         -	Mov Cap-1 Maneuver				946	0	1070	1377	-	-	-	-	-
Stage 2         981         0         -	Mov Cap-2 Maneuver				946	0	-	-	-	-	-	-	-
Approach         WB         NB         SB           HCM Control Delay, s/v         8.47         0.59         0           HCM LOS         A           Minor Lane/Major Mvmt         NBL         NBTWBLn1WBLn2         SBT         SBR           Capacity (veh/h)         138         - 946         1070          -           HCM Lane V/C Ratio         0.001         - 0.003         0.012          -           HCM Control Delay (s/veh)         7.6         0         8.8         8.4          -           HCM Lane LOS         A         A         A         A          -	Stage 1				1010	0	-	-	-	-	-	-	-
HCM Control Delay, s/v   8.47   0.59   0	Stage 2				981	0	-	-	-	-	-	-	-
HCM Control Delay, s/v   8.47   0.59   0													
HCM Control Delay, s/v   8.47   0.59   0	Approach				WR			NB			SB		
Minor Lane/Major Mvmt         NBL         NBTWBLn1WBLn2         SBT         SBR           Capacity (veh/h)         138         - 946         1070            HCM Lane V/C Ratio         0.001         - 0.003         0.012            HCM Control Delay (s/veh)         7.6         0         8.8         8.4            HCM Lane LOS         A         A         A         A		,											
Minor Lane/Major Mvmt         NBL         NBTWBLn1WBLn2         SBT         SBR           Capacity (veh/h)         138         - 946         1070            HCM Lane V/C Ratio         0.001         - 0.003         0.012            HCM Control Delay (s/veh)         7.6         0         8.8         8.4            HCM Lane LOS         A         A         A         A								0.00			U		
Capacity (veh/h) 138 - 946 1070  HCM Lane V/C Ratio 0.001 - 0.003 0.012  HCM Control Delay (s/veh) 7.6 0 8.8 8.4  HCM Lane LOS A A A A	TIOWI EOO												
Capacity (veh/h) 138 - 946 1070  HCM Lane V/C Ratio 0.001 - 0.003 0.012  HCM Control Delay (s/veh) 7.6 0 8.8 8.4  HCM Lane LOS A A A A	NA:		NIDI	NDTV	VDL 4V	VDI 0	CDT	CDD					
HCM Lane V/C Ratio       0.001       - 0.003       0.012          HCM Control Delay (s/veh)       7.6       0       8.8       8.4          HCM Lane LOS       A       A       A       A		ι						SBK					
HCM Control Delay (s/veh) 7.6 0 8.8 8.4 HCM Lane LOS A A A A								-					
HCM Lane LOS A A A								-					
		/en)						-					
HOW SOM WITH CIVEN) U - U U								<u>-</u>					
	HCM 95th %tile Q(veh)		U	-	0	Ü	-	-					

Intersection							
Int Delay, s/veh	5.2						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	J
Lane Configurations	7		,,,,,,	4	ሻ	7	
Traffic Vol, veh/h	37	34	132	13	17	4	
Future Vol, veh/h	37	34	132	13	17	4	
Conflicting Peds, #/hr	0	0	0	0	0	0	
_	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-		-		- Olop	None	
Storage Length		-	_	-	0	25	
Veh in Median Storage, #	<del>+</del> 0	_	_	0	0	-	
Grade, %	0	_	_	0	0	_	
Peak Hour Factor	90	90	90	90	90	90	
Heavy Vehicles, %	0	0	0	0	0	0	
Mvmt Flow	41	38	147	14	19	4	
Major/Minor Ma	ajor1	1	Major2	N	Minor1		
Conflicting Flow All	0	0	79	0	368	60	
Stage 1	_	_	_	_	60	-	
Stage 2	_	_	_	_	308	_	
Critical Hdwy	_	_	4.1	_	6.4	6.2	
Critical Hdwy Stg 1	_	_	····	_	5.4	-	
Critical Hdwy Stg 2	_		_	_	5.4	_	
Follow-up Hdwy	_	_	2.2	_	3.5	3.3	
Pot Cap-1 Maneuver	_		1532	_	636	1011	
•		_					
Stage 1	-	-	-	-	968	-	
Stage 2	-	-	-	-	750	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1532	-	575	1011	
Mov Cap-2 Maneuver	-	-	-	-	575	-	
Stage 1	-	-	-	-	968	-	
Stage 2	-	-	-	-	678	-	
Annroach	EB		MD		ND		
Approach			WB		NB		
HCM Control Delay, s/v	0		6.92		10.92		
HCM LOS					В		
Minor Lane/Major Mvmt	1	NBLn1N	NBLn2	EBT	EBR	WBL	
Capacity (veh/h)			1011	-		1520	
HCM Lane V/C Ratio		0.033		-		0.096	
HCM Control Delay (s/ve	h)	11.5	8.6	_	_	7.6	
HCM Lane LOS	'')	11.3 B	Α	_	_	Α.	
		0.1	0			0.3	
HCM 95th %tile Q(veh)				-			

Intersection							
Intersection Delay, s/veh	11.9						
Intersection LOS	В						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	*	<b>↑</b>	<b>*</b>	7	*	7	
Traffic Vol, veh/h	Ö	42	138	5	127	7	
Future Vol, veh/h	0	42	138	5	127	7	
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	
Heavy Vehicles, %	0	0	0	0	0	0	
Mvmt Flow	0	84	276	10	254	14	
Number of Lanes	1	1	1	1	1	1	
Approach	EB		WB		SB		
Opposing Approach	WB		EB				
Opposing Lanes	2		2		0		
Conflicting Approach Left	SB				WB		
Conflicting Lanes Left	2		0		2		
Conflicting Approach Right			SB		EB		
Conflicting Lanes Right	0		2		2		
HCM Control Delay, s/veh	9.3		11.8		12.8		
HCM LOS	Α		В		В		
Lane		EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Lane Vol Left, %		EBLn1	EBLn2	WBLn1	WBLn2	SBLn1 100%	SBLn2
Vol Left, %		0%	0%	0%	0%	100%	0%
Vol Left, % Vol Thru, %		0% 100%	0% 100%	0% 100%	0% 0%	100% 0%	0% 0%
Vol Left, % Vol Thru, % Vol Right, %		0% 100% 0%	0% 100% 0%	0% 100% 0%	0% 0% 100%	100% 0% 0% Stop 127	0% 0% 100%
Vol Left, % Vol Thru, % Vol Right, % Sign Control		0% 100% 0% Stop	0% 100% 0% Stop 42 0	0% 100% 0% Stop 138	0% 0% 100% Stop	100% 0% 0% Stop	0% 0% 100% Stop
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol		0% 100% 0% Stop 0 0	0% 100% 0% Stop 42 0 42	0% 100% 0% Stop 138 0	0% 0% 100% Stop 5 0	100% 0% 0% Stop 127	0% 0% 100% Stop 7 0
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol		0% 100% 0% Stop 0 0	0% 100% 0% Stop 42 0 42	0% 100% 0% Stop 138 0 138	0% 0% 100% Stop 5 0	100% 0% 0% Stop 127 127 0	0% 0% 100% Stop 7 0 0
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol		0% 100% 0% Stop 0 0 0	0% 100% 0% Stop 42 0 42 0	0% 100% 0% Stop 138 0	0% 0% 100% Stop 5 0 0	100% 0% 0% Stop 127 127 0 0	0% 0% 100% Stop 7 0 0 7
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		0% 100% 0% Stop 0 0 0	0% 100% 0% Stop 42 0 42 0 84	0% 100% 0% Stop 138 0 138 0 276	0% 0% 100% Stop 5 0 0 5 10	100% 0% 0% Stop 127 127 0 0 254	0% 0% 100% Stop 7 0 0 7 14
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		0% 100% 0% Stop 0 0 0 0 5	0% 100% 0% Stop 42 0 42 0 84 5	0% 100% 0% Stop 138 0 138 0 276 5	0% 0% 100% Stop 5 0 0 5 10 5	100% 0% 0% Stop 127 127 0 0 254 5	0% 0% 100% Stop 7 0 0 7 14 5
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)		0% 100% 0% Stop 0 0 0 0 5 0	0% 100% 0% Stop 42 0 42 0 84 5 0.132 5.638	0% 100% 0% Stop 138 0 138 0 276 5 0.414 5.403	0% 0% 100% Stop 5 0 0 5 10 5 0.013	100% 0% 0% Stop 127 127 0 0 254 5 0.421 5.968	0% 0% 100% Stop 7 0 0 7 14 5 0.019 4.76
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N		0% 100% 0% Stop 0 0 0 0 5 5 5.638 Yes	0% 100% 0% Stop 42 0 42 0 84 5 0.132 5.638 Yes	0% 100% 0% Stop 138 0 138 0 276 5 0.414 5.403 Yes	0% 0% 100% Stop 5 0 0 5 10 5 0.013 4.697 Yes	100% 0% 0% Stop 127 127 0 0 254 5 0.421 5.968 Yes	0% 0% 100% Stop 7 0 0 7 14 5 0.019 4.76 Yes
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		0% 100% 0% Stop 0 0 0 0 5 0 5.638 Yes 0	0% 100% 0% Stop 42 0 42 0 84 5 0.132 5.638 Yes 631	0% 100% 0% Stop 138 0 276 5 0.414 5.403 Yes 662	0% 0% 100% Stop 5 0 0 5 10 5 0.013 4.697 Yes 757	100% 0% 0% Stop 127 127 0 0 254 5 0.421 5.968 Yes 599	0% 0% 100% Stop 7 0 0 7 14 5 0.019 4.76 Yes 745
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		0% 100% 0% Stop 0 0 0 5 0 5.638 Yes 0 3.421	0% 100% 0% Stop 42 0 42 0 84 5 0.132 5.638 Yes 631 3.421	0% 100% 0% Stop 138 0 138 0 276 5 0.414 5.403 Yes 662 3.164	0% 0% 100% Stop 5 0 0 5 10 5 0.013 4.697 Yes 757 2.459	100% 0% 0% Stop 127 127 0 0 254 5 0.421 5.968 Yes 599 3.743	0% 0% 100% Stop 7 0 0 7 14 5 0.019 4.76 Yes 745 2.535
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		0% 100% 0% Stop 0 0 0 0 5 0 5.638 Yes 0 3.421	0% 100% 0% Stop 42 0 42 0 84 5 0.132 5.638 Yes 631 3.421 0.133	0% 100% 0% Stop 138 0 138 0 276 5 0.414 5.403 Yes 662 3.164 0.417	0% 0% 100% Stop 5 0 0 5 10 5 0.013 4.697 Yes 757 2.459 0.013	100% 0% 0% Stop 127 127 0 0 254 5 0.421 5.968 Yes 599 3.743 0.424	0% 0% 100% Stop 7 0 0 7 14 5 0.019 4.76 Yes 745 2.535 0.019
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio HCM Control Delay, s/veh		0% 100% 0% Stop 0 0 0 0 5 5 0 5.638 Yes 0 3.421 0 8.4	0% 100% 0% Stop 42 0 42 0 84 5 0.132 5.638 Yes 631 3.421 0.133 9.3	0% 100% 0% Stop 138 0 138 0 276 5 0.414 5.403 Yes 662 3.164 0.417 12	0% 0% 100% Stop 5 0 0 5 10 5 0.013 4.697 Yes 757 2.459 0.013 7.5	100% 0% 0% Stop 127 127 0 0 254 5 0.421 5.968 Yes 599 3.743 0.424 13.1	0% 0% 100% Stop 7 0 0 7 14 5 0.019 4.76 Yes 745 2.535 0.019 7.6
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		0% 100% 0% Stop 0 0 0 0 5 0 5.638 Yes 0 3.421	0% 100% 0% Stop 42 0 42 0 84 5 0.132 5.638 Yes 631 3.421 0.133	0% 100% 0% Stop 138 0 138 0 276 5 0.414 5.403 Yes 662 3.164 0.417	0% 0% 100% Stop 5 0 0 5 10 5 0.013 4.697 Yes 757 2.459 0.013	100% 0% 0% Stop 127 127 0 0 254 5 0.421 5.968 Yes 599 3.743 0.424	0% 0% 100% Stop 7 0 0 7 14 5 0.019 4.76 Yes 745 2.535 0.019

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1		*	<b>↑</b>	٦	7
Traffic Vol, veh/h	169	1	4	147	0	6
Future Vol, veh/h	169	1	4	147	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	_	-	380	-	0	25
Veh in Median Storage	,# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	54	54	54	54	54	54
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	313	2	7	272	0	11
	0.0	<u>=</u>	•			• •
				_		
	Major1		Major2		/linor1	
Conflicting Flow All	0	0	315	0	601	314
Stage 1	-	-	-	-	314	-
Stage 2	-	-	-	-	287	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1257	-	467	731
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	766	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1257	-	464	731
Mov Cap-2 Maneuver	-	-	-	-	464	-
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	762	-
J <b>J</b> .						
			14/5		ND	
Approach	EB		WB		NB	
HCM Control Delay, s/v	/ 0		0.21		10	
HCM LOS					Α	
Minor Lane/Major Mvm	t N	NBLn1N	NBLn2	EBT	EBR	WBL
Capacity (veh/h)		-	731	-	-	1257
HCM Lane V/C Ratio			0.015	_		0.006
HCM Control Delay (s/\	veh)	0	10	_	_	7.9
HCM Lane LOS		A	A	-	_	A
HCM 95th %tile Q(veh)		-	0	-	_	0
222 7000 24(100)						

Intersection						
Int Delay, s/veh	4.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			4	*	7
Traffic Vol, veh/h	186	2	7	31	118	5
Future Vol, veh/h	186	2	7	31	118	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	25
Veh in Median Storage	, # 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	310	3	12	52	197	8
Mainu/Minnu	4-:4		M-:0		Alia = 114	
	Major1		Major2		Minor1	040
Conflicting Flow All	0	0	313	0	387	312
Stage 1	-	-	-	-	312	-
Stage 2	-	-	-	-	75	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1258	-	621	733
Stage 1	-	-	-	-	747	-
Stage 2	-	-	-	-	953	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1258	_	615	733
Mov Cap-2 Maneuver	-	-	-	-	615	-
Stage 1	-	-	-	-	747	-
Stage 2	-	_	_	-	944	-
3 13 9						
Α			\A/D		, LID	
Approach	EB		WB		NB	
HCM Control Delay, s/v	/ 0		1.45		13.44	
HCM LOS					В	
Minor Lane/Major Mvm	t N	NBLn11	NBLn2	EBT	EBR	WBL
Capacity (veh/h)		615	733			332
HCM Lane V/C Ratio			0.011	-		0.009
HCM Control Delay (s/\	/eh)	13.6	10		_	7.9
HCM Lane LOS	voii)	13.0 B	A	_	_	7.5 A
HCM 95th %tile Q(veh)		1.4	0			0
1.5m 55m 70m Q(VOII)		1.7	- 0			

Intersection							
Int Delay, s/veh	3.1						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	LDL	4	₩ 1	אטא	SBL	JDK 7	
Traffic Vol, veh/h	40	153	22	17	36	17	
Future Vol, veh/h	40	153	22	17	36	17	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-		-	None	
Storage Length	-	-	-	-	0	140	
Veh in Median Storage	,# -	0	0	-	0	-	
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	58	58	58	58	58	58	
Heavy Vehicles, %	0	0	0	0	0	0	
Mvmt Flow	69	264	38	29	62	29	
Major/Minor N	Major1	N	//ajor2	N	Minor2		
Conflicting Flow All	67	0	-	0	454	53	
Stage 1	-	-	-	-	53	-	
Stage 2	-	-	-	-	402	-	
Critical Hdwy	4.1	-	-	-	6.4	6.2	
Critical Hdwy Stg 1	-	-	-	-	5.4	-	
Critical Hdwy Stg 2	-	-	-	-	5.4	-	
Follow-up Hdwy	2.2	-	-	-	3.5	3.3	
Pot Cap-1 Maneuver	1547	-	-	-	567	1021	
Stage 1	-	-	-	-	975	-	
Stage 2	-	-	-	-	680	-	
Platoon blocked, %	1517	-	-	-	F00	1001	
Mov Cap-1 Maneuver	1547	-	-	-	538	1021	
Mov Cap-2 Maneuver	-	-	_	-	538	-	
Stage 1	-	-	-	-	924 680	-	
Stage 2	-	-	-	<u>-</u>	UÕU	-	
Approach	EB		WB		SB		
HCM Control Delay, s/v	1.54		0		11.3		
HCM LOS					В		
Minor Lane/Major Mvm	t	EBL	EBT	WBT	WBR S	SBLn1 S	BLn2
Capacity (veh/h)		373	-	-	-		1021
HCM Lane V/C Ratio		0.045	-	-	_	0.115	
HCM Control Delay (s/	veh)	7.4	0	-	-	12.6	8.6
HCM Lane LOS		Α	Α	-	-	В	Α
HCM 95th %tile Q(veh)		0.1	-	-	-	0.4	0.1

Intersection								
Int Delay, s/veh	77.2							
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
ane Configurations	1			4	*	7		
raffic Vol, veh/h	191	6	14	40	6	511		
ture Vol, veh/h	191	6	14	40	6	511		
onflicting Peds, #/hr	0	0	0	0	0	0		
gn Control	Free	Free	Free	Free	Stop	Stop		
Channelized	_	None	-	None	-	None		
orage Length	_	-	_	-	0	25		
eh in Median Storage	e,# 0	_	_	0	0			
rade, %	0	_	_	0	0	_		
ak Hour Factor	60	60	60	60	60	60		
eavy Vehicles, %	0	0	0	0	0	0		
mt Flow	318	10	23	67	10	852		
	0.0			Ψ.				
· / h A'	M - '		4		P			
	Major1		Major2		Minor1	000		
onflicting Flow All	0	0	328	0	437	323		
Stage 1	-	-	-	-	323	-		
Stage 2	-	-	-	-	113	-		
tical Hdwy	-	-	4.1	-	6.4	6.2		
tical Hdwy Stg 1	-	-	-	-	5.4	-		
tical Hdwy Stg 2	-	-	-	-	5.4	-		
low-up Hdwy	-	-	2.2	-	3.5	3.3		
t Cap-1 Maneuver	-	-	1243	-		~ 722		
Stage 1	-	-	-	-	738	-		
Stage 2	-	-	-	-	916	-		
atoon blocked, %	-	-		-				
ov Cap-1 Maneuver	-	-	1243	-		~ 722		
ov Cap-2 Maneuver	-	-	-	-	569	-		
Stage 1	-	-	-	-	738	-		
Stage 2	-	-	-	-	899	-		
proach	EB		WB		NB			
CM Control Delay, s/	v 0		2.06		114.4			
CM LOS					F			
nor Lane/Major Mvm	nt l	NBLn11	VIRI n2	EBT	EBR	WBL	WBT	
	it I	569	722		- EDR	467		
pacity (veh/h) CM Lane V/C Ratio		0.018		-			-	
	(voh)			-	-	0.019	-	
CM Control Delay (s/	ven)		115.6	-	-	8	0	
CM Lane LOS	\	B	F	-	-	Α	A	
CM 95th %tile Q(veh	)	0.1	27.7	-	-	0.1	-	
es								
olume exceeds ca	pacity	\$: De	elay exc	eeds 30	00s	+: Com	putation Not Defined	*: All major volume in platoon
								,