Appendix A
Air Quality and Greenhouse Gas Report
(Available on the Town website for review)

AIR QUALITY AND GREENHOUSE GAS REPORT

LECANGS DAKOTA WAREHOUSE

Apple Valley, San Bernardino County, California



Prepared by:
Terra Nova Planning & Research, Inc.®
42635 Melanie Place, Suite 101
Palm Desert, California 92211

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Table of Contents

ES EXECUTIVE SUMMARY 4

ES.1 Air Quality 4
ES.2 Greenhouse Gases 4

1 INTRODUCTION 5

1.1 Site Location 5
1.2 Project Description 5

2 AIR QUALITY SETTING 12

2.1 Atmospheric Setting 12
2.2 Criteria Pollutants 13
2.3 Current Conditions 15
2.4 Regulatory Background 19

3 PROJECT AIR QUALITY IMPACT 24

3.1 Introduction 24
3.2 Standards of Significance 24
3.3 Methodology 24
3.4 Construction Emissions 25
3.5 Operational Emissions 26
3.6 Localized Impacts 27
3.7 Air Quality Management Plan Consistency 28
3.8 Odors 30
3.9 Cumulative Impacts 30
3.10 CEQA Determination 30
3.11 Air Quality Mitigation Measures 32

4 CLIMATE CHANGE SETTING 33

4.1 Introduction to Greenhouse Gases and Climate Change 33
4.2 Regulatory Setting 39

5 PROJECT GREENHOUSE GAS IMPACT 45

5.1 Introduction 45
5.2 Standards of Significance 45
5.3 Methodology 45
5.4 Construction Emissions 45
5.5 Operational Emissions 46
5.6 CAP Consistency 47
5.7 Cumulative Impacts 48
5.8 CEQA Determination 49
5.9 GHG Mitigation Measures 50

6 REFERENCES 51

7 APPENDICES 53

Table List

Table 1-1 Project Dimensions 5

Table 2-1 Criteria Pollutants and Health Impacts 13

Table 2-2 Ambient Air Quality Standards 15
Table 2-3 Regional Attainment Status – West Mojave Desert 16
Table 2-4 Ozone Monitoring Data 18
Table 2-5 Particulate Matter 10 Monitoring Data 18
Table 2-6 MDAQMD Significant Emissions Thresholds 21

Table 3-1 Lecangs Dakota Warehouse Land Use Inputs 25
Table 3-2 Maximum Daily Construction-Related Emissions Summary (pounds per day) 26
Table 3-3 Fleet Mix – For Passenger Vehicle Run and Truck 26
Table 3-4 Maximum Daily Operational-Related Emissions Summary (pounds per day) 27

Table 4-1 Sources of GHGs from Human Activities 34
Table 4-2 MDAQMD Significance Thresholds 43
Table 4-3 Apple Valley CAP Emissions Reduction Targets 44

Table 5-1 Projected GHG Emissions Summary (Metric Tons) 46
Table 5-2 Project emissions and CAP reduction target 48
Table 5-3 Project consistency with CAP reduction measures 48

Exhibit List

Exhibit 1-1: Regional Location Map 7
Exhibit 1-2: Vicinity Map 8
Exhibit 1-3: Project Location 9
Exhibit 1-4: Airport Overlay Districts 10
Exhibit 1-5: Project Site Plan 11

Figure List

Figure 2-1: Boundaries of the Mojave Desert Air Basin and Regional Air Quality Management Districts 12
Figure 2-2: MDAQMD Monitoring Stations 17

Figure 4-1: Annual Statewide GHG Emissions Compared to the 2020 GHG Limit 36
Figure 4-2: 2022 GHG emissions by economic sector (% of total California emissions) 37

Appendices List

Appendix 1: Lecangs Dakota Apple Valley Industrial Traffic Analysis 55
Appendix 2: Lecangs Dakota Warehouse CalEEMod Detailed Report 54

ES EXECUTIVE SUMMARY

This Air Quality and Greenhouse Gas Report was prepared to accompany the Initial Study for the proposed Lecangs Dakota Warehouse (referred to as the Project). The purpose of this report is to assess the potential air quality and greenhouse gas (GHG) impacts associated with the construction and operation of the proposed Project in accordance with Appendix G of the California Environmental Quality Act (CEQA) Guidelines.

Section 1 of this report introduces the proposed Project. Sections 2 and 4 provide background information on air quality and climate change. Sections 3 and 5 analyze the potential impacts of the Project on air quality and greenhouse gas emissions respectively.

ES.1 Air Quality

The Project is located in the Mojave Desert Air Basin, within the jurisdictional boundary of the Mojave Desert Air Quality Management District (MDAQMD). The Project would comply with the strategies and rules established in the MDAQMD's applicable air quality plans.

The emissions of criteria air pollutants expected to result from the Project were calculated using the California Emissions Estimator Model (CalEEMod) Version 2022.1. Analysis found that criteria pollutant emissions from construction and operation of the Project would not exceed the thresholds established by the MDAQMD. This report also determined that the Project would not expose sensitive receptors to substantial pollutant concentrations, nor would it result in other emissions (such as odors) that would adversely affect sensitive receptors. Overall, the Project's impacts on air quality were determined to be less than significant, and no mitigation measures were required.

ES.2 Greenhouse Gases

The Project's GHG emissions are subject to the MDAQMD as well as the Town of Apple Valley's 2019 Climate Action Plan (CAP) Update. CalEEMod Version 2022.1 was used to project the GHG emissions expected to result from construction and operation of the proposed Project. The combined emissions were found to be within the MDAQMD's GHG emissions threshold of 100,000 $MTCO_2e$ per year. Based on the Project's compliance with the Town's CAP, the proposed development was also found the comply with the South Coast Air Quality Management District's Tier 2 significance criterion, which requires compliance with a GHG reduction plan consistent with the goals of Assembly Bill 32 (See Section 5 of this document).

Overall, this report determined that the Project's impacts on GHG emissions would be less than significant with the implementation of mitigation measures from the Town's CAP. Specifically, the Project must establish an employee carpooling program and provide employees with free or discounted public transit passes.

1 INTRODUCTION

1.1 Site Location

The proposed Lecangs Dakota Warehouse (herein referred to as "Project") encompasses a 40.1-acre vacant undeveloped parcel in the North Apple Valley Industrial Specific Plan (NAVISP) area. The site is bounded by Gustine Street to the north, Fresno Road to the south side, Dakota Road to the west, and vacant lands to the east. Currently, no road occurs along the eastern boundary of the Project site as Ramona Road stops at Fresno Road. However, the Project proposes roadway improvements and to extend Ramona Road from Fresno Road north to Gustine Street (Exhibits 1-1 through 1-3).

The site is surrounded by vacant lands with exception of a moving and storage facility located 0.25 miles south and the Apple Valley Airport, which extends at a northeast to southwest angle 0.4 miles east of the Project site. The Project site sits within the Town's Airport Overly District (A-2) and is subject to zoning restrictions set by this designation. Exhibit 1-4 shows the location of the Project site in proximity to the Apple Valley Airport Overlay Districts.

1.2 Project Description

The applicant proposes to construct a 627,200 square-foot distribution warehouse on a 40.1-acre vacant parcel located on the southeast corner of Gustine Street and Dakota Road (Exhibit 1-5). The building footprint measures 613,760 square feet, the mezzanine is 13,440 square feet, and maximum building height is 50 feet. The parking lot includes a total of 733 car parking spaces, including 15 accessible spaces, along the east and west sides of the building and at the four corners of the parking lot, and 260 trailer stalls along the north and south sides of the building, 130 stalls on each side. There are a total of 92 loading docks on the north and south sides of the building, 46 docks on each side.

Table 1-1
Project Dimensions

Parcel Acreage	40.1 ac
Total Building Area	627,200 sf
• *Building footprint*	*613,760 sf*
• *Mezzanine*	*13,440 sf*
Landscaping	201,664 sf. (4.63 ac)
Retention Basin (also landscaped)	60,867 sf (1.4 ac)
Max. Height	50 ft
Parking Stalls	733
Docks	92
Trailer Stalls	260

The Project site is accessed by four 40-foot-wide driveway entrances, two driveways on Dakota Road and two driveways on Ramona Road. The applicant proposes to construct the following half-width road improvements:

- Dakota Road is the only paved road bordering the Project site. Between Gustine Street and Fresno Road, 19-foot-wide new pavement with curb and gutter, and 12-foot-wide sidewalk for an approximate distance of 1,500 linear feet.
- Fresno Road is currently unimproved. Between Dakota Road and Ramona Road, 26-foot-wide pavement with curb and gutter, and additional five feet of graded shoulder for an approximate distance of 975 linear feet.
- Ramona Road currently ends at Fresno Road. Between Fresno Road and Gustine Street, 26-foot-wide pavement with curb and gutter, and additional five feet of graded shoulder for an approximate distance of 975 linear feet.
- Gustine Street is currently unimproved. Between Dakota Road and Ramona Road, 32-foot-wide pavement with curb and gutter and an additional five feet of graded shoulder.

The Project is required to provide on-site stormwater retention for a 100-year storm event. A retention basin of approximately 60,867 square feet (1.40 acres) would be constructed at the south side of the Project site between Fresno Road and the parking area. The retention basin would accommodate 50,000 cubic feet of stormwater. Off-site stormwater conveyance would begin with the Gustine Street improvements and direct water into the catch basins within the proposed street rights-of-way along Dakota Road and Ramona Road, then into the catch basin along Fresno Road. Two storm drains would meet on the north side of Fresno Road and direct runoff to the south side into a drainage swale south of Fresno Road.

Additional Project site improvements include utility service connections. Under Dakota Road to the west lies an existing 15-inch PVC trunk sewer service line which can connect to the Project site. An existing 12-inch PVC water line under Fresno Road can be connected to a proposed 12-inch PVC water line routed north along the west side of the Project site. Two additional 8-inch PVC waterlines are proposed along the north and east sides of the Project site. Sewer and water service lines enter the warehouse on the west side.



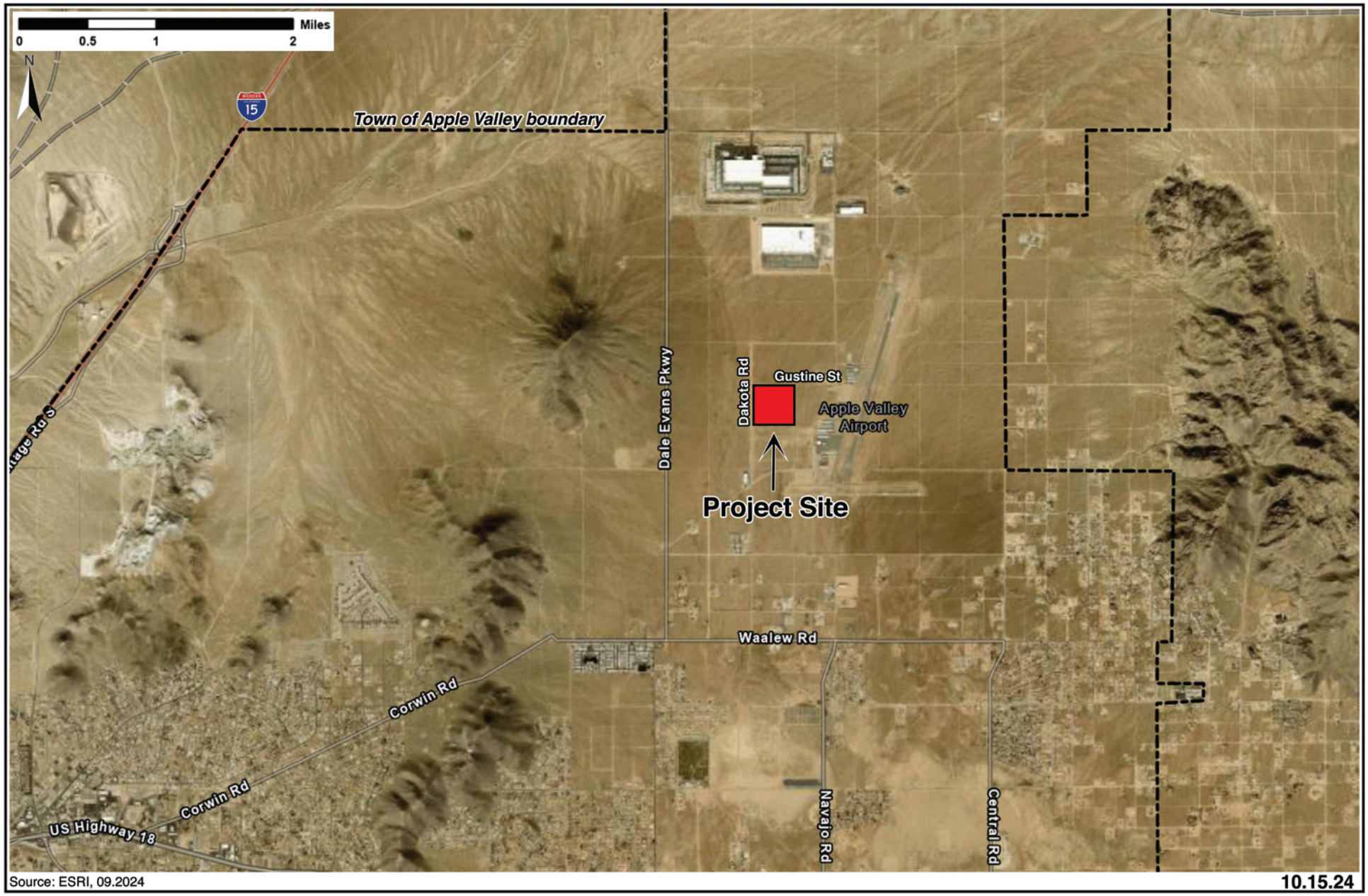
Source: Google Maps, 2023

10.15.24

Exhibit 1-1

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Regional Location Map
Lecangs Dakota Warehouse
Apple Valley, California



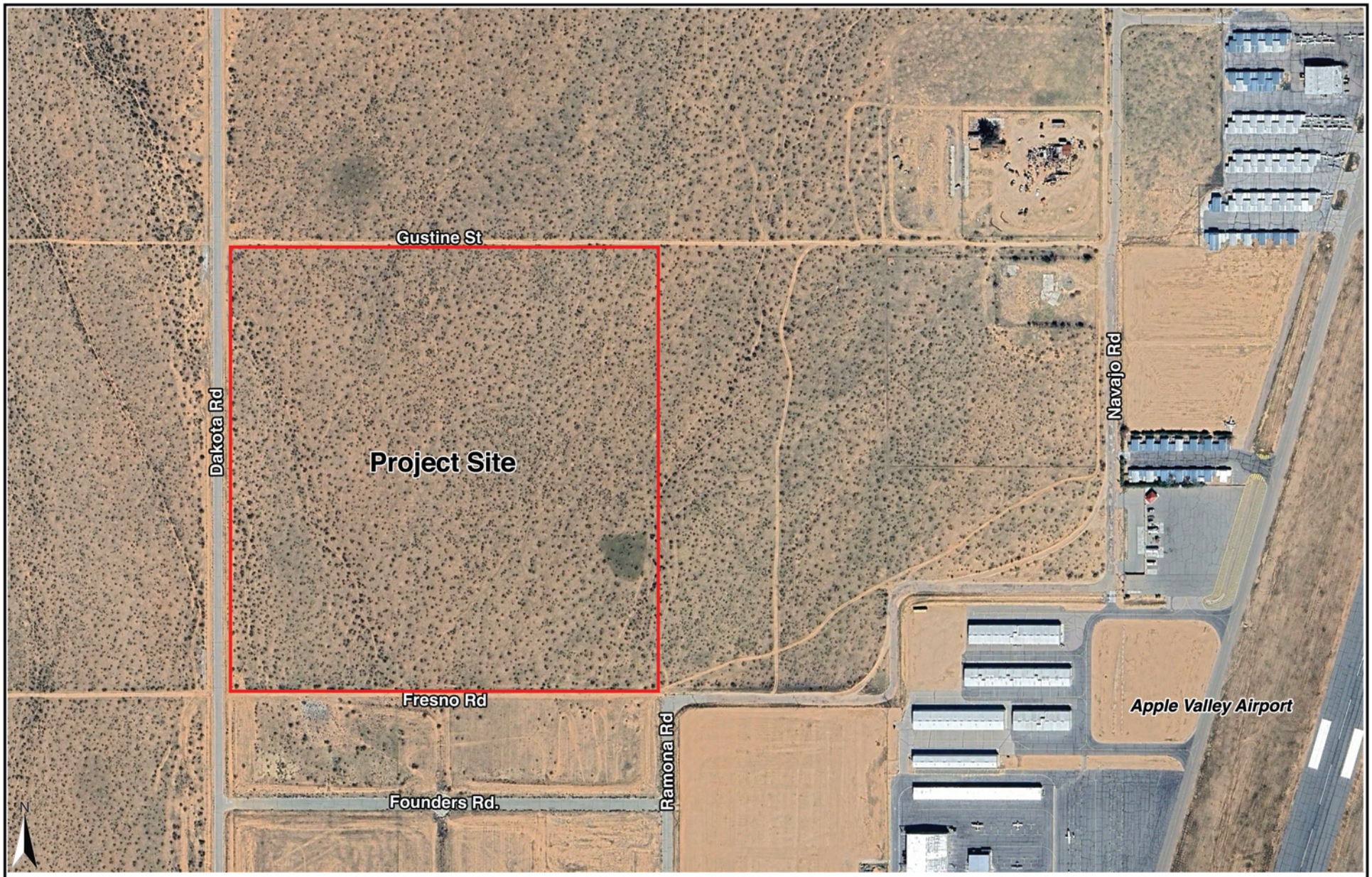
Source: ESRI, 09.2024

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Vicinity Map
Lecangs Dakota Warehouse
Apple Valley, California

Exhibit
1-2



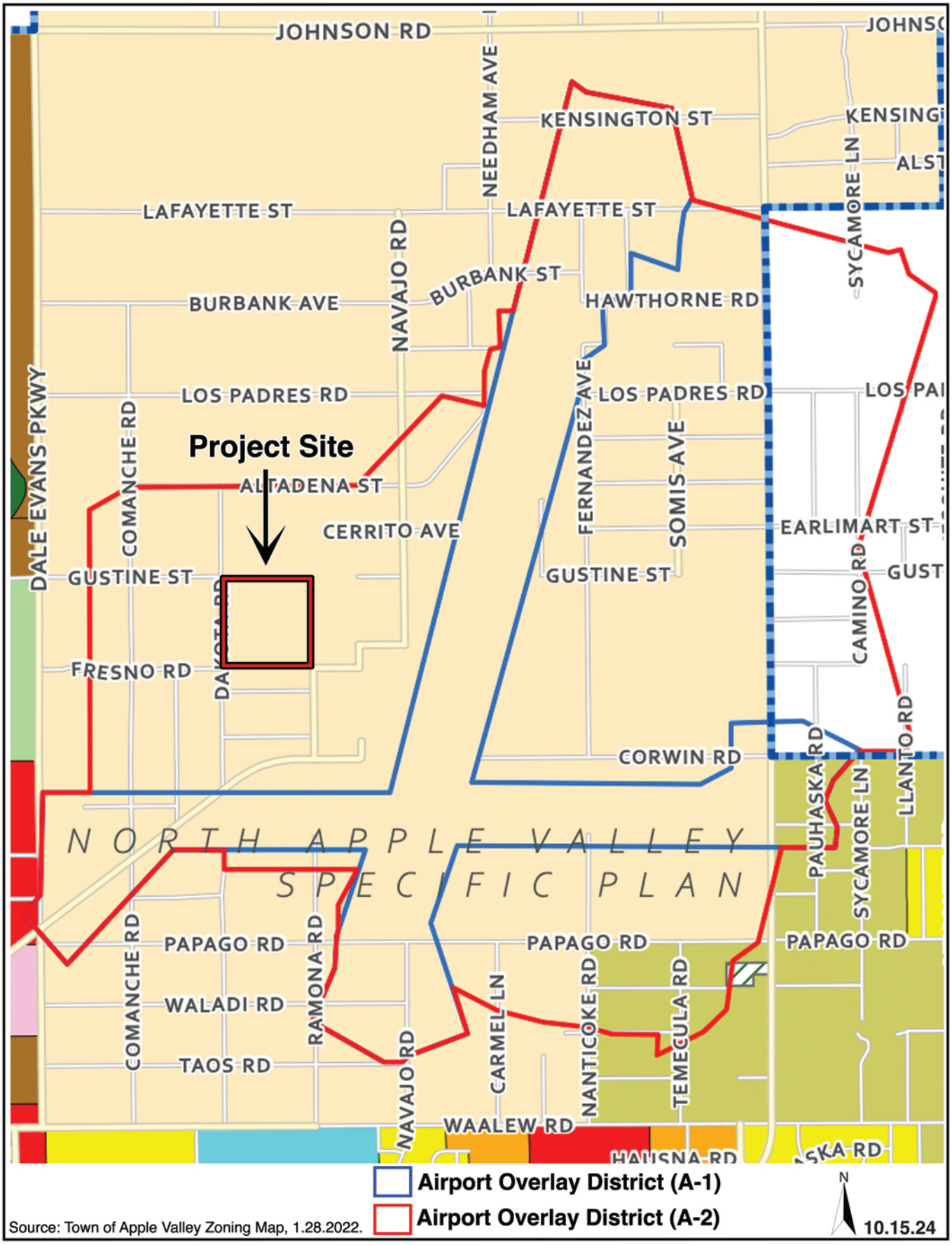
Source: ESRI, 09.2024

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Project Location
Lecangs Dakota Warehouse
Apple Valley, California

Exhibit
1-3



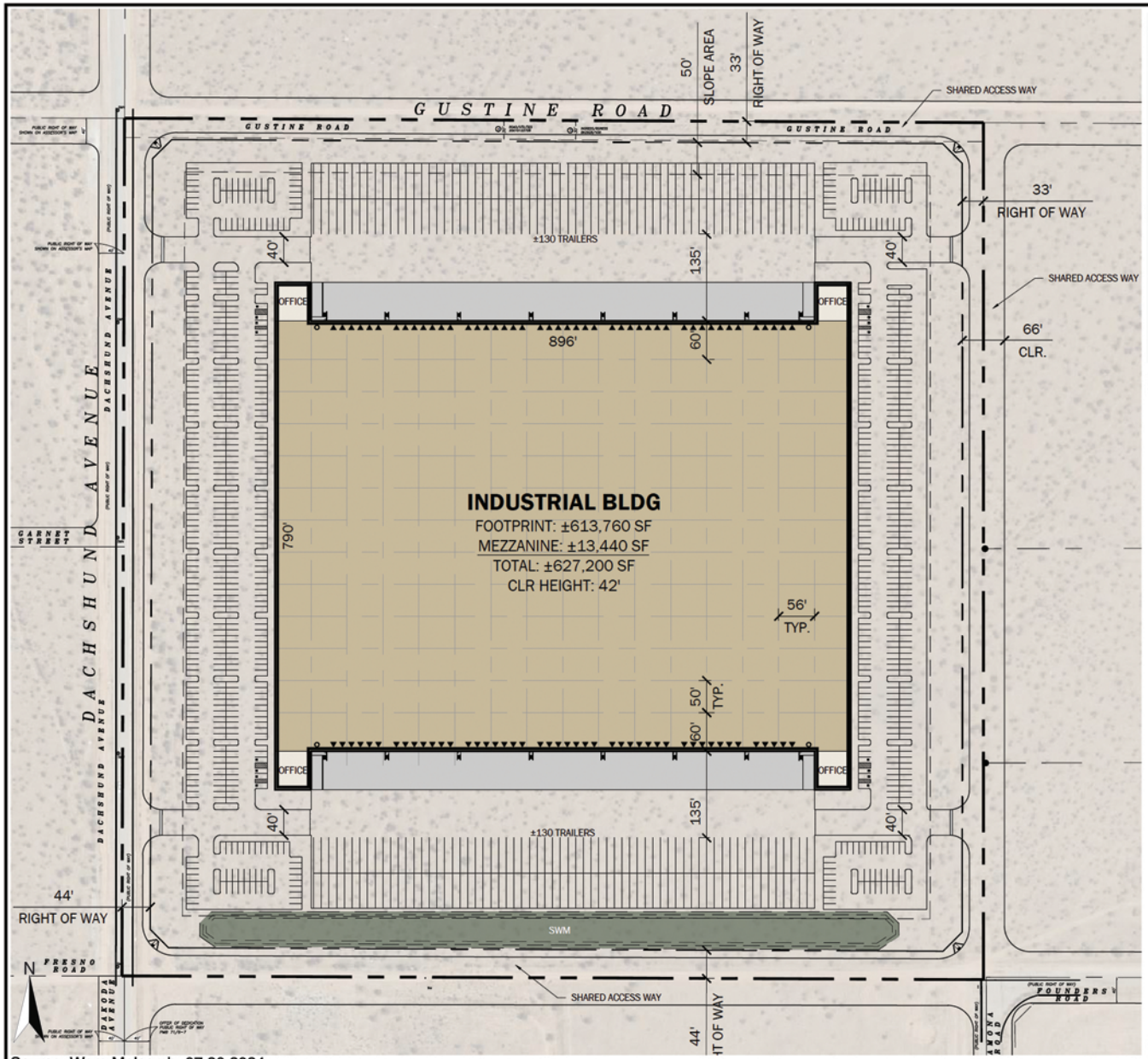
Source: Town of Apple Valley Zoning Map, 1.28.2022.

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Airport Overlay Districts
Lecangs Dakota Warehouse
Apple Valley, California

Exhibit

1-4



Site Summary		APN(s): 0463-372-21-0-000
Gross Site Area	1,787,210 SF	41.03 AC
Stormwater Management	60,865 SF	@ 3%
Net Site Area	1,726,344 SF	39.63 AC
Total Building Area(s)	Gross Floor Area	627,200 SF
	Footprint	613,760 SF
Coverage	Gross	34%
	Net	36%
FAR	Gross	0.35
	Net	0.36

Building 1		
Building Area(s)	Footprint	613,760 SF
	Mezzanine	13,440 SF
	Gross Floor Area	627,200 SF
Cars Required	@9% Office	647 Stalls
Cars Provided	*@1.17/1,000 SF*	733 Stalls
	Req. Accessible	15 Stalls
Drive-in Doors		4
Docks	*@1.47/10,000 SF*	92
Trailers		260 Stalls

Zoning		
Jurisdiction		Apple Valley
Zoning Designation		I-SP
Max Building Coverage		45%
Max Height		50 FT
Building Setbacks		
	Front	25 FT
	Side	25 FT
	Rear	15 FT
Landscape Setbacks		
	Front	15 FT
	Side	15 FT
Parking Standards		
	Min Stall Size	9x19
	Drive Aisle	24 FT
	Fire Lane	26 FT
Required Parking		
	Office	1/250 SF
	Manufacturing	1/500 SF
	Warehouse	1/500 SF
	≤10,000 SF	1/1000 SF
	≥10,000 SF	1/1000 SF

0 50 100 250 500

Source: Ware Malcomb, 07.30.2024

10.17.24

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Conceptual Site Plan
Lecangs Dakota Warehouse
Apple Valley, California

Exhibit

1-5

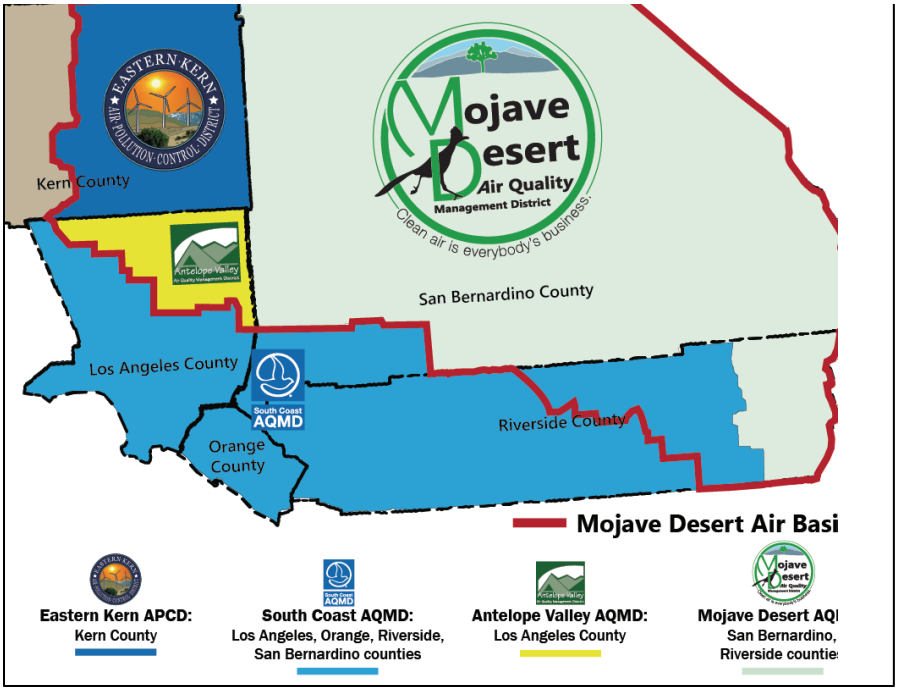
2 AIR QUALITY SETTING

2.1 Atmospheric Setting

The Project site is within the Mojave Desert Air Basin (MDAB). As shown in Figure 1, the MDAB encompasses the high desert portion of San Bernardino County, as well as portions of eastern Kern County, northeastern Los Angeles County, and eastern Riverside County. The basin reaches from the Cajon Pass and Palo Verde Valley, in the southwest and southeast, respectively, north to the unincorporated community of Trona and the state border with Nevada. The topography of the MDAB is defined by a series of mountain ranges and long broad valleys. Mountain ranges with elevations of up to 10,000 feet separate the MDAB from central California and coastal southern California.

Prevailing winds in the basin area are from the west and southwest, channeled from the coast and through the MDAB by the mountains. The high desert receives infrequent moisture from warm and moist air masses from the south. It averages between three and seven inches of precipitation per year.[1] The MDAB is mostly classified as a dry-hot desert climate, with portions classified as very-dry hot, with temperatures averaging over 100.4° F during at least three months of the year.[2]

Figure 2-1: Boundaries of the Mojave Desert Air Basin and Regional Air Quality Management Districts



Source: Mojave Desert Air Quality Management District, https://www.mdaqmd.ca.gov/about-us

[1] San Bernardino Countywide Plan Draft PEIR, Environmental Analysis, Air Quality (June 2019).
[2] Mojave Desert Air Quality Management District CEQA Guidelines (February 2020).

2.2 Criteria Pollutants

Criteria air pollutants are air pollutants for which acceptable levels of exposure have been determined and regulated by Ambient Air Quality Standards (AAQS). The AAQS were established through the federal Clean Air Act (first enacted in 1963) and the California Clean Air Act (1988). The current criteria air pollutants include ozone (O_3), carbon monoxide (CO), particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), nitrogen dioxide (NO_2), lead (Pb), sulfur dioxide (SO_2), and hydrogen sulfide (H_2S).

Air pollution contributes to a wide variety of health impacts, including heart and lung illnesses, chronic health conditions, increased cancer rates, and premature death. For example, $PM_{2.5}$ pollution is linked to hundreds of emergency room visits for respiratory and cardiovascular disease annually, as well as to compromised brain health and adverse birth outcomes. Elevated ozone levels in California are also associated with hospitalizations, lost school days, and premature death.[3] These health impacts disproportionately impact residents of low-income and disadvantaged communities.

Table 2-1 below outlines the primary human-caused emissions sources of criteria pollutants, as well as the effects of these pollutants on human health.

Table 2-1
Criteria Pollutants and Health Impacts

Criteria Pollutant	Source	Health Effects
Ozone (O_3)	A secondary pollutant resulting from hydrocarbons and oxides of nitrogen, emitted by cars, solvents, factories and pesticides, reacting in the presence of sunlight.	Difficulty breathing, chest pains, aggravate lung diseases such as asthma, emphysema, and chronic bronchitis. Shortness of breath, coughing, and lung damage with prolonged and chronic exposure.
Carbon Monoxide (CO)	Fossil fuel combustion by vehicles, as well as household sources such as some appliances, fireplaces, portable generators, charcoal grills.	Headaches, dizziness, vomiting, and nausea. Risk of loss of unconsciousness or death.
Particulate Matter (PM_{10}) and Fine Particulate Matter ($PM_{2.5}$)	Fugitive dust from construction projects and vehicles on unpaved roads. Industrial smokestacks and wildfires. Atmospheric formation from SO_2 and NO_x.	Coughs, asthma, cancer, lung damage, heart attacks, and premature death.

[3] California Air Resources Board Proposed 2022 State SIP Strategy (August 2022).

Table 2-1 Criteria Pollutants and Health Impacts		
Criteria Pollutant	**Source**	**Health Effects**
Nitrogen Dioxide (NO_2)	Fossil fuel combustion by vehicles, off road equipment, power generation, and household appliances such as furnaces, clothes dryers, ovens, fireplaces.	Lung damage and irritation.
Lead (Pb)	Lead smelters, ore and metals processing, combustion of leaded aviation fuel, waste incinerators, utilities, and lead-acid battery manufacturing facilities.	Damage to nervous system, kidney function, immune system, reproductive and developmental systems, and cardiovascular systems.
Sulfur Dioxide (SO_2)	Combustion of fossil fuels by power plants and industries, refineries, and diesel engines.	Irritates the nose, throat, and airways. Coughing, shortness of breath, tightness of chest. Individuals with asthma at high risk for developing issues.
Hydrogen Sulfide (H_2S)	Geothermal power plants, petroleum production, sewer gas.	Rotten egg smell, headache, skin complications, respiratory damage.
Sources: CARB 2022 Scoping Plan Update, Environmental and Regulatory Setting, Table 3; MDAQMD Air Quality & Health, https://www.mdaqmd.ca.gov/air-quality/air-quality-health (Accessed October 2024)		

2.2.1 Toxic Air Contaminants

According to §39655 of the California Health and Safety Code, a toxic air contaminant (TAC) is "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." The Health and Safety Code definition of TACs also covers substances listed as hazardous air pollutants pursuant to §7412 of Title 42 of the United States Code. TACs are identified and controlled by the California Air Resources Board (CARB) in conjunction with the Office of Environmental Health Hazard Assessment (OEHHA). As an exception, TACs used in pesticides are regulated by the Department of Pesticide Regulation.

Notable TACs include asbestos, benzene, chloroform, as well as inorganic lead and arsenic. The particulate matter emitted by diesel-fueled engines is also identified by CARB as a TAC.[4]

[4] California Air Resources Board, Toxic Air Contaminant Identification Reports https://ww2.arb.ca.gov/resources/documents/toxic-air-contaminant-identification-reports (Accessed October 2024).

2.3 Current Conditions

The National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) establish thresholds to determine whether the contaminant levels in the air are considered unhealthy. The current federal and state standards are shown in Table 2-2.

Table 2-2
Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards	National Standards	
		Concentrations[1]	Primary	Secondary
Ozone (O_3)	1 Hour	0.09 ppm	--	
	8 Hour	0.070 ppm	0.070 ppm	
Particulate Matter (PM_{10})	24 Hour	50 µg/m^3	150 µg/m^3	
	AAM[2]	20 µg/m^3	--	
Fine Particulate Matter ($PM_{2.5}$)	24 Hour	--	35 µg/m^3	
	AAM	12 µg/m^3	12.0 µg/m^3	15 µg/m^3
Carbon Monoxide	1 Hour	20 ppm	35 ppm	--
	8 Hour	9.0 ppm	9 ppm	--
Nitrogen Dioxide (NO_2)	1 Hour	0.18 ppm	100 ppb	--
	AAM	0.030 ppm	0.053 ppm	
Sulfur Dioxide (SO_2)	1 Hour	0.25 ppm	75 ppb	--
	3 Hour	--	--	0.5 ppm
	24 Hour	0.04 ppm	0.14 ppm	--
	AAM	--	0.030 ppm	--
Lead	30 Day Average	1.5 µg/m^3	--	--
	Calendar Quarter	--	1.5 µg/m^3	
	Rolling 3-Month Average	--	0.15 µg/m^3	
Visibility Reducing Particles	8 Hour	--	No National Standards	
Sulfates	24 Hour	25 µg/m^3		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)		
Vinyl Chloride	24 Hour	0.01 ppm (26 µg/m^3)		

[1] µg/m^3 = micrograms per cubic meter of air
[2] AAM = Annual Arithmetic Mean
Source: California Air Resources Board, https://ww2.arb.ca.gov/sites/default/files/2024-08/AAQS%20Table_ADA_FINAL_07222024.pdf (Updated July 2024).

The air quality of an area is in attainment if the measure ambient air pollutant levels, for the pollutants in the above table, are not exceeded and all other standards are not exceeded at any time in any consecutive three-year period. Attainment also assumes the national standards (other than O_3, PM_{10}, and those based on annual averages or arithmetic mean) are not exceeded more than once per year. The ozone standard is in attainment when the fourth highest 8-hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when 99% of the daily concentrations, averaged over three years, are equal to or less than the standard.

Pursuant to the Federal Clean Air Act, areas that do not meet these standards must prepare State Implementation Plans (SIPs) establishing strategies and deadlines for attainment of the NAAQS and CAAQS. Additionally, air quality districts with non-attainment areas under their jurisdiction must prepare attainment plans providing steps for the implementation, maintenance, and enforcement of the air quality standard within the required timeframe.

2.3.1 Regional Air Quality – Air Basin

The Project is located in the Western Mojave Desert region within the Mojave Desert Air Basin (MDAB). The MDAB is under the jurisdiction of the Mojave Desert Air Quality Management District (MDAQMD) and the Antelope Valley AQMD. The Project site is within the jurisdictional boundaries of the MDAQMD.

Air quality in the MDAB is impacted not just by emissions sources within the basin, but also by activity in the broader region. The primary contributor to air pollution in California is the burning of fossil fuels for transportation, power and heat generation, and industrial processes.[5] The MDQAMD encompasses major roadways, such as the Interstate 40, State Route 58 and Interstate 395, which carry a substantial amount of heavy-duty truck traffic. Likewise, the Interstate 15 carries a substantial amount of commuter traffic between the Victor Valley and the Los Angeles areas, which decreases air quality in the MBAD.[6] Fine particulate matter and ozone, two of the pollutants that have the greatest potential public health impacts, are also emitted by fuel and wood combustion, as well as indirectly by photochemical reactions in the atmosphere resulting from motor vehicle and industrial activity.[7]

Table 2-3 shows the West Mojave Desert's attainment status for the criteria air pollutants, as designated by the EPA. The West Mojave Desert is designated as being in nonattainment for regional levels of particulate matter (PM_{10}) and ozone (O_3). Under the federal Clean Air Act, the MDAB is designated as being in "moderate" ozone non-attainment.

Table 2-3
Regional Attainment Status – West Mojave Desert

Criteria Pollutant	Attainment Status
Ozone (O_3)	Nonattainment (severe)
Carbon Monoxide (CO)	Attainment
Fine Particulate Matter ($PM_{2.5}$)	Attainment
Particulate Matter (PM_{10})	Nonattainment (moderate)
Nitrogen Dioxide (NO_2)	Attainment
Lead (Pb)	Attainment
Sulfur Dioxide (SO_2)	Attainment
Source: EPA Green Book (Updated December, July, August 2024)	

5 Town of Apple Valley 2019 Climate Action Plan Update, p. 8.
6 MDAQMD Federal 8-hour Ozone Attainment Plan (June 2008).
7 California Air Resources Board, Sources of Air Pollution, https://ww2.arb.ca.gov/resources/sources-air-pollution (Accessed October 2024).

Given the dispersing nature of air pollutants, the MDAB is subject to the aggregate impacts of neighboring jurisdictions. For example, fugitive dust in the MDAB results from both local sources and periodic region-wide high wind events.[8] Additionally, the MDAB receives prevailing winds which blow ozone from the Los Angeles and San Joaquin Valley basins during the summer. While activity in the MDAQMD contributes to ozone emissions, modeling conducted by the South Coast Air Quality Management District and California Air Resources Board indicate that the MDAB would be in attainment for ozone if not for the air pollution transported from upwind regions.[9]

2.3.2 Local Air Quality

Air quality is measured at monitoring stations operated by the air quality management district. The MDAQMD operates seven air monitoring stations distributed across its jurisdiction in Trona, Barstow, Phelan, Hesperia, Victorville, Lucerne Valley and Yucca Valley. The nearest monitoring station to the Project is the Victorville Monitoring Station located at 14036 Park Avenue. The station is located approximately 8.9 miles southwest of the Project site.

Figure 2-2: MDAQMD Monitoring Stations



The following tables show the maximum concentration values for ozone and particulate matter (PM_{10}) and the number of days the pollution thresholds were exceeded annually over a six-year period. Ambient air quality measurements were recorded by the Victorville Monitoring Station.

Table 2-4 shows the ozone monitoring data for the Victorville Park Avenue monitoring station from 2018 and 2023. The data for both maximum concentrations and number of days exceeding standards fluctuates over the six-year period, and there is no clear trend indicating worsening or

[8] MDAQMD Federal Particulate Matter (PM_{10}) Attainment Plan (July 1995).
[9] MDAQMD Federal 8-hour Ozone Attainment Plan (June 2008).

improving ozone concentrations. However, since 1989 when the region was first designated as non-attainment for ozone, an overall decline in 8-Hour ozone concentration has been documented at seven of the eight monitoring stations.[10]

Table 2-4
Ozone Monitoring Data

Monitoring Station	Year	Maximum Concentration		Number of Days Standard Exceeded		
				Federal	State	
		1 Hour ppm[1]	8 Hour ppm[2]	8 Hour[3]	1 Hour	8 Hour
Victorville Park Avenue	2018	0.107	0.096	55	5	56
	2019	0.104	0.081	29	3	34
	2020	0.112	0.094	35	4	38
	2021	0.112	0.098	34	8	35
	2022	0.100	0.090	44	3	49
	2023	0.097	0.088	32	2	32

Source: iAdam: Air Quality Data Statistics, California Air Resources Board; www.arb.ca.gov/adam. Accessed October 2024.
[1] 1-Hour Ozone Average State Standard Maximum is 0.10ppm. No National 1-Hour Standard available.
[2] 8-Hour Ozone Average National Standard Maximum is 0.07 ppm
[3] Days Exceeding National 8-Hour 0.070 ppm Standard.

Table 2-5 shows the PM_{10} data for the Victorville monitoring station. The data indicates fluctuations in PM_{10} concentrations over a six-year period. Insufficient data was collected for the maximum concentration and number of days exceeding the state standard. In general, exceedance values for 2023 are lower than previous years.

Table 2-5
Particulate Matter 10 Monitoring Data

Monitoring Station	Year	Maximum Concentration (µg/m³/24 hours)		Number of Days Standard Exceeded		Annual Arithmetic Mean[2]
		Federal	State[1]	Federal	State	
Victorville Park Avenue	2018	165.2	*	1.0	*	29.8
	2019	170.0	*	1.9	*	27.2
	2020	261.4	*	1.9	*	34.0
	2021	591.6	*	1.0	*	33.9
	2022	372.1	*	2.1	*	33.6
	2023	160.4	*	1.0	*	28.4

Source: iAdam: Air Quality Data Statistics, California Air Resources Board; www.arb.ca.gov/adam. Accessed October 2024.
[1] * = There was insufficient (or no) data available to determine the value.
[2] Federal Annual Average Standard AAM exceeding the 50 µg/m³

[10] "Federal 8-Hour Ozone Design Value Trend (Figure 1)," MDAQMD Federal 70ppb Ozone Attainment Plan (Western Mojave Desert Nonattainment Area), Adopted January 23, 2023.

2.4 Regulatory Background

Federal, state, and local policies aim to reduce air pollution by regulating air quality and the sources of pollution emissions. The following section describes relevant air quality policies and regulations.

2.4.1 Federal Regulations

Federal Clean Air Act (FCAA) - 42 U.S.C. §7401 et seq.
The Federal Clean Air Act, which was first enacted in 1970 and last amended in 1990, remains the federal government's primary air quality law regulating air emissions from stationary and mobile sources. There are several regulatory programs bought about by FCAA amendments, including National Ambient Air Quality Standards (NAAQS), National Emissions Standards for Hazardous Air Pollutants (NESHAPs), New Source Performance Standards (NSPS), the Acid Rain Program (APP), and the CAA ozone program consistent with the Montreal Protocol. Notably, the FCAA gives the Environmental Protection Agency (EPA) that authority to establish the National Air Quality Standards.

National Ambient Air Quality Standards (NAAQS)
The FCAA authorizes the EPA to establish National Ambient Air Quality Standards (40 CFR Part 50) for six criteria air pollutants which are potentially harmful to the public and to the environment. The NAAQS define what qualifies as clean air by identifying the maximum amount of a pollutant, averaged over a specified timeframe, that can be present without harming public health.[11] The EPA reviews the NAAQS at five-year intervals, and makes revisions as needed. The six criteria air pollutants currently covered by the NAAQS are: particulate matter (PM_{10} and $PM_{2.5}$), ozone (O_3), nitrogen oxides (NO_X), sulfur oxides (SO_X), carbon monoxide (CO), and lead. Under the FCAA, nonattainment areas (areas that exceed that maximum standard for one or more of the criteria pollutants) must prepare State Implementation Plans (SIPs) describing the actions the area will take to meet the NAAQS by the applicable attainment deadlines.

2.4.2 State Regulations

California Clean Air Act
The California Clean Air Act (CCAA) was passed into law in 1988, establishing ambient air quality standards for the State of California that exceed NAAQS, as well as accelerated attainment dates for criteria pollutants established in the FCAA. The CCAA establishes requirements for district air quality plans to ensure that the state standards for criteria pollutants are met.

[11] California Air Resources Board, National Ambient Air Quality Standards https://ww2.arb.ca.gov/resources/national-ambient-air-quality-standards (Accessed October 2024).

Title 24 Energy Efficiency Standards & California Green Building Standards
The Building Energy Efficiency Standards (Energy Code) were first adopted by the California Energy Commission in 1976 and have since been updated regularly. The Energy Code establishes indoor air quality requirements, in addition to energy and water efficiency requirements, for all newly construction buildings as well as additions and alterations to existing buildings.

2.4.3 Air Quality Management

California Air Resources Board
The California Air Resources Board (CARB) is part of the California Environmental Protection Agency and is responsible for preparation the SIP for submission to the EPA, as well as for overseeing air quality districts and approving district air quality plans. Established in 1967, the CARB regulates vehicle emissions standards and sets area designation for criteria pollutants.

Mojave Desert Air Quality Management District (MDAQMD)
The California Air Resources Board is responsible for regulating mobile emissions sources, while the air quality management districts, such as MDAQMD, are responsible for controlling stationary sources and enforcing regulations.

The MDAQMD regulates stationary source of air pollution within its jurisdiction, which covers 20,000 square miles including the High Desert in San Bernardino County and Palo Verde Valley in Riverside County. The District covers a large portion of the Mojave Desert Air Basin, which also overlaps with parts of the Eastern Kern Air Pollution Control District, the Antelope Valley AQMD, and the South Coast AQMD.

In response to designations of non-attainment of NAAQS for ozone and particulate matter within the MDAB, the MDAQMD adopted a series of attainment plans beginning in 1995. When attainment was not achieved by the targeted attainment date set by each plan, a subsequent attainment plan was adopted to continue efforts to reduce emissions by a new date. The District's attainment plans are described here.

> **MDAQMD Federal Particulate Matter (PM_{10}) Attainment Plan** (July 1995): This plan was adopted to comply with the federal requirements associated with PM_{10} attainment planning, including a strategy for the adoption and implementation of reasonably available control measures. The plan was to demonstrate PM_{10} attainment, in accordance with the NAAQS, by the end of December 2000.
>
> **MDAQMD State and Federal Ozone Attainment Plan (April 2004):** This plan provided the MDAQMD's strategy for the implementation, maintenance, and enforcement of the NAAQS for ozone by the end of 2007, as well as for progress towards meeting the State Ambient Air Quality Standards for ozone. It contains emissions limits, a monitoring program, a permit program, contingency measures, and air quality monitoring.

MDAQMD Western Mojave Desert Non-Attainment Area Ozone Attainment Plan (State and Federal) (June 2008): This plan provides the District's strategy for achieving the federal 8-hour ozone standard of 75 ppb in the West Mojave Desert non-attainment area by 2021.

MDAQMD Western Mojave Desert 75 ppb Ozone Attainment Plan (State and Federal) (February 2017): In response to previous nonattainment designations of 2008 and 2012, and continued exceedance of the NAAQS ozone 8-hour standard, the plan describes the District's strategies for achieving attainment of the 75 ppb 8-hour standard by 2027.

MDAQMD Western Mojave Desert 70 ppb Ozone Attainment Plan (State and Federal) (January 2023): The attainment plan establishes strategies and guidance for bringing the Western Mojave Desert into attainment of the lower 70 ppb ozone NAAQS standard by August 2033.

The MDAQMD has established thresholds for certain criteria pollutants and monitors daily pollutant levels and meteorological conditions throughout the District. Based on the District's emissions thresholds for criteria pollutants, any project would be considered to have significant impacts to air quality if the daily emissions exceed the values shown in the table below during construction or operation:

Table 2-6
MDAQMD Significant Emissions Thresholds

Criteria Pollutant	Annual Thresholds (short tons)	Daily Thresholds (pounds)
Reactive Organic Gases (ROG, VOC)	25	137
Oxides of Nitrogen (NO_x)	25	137
Carbon Monoxide (CO)	100	548
Oxides of Sulfur (SO_x)	25	137
Particulate Matter (PM_{10})	15	82
Particulate Matter ($PM_{2.5}$)	12	65
Hydrogen Sulfide (H_2S)	10	54
Lead (Pb)	0.6	3
Greenhouse Gases (CO_2e)	100,000	548,000
Source: MDAQMD CEQA Guidelines (February 2020)		

2.4.3.1 Air Basin Regulations

The MDAQMD has adopted rules and regulations to improve and maintain air quality in the district. The rules and regulations also implement state and federal policies, such as the Clean Air Act. The current MDAQMA rule book contains 18 regulations and associated rules. Excerpts of applicable regulations to the Project are listed below. The complete list and full text of the current rule book is available on the MDAQMD website.[12]

[12] MDAQMD Rule Book, https://www.mdaqmd.ca.gov/rules/rule-book (Accessed October 2024).

Regulation II – Permits

Rule 201: Permits to Construct: *A person shall not build, erect, install, alter, or replace any equipment, the use of which may cause the issuance of air contaminants or the use of which may eliminate, reduce or control the issuance of air contaminants without first obtaining written authorization for such construction from the Air Pollution Control Officer. A permit to construct shall remain in effect until the permit to operate the equipment for which the application was filed is granted or denied, or the application is canceled.*

Regulation IV – Prohibitions

Rule 402: Nuisance: *A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.*

Rule 403: Fugitive Dust Control: *Purpose - The purpose of this rule is to reduce the amount of PM10 entrained in the ambient air from anthropogenic Fugitive Dust sources within the District by requiring actions to prevent, reduce, or mitigate Fugitive Dust.*

Rule 404: Particulate Matter Concentration: *A person shall not discharge into the atmosphere from any source, particulate matter except liquid sulfur compounds, in excess of the concentration at standard conditions, shown in Table 404(a). Where the volume discharged is between figures listed in the table, the exact concentration permitted to be discharged shall be determined by linear interpolation.*

Regulation IX – Standards of Performance for New Stationary Sources

Rule 900: Standards of Performance for New Stationary Sources (NSPS): *This rule is enacted to adopt by reference all the applicable provisions regarding standards of performance for new stationary sources as set forth in 40 Code of Federal Regulations, Part 60 (40 CFR 60).*

Regulation XI – Source Specific Standards

Rule 1103: Cutback and Emulsified Asphalt: *To reduce emissions of volatile organic compounds (VOC) from the use of cutback and emulsified asphalts. The provisions of this rule apply to the manufacture, mixing, storage, use, and application of cutback and emulsified asphalts.*

Rule 1113: Architectural Coatings: *The purpose of this rule is to limit the quantity of Volatile Organic Compounds (VOC) in Architectural Coatings. Except as provided in subsection (A)(3), this Rule is applicable to any person who supplies, sells, offers for sale, manufactures, blends or repackages any Architectural Coating for use within the Mojave Desert Air Quality Management District as well as any person who applies or Solicits the application of any Architectural Coating within the District.*

Regulation XII – Federal Operating Permits

Rule 1200: General: *The purpose of Regulation XII is to implement the operating permit requirements of Title V of the Federal Clean Air Act (42 U.S.C. §§7661-7661f). This rule is also intended to comply with the requirements promulgated by the USEPA and set forth in 40 C.F.R. Part 70.*

Regulation XIII – New Source Review

Rule 1300: New Source Review General: *The purpose of this regulation is to set forth the requirements for the preconstruction review of all new or modified Facilities; ensure that the Construction or Modification of Facilities subject to this Regulation does not interfere with the attainment and maintenance of Ambient Air Quality Standards; and ensure that there is no net increase in the emissions of any Nonattainment Air Pollutants from new or modified Major Facilities which emit or have the Potential to Emit any Nonattainment Air Pollutant in an amount greater than or equal to the amounts set forth in District Rule 1303(B)(1).*

3 PROJECT AIR QUALITY IMPACT

3.1 Introduction

The following section analyzes the potential impacts associated with buildout of the proposed Project in conformance with the California Environmental Quality Act (CEQA).

3.2 Standards of Significance

The following thresholds are from the significance criteria listed in the CEQA Environmental Checklist included in Appendix G of the CEQA Guidelines. The Project would have a significant effect on air quality if the proposed Project were to:

a) Conflict with or obstruct implementation of the applicable air quality plan?

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

c) Expose sensitive receptors to substantial pollutant concentrations?

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

3.3 Methodology

The Project proposes the development of a 627,200 square foot warehouse distribution center on a 40.1± acre site. The Project also requires off-site improvements including the half-width paving and extension of unimproved roadways, and extension of utility connections. The Project is expected to be used as transload and short-term storage warehouse, and it will emit criteria air pollutants during both the construction and operational phases. In particular, construction emissions will include fugitive dust, exhaust from construction vehicles and workers vehicles, while operational emissions will result from energy consumption and also from both heavy-duty trucks and passenger vehicle exhaust.

The following analysis is also based on emissions forecast modeling of the Project's proposed land uses, and a project-specific Traffic Analysis conducted by Urban Crossroads, Inc. (referred to as "Traffic Analysis").[13] A copy of the Traffic Analysis is available in Appendix 1. Forecast modeling of construction and operational emissions from the Project were calculated using the California Emissions Estimator Model (CalEEMod) Version 2022.1. CalEEMod is a computer program that is used to estimate anticipated emissions associated with land development projects in California. The model calculates criteria pollutant emissions, including CO, PM_{10}, $PM_{2.5}$ and the ozone

[13] Lecangs Dakota Apple Valley Industrial Traffic Analysis, Urban Crossroads, Inc., October 9, 2024.

precursors ROG and NO_x,. CalEEMod detailed output tables are provided in Appendix 2 of this report. The following Table 3-1 provides a summary of the land use assumptions entered into the model:

Table 3-1
Lecangs Dakota Warehouse Land Use Inputs

Land Use	Acreage	Square Footage
Total Warehouse Building	14.40 AC	627,200 SF
• Warehouse alone		571,752 SF
• Office Space		55,448 SF
Total Landscaped Area	18.88 AC	262,531 SF (includes retention basin)
• Curbed Landscaping		201,664 SF
• Retention Basin		60,867 SF
Total Parking Area (Includes all hardscape on-site parking, driveways, and off-site improvements)	19.98 AC	822,600 SF
• Asphalt Paving	9.77 AC	425,600 SF
• Cement Paving	9.11 AC	397,000 SF

3.4 Construction Emissions

For analysis purposes, the assumed construction timeframe is 18 months from June 2025 and operational near the end of 2027. Although final grading plans have not been prepared, the expectation is that there will be a net balance of cut and fill materials on-site, although potentially the Project could with no import or export of materials required. The construction phase includes site preparation, grading, paving, building construction, and application of architectural coatings. It is also assumed that building construction, paving, and architectural coating will occur in staggered, but overlapping phases.

The following provides the construction phasing assumptions entered into the model:

- Construction phasing:
  - Site Preparation: 6/1/2025 – 7/1/2025 (22 days)
  - Grading: 7/2/2025 – 9/11/2025 (44 days)
  - Building Construction: 9/2/2026 – 12/1/2026 (326 days)
  - Paving: 8/1/2026 – 9/11/2026 (30 days)
  - Architectural Coating: 10/1/2026 – 12/31/2026 (66 days)

Table 3-2 shows that the emissions generated by the Project construction activities will not exceed the MDAQMD thresholds for any criteria air pollutants. The data in Table 3-2 represents maximum daily unmitigated emissions over the 18-month construction period.

Table 3-2 Maximum Daily Construction-Related Emissions Summary (pounds per day)						
Construction Emissions	CO	NO_x	ROG	SO_2	PM_{10}	$PM_{2.5}$
Daily Maximum	45.7	31.9	50.2	0.0	9.26	5.25
MDAQMD Threshold	548	137	137	137	82	65
Exceeds?	No	No	No	No	No	No
Source: CalEEMod Report, October 18, 2024.						

3.5 Operational Emissions

Operational Emissions refer to the ongoing emissions over the life of a project. They include area source emissions, emissions from energy demand (e.g. electricity) and mobile source emissions (e.g. vehicles). Mobile source emissions estimates are based on the amount of traffic which is attracted to and generated by the Project. Traffic, or trips generation, forecasts are based on the amount of traffic associated with the Project's land use.

According to the Traffic Analysis and the applied ITE Land Use Code 154 High-Cube Transload and Short-Term Storage Warehouse, the proposed Project is estimated to generate 1,335 two-way vehicle trip-ends per day.[14] The daily trips are comprised of 934 passenger car two-way trips and 401 two-way truck trips. Assuming that warehouse developments generate longer truck trips associated with product delivery/distribution, trip lengths for long-haul truck trips assumed a 40-mile average trip length derived from the Southern California Association of Government's (SCAG) estimation of average truck trip length in its 2016 Regional Transportation Plan.[15]

Table 3-3 shows the assumed fleet mix for the passenger vehicles and the trucks for warehouse operational phase.

Table 3-3 Fleet Mix – For Passenger Vehicle Run and Truck		
Vehicle Type	**Passenger Vehicles**	**Trucks**
HHD	0	60%
LDA	62%	0
LDT1	4%	0
LDT2	21%	0
LDH1	0	17%

[14] Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition, (2021), https://www.ite.org/ITEORG/assets/File/Trip%20Generation%20Appendices%20PUBLISHED/Truck/Land%20Uses%20with%20Truck%20Data%20Plots.pdf.

[15] South Coast Air Quality Management District, Preliminary Draft Staff Report: Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce.

Table 3-3 Fleet Mix – For Passenger Vehicle Run and Truck		
Vehicle Type	**Passenger Vehicles**	**Trucks**
LDH2	0	0
MCY	0	0
MDV	13%	0
MH	0	0
MHD	0	23%
OBUS	0	0
SBUS	0	0
UBUS	0	0
Source: Moreno Valley Trade Center (Warehouse Scenario) Air Quality, GHG, & HRA Evaluation prepared by UXR, October 2020		

CalEEMod defaults were assumed for electricity and natural gas demand. Southern California Edison 2027 forecasted intensity factors (as provided in CalEEMod) were applied, assuming an operational year of 2027. Based on CalEEMod default factors, the Project would generate an electricity demand of 4,341,692 kWh/yr and a natural gas demand of 12,399,317 kBTU/yr.

The Project's total annual operational water demand for indoor and outdoor use estimated to be 23.44 acre-feet. Annual indoor water use of 12.01 acre-feet is based on a water demand factor of 35 gallons per square foot for the office area and 3.4 gallons per square foot for the warehouse area. To estimate annual outdoor water use for landscape irrigation, 11.43 acre-feet, the Town of Apple Valley applies a Maximum Applied Water Allowance (MAWA) equation which factors in evapotranspiration rate associated with area's climate.[16]

As shown in Table 3-4, projected emissions during the Project's operational life will not exceed the MDAQMD thresholds for any criteria air pollutants. Impacts related to operational emissions can thus be assumed to be less than significant.

Table 3-4 Maximum Daily Operational-Related Emissions Summary (pounds per day)						
Operational Emissions	CO	NO_x	ROG	SO_2	PM_{10}	$PM_{2.5}$
Daily Max. (Total)	**79.2**	**47.9**	**22.6**	**0.57**	**25.8**	**7.57**
MDAQMD Threshold	548	137	137	137	82	65
Exceeds?	No	No	No	No	No	No
Source: Appendix 2: CalEEMod Report, October 18, 2024..						

3.6 Localized Impacts

The MDAQMD considers residences, schools, daycare centers, playground, and medical facilities as sensitive receptor land uses. According to the MDAQMD CEQA Guidelines, projects within a

[16] Chapter 9.75 "Water Conservation/Landscaping Regulations," Town of Apple Valley Code of Ordinances, 2016.

specified distance of a sensitive receptor must be evaluated using significance threshold criteria number 4:

> *(4) [A project is significant if it] Exposes sensitive receptors to substantial pollutant concentrations, including those resulting in a cancer risk greater than or equal to 10 in a million and/or a Hazard Index (HI) (non-cancerous) greater than or equal to 1.*

The threshold distances from sensitive receptors, as specified by the MDAQMD are as follows:

- Any industrial project within 1000 feet;
- A distribution center (40 or more trucks per day) within 1000 feet;
- A major transportation project (50,000 or more vehicle per day) within 1000 feet;
- A dry cleaner using perchloroethylene within 500 feet;
- A gasoline dispensing facility within 300 feet.[17]

The proposed Project is considered an industrial land use and proposes a distribution center with more than 40 truck trips projected per day. The Project is located within the North Apple Valley Industrial Specific Plan area and is not within 1,000 feet of any sensitive receptor land uses. The nearest sensitive receptor land uses are scattered residences located approximately 4,600 feet south of the Project site.

Given that the Project is well beyond the specified distance from any sensitive receptor land uses, it does not need to be evaluated using significance criteria number 4, stated above.

3.7 Air Quality Management Plan Consistency

The Project is located within the MDAB, which is governed by the MDAQMD. MDAQMD is responsible for monitoring criteria air pollutant concentrations and establishing management policies for the MDAB. All development within the MDAB, including the proposed Project, is subject to all applicable air quality management plans that establish control strategies and guidance on regional emission reductions for air pollutants, including but not limited to ozone attainment plans and PM_{10} reduction plans.

According to the MDAQMD CEQA Guidelines, a project is considered non-conforming if it conflicts with or may delay the implementation of any applicable attainment or maintenance plan. According to the guidelines, a project is considered conforming if it "complies with all proposed control measures that are not yet adopted from the applicable plan(s) and is consistent with the growth forecasts in the applicable plan(s)."

The MDAQMD works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments, and cooperates actively with all state and federal government agencies. SCAG adopted the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (also referred to as Connect SoCal 2024) to comply with

[17] MDAQMD California Environmental Quality Act (CEQA) and Federal Conformity Guidelines (February 2020).

metropolitan planning organization (MPO) requirements under the Sustainable Communities and Climate Protection Act. Chapter 3 of the Connect SoCal 2024 plan forms the basis of land use and transportation controls of air quality plans. The 2024 Demographics & Growth Forecast Technical Report projects the number of households to increase to 38,700 by 2050, [18] and if the average household size remains at 2.83, the projected population for the Town by 2050 is 109,521. [19] According to the Town's 2009 General Plan, Apple Valley has the potential to accommodate 22,177 additional dwelling units and 76,337 additional residents in the Town boundaries through buildout of the General Plan.[20]

MDAQMD states that conformity with growth forecasts can be established by demonstrating that the project is consistent with the land use plan that was used to generate the growth forecast.[21] The Project site is located in the planning area of the North Apple Valley Industrial Specific Plan (NAVISP). According to the NAVISP, the Project property is designated as Industrial – Specific Plan, which allows for "a broad range of clean manufacturing and warehousing uses… [including] warehouse distribution facilities." [22] The Project, which proposes the development of a warehouse distribution facility, is consistent with the land use and zoning designation established in the NAVISP and will comply with the policies and regulations applicable to this designation. According to the MDAQMD CEQA Guidelines, given that the Project is consistent with the land use plan used to generate the growth forecast, it can be assumed that the Project is conforms with the growth forecast itself.

The MDAQMD CEQA Guidelines also state that a project is considered conforming if it complies with all proposed control measures. According to the Apple Valley General Plan, the Town is subject to the provisions of the MDAQMD Rule Book, which establishes policies and other measures designed to help the District reach federal and state attainment standards. [23] In accordance with the Towns policies, the proposed Project shall comply with the provisions of the MDAQMD Rule Book. These actions include the implementation of fugitive dust control measures (Rule 403) and the use of low VOC content architectural coatings (Rule 1113). Furthermore, the Project will be subject to Rule 201, which requires a permit from the Air Pollution Control Office prior to any construction activities, and Rule XIII, which requires preconstruction review of all new facilities to ensure they don't interfere with the attainment and maintenance of ambient air quality standards. Compliance with the MDAQMD's requirements will ensure that the Project does not conflict with applicable air quality plans.

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18 SCAG 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy, Demographics and Growth Forecast Technical Report, Jurisdiction-Level Growth Forecast.

19 Table 2: E-5 City and County Population and Housing Estimates, January 1, 2024, State California Department of Finance.

20 Land Use Element, Town of Apple Valley General Plan (2009), page II-12.

21 MDAQMD California Environmental Quality Act (CEQA) and Federal Conformity Guidelines (February 2020).

22 North Apple Valley Industrial Specific Plan (2006), p. I-2.

23 Air Quality Element, Town of Apple Valley General Plan (2009), p. III-70.

3.8 Odors

Land uses which are likely to generate odors, other than agricultural operations which are exempted, include chemical plants, composting operations, dairies, fiberglass molding, landfills, refineries, rail yards, and wastewater treatment plants.[24]

The Project proposes the development of a distribution warehouse facility, which will not include any industrial production or processing activity onsite. While the proposed warehouse may produce some odors, it is not anticipated to produce any objectionable odors long term. While some odors may be generated on site during the construction process, their production will be short term. Any odors generated on site during construction or operations are expected to disperse quickly with distances.

3.9 Cumulative Impacts

Given the dispersing nature of pollutant emissions and aggregate impacts from nearby jurisdictions, cumulative air quality is evaluated on a regional scale. As previously mentioned, the West Mojave Desert portion of the Mojave Desert Air Basin is a designated non-attainment region for PM_{10} and ozone. Any development resulting in emissions of PM_{10}, ozone, or ozone precursors will, to some extent, contribute to the existing regional non-attainment.

The MDAQMD does not currently provide thresholds of significance for the cumulative emissions of multiple projects. A project's potential cumulative contributions can instead be analyzed using the criteria for project-specific impacts, assuming that if an individual development generates less than significant construction and operational emissions, then it would not generate a cumulatively considerable increase in non-attainment criteria pollutants.

The Project is located in a non-attainment area for PM_{10} as well as ozone, for which precursors include CO, NO_x, and ROG. As shown in Tables 3-3 and 3-4, Project emissions will fall below threshold of what MDAQMD considers to be cumulatively considerable. Emissions of PM_{10}, CO, NO_x and ROG related to the Project are also projected to be below the MDAQMD thresholds.

Standard best practices will be applied during construction, including dust control measures in accordance with MDAQMD Rule 403, as well as the use of low VOC content architectural coatings per MDAQMD Rule 1113. Therefore, while the Project will contribute to incremental increases in emissions, the impacts on regional PM_{10} and ozone levels are not anticipated to be cumulatively considerable.

3.10 CEQA Determination

a) Conflict with or obstruct implementation of the applicable air quality plan?

The Project conforms with the growth forecasts used in the MDAQMD's plans and will comply with all control measures proposed in the District's air quality plans. Based on this evidence, it

[24] SCAQMD Guidance Document, Chapter 2: Air Quality Issues Regarding Land Use.

can be concluded that the Project will not conflict with or obstruct implementation of the applicable air quality plan, and that impacts will therefore be less than significant.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Both the construction and operation of the proposed Project will result in emissions that are below the MDAQMD significance thresholds. The Project is not anticipated to make substantial contributions to an existing regional air quality violation. Overall, Project-specific impacts will be less than significant and Project-related impacts to non-attainment will not be cumulatively considerable.

c) Expose sensitive receptors to substantial pollutant concentrations?

Given that there are currently no sensitive receptors in the Project vicinity, the proposed development is not anticipated to expose sensitive receptors to substantial pollutant concentrations, and impacts can be considered less than significant.

Potential Health Impacts

According to the MDAQMD CEQA Guidelines, the District does not currently have a methodology to correlate the expected air quality emissions of a project to the likely health consequences of those emissions consistently and meaningfully. There are several factors that make it scientifically impossible with the technology available today to calculate the degree to which an individual's health would be impacted by exposure to various levels of criteria pollutant emissions:

- Differing medical histories mean that not all individuals would be affected equally. Some individuals may have medical pre-dispositions, and diet and exercise levels vary across a population.
- Due to the dispersing nature of pollutants, it is difficult to local and identify which individuals will be impacted, either directly or indirectly.
- There are currently no agreed upon methodologies or studies upon which to base assumptions, such as baseline health levels or emissions level-to-health risk ratios.

While the air district, and the field of study in general, do not have methodologies available to analyze the specific health consequences of a project's emissions, MDAQMD does recommend the use of tools such as CalEEMod for the purposes of project evaluation.

Given these limitations, the extent to which the proposed Project poses a health risk is uncertain, but unavoidable. However, the results of the CalEEMod projections indicate that the Project's emissions are below the MDAQMD thresholds, and the application of the MDAQMD sensitive receptor guidelines also indicate that the Project is not within the threshold distance. Based on these findings, it is therefore anticipated that the Project's impacts and associated health effects resulting from criteria pollutants will overall be less than significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The Project does not propose land uses likely to generate objectionable odors. While the proposed warehouse may produce some odors, it is not anticipated to produce any objectionable odors long term. There are no sensitive receptors in the immediate vicinity of the proposed Project. There are therefore no land uses nearby that are likely to be impacted by any nuisance related to odors. As such, impacts from objectionable odors are expected to be less than significant.

3.11 Air Quality Mitigation Measures

Analysis of the Project's emissions and conformance with applicable air quality attainment and maintenance plans found that impacts are expected to be less than significant. Given that impacts will be less than significant, mitigation measures will not be necessary.

4 CLIMATE CHANGE SETTING

4.1 Introduction to Greenhouse Gases and Climate Change

Greenhouse gases, or GHG, are gases that absorb infrared radiation in the atmosphere. They are named after their role in the greenhouse effect, which refers to the trapping of heat in the atmosphere, near the earth's surface. Like the function of the walls of a greenhouse, as heat flows towards space from the earth's surface, GHGs absorb it and re-radiate it back towards the earth's surface.[25] Greenhouse gases play an essential role in insulating the earth and thereby maintaining climatic conditions amenable to life as we know it.[26]

While GHGs are vital, maintaining balance in the system is also crucial. Over the last two centuries, the combustion of fossil fuels has elevated the concentration of greenhouse gases in the atmosphere far beyond the natural background rate of production. In addition, other human activities including the clearing of forests and native vegetation, and the altering of landscapes to accommodate hardscapes and built environments reduce the Earth's ability to cycle and sequester carbon, which further increases the level of greenhouse gas concentration in the atmosphere.[27] As the concentrations of these gases increase, so too does the amount of heat that they trap in the atmosphere. The warming of the earth's ambient air temperature is known as global warming, and the resulting effects on climatic conditions around the world are collectively known as climate change.

4.1.1 Greenhouse Gases

According to the Intergovernmental Panel on Climate Change (IPCC) Sixth Assessment Report (AR6), atmospheric concentrations of CO_2 have increased by 50 percent since the industrial revolution and continue to increase at a rate of two parts per million each year. At this rate, the world will exceed 1.5°C above pre-industrial levels by the 2030s.[28] This level of global warming is associated with global mean sea level rise as well as regional climatic changes such as extreme temperatures, increases in the frequency and intensity of storm events and heavy precipitation in some regions, and increases in the intensity and frequency of droughts in other regions.[29]

Greenhouse gas is a broad term referring to chemicals and substances found to cause changes in the atmosphere and the changing of the earth's climate. While these are not the only greenhouse gases, the California Air Resources Board is required to monitor and regulate seven GHGs: carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), nitrogen trifluoride (NF_3), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs).[30] The latter four gases, all of

[25] United Nations Framework Convention on Climate Change – GHG Inventories.
[26] Town of Apple Valley 2019 Climate Action Plan Update.
[27] California Air Resources Board 2022 Scoping Plan, Environmental and Regulatory Setting.
[28] IPCC Climate Change 2021: The Physical Science Basis. Contribution of Working Group 1 to the Sixth Assessment Report of the IPCC (2021).
[29] IPCC Special Report: Global Warming of 1.5°C – Summary for Policymakers (2018).
[30] California Health and Safety Code § 38505 (g).

which contain fluorine, are sometimes collectively referred to as high global warming potential greenhouse gases (high-GWP gases).

When measuring the potency and lifetimes of greenhouse gases in the atmosphere, carbon dioxide, being the most prevalent GHG, is the reference point against which the other gases are compared. The global warming potential (GWP) is a measure of the effectiveness of heat-trapping ability over a 100-year timeframe, and is a metric used to convert all GHGs into carbon dioxide equivalents. Carbon dioxide equivalents (CO_2e), and specifically metric tons of carbon dioxide equivalents ($MTCO_2e$), are units of measure used to compare emissions of various greenhouse gases. Carbon equivalent refers to the mass of carbon dioxide that would produce the same estimated radiative force as that of another greenhouse gas.[31] These metrics facilitate the development of multi-gas frameworks and policies which are crucial to action addressing climate change.

Table 4-1 describes the primary GHGs, the contribution of each gas to California's total GHG emissions, and the main sources of emissions. The transportation sector is the largest emitter of GHGs in California, followed by the generation of electricity.[32]

Table 4-1
Sources of GHGs from Human Activities

GHG & % of State's Emissions[1]	Description and Sources[2]	Global Warming Potential	Atmospheric Lifetime
Carbon Dioxide (CO_2) 81%	Odorless and colorless gas that is naturally emitted by the decomposition of dead organic matter, oceans, and volcanoes, as well as the respiration of plants, animals and fungus. Next to water vapor, carbon dioxide is the most abundant GHG. Human activities emit CO_2 when burning fossil fuels and burning and removing forests and other vegetation. Looking back 800,000 years prior to the Industrial Revolution, the level of CO_2 in the atmosphere never climbed above 300 parts per million. Today we measure CO_2 at 419.81 parts per million.	1	1,000s of years
Methane (CH_4) 9.8%[3]	A natural byproduct of biological processes in low oxygen environments such as bogs or at the roots of rice crops, as well as in cattle raising. Methane is the third most abundant GHG in the atmosphere. It is released during the extraction, refining, and burning of fossil fuels, and the burning and clearing of native vegetation. Raising of livestock,	25%	About 10 years

[31] California Air Resources Board.
[32] California Air Resources Board 2022 Scoping Plan Update, Environmental and Regulatory Setting.

Table 4-1
Sources of GHGs from Human Activities

GHG & % of State's Emissions[1]	Description and Sources[2]	Global Warming Potential	Atmospheric Lifetime
	decay of organic waste, and landfills also emit methane.		
Nitrous Oxide (N_2O) 3.5%[3]	Like carbon dioxide and methane, nitrous oxide naturally occurs in the atmosphere. It is also released by agricultural activities and agricultural chemicals, fossil fuel combustion, wastewater treatment and industrial processes.	298	More than 100 years
Fluorinated Greenhouse Gases 5.8%[3]	Perfluorocarbons (PFCs): Synthetic gases stable molecular structures and very long lifetimes in the atmosphere. Chlorofluorocarbons (CFCs), Hydrofluorocarbons (HFCs), Perfluorocarbons (PFCs), Sulfur Hexafluoride (SF_6) Together these 30 different gases are referred to as fluorinated GHGs. F-GHGs are solely emitted as by-products of industrial processes such as aluminum and semi-conductor manufacturing and used as refrigerants and aerosol propellants. Hydrofluorocarbons (HFCs): Synthetic gases that have the highest GWP of all GHGs, though they represent a small proportion of emissions.	Between 140 and 14,800 depending on the gas	Between 8 and 50,000 years depending on the gas
	Sulfur Hexafluoride (SF_6): A synthetic, odorless, colorless, nontoxic and nonflammable gas. SF_6 is emitted by electricity transmission and distribution and by semiconductor manufacturing.	23,500	3,200
	Nitrogen trifluoride (NF_3): A synthetic, colorless, toxic gas with a musty odor. NF_3 is emitted by semiconductor manufacturing.	16,100	740 years

[1] Source: California Air Resources Board, Greenhouse Gas Inventory for 2000-2022.
[2] Sources: California Air Resources Board 2022 Scoping Plan Update, Environmental and Regulatory Setting; U.S. EPA, Overview of Greenhouse Gases, https://www.epa.gov/ghgemissions/overview-greenhouse-gases, (October 2024).
[3] In carbon dioxide equivalent units.

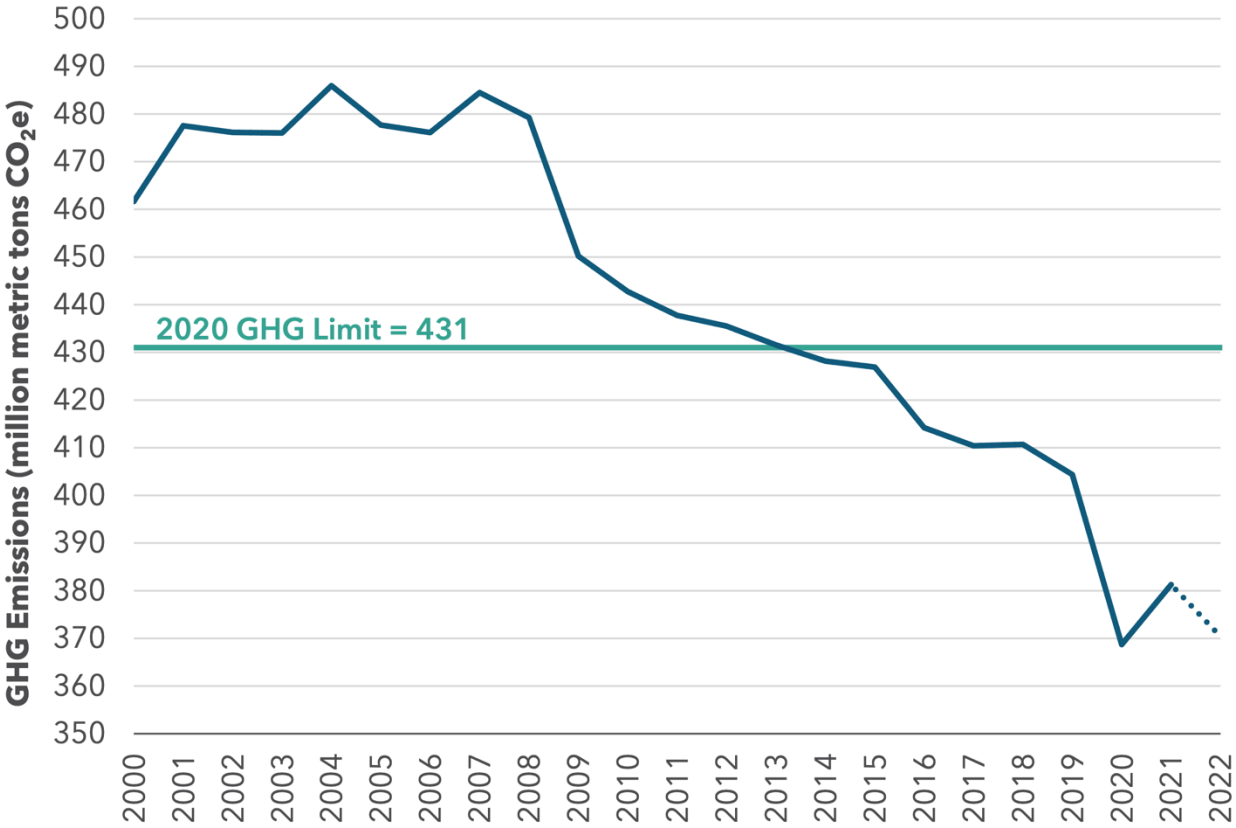
4.1.2 Climate Change in California

California is the second largest greenhouse gas producing state in the U.S., and the 16th largest contributor in the world.[33] In 2020, emissions from GHG emitting activities in California were 368.5 $MMTCO_2e$, 35.3 $MMTCO_2e$ below 2019 levels and 61.8 $MMTCO_2e$ below the 2020 GHG

[33] Town of Apple Valley 2019 Climate Action Plan.

Limit. While the 2020 COVID-19 pandemic likely led to this reduction in emissions, the data for 2022, two years after the pandemic, show that greenhouse gas emissions have not reached pre-pandemic levels of 403.7 $MMTCO_2e$. Total California greenhouse gas emissions for 2022 were 371.1 $MMTCO_2e$. Figure 3 shows that the state's success in reducing GHG emissions since 2000.

Figure 4-1: Annual Statewide GHG Emissions Compared to the 2020 GHG Limit

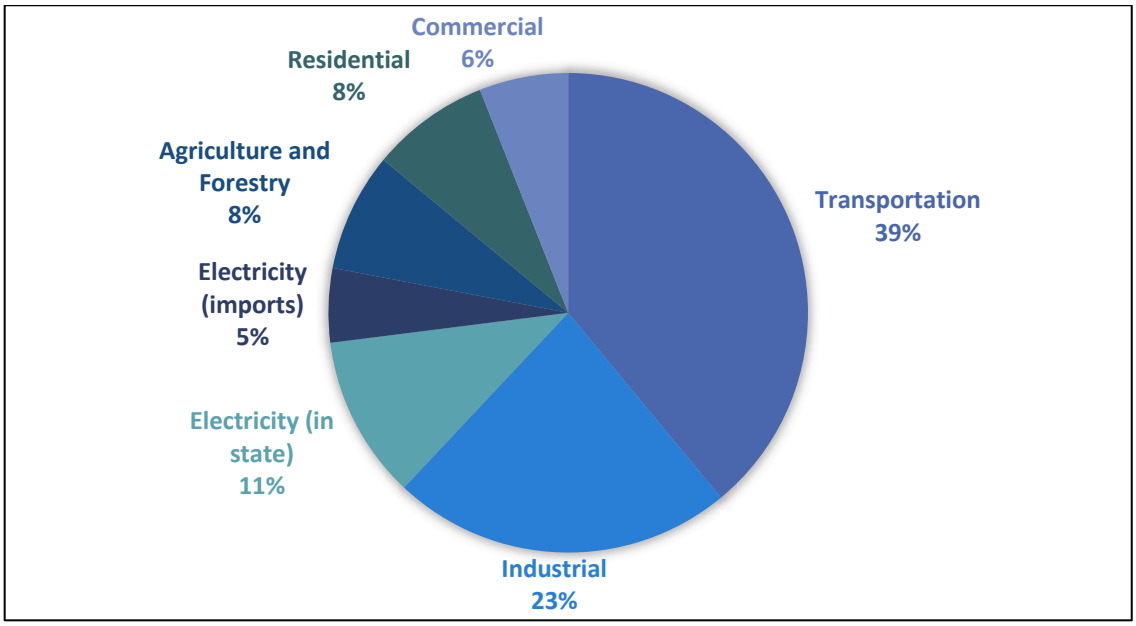


Source: California Greenhouse Gas 2000-2020 Emissions Trends and Indicators Report

Carbon dioxide is the primary greenhouse gas emitted in California. It accounted for 81% of total GHG emissions in the state in 2022.[34] Transportation, particularly on-road travel, is the predominant source of carbon dioxide emissions in California, and as shown in Figure 4, accounted for 38% of MMT CO_2e in the state in 2020.[35]

[34] CARB Greenhouse Gas Inventory for 2000-2022 (2024).
[35] California Air Resources Board, 2022 Scoping Plan for Achieving Carbon Neutrality (November 2022), p.32.

Figure 4-2: 2022 GHG emissions by economic sector (% of total California emissions)



Source: California Air Resources Board, Current California GHG Emission Inventory Data.

While research into the effects of climate change continues to evolve, such as determining the severity of impacts at specific temperature increases, current and emerging impacts are becoming increasingly evident in climatic events globally. The impacts of climate change are apparent in California in effects such as the increasing frequency and severity of wildfires, droughts, and extreme heat.

Extreme Heat: California's daily maximum average temperature, an indicator of extreme temperature trends, is expected to increase to 4.4°F - 5.8°F by 2050 and 5.6°F - 8.8°F by 2100.[36] Since 1895, annual mean temperatures across the state have increased by 2.5°F, and the past seven years have been the hottest years with 2024 being the hottest on record. Frequent heat waves are resulting in deadly public health crises, particularly in cities, across the state. Like many other effects of climate change and air pollution, the adverse impacts of heat waves are felt most acutely by vulnerable communities, including people with sensitive health conditions and low-income populations. Higher temperatures can also exacerbate natural disasters such as storms, heat waves, floods, and droughts.[37]

Drought: The recording-breaking temperatures are accompanied by increased aridity and droughts that are longer and more widespread than pre-2000.[38] According to CARB, 87% of California was in severe drought, and 100% of California was in at least moderate drought, as of March 2022. While droughts are a natural phenomenon, it is estimated that human-caused

[36] California Air Resources Board, 2022 Scoping Plan for Achieving Carbon Neutrality (November 2022), p.5.
[37] Town of Apple Valley Climate Action Plan (2019).
[38] California Office of Environmental Health Hazard Assessment, Air Temperatures, (2024).

climate change accounts for 19% of drought severity and 42% of the soil moisture deficit in the state since 2000. Severe and enduring drought is harmful to both wildlife and California's agricultural industry, which is responsible for growing more than half of the country's produce.[39] Combined, drought and extreme heat contribute to worsening wildfires in California.

Wildfires: Large wildfires (10,000 acres or more) are occurring more frequently in California: of the twenty largest wildfires recorded in the state's history, almost half of them occurred in 2020 and 2021.[40] In addition to the damage and lives lost directly from these fires, wildfire impacts compound with other impacts and causes of climate change. For example, wildfires in California result in severe air quality hazards and substantially harm wildlife populations, and the fires also result in the further emission of massive quantities of CO_2 into the atmosphere.

Beyond these three hazards, climate change is expected to have wide ranging effects to California's water and energy supply, sea level, and ecosystems. The California Energy Commission published a report on the impacts of climate change on the region encompassed by the Mojave and Sonoran Deserts.[41] It found that the region's already extreme heat will increase by up to 8 to 14 degrees Fahrenheit by the end of the century, and that low and highly variable rainfall rates will be even more variable over coming decades. Increasingly extreme weather conditions will increase both the risk of flash flooding and wildfire. High temperatures and changing water supplies will exacerbate existing public health challenges and threaten vital industries such as agriculture and tourism.

4.1.3 GHGs and Health Impacts

While some greenhouse gases are hazardous to human health if encountered in high concentrations in confined areas, the public health impacts associated with GHGs are primarily those associated with their combined influence on climate change. Climate change and its effects are responsible for a wide range of potential hazards to public health, both direct and indirect. Direct health impacts resulting from climate change include heat-related illnesses, such as heat stroke, as well as injuries and death from natural disasters and extreme weather, such as wildfires. Climate change is also associated with indirect adverse health impacts, such as:

- Exacerbation of cardiovascular and respiratory disease due to increased smog and wildfire smoke.
- Increased rates and expanding geographic ranges of vector-borne and fungal diseases.
- Nutrition consequences associated with food insecurity worsened by decreased agricultural production.

[39] California Air Resources Board, 2022 Scoping Plan for Achieving Carbon Neutrality (November 2022), p.4.
[40] Ibid.
[41] California Energy Commission, California's Fourth Climate Change Assessment (2018) Inland Deserts Region Report.

- Mental trauma related to extreme weather disasters and other mental health impacts due to climate change-related unemployment, income loss, home loss, or displacement.[42]

According to the California Air Resources Board, while climate change is one of the greatest public health threats of the twenty-first century, action to address climate change presents one of the most significant opportunities to improve public health, both globally and in California.[43]

4.2 Regulatory Setting

The following section outlines regulatory actions being taken to address climate change and reduce GHG emissions at the international, federal, state, and regional levels.

4.2.1 International

Intergovernmental Panel on Climate Change (IPCC)
The IPCC was founded in 1988 by the World Meteorological Organization (WMO) and the United Nations Environment Programme (UNEP). The organization is comprised of member governments of the WMO and UN. The mission of the IPCC is to provide scientific research to governments in order to inform climate policies.

United Nation's Framework Convention on Climate Change (UNFCCC)
The UNFCCC was signed by 154 member nations in 1992, and now has 198 members. The Convention guides the global response to climate change with the objective of stabilizing greenhouse gas concentrations at a level that would mitigate the dangerous consequences of climate change. The UNFCCC defines climate change as: "a change of climate which is attributed directly or indirectly to human activity that alters the composition of the global atmosphere and which is in addition to natural climate variability observed over comparable time periods."[44]

The UNFCCC is the parent treaty of the Kyoto Protocol and Paris Agreement. While the UNFCCC sets targets for GHG concentrations, the 1997 Kyoto Protocol established binding targets for the 192 signatory parties. The Paris Agreement was adopted in 2015 as a legally binding international treaty signed by 196 parties. It aims to limit global warming to less than 2 degrees Celsius above pre-industrial levels by setting nationally determined contributions (NDCs) of increasingly ambitious climate action on 5-year cycles.[45]

4.2.2 Federal

GHG Endangerment Finding
Under section 202(a) of the Clean Air Act, the EPA determined that GHGs threaten public health and welfare, and that GHG emissions from motor vehicles contribute to this threat. The two distinct findings, signed by the EPA Administrator in December 2009, found that:

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[42] California Air Resources Board, Draft 2022 Scoping Plan Update (May 2022), p.127.
[43] California Air Resources Board, Draft 2022 Scoping Plan Update Appendix G: Public Health.
[44] United Nations Framework Convention on Climate Change, Article 1 (2).
[45] United Nations Climate Change, UNFCCC Process, The Paris Agreement https://unfccc.int/process-and-meetings/the-paris-agreement/the-paris-agreement (Accessed October 2024).

1. The Endangerment Finding: Concentrations of six greenhouse gases (carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) in atmosphere constitute air pollution and threaten the health and welfare of the public.
2. The Cause or Contribute Finding: Emissions from new motor vehicles and motor vehicle emissions contribute to GHG concentrations in the atmosphere and thus to climate change.[46]

Mandatory Reporting of GHGs (40 CFR Parts 86, 87, 89 et al.)
The Mandatory Reporting of Greenhouses Gases rule requires reporting of greenhouse gas emissions from major fossil fuel suppliers, industrial gas suppliers, direct greenhouse gas emitters and manufacturers of heavy-duty and off-road vehicles and engines. The rule requires facilities that emit 25,000 tons per year (MT/yr) of GHGs or more to submit annual reports to the EPA.[47]

New Source Review (NSR)
The New Source Review Permitting program was established by Congress in 1977 as part of the Clean Air Act Amendments. The program requires new industrial facilities, or facilities making changes that will increase emissions significantly, to obtain permits limiting air emissions prior to construction. Permits are issues by state or local air pollution control agencies, and sometimes the EPA. The program requires that new sources meet the requirements for one or more of the following permits: Prevention of Significant Deterioration (PSD) permits, Nonattainment NSR permits, and minor source permits.

4.2.3 State

Assembly Bill 32 (AB 32)
The California Global Warming Solutions Act of 2006 (AB 32) required California to adopt regulations in order to reduce their GHG emissions to 1990 levels by 2020. This represents reductions of approximately 15 percent below the emissions projected in a "business as usual" scenario. The California Air Resources Board (CARB) prepared a Scoping Plan (2008) and Update (2014) to establish the state's strategy to meet the targets set forth by AB 32. Moving forward, AB 32 requires California to maintain and continue reductions beyond 2020 and continues to require CARB to update the Scoping Plan every 5 years.

Senate Bill 32 (SB 32)
The California Global Warming Solutions Act of 2016: emissions limit (SB 32) requires California to adopt regulations to reduce GHG emissions to 40% of 1990 levels by 2030.

CARB 2022 Scoping Plan Update
The 2022 Scoping Plan provides CARB's update to the 2017 Plan. Pursuant to SB 32, the plan sets forth the state's plan to stay on track towards reducing GHG emission by at least 40% below 1990

[46] United States Environmental Protection Agency, EPA's Endangerment Finding.
[47] Federal Register, Part II Environmental Protection Agency (October 30, 2009).

levels by 2030. Additionally, the 2022 Plan Update establishes a path for the state to achieve carbon neutrality by 2045 through technologically feasible and cost-effective means.[48]

Senate Bill 375 (SB 375)
SB 375 directs CARB to set regional GHG emissions reduction targets. The intent of the bill is to ensure local and regional governments are involved in efforts to meet the reduction targets set forth by AB 32 and SB 32. Alignment between state and local emission reduction efforts is important particularly because regional transportation planning and housing needs allocation, factors that have a major impact on GHG emissions in California, are overseen by local elected officials. The bill encourages an integrated approach by requiring the inclusion of Sustainable Communities Strategies in regional transportation plans, synchronizing the General Plan Housing Elements update schedule to align with regional transportation planning cycles, and adding CEQA incentives for projects that align with regional plans and reduce GHG emissions.

Clean Energy and Pollution Reduction Act of 2015 (SB 350)
SB 350 establishes a state renewable energy procurement goal, increasing from 33% by 2020 to 50% by 2030. It is implemented by the California Energy Commission in conjunction with state agencies including the Public Utilities Commission and CARB. The bill also requires large utilities companies to prepare integrated resource plans (IRPs) establishing how the utilities will meet customer demands while reducing GHG emissions and increasing the use of clean energy sources.

4.2.3.2 California Regulations and Building Codes

Title 24 of the California Code of Regulations
The California Building Standards Code covers a broad set of regulations regarding the construction, maintenance, fire safety, and accessibility of buildings, as well as the integration of energy conservation practices and green design.

Adopted in 1978, Part 6 of Title 24 establishes energy efficiency standards for residential and non-residential buildings constructed in the state. With the aim of continuing to reduce energy demand and consumption, Part 6 is updated as needed to reflect new energy efficiency technologies and methodologies.

Part 11 of Title 24 of the CCR The California Green Building Standards Code, or CALGreen, established mandatory minimum environmental performance standards addressing energy and water efficiency, material and water conservation, and environmental quality. CALGreen took effect in January 2022 and applies to all new commercial, low-rise residential, state-owned buildings, schools, and hospitals constructed in California. CALGreen was developed to help California meet the emissions reductions targets set forth in AB 32 and SB 32.

[48] California Air Resources Board, 2022 Scoping Plan for Achieving Carbon Neutrality (November 2022).

CARB Refrigerant Management Program
Administered by the California Air Resources Board, the Refrigerant Management Program requires periodic leak inspections, prompt leak repairs, as well as reporting and maintenance of on-site service records, for all facilities with refrigeration systems containing more than 50 pounds of high-global warming potential (GWP) refrigerant. CARB adopted the program in 2009 as part of AB 32.

Senate Bill 97 (SB 97)
SB 97 recognized the need for state agencies to analyze GHG emissions as part of the California Environmental Quality Act process. The bill updated CEQA to require the Office of Planning and Research (OPR) to develop guidelines for the feasible mitigation of GHG emissions, of the effects of GHG emissions, to be transmitted to the California Air Resources Board for approval. The adopted guidelines apply to effects associated with transportation and energy consumption.

4.2.4 Local

Air Quality Management Districts
According to §15064.7(b) of the CEQA Guidelines, for a threshold of significance to be used as part of a legal agency's environmental review process, it must be adopted by ordinance, resolution, rule, or regulation. While the Project is located within the MDAQMD jurisdiction, the MDAQMD threshold for greenhouse gas emissions has not been formally adopted. For analysis purposes, Project impacts will be assessed against GHG thresholds from both MDAQMD and *South Coast Air Quality Management District (SCAQMD)*. The SCAQMD is immediately adjacent to the MDAQMD jurisdictional area and has a formally adopted absolute threshold for stationary sources of 10,000 MTCO2e for industrial projects. Furthermore, the SCAQMD quantitative thresholds for GHG emissions are more conservative than the threshold currently in use by MDAQMD. Therefore, in order ensure that analysis of the Project's impacts related to GHG is sufficient under CEQA, emissions will be evaluated against both the MDAQMD and SCAQMD thresholds.

The GHG emission significance thresholds for the MDAQMD and SCAQMD are discussed, below:

MDAQMD Significance Thresholds
According to the MDAQMD, any project is significant if it triggers or exceeds the most appropriate evaluation criteria. The District will clarify upon request which threshold is most appropriate for a given project; in general, the emissions comparison (criteria number 1) is sufficient:

1. Generates total emissions (direct and indirect) in excess of the MDAQMD thresholds
2. Generates a violation of any ambient air quality standard when added to the local background;
3. Does not conform with the applicable attainment or maintenance plan(s) 1;

4. Exposes sensitive receptors to substantial pollutant concentrations, including those resulting in a cancer risk greater than or equal to 10 in a million and/or a Hazard Index (HI) (non-cancerous) greater than or equal to 1.[49]

Table 4-2
MDAQMD Significance Thresholds

Criteria Pollutant	Annual Threshold (short tons)
Greenhouse Gases (CO_2e)	100,000

Source: MDAQMD CEQA Guidelines (February 2020).

SCAQMD GHG Significance Thresholds

On December 5, 2008, the SCAQMD formally adopted a greenhouse gas significance threshold for stationary sources of 10,000 $MTCO_2e$ per year for industrial projects and 3,000 $MTCO_2e$ per year for residential and commercial projects where SCAQMD is the lead agency (SCAQMD Resolution No. 08-31). This threshold was adopted based upon a December 2008 staff report and draft interim guidance document that also recommended a threshold for all projects using a tiered approach.[50]

It was recommended by SCAQMD staff that a project's greenhouse gas emissions would be considered significant if it could not comply with at least one of the following "tiered" tests:

- Tier 1: Is there an applicable exemption?
- Tier 2: Is the project compliant with a greenhouse gas reduction plan that is, at a minimum, consistent with the goals of AB 32?
- Tier 3: Is the project below an absolute threshold (10,000 $MTCO_2e$/yr for industrial projects; 3,000 $MTCO_2e$/yr for residential and commercial projects)?
- Tier 4: Is the project below a (yet to be set) performance threshold?
- Tier 5: Would the project achieve a screening level with off-site mitigation?

San Bernardino County Regional Greenhouse Gas Reduction Plan

The 2021 San Bernardino County Regional Greenhouse Gas Reduction Plan identifies state GHG reduction measures applicable to participating jurisdictions, as well as local measures selected by each jurisdiction that could reduce future GHG emissions within jurisdictional boundaries. The reduction plan has individual sections for each jurisdiction that detail the jurisdiction's 2016 GHG emissions inventory, 2030 GHG emissions forecast, reduction goal, jurisdiction-selected (or consultant-identified) GHG reduction measures, and related General Plan policies or other ongoing programs in the jurisdiction. The purpose of the plan is to provide participating jurisdictions with relevant information to complete and adopt their own Climate Action Plan (CAP).

[49] MDAQMD California Environmental Quality Act (CEQA) and Federal Conformity Guidelines (February 2020).
[50] SCAQMD, Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans (December 2008).

Town of Apple Valley Climate Action Plan 2019 Update

Apple Valley's Climate Action Plan (CAP) Update is a comprehensive GHG emissions reduction strategy, representing the third update to the Town's CAP. Apple Valley originally adopted the CAP in 2010, with the intent of revisions every 3 years in response to policy changes, technological advances, and to build on the Town's successes in emissions reduction.

Pursuant to Senate Bill 32 (SB 32), the CAP Update aims to ensure that the Town continues to meet its GHG emissions reductions targets of 15% below 2005 levels by 2020 and 40% below 2005 levels by 2030.[51] The CAP Update also provides guidance to meet VMT reduction targets established by the California Air Resources Board (CARB): 7% below projected VMT levels in 2030 to meet 40% below VMT levels in 1990. As shown in Table 4-3, the Town met its emissions target of 15% below the 2005 baseline in 2020. With implementation of the measures provided in the CAP, the Town expects to be on track to meet its emissions target in 2030.

Table 4-3
Apple Valley CAP Emissions Reduction Targets

Target/Scenario	Town-wide Emissions	Per Capita
2005 Baseline	**748,912**	**11.75**
2020: 15% Below Baseline Target	636,575	8.59
2020: 2019 GHG Inventory	**597,681**	**8.06**
2030: 40% Below, Forecast BAU [1]	533,103	6.31
2030: 40% Below Baseline Target	449,347	5.32
2030: 40% Below, Forecast w/CAP Measures	410,922	4.86

Source: Town of Apple Valley 2019 Climate Action Plan Update, Table 1.
[1] BAU = Business as usual.

[51] Town of Apple Valley 2019 Climate Action Plan Update (May 2021).

5 PROJECT GREENHOUSE GAS IMPACT

5.1 Introduction

The following section analyzes the greenhouse gas emission impacts associated with buildout of the proposed Project.

5.2 Standards of Significance

According to the 2022 CEQA Guidelines (*Appendix G: Environmental Checklist*), the project would have a significant effect on greenhouse gases if the Proposed Project were to:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

5.3 Methodology

The same methodology used in the air quality impacts discussion was used for greenhouse gas emissions impacts discussion. The proposed Project consists of a 627,200 square-foot distribution warehouse on a 40.1-acre vacant parcel located on the southeast corner of Gustine Street and Dakota Road. The building footprint measures 613,760 square feet, the mezzanine is 13,440 square feet, and maximum building height is 50 feet. The warehouse would comprise 91% of the building while office space would utilize 9% of the building. The warehouse would sit on 36% of the parcel, and the remaining 64% of the parcel would be parking area, curbed landscaping, and a retention basin. Off-site improvements to the bordering roadways as well as utility connections are included in this analysis. See Table 1-1 for additional Project specifications.

Construction and operational emissions were calculated using California Emissions Estimator Model (CalEEMod) Version 2022.1. CalEEMod is a computer program that can be used to estimate anticipated emissions associated with land development projects in California. The model calculates criteria pollutant emissions, including CO, PM_{10}, $PM_{2.5}$ and the ozone precursors ROG and NO_x. CalEEMod detailed output tables are provided in Appendix 2 of this report. Please refer to Table 3-1 for a summary of the land use assumptions entered into the model.

5.4 Construction Emissions

Construction activities will result in short-term GHG emissions associated with the operation of construction equipment, vehicle emissions from construction employee commutes, material hauling, and other ground disturbing activities. Table 5-1 shows that the Project is projected to generate 1,651 metric tons of CO_2e during the 18-month construction period beginning in 2025 and ending in 2027.

Currently MDAQMD does not provide construction-related GHG emissions thresholds for projects of this nature. As such, construction-related GHG emissions were amortized over a 30-year period, added to annual operational emissions then compared to the MDAQMD operational-related threshold in order to determine if construction emissions will result in a cumulatively considerable impact. Table 5-1 shows the combined amortized construction emissions and operational emissions.

5.5 Operational Emissions

Once the Project reaches the operational phase, five categories of emissions would contribute to its annual GHG emissions either directly or indirectly: area emissions (e.g. pavement and architectural coating off-gassing), energy use, mobile source emissions, solid waste disposal, and water use. As stated above, GHG emissions from construction of the Project were amortized over a 30-year period and added to the operational emissions total. Table 1-5 shows a summary of the total annual construction and operational GHG emissions projected for buildout of the Project.

Table 5-1
Projected GHG Emissions Summary (Metric Tons)

Phase	CO_2e (MT/YR)
Construction	
2025	601
2026	1,050
Construction Total	1,651
Operational	
Area	9.19
Energy	1,345
Mobile	9,067
Waste	189
Water	8.46
Refrigerants	2.43
Construction: 30-Year Amortized[1]	55.03
Total Project Operational Emissions	10,487.11
MDAQMD Annual Threshold	100,000.00
Exceeds?	**No**

[1] Buildout Construction GHG emissions were amortized over 30-years then added to buildout operational GHG emissions. 1,651/30=55.03

5.6 CAP Consistency

According to the CAP, the Town aims to meet the GHG emissions reduction target of 40% below 2005 levels by 2030, and 80% below 2005 levels by 2050. Based on growth forecasts in the SCAG 2024-2050 Regional Transportation Plan/SCS, the CAP forecasts that the Town will have a population of 84,535 in 2030. To meet the 40% below baseline target, the Town-wide GHG emissions in 2030 would need to be 449,347 $MTCO_2e$, or 5.32 per capita.

As demonstrated in Table 5-1, above, based on projections made using CalEEMod Version 2022.1, the Project is expected to generate 10,487.11 metric tons of CO_2e per year. A density factor of 1,195 square feet per employee for logistics land uses is applied to the proposed 627,200 square foot warehouse distribution facility, which provides an estimate of 525 jobs potentially generated by the Project.[52] Given the existing demand for jobs in the Town, it is likely that most of these jobs would be filled by existing residents of Apple Valley. It is therefore assumed that the Town's 2030 population, including buildout of the Project, would be 84,535 as analyzed in the CAP, and the Project would not create a significant growth in population.

Based on a 2030 population of 84,535, Table 5-2 shows that in order for the Town to meet the 2030 emissions reduction target, a per capita annual threshold of 5.32 tons would need to be met. The table also shows that with implementation of the CAP reduction measures, the Town expects to go beyond the established emissions target and further reduce the forecasted emissions to 410,922 $MTCO_2e$ per year or 4.86 tons per capita. The 2030 emissions forecast with CAP measures accounts for community emissions including industrial projects. Therefore, the Project's estimated annual emissions of 10,487.11 $MTCO_2e$ are likely already covered by the 2030 emissions forecast. However, assuming such emissions from an industrial development like the proposed Project were not accounted for in the CAP 2030 forecast, and to ensure a conservative analysis, the Project's emissions are added to the forecast bringing the total emissions to 421,409.11 $MTCO_2e$, or 4.99 tons per capita. Both the total and per capita emissions meet the CAP 2030 target of 40% below the 2005 baseline. The Town-wide emissions in 2030, including the Project, would therefore meet the CAP greenhouse gas emissions reduction target.

[52] Employment Density Study Summary Report prepared for Southern Association of Governments (p. 21), The Natelson Company, Inc., October 21, 2001.

Table 5-2 Project emissions and CAP reduction target			
Target/Scenario	**Forecast ($MTCO_2e$)**	**Population**	**Per Capita**
CAP 2030 forecast w/CAP measures	410,922.00	84,535	4.86
Project emissions (per year)	10,487.11	84,535	--
Total	**421,409.11**	**84,535**	**4.99**
CAP 2030 target (40% below baseline)	449,347.00[1]	84,535	5.32
		Exceeds CAP 2030 target?	**No**
[1] Forecasted town-wide emissions for 2030.			

In order to ensure that the Project's GHG emissions are reduced to the greatest extent possible, the Project will be subject to applicable reduction measures from the CAP. The Project's consistency with applicable reduction measures is shown in the following table.

Table 5-3 Project consistency with CAP reduction measures	
Reduction Measure	**Consistency**
CO-4: Establish an employee carpooling program, including incentives (preferred parking, flex time incentives, etc.) for participating employees.	**Consistent**: Per mitigation measure GHG-1, the Project will establish an employee carpooling program, including incentives for participating employees.
CO-5: Provide employees with free or discounted public transit passes.	**Consistent**: Per mitigation measure GHG-2, the Project will provide employees with free or discounted public transit passes.
ND-6: For projects within the North Apple Valley Industrial Specific Plan, develop employee housing within one mile of the industrial project.	**Consistent**: The area adjacent to the Project site, on the northern side of Quarry, is designated for Low Density Housing. Development of these sites would provide housing within one mile of the Project site.
ND-12: Building and site plan designs shall ensure that the project energy efficiencies meet applicable California Title 24 Energy Efficiency Standards.	**Consistent**: The Project design will comply with all requirements in the California Building Code, including the Title 24 Energy Efficiency Standards.
Source: Town of Apple Valley 2019 Climate Action Plan Update	

5.7 Cumulative Impacts

Due to their dispersing nature and aggregate regional impacts, greenhouse gases are analyzed in terms of their cumulative impacts. The above analysis considered the potential cumulative impacts of the Project on greenhouse gas emissions in the Mojave Desert Air Basin using significance criteria from both the Mojave Desert Air Quality Management District and the South

Coast Air Quality Management District. The analysis also considered emissions in relation to local and state greenhouse gas reduction plans and targets.

Overall, while the Project will contribute to cumulative greenhouse gas impacts, conformance with the MDAQMD significance thresholds as well as with the emissions reductions targets in the Town of Apple Valley's 2019 CAP Update indicate that impacts would be less than significant. The Project's impacts are thus not anticipated to be cumulatively considerable.

5.8 CEQA Determination

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

According to the MDAQMD CEQA Guidelines, a project's impact is considered significant if it generates total emissions (direct or indirect) that exceed the applicable threshold. As shown in Table 5-1, the Project's annual CO_2e emissions will not exceed the MDAQMD's significance threshold of 100,000 metric tons of CO_2e per year.

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The California Air Resources Board (CARB) 2022 Scoping Plan puts forward the bold target of achieving carbon neutrality in state-wide emissions by 2045 or earlier. This plan builds on the efforts of the three previous scoping plans, which established goals to meet 1990 levels by 2020 and 40 percent below 1990 levels by 2030, in compliance with Senate Bill 32 (SB 32). The 2022 Scoping Plan Update aims to further reduce anthropogenic emissions in California to 85 percent below 1990 levels by 2045.[53] According to Apple Valley's General Plan (2009), at buildout the Town was estimated to contribute approximately 0.756% of the total California emissions limit for 2020, as established by the CARB.[54]

The Town's 2019 Climate Action Plan Update (CAP) provides Apple Valley's comprehensive strategy to meet the SB 32 emission targets by reducing the Town's emissions 15% below 2005 levels by 2020 and 40% below 2005 levels by 2030.[55] According to the MDAQMD CEQA Guidelines, a project is deemed to conform with an emissions plan if it is consistent with the existing land use plan. As described under the Air Quality discussion, the Project is located in the North Apple Valley Industrial Specific Plan (NAVISP) area, on a site designated and zoned as Industrial – Specific Plan. This designation permits clean industrial uses such as warehouse distribution facilities. The Project proposes a warehouse distribution facility that aligns with the permitted uses for the site, and will be developed in accordance with the development standards for the I-SP zone in the NAVISP.

[53] California Air Resources Board 2022 Scoping Plan Update.
[54] Apple Valley General Plan (2009) EIR, p. III-29.
[55] Town of Apple Valley 2019 Climate Action Plan Update.

Given that the Apple Valley Climate Action Plan (CAP) is based on the growth projected from buildout of the Town's General Plan, the Project's conformance with the NAVISP implies compliance with the CAP. Furthermore, while the provisions of the CAP are mostly directed towards regulating emissions at the Town-wide scale, some policies are applicable to individual projects. For example, policy ND-12 in the CAP states that building and site plans must ensure that the project will meet the applicable Title 24 Energy Efficiency Standards. The Title 24 standards include performance standards for space heating and cooling, water heater design improvements, integration of solar control in building designs, use of efficient lighting, and application of the Town's landscaping guidelines. The Project will be required to comply with all applicable energy efficiency standards as provided in Title 24 and as enforced by the Town. Site plan review by the Town prior to the issuance of development permits will ensure that these standards are met.

The Project, including all components of construction and operation, will also be subject to the current MDAQMD Rules as applicable to greenhouse gases. Compliance will be ensured through MDAQMD Rule 201, which requires preconstruction plan review prior to issuance of a construction permit from the Air Pollution Control Officer.

In conclusion, conformance with the land use plan and implementation of applicable policies in the CAP ensure that the Project will not conflict with applicable plans, policies or regulations adopted for the purpose of reducing the emissions of greenhouse gases. Project impacts are therefore anticipated to be less than significant.

5.9 GHG Mitigation Measures

Consistent with and to reinforce existing Climate Action Plan reduction measures, the following mitigation measures shall apply to the Project:

1. Establish an employee carpooling program, including incentives (preferred parking, flex time incentives, etc.) for participating employees.
2. Provide employees with free or discounted public transit passes.

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7 APPENDICES

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“Lecangs Dakota Warehouse,” CalEEMod, Version 2022.1, prepared by Terra Nova Planning & Research, Inc., October 14, 2024.

Appendix 1

"Lecangs Dakota Apple Valley Industrial Traffic Analysis "

prepared by

Urban Crossroads,

October 9, 2024

URBAN | CROSSROADS

LECANGS DAKOTA APPLE VALLEY INDUSTRIAL

TRAFFIC ANALYSIS

PREPARED BY: Janette Cachola | jcachola@urbanxroads.com
Marlie Whiteman, P.E. | mwhiteman@urbanxroads.com
John Kain, AICP | jkain@urbanxroads.com

Reference Number	Agency	Date
16091-02 TA Report.docx	Town of Apple Valley	October 9, 2024

TABLE OF CONTENTS

Table of Contents ii

Appendices iv

List of Exhibits v

List of Tables vi

List of Abbreviated Terms vii

1 Summary of Findings 1

1.1 Project Overview 1
1.2 Analysis Scenarios 4
1.3 Study Area 4
1.4 General Plan Consistency Requirements for Intersections 6
1.5 Recommendations 8
1.6 Queuing Analysis 13

2 Methodologies 15

2.1 Level of Service 15
2.2 Intersection Capacity Analysis 15
2.3 Traffic Signal Warrant Analysis Methodology 17
2.4 Queuing Analysis 18
2.5 Minimum Acceptable Levels of Service (LOS) 18
2.6 Deficiency Criteria 18
2.7 Project Fair Share Calculation Methodology 18

3 Area Conditions 19

3.1 Existing Circulation Network 19
3.2 Town of Apple Valley General Plan Circulation Element 19
3.3 Bicycle and Pedestrian Facilities 23
3.4 Transit Service 23
3.5 Truck Routes 23
3.6 Existing (2024) Traffic Counts 23
3.7 Intersection Operations Analysis 28
3.8 Traffic Signal Warrant Analysis 29
3.9 Queuing Analysis 29

4 Projected Future Traffic 31

4.1 Project Trip Generation 31
4.2 Project Trip Distribution 31
4.3 Modal Split 36
4.4 Project Trip Assignment 36
4.5 Background Traffic 36
4.6 Cumulative Development Traffic 38

5 Opening Year Cumulative (2027) Traffic Conditions 43

5.1 Roadway Improvements 43
5.2 Without Project Traffic Volume Forecasts 43
5.3 With Project Traffic Volume Forecasts 43
5.4 Intersection Operations Analysis 43
5.5 Traffic Signal Warrant Analysis 47
5.6 Off-Ramp Queuing Analysis 47
5.7 Intersection Deficiencies and Cumulative Improvements 48
5.8 Site Access Improvements 50

6 Local and Regional Funding Mechanisms 55

6.1 Town of Apple Valley Development Impact Fee (DIF) Program 55
6.2 Measure "I" Funds 55
6.3 Fair Share Contribution 55

7 References 57

APPENDICES

Appendix 1.1: Traffic Study Scoping Agreement

Appendix 1.2: Site Adjacent Queues

Appendix 3.1: Traffic Counts

Appendix 3.2: Existing (2024) Conditions Intersection Operations Analysis Worksheets

Appendix 3.3: Existing (2024) Conditions Traffic Signal Warrant Analysis Worksheets

Appendix 3.4: Existing (2024) Conditions Queuing Analysis Worksheets

Appendix 5.1: Opening Year Cumulative (2027) Without Project Conditions Intersection Operations Analysis Worksheets

Appendix 5.2: Opening Year Cumulative (2027) With Project Conditions Intersection Operations Analysis Worksheets

Appendix 5.3: Opening Year Cumulative (2027) Without Project Conditions Traffic Signal Warrant Analysis Worksheets

Appendix 5.4: Opening Year Cumulative (2027) With Project Conditions Traffic Signal Warrant Analysis Worksheets

Appendix 5.5: Opening Year Cumulative (2027) Without Project Conditions Off-Ramp Queueing Analysis Worksheets

Appendix 5.6: Opening Year Cumulative (2027) With Project Conditions Off-Ramp Queueing Analysis Worksheets

Appendix 5.7: Opening Year Cumulative (2027) With Project Conditions Intersection Operations Analysis Worksheets With Improvements

Appendix 5.8: Opening Year Cumulative (2027) With Project Conditions Off-Ramp Queueing Analysis s Worksheets With Improvements

LIST OF EXHIBITS

Exhibit 1-1: Location Map 2
Exhibit 1-2: Preliminary Site Plan 3
Exhibit 1-3: Study Area 5
Exhibit 1-4: Opening Year (2027) Recommended Traffic Controls and Intersection Lane Configurations 9
Exhibit 1-5: Site Access Recommendations 12
Exhibit 3-1: Existing Number of Through Lanes and Intersection Controls 20
Exhibit 3-2: Town of Apple Valley General Plan Circulation Element 21
Exhibit 3-3: Town of Apple Valley General Plan Roadway Cross-Sections 22
Exhibit 3-4: Town of Apple Valley Existing and Planned Bicycle Facilities 24
Exhibit 3-5: Existing Transit Routes 25
Exhibit 3-6: Town of Apple Valley Truck Routes 26
Exhibit 3-7: Existing (2024) Peak Hour Traffic Volumes 27
Exhibit 4-1: Project (Trucks) Trip Distribution 34
Exhibit 4-2: Project (Passenger Car) Trip Distribution 35
Exhibit 4-3: Project Only Traffic Volumes 37
Exhibit 4-4: Cumulative Development Location Map 40
Exhibit 4-5: Cumulative Only Traffic Volumes 41
Exhibit 5-1: Opening Year Cumulative (2027) Without Project Traffic Volumes 44
Exhibit 5-2: Opening Year Cumulative (2027) With Project Traffic Volumes 45

LIST OF TABLES

Table 1-1: Intersection Analysis Locations 6
Table 1-2: Summary of LOS 7
Table 1-3: Improvements to Maintain General Plan Consistency 8
Table 2-1: Signalized Intersection LOS Thresholds 16
Table 2-2: Unsignalized Intersection LOS Thresholds 17
Table 3-1: Intersection Analysis for Existing (2024) Conditions 28
Table 3-2: Peak Hour Queuing Summary for Existing (2024) Conditions 29
Table 4-1: Project Trip Generation Summary Actual Vehicles 32
Table 4-2: Project Trip Generation Summary passenger car equivalent (pce) 33
Table 4-3: Cumulative Development Land Use Summary 39
Table 5-1: Intersection Analysis for Opening year Cumulative (2027) Conditions 46
Table 5-2: Peak Hour Queuing Summary for Opening Year Cumulative (2027) Conditions 47
Table 5-3: Intersection Analysis for Opening Year Cumulative (2027) Conditions With Improvements 49
Table 5-4: Peak Hour Queuing Summary for Opening Year Cumulative (2027) Conditions With improvements 50
Table 5-5: SimTraffic Queuing Summary for Opening Year Cumulative (2027) Conditions With improvements 51
Table 6-1: Project Fair Share Calculations 56

LIST OF ABBREVIATED TERMS

(1)	Reference
ADT	Average Daily Traffic
CA MUTCD	California Manual on Uniform Traffic Control Devices
Caltrans	California Department of Transportation
CMP	Congestion Management Program
DIF	Development Impact Fee
HCM	Highway Capacity Manual
HDM	Highway Design Manual
ITE	Institute of Transportation Engineers
LOS	Level of Service
NAVISP	North Apple Valley Industrial Specific Plan
PCE	Passenger Car Equivalent
PHF	Peak Hour Factor
Project	Lecangs Dakota Apple Valley Industrial
SBCTA	San Bernardino County Transportation Authority
TA	Traffic Analysis
v/c	Volume to Capacity
vphgpl	Vehicles per Hour Green per Lane
VVTA	Victor Valley Transit Authority

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1 SUMMARY OF FINDINGS

This report presents the results of the Traffic Analysis (TA) for the Lecangs Dakota Apple Valley Industrial (**Project**), which consists of the development of a 627,200 square foot industrial warehouse and distribution building located within the North Apple Valley Industrial Specific Plan (NAVISP) in the Town of Apple Valley, as shown on Exhibit 1-1.

The purpose of this TA is to evaluate the potential circulation system deficiencies that may result when the Project is developed and where circulation system (intersection and/or roadway) improvements are needed to maintain acceptable levels of service consistent with the Town's General Plan level of service goals and policies. As the Town has not adopted their own traffic analysis guidelines, they utilize to the San Bernardino County Transportation Impact Study Guidelines (July 9, 2019) (**County Guidelines**).

The scope of analysis included in this evaluation is based on County Guidelines and consultation with Town of Apple Valley staff during the TA scoping process. (1) (2) The TA Scoping Agreement is included in Appendix 1.1 and has been reviewed and approved by the Town of Apple Valley.

1.1 PROJECT OVERVIEW

1.1.1 LAND USE

The Project consists of the development of a 627,200 square foot industrial warehouse and distribution building. The site is located between Dachshund Avenue (which becomes Dakota Road south of Fresno Road) and Ramona Road, south of Gustine Street and north of Fresno Road.

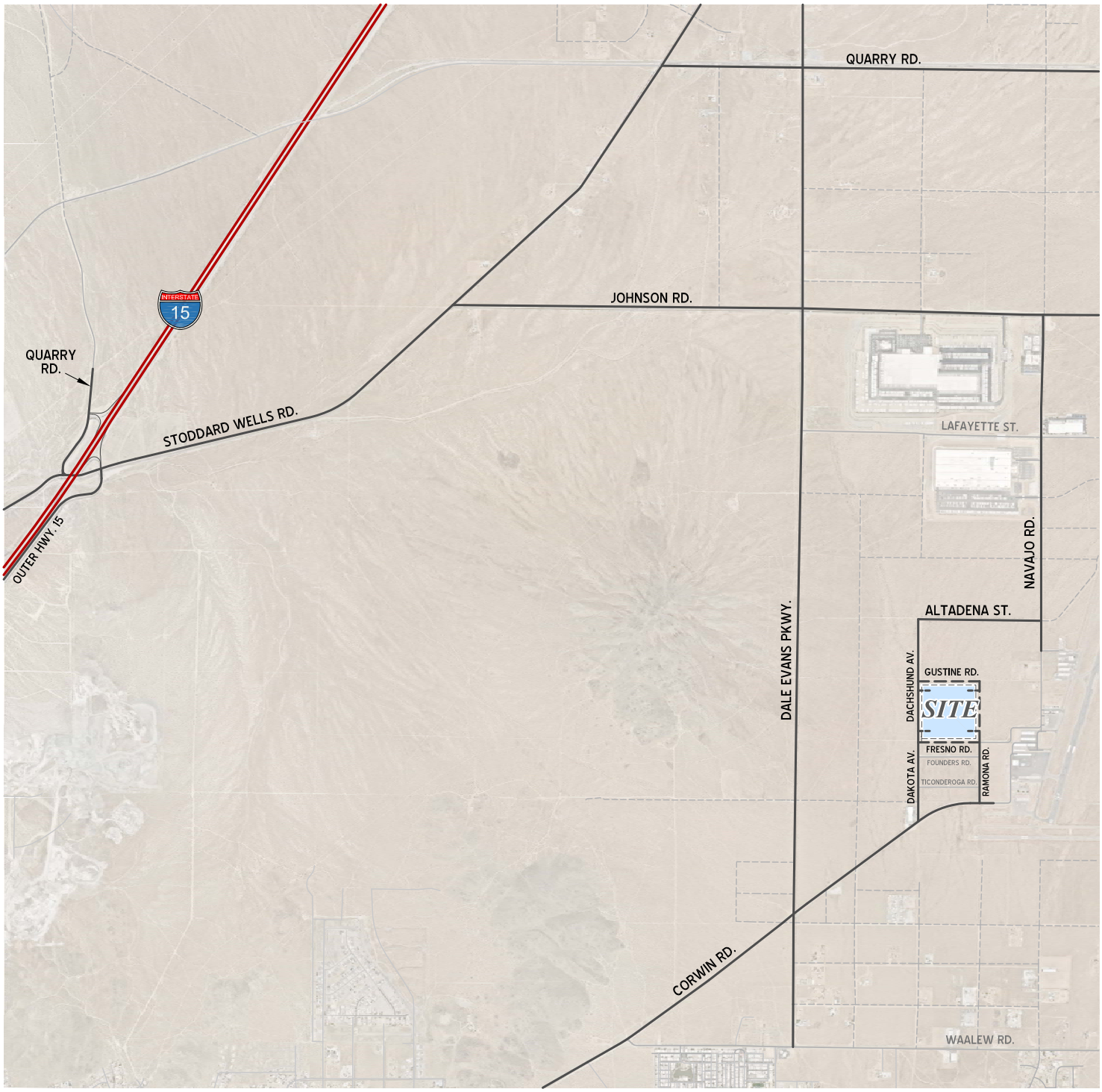
The preliminary site plan for the Project is shown on Exhibit 1-2. Access to the site will be accommodated via two driveways along Dachshund Avenue and two driveways on Ramona Road. All driveways are assumed to allow for full access (no turn restrictions). The Project is anticipated to have an Opening Year of 2027. Regional access to the Project site is accommodated from the I-15 Freeway.

1.1.2 TRIP GENERATION

In order to develop the traffic characteristics of the high-cube warehouse land use for the Proposed Project, trip-generation statistics published in the TUMF High-Cube Warehouse Trip Generation Study (WSP, January 29, 2019) are used. The purpose of WSP 2019 study was to gather enough data to develop reliable trip generation rates for centers for use in traffic impact studies in the Inland Empire.

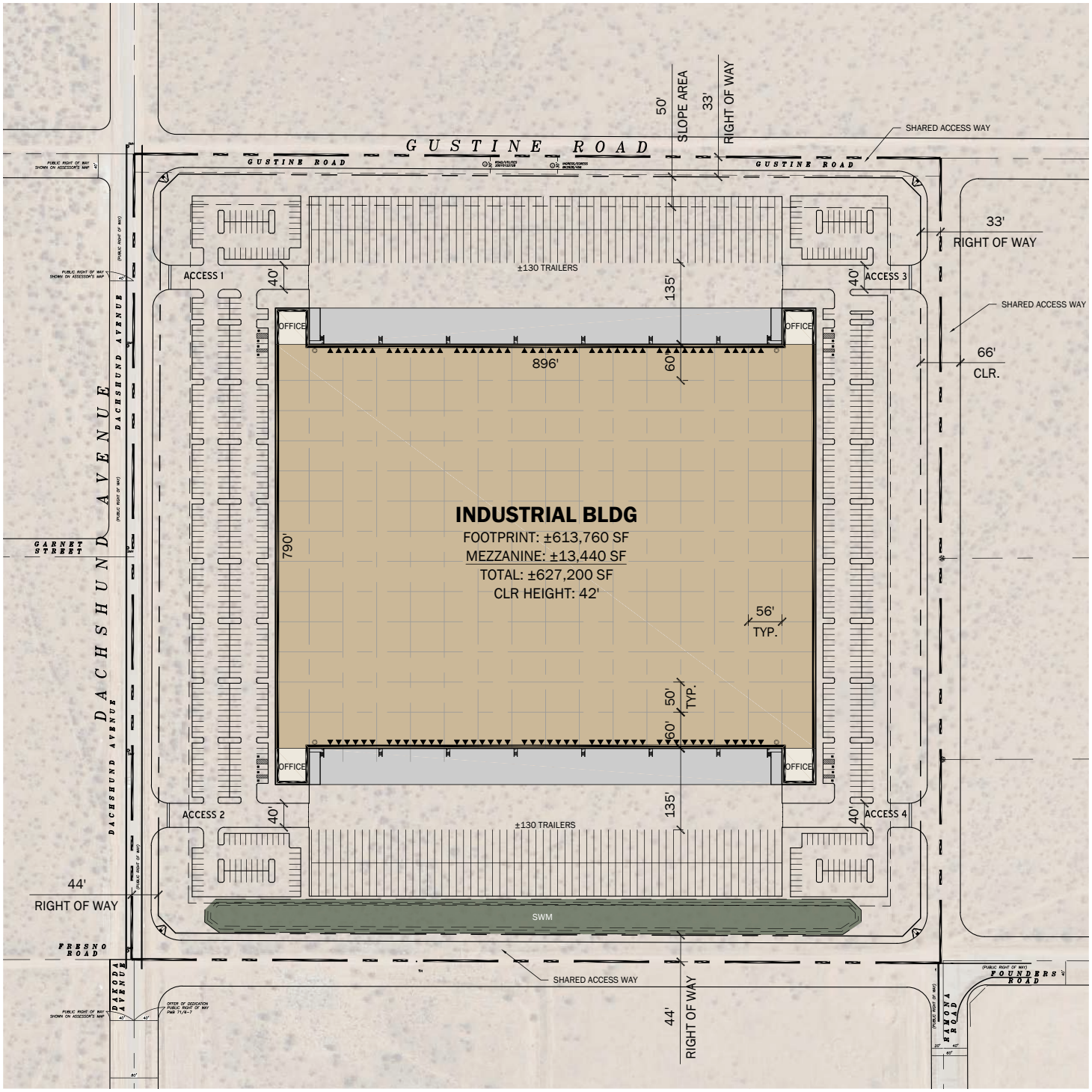
The Project is anticipated to generate a total of 1,335 two-way vehicle trip-ends per day with 77 AM peak hour trips and 104 PM peak hour trips (actual vehicles). The Project is anticipated to generate a total of 2,138 Passenger Car Equivalent (PCE) trip-ends per day with 123 AM PCE peak vehicle hour trips and 167 PM PCE peak hour vehicle trips. The assumptions and methods used to estimate the Project's trip generation characteristics are discussed in greater detail in Section 4.1 *Project Trip Generation* of this report.

EXHIBIT 1-1: LOCATION MAP



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EXHIBIT 1-2: PRELIMINARY SITE PLAN



1.2 ANALYSIS SCENARIOS

For the purposes of this TA, potential deficiencies to intersection LOS have been assessed for each of the following conditions:

- Existing (2024) Conditions
- Opening Year Cumulative (2027) Without Project Conditions
- Opening Year Cumulative (2027) With Project Conditions

1.2.1 EXISTING (2024) CONDITIONS

Information for Existing (2024) conditions is disclosed to represent the baseline traffic conditions as they existed at the time this report was prepared. Local schools were in session with in-person instruction at the time of the traffic counts. Traffic counts were conducted in April and late August, 2024.

1.2.2 OPENING YEAR CUMULATIVE (2027) CONDITIONS

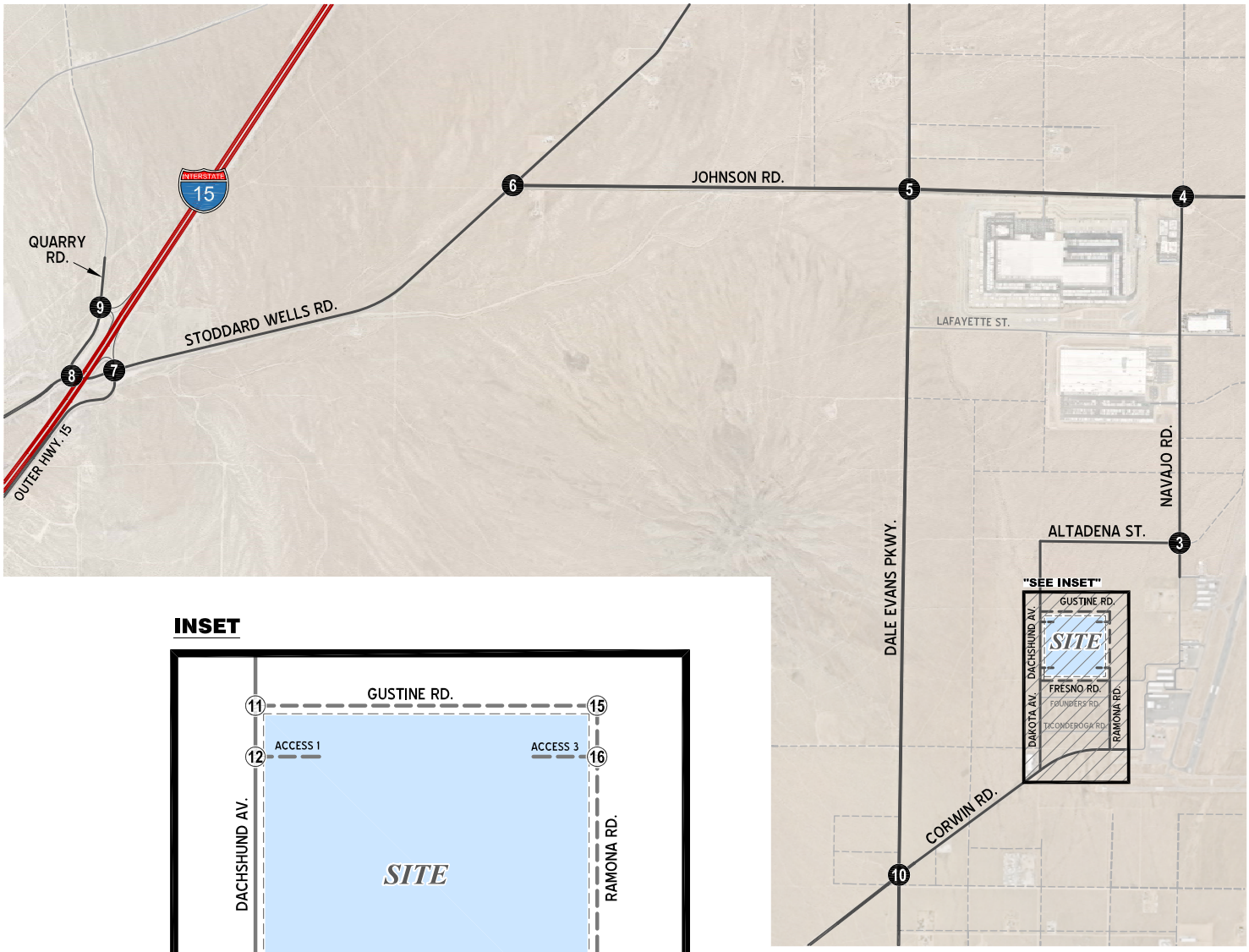
Consistent with County Guidelines, Opening Year Cumulative (2027) traffic conditions analysis determines the potential opening year cumulative circulation system deficiencies. To account for growth in traffic between Existing (2024) traffic conditions and the Project Opening Year Cumulative (2027), a growth rate of 2 percent was assumed (2.0% per year compounded over 3 years or $1.02^{3 \text{ years}}$ for a total of 6.12%). The roadway network is similar to Existing conditions except for new connections to be constructed by the Project. Conservatively, this TA estimates the area ambient traffic growth and then adds traffic generated by other known or probable related projects. These related projects are at least in part already accounted for in the assumed ambient growth rates; and some of these related projects may not be implemented and operational within the 2027 Opening Year timeframe assumed for the Project. The resulting traffic growth utilized in the TA (traffic generated by related projects) would therefore tend to overstate rather than understate background cumulative traffic deficiencies under 2027 traffic conditions.

Consistent with County Guidelines, a list of known and reasonably foreseeable cumulative development projects has been compiled based on information provided by the Town of Apple Valley Planning Department.

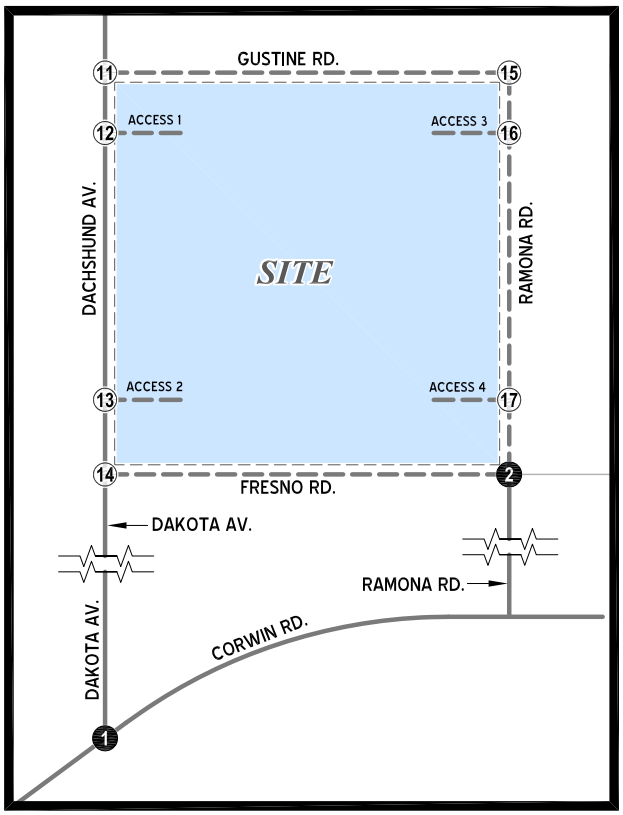
1.3 STUDY AREA

For the purposes of this TA, a total of 17 study area intersections were selected for evaluation based on County Guidelines and consultation with Town of Apple Valley staff. The study area is shown graphically on Exhibit 1-3 and the intersections included for study are also listed in Table 1-1. At a minimum, the study area includes intersections where the Project is anticipated to contribute 50 or more peak hour trips per the County's Guidelines. The "50 peak hour trip" criterion represents a minimum number of trips at which a typical intersection would have the potential to be affected by a given development proposal. The 50 peak hour trip criterion is a traffic engineering rule of thumb that is accepted and widely used within San Bernardino County (including the Town of Apple Valley) for estimating a potential area of influence (i.e., study area).

EXHIBIT 1-3: TRAFFIC ANALYSIS STUDY AREA



INSET



LEGEND:

- (10) = EXISTING ANALYSIS LOCATION
- (7) = FUTURE ANALYSIS LOCATION
- = FUTURE ROADWAY

N

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TABLE 1-1: INTERSECTION ANALYSIS LOCATIONS

#	Intersection	#	Intersection
1	Dakota Av. / Corwin Rd.	10	Dale Evans Pkwy. / Corwin Rd.
2	Ramona Rd. / Fresno Rd.	11	Dachshund Av. / Gustine Rd.
3	Navajo Rd. / Altadena St.	12	Dachshund Av. / Access 1
4	Navajo Rd. / Johnson Rd.	13	Dachshund Av. / Access 2
5	Dale Evans Pkwy. / Johnson Rd.	14	Dachshund Av. / Fresno Rd.
6	Stoddard Wells Rd. / Johnson Rd.	15	Ramona Rd. / Gustine Rd.
7	I-15 NB Ramps / Stoddard Wells Rd.	16	Ramona Rd. / Access 3
8	Quarry Rd. / Stoddard Wells Rd.	17	Ramona Rd. / Access 4
9	Quarry Rd. / I-15 SB Ramps		

1.4 GENERAL PLAN CONSISTENCY REQUIREMENTS FOR INTERSECTIONS

This section provides a brief overview of the intersection level of service (LOS) deficiencies identified in this report. The LOS standards used for this assessment are consistent with those identified in the Town of Apple Valley General Plan. Section 2 *Methodologies* provides a detailed explanation on the methodologies used for this assessment, while Section 3 *Area Conditions* and Section 5 *Opening Year Cumulative (2027) Traffic Conditions* include the operations analysis results for each analysis scenario. Additionally, a summary of the peak hour LOS analysis results is presented in Table 1-2.

1.4.1 EXISTING (2024) CONDITIONS

The assessment of existing (2024) traffic conditions is performed to establish a baseline of current LOS operations from which the effects of the Project's future contribution of traffic can be measured. The study area intersections were found to currently operate at an acceptable LOS (i.e., at or above the Town of Apple Valley's adopted General Plan thresholds) during the peak hours.

1.4.2 OPENING YEAR CUMULATIVE (2027) CONDITIONS

An assessment of opening year cumulative traffic conditions is performed to identify whether the traffic contribution associated with both the proposed Project and that of other reasonably foreseeable future development projects in the area have the potential to cause intersection LOS to fall below the Town's adopted thresholds. The Project's contribution to these forecasted LOS deficiencies is typically addressed through fee payments to an established fee program (both local and regional).

The results of the LOS assessments for cumulative traffic conditions are also summarized in Table 1-2, while Section 5 *Opening Year Cumulative (2027) Traffic Conditions* of the report provide a more detailed list of the forecast LOS deficiencies.

TABLE 1-2: LEVEL OF SERVICE (LOS) SUMMARY

#	Intersection	Existing 2024 AM	Existing 2024 PM	2027 Without Project AM	2027 Without Project PM	2027 With Project AM	2027 With Project PM
1	Dakota Av. / Corwin Rd.	A - D	A - D	A - D	A - D	A - D	A - D
2	Ramona Rd. / Fresno Rd.	A - D	A - D	A - D	A - D	A - D	A - D
3	Navajo Rd. / Altadena St.	A - D	A - D	A - D	A - D	A - D	A - D
4	Navajo Rd. / Johnson Rd.	A - D	A - D	F	F	F	F
5	Dale Evans Pkwy. / Johnson Rd.	A - D	A - D	F	F	F	F
6	Stoddard Wells Rd. / Johnson Rd.	A - D	A - D	F	F	F	F
7	I-15 NB Ramps / Stoddard Wells Rd.	A - D	A - D	F	F	F	F
8	Quarry Rd. / Stoddard Wells Rd.	A - D	A - D	A - D	F	A - D	F
9	Quarry Rd. / I-15 SB Ramps	A - D	A - D	A - D	F	A - D	F
10	Dale Evans Pkwy. / Corwin Rd.	A - D	A - D	A - D	A - D	A - D	A - D
11	Dachshund Av. / Gustine Rd.	N/A	N/A	N/A	N/A	A - D	A - D
12	Dachshund Av. / Access 1	N/A	N/A	N/A	N/A	A - D	A - D
13	Dachshund Av. / Access 2	N/A	N/A	N/A	N/A	A - D	A - D
14	Dachshund Av. / Fresno Rd.	N/A	N/A	N/A	N/A	A - D	A - D
15	Ramona Rd. / Gustine Rd.	N/A	N/A	N/A	N/A	A - D	A - D
16	Ramona Rd. / Access 3	N/A	N/A	N/A	N/A	A - D	A - D
17	Ramona Rd. / Access 4	N/A	N/A	N/A	N/A	A - D	A - D

Legend:

= A - D = E = F

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1.5 RECOMMENDATIONS

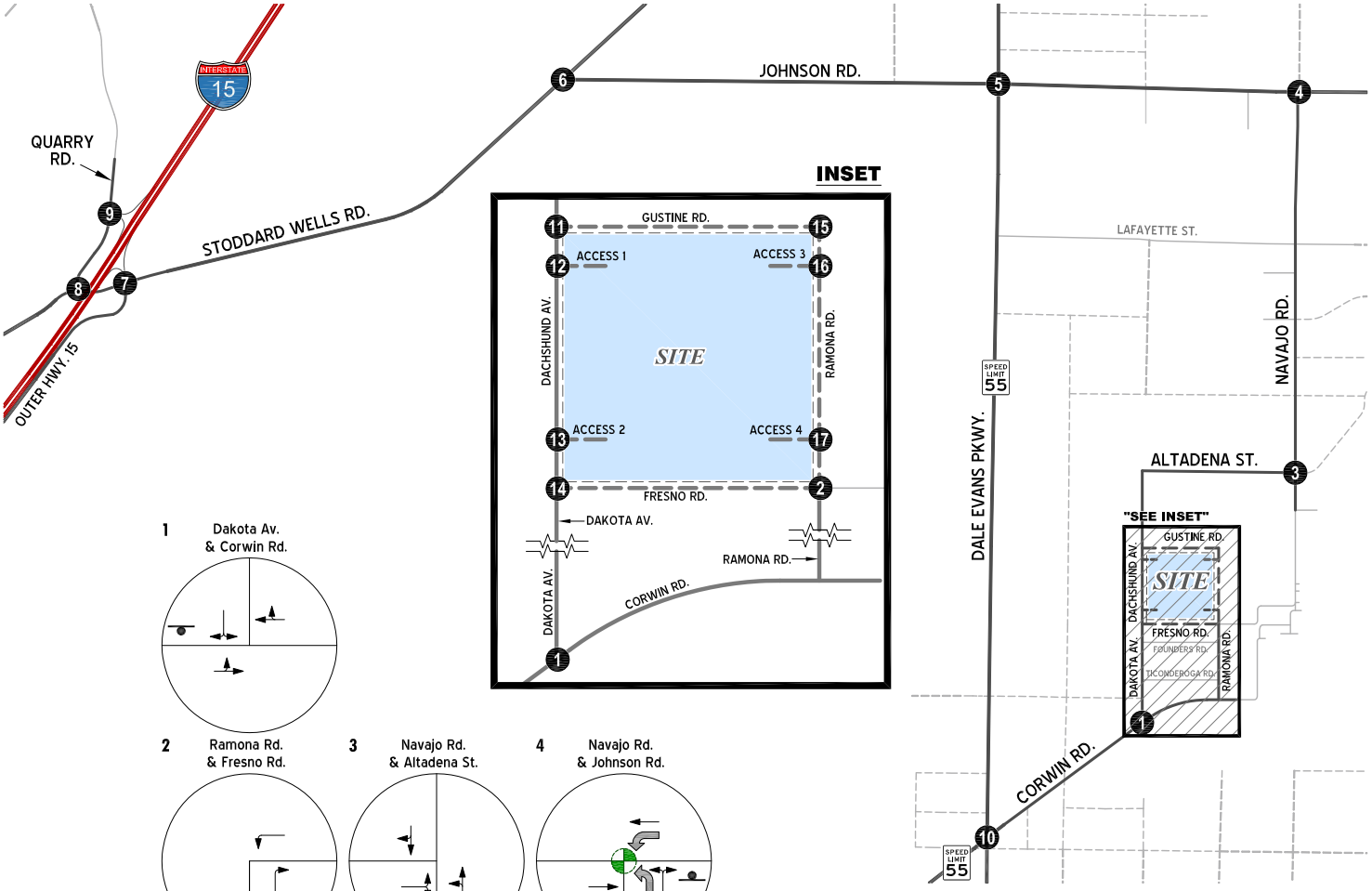
1.5.1 INTERSECTION IMPROVEMENT RECOMMENDATIONS NECESSARY TO MAINTAIN GENERAL PLAN CONSISTENCY

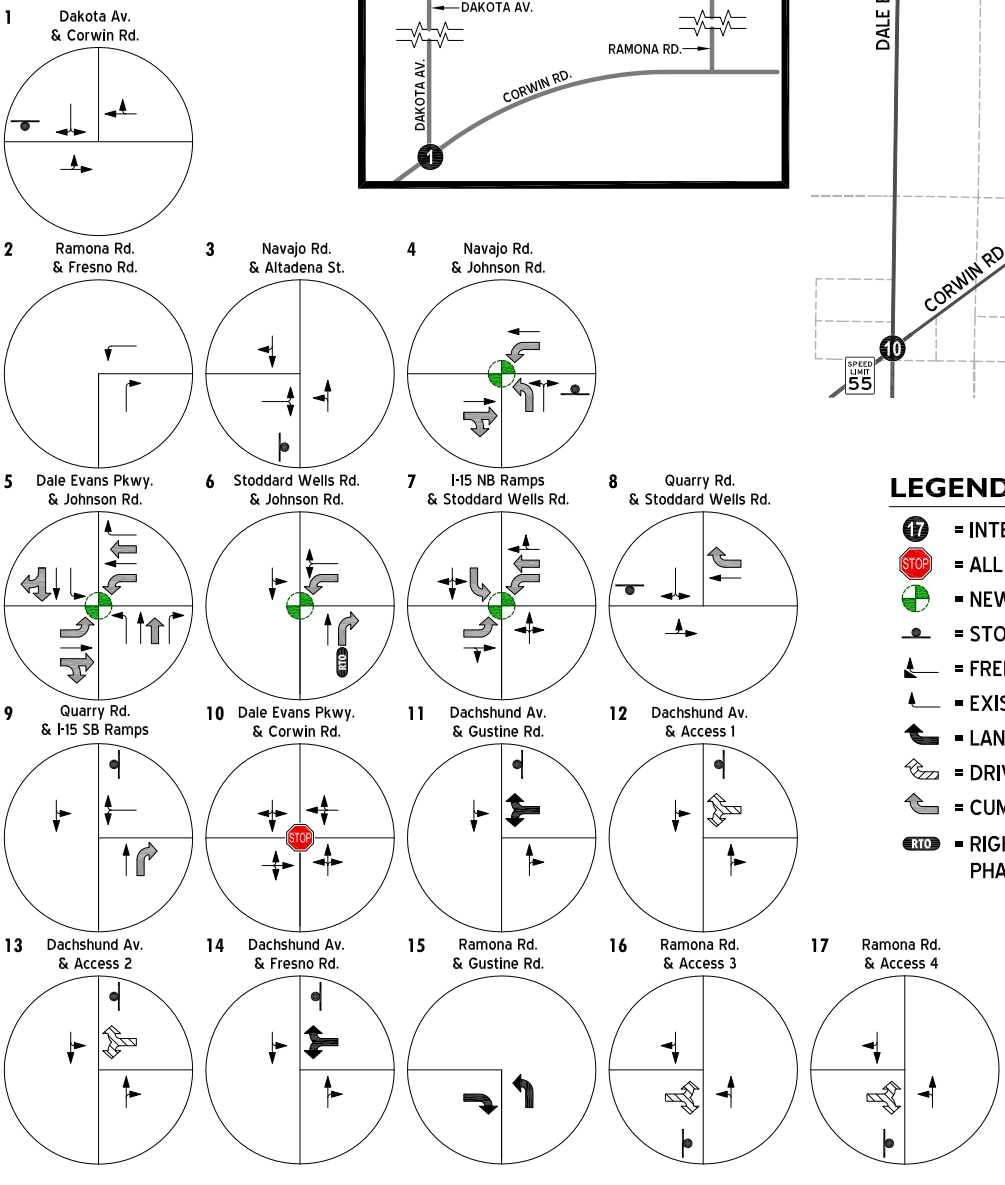
Based on the results of this TA, intersection improvement recommendations necessary to maintain the Town of Apple Valley General Plan LOS standards are listed Table 1-3 shown on Exhibit 1-4.

TABLE 1-3: IMPROVEMENTS TO MAINTAIN GENERAL PLAN CONSISTENCY

#	Intersection Location	Jurisdiction	Opening Year Cumulative (2027)	
			Without Project	With Project
4	Navajo Rd. & Johnson Rd.	Town of Apple Valley	Install a traffic signal	Same
			Add 2nd EB through lane	Same
			Add WB left turn lane	Same
			Add NB left turn lane	Same
5	Dale Evans Pkwy. & Johnson Rd.	Town of Apple Valley, County	Install a traffic signal	Same
			Add 2nd NB through lane	Same
			Add 2nd SB through lane	Same
			Add 2nd EB through lane	Same
			Add 2nd WB through lane	Same
			Add EB left turn lane	Same
			Add WB left turn lane	Same
6	Stoddard Wells Rd. & Johnson Rd.	Town of Apple Valley, County	Install a traffic signal	Same
			Add NB right turn lane	Same
			Add WB left turn lane	Same
			Provide NBR overlap phase	Same
7	I-15 NB Ramps & Stoddard Wells Rd.	Town of Apple Valley, Caltrans	Install a traffic signal	Same
			Add 2nd WB through lane	Same
			Add SB left turn lane	Same
			Add EB left turn lane	Same
			Add WB left turn lane	Same
8	Quarry Rd. & Stoddard Wells Rd.	County	Add WB right turn lane	Same
9	Quarry Rd. & I-15 SB Ramps	County, Caltrans	Add NB right turn lane	Same

EXHIBIT 1-4: OPENING YEAR (2027)
RECOMMENDED TRAFFIC CONTROLS AND INTERSECTION LANE CONFIGURATIONS





LEGEND:

- = INTERSECTION ID
- = ALL WAY STOP
- = NEW TRAFFIC SIGNAL
- = STOP SIGN
- = FREE RIGHT TURN
- = EXISTING LANE
- = LANE IMPROVEMENT
- = DRIVEWAY IMPROVEMENT
- = CUMULATIVE IMPROVEMENT
- = RIGHT TURN OVERLAP PHASING IMPROVEMENT

1.5.2 ON-SITE CIRCULATION RECOMMENDATIONS

The following recommendations are based on the improvements needed to accommodate site access and maintain acceptable peak hour LOS at site access and on-site intersections are described below and shown on Exhibit 1-5. The site adjacent queuing analysis worksheets are provided in Appendix 1.2 for Opening Year Cumulative (2027) With Project traffic conditions. No site adjacent queues are anticipated with the proposed improvements.

Recommendation 1 – Dachshund Avenue & Access 1 (#12) – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the westbound approach and construct a shared left-right turn lane (Project driveway).

Recommendation 2 – Dachshund Avenue & Access 2 (#13) – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the westbound approach and construct a shared left-right turn lane (Project driveway).

Recommendation 3 – Ramona Road & Access 3 (#16) – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the eastbound approach and construct a shared left-right turn lane (Project driveway).
- Project to construct a northbound shared through-left turn lane.
- Project to construct a southbound shared through-right turn lane.

Recommendation 4 – Ramona Road & Access 4 (#17) – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the eastbound approach and construct a shared left-right turn lane (Project driveway).
- Project to construct a northbound shared through-left turn lane.
- Project to construct a southbound shared through-right turn lane.

Recommendation 5 – Dachshund Avenue & Gustine Road (#11) – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the westbound approach and construct a shared left-right turn lane.

Recommendation 6 – Dachshund Avenue & Fresno Road (#14) – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the westbound approach and construct a shared left-right turn lane.

Recommendation 7 – Ramona Road & Gustine Road (#15) – The following improvements are necessary to accommodate site access:

- Project to construct a northbound left turn lane.
- Project to construct an eastbound right turn lane.

Recommendation 8 – Ramona Road & Fresno Road (#2) – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the eastbound and westbound approaches and construct a shared eastbound left-right turn lane.

Recommendation 9 – Dachshund Avenue is a north-south oriented roadway located along the site's western boundary. The Project is to construct Dachshund Avenue from the site's northern boundary (Gustine Road) to the site's southern boundary (Fresno Road) at its ultimate half-section width as a secondary roadway (ultimate 88-foot right-of-way), consistent with the Town's standards.

Recommendation 10 – Ramona Road is a north-south oriented roadway located along the site's eastern boundary. The Project is to construct Ramona Road from the site's northern boundary (Gustine Road) to the site's southern boundary (Fresno Road) as a 2-lane local roadway.

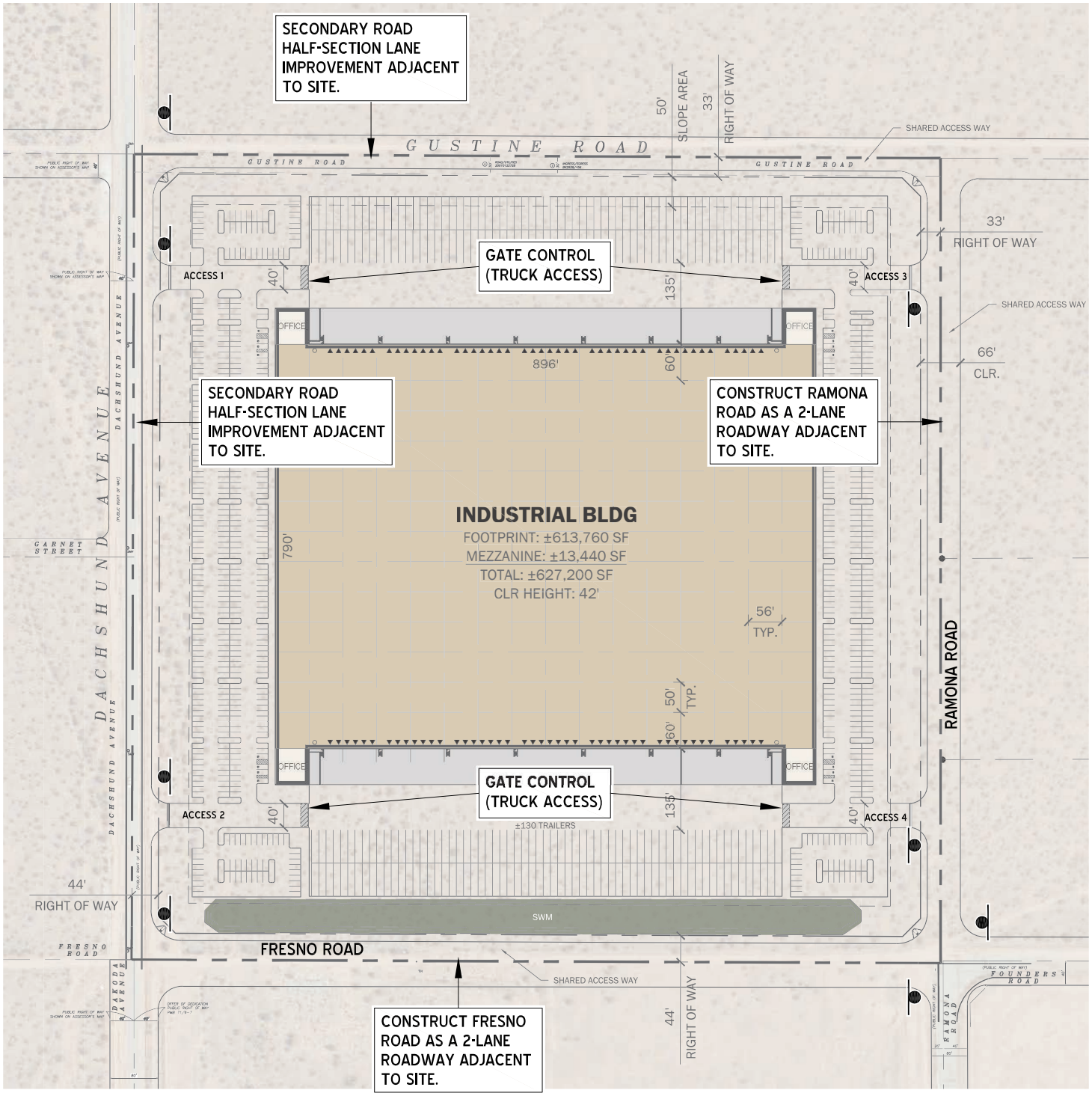
Recommendation 11 – Gustine Road is an east-west oriented roadway located along the site's northern boundary. The Project is to construct Gustine Road from the Project's western boundary (Dachshund Avenue) to the site's eastern boundary (Ramona Road) at its ultimate half-section width as a secondary roadway (ultimate 88-foot right-of-way), consistent with the Town's standards. The Project will also provide an additional 12 feet of pavement width to accommodate one westbound lane from the Project's eastern boundary to Dachshund Avenue to facilitate site access.

Recommendation 12 – Fresno Road is an east-west oriented roadway located along the site's southern boundary. The Project is to construct Fresno Road from the Project's western boundary (Dachshund Avenue) to the site's eastern boundary (Ramona Road) as a 2-lane local roadway.

On-site traffic signing and striping should be implemented agreeable with the provisions of the California Manual on Uniform Traffic Control Devices (CA MUTCD) and in conjunction with detailed construction plans for the Project site.

Sight distance at each project access point should be reviewed with respect to standard California Department of Transportation (Caltrans) and Town of Apple Valley sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

EXHIBIT 1-5: SITE ACCESS RECOMMENDATIONS



LEGEND:

= STOP SIGN

N

1.6 QUEUING ANALYSIS

The traffic modeling and signal timing optimization software package SimTraffic has been utilized to assess the queues, for both on-site roadways (Project design features) and off-site interchange off-ramp queues, for Opening Year (2027) With Improvement conditions. SimTraffic is designed to model networks of signalized and unsignalized intersections, with the primary purpose of checking and fine-tuning signal operations. SimTraffic uses the input parameters from Synchro to generate random simulations. These random simulations generated by SimTraffic have been utilized to determine the 95th percentile queue lengths observed for each applicable turn lane. A SimTraffic simulation has been recorded up to 5 times, during the weekday AM and weekday PM peak hours, and has been seeded for 5-minute periods with 15-minute recording intervals.

1.6.1 OFF-SITE QUEUING

Existing (2024) Conditions

Although not required by County Guidelines, a review of freeway off-ramp queues has also been included at the request of Caltrans. Based on the results of this analysis, there are currently no freeway off-ramp movements found to exceed available off-ramp storage capacity during the weekday AM or PM peak 95th percentile traffic flows.

Cumulative Traffic Conditions

The following movements are anticipated to exceed available off-ramp storage capacity during the weekday AM or PM peak 95th percentile traffic flows under Opening Year Cumulative (2027) Without Project traffic conditions:

- I-15 Northbound Ramps & Stoddard Wells Road (#7) – Southbound shared left-through-right – AM and PM peak hours

1.6.2 ON-SITE QUEUING

The results of the queuing analysis worksheets for the weekday AM and PM peak hours are provided in Appendix 1.2 of this report for Opening Year Cumulative (2027) With Project traffic conditions and have been used to verify the recommended pocket lengths for each of the Project access intersections, as discussed in Section 1.5 *Recommendations*.

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2 METHODOLOGIES

This section of the report presents the methodologies used to perform the traffic analyses summarized in this report. The methodologies described are consistent with Town of Apple Valley's Traffic Study Guidelines.

2.1 LEVEL OF SERVICE

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors, such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing a breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

2.2 INTERSECTION CAPACITY ANALYSIS

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The 7th Edition Highway Capacity Manual (HCM) methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. (4) The HCM uses different procedures depending on the type of intersection control.

2.2.1 SIGNALIZED INTERSECTIONS

The Town of Apple Valley requires signalized intersection operations analysis based on the methodology described in the HCM. (4) Intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections, LOS is related to the average control delay per vehicle and is correlated to a LOS designation as described in Table 2-1. The saturation flow rates utilized are consistent with the rates identified in the San Bernardino County CMP.

The traffic modeling and signal timing optimization software package Synchro (Version 11) is utilized to analyze signalized intersections within the study area. Synchro is a macroscopic traffic software program that is based on the signalized intersection capacity analysis as specified in the HCM. Macroscopic level models represent traffic in terms of aggregate measures for each movement at the study intersections. Equations are used to determine measures of effectiveness such as delay and queue length. The level of service and capacity analysis performed by Synchro takes into consideration optimization and coordination of signalized intersections within a network.

TABLE 2-1: SIGNALIZED INTERSECTION LOS THRESHOLDS

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0[1]
Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00	A
Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00	B
Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00	C
Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00	D
Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00	E
Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	80.01 and up	F

The peak hour traffic volumes have been adjusted using a peak hour factor (PHF) to reflect peak 15-minute volumes. Customary practice for LOS analysis is to use a peak 15-minute rate of flow. However, flow rates are typically expressed in vehicles per hour. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume (e.g., PHF = [Hourly Volume] / [4 x Peak 15-minute Flow Rate]). The use of a 15-minute PHF produces a more detailed analysis as compared to analyzing vehicles per hour. Existing PHFs have been used for all analysis scenarios. Per the HCM, PHF values over 0.95 often are indicative of high traffic volumes with capacity constraints on peak hour flows while lower PHF values are indicative of greater variability of flow during the peak hour. (4)

2.2.2 UNSIGNALIZED INTERSECTIONS

The Town of Apple Valley requires the operations of unsignalized intersections to be evaluated using the methodology described in the HCM. (4) The LOS rating is based on the weighted average control delay expressed in seconds per vehicle (see Table 2-2). At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. Delay for the intersection is reported for the worst individual movement at a two-way stop-controlled intersection. For all-way stop-controlled intersections, LOS is computed for the intersection as a whole (average delay).

TABLE 2-2: UNSIGNALIZED INTERSECTION LOS THRESHOLDS

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0[1]
Little or no delays.	0 to 10.00	A
Short traffic delays.	10.01 to 15.00	B
Average traffic delays.	15.01 to 25.00	C
Long traffic delays.	25.01 to 35.00	D
Very long traffic delays.	35.01 to 50.00	E
Extreme traffic delays with intersection capacity exceeded.	> 50.00	F

2.3 TRAFFIC SIGNAL WARRANT ANALYSIS METHODOLOGY

The term "signal warrants" refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or ascertain the potential need for installation of a traffic signal at an otherwise unsignalized intersection. This TA uses the signal warrant criteria presented in the latest edition of the California Department of Transportation (Caltrans) California Manual on Uniform Traffic Control Devices *(CA MUTCD)* for all study area intersections. (6)

The signal warrant criteria for Existing conditions are based upon several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. The CA MUTCD indicates that the installation of a traffic signal should be considered if one or more of the signal warrants are met. (6) Specifically, this TA utilizes the Peak Hour Volume-based Warrant 3 as the appropriate representative traffic signal warrant analysis for existing study area intersections for all analysis scenarios. Warrant 3 is appropriate to use for this TA because it provides specialized warrant criteria for intersections with urban characteristics (e.g., adjacent major streets operating at or below 40 miles per hour) or rural characteristics (e.g., adjacent major streets operating above 40 miles per hour). For the purposes of this study, the speed limit was the basis for determining whether Urban or Rural warrants were used for a given intersection.

Future intersections that do not currently exist have been assessed regarding the potential need for new traffic signals based on future average daily traffic (ADT) volumes, using the Caltrans planning level ADT-based signal warrant analysis worksheets.

The traffic signal warrant analysis for Existing (2024) conditions are presented in Section 3 *Area Conditions.* The traffic signal warrant analyses for future conditions are presented in Section 5 *Opening Year Cumulative (2027) Traffic Conditions*.

It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with LOS. An intersection may satisfy a signal warrant condition and operate at or above acceptable LOS or operate below acceptable LOS and not meet a signal warrant.

2.4 QUEUING ANALYSIS

The 95th percentile queuing of vehicles has been assessed at the Project access driveways to determine appropriate turn lane lengths. The traffic progression analysis tool and HCM intersection analysis program, Synchro, has been used to assess the potential deficiencies/needs of the Project access intersections. Storage (turn-pocket) length recommendations at the driveways have been based upon the 95th percentile queue resulting from the Synchro progression analysis. The footnote from the Synchro output sheets indicates if the 95th percentile cycle exceeds capacity. Traffic is simulated for two complete cycles of the 95th percentile traffic in Synchro in order to account for the effects of spillover between cycles. In practice, the 95th percentile queue shown will rarely be exceeded and the queues shown with the footnote are acceptable for the design of storage bays. The 95th percentile queue is derived from the average queue plus 1.65 standard deviations. The 95th percentile queue is not necessarily ever observed, it is simply based on statistical calculations.

2.5 MINIMUM ACCEPTABLE LEVELS OF SERVICE (LOS)

According to the Town of Apple Valley's General Plan, LOS C or better is preferable, but LOS D is the minimum acceptable condition that should be maintained during the peak commute hours, where feasible. Therefore, for the purposes of this traffic analysis, LOS D has also been considered the acceptable threshold for all study area intersections.

2.6 DEFICIENCY CRITERIA

This section outlines the methodology used in this analysis related to identifying circulation system deficiencies. Per the County's Traffic Study Guidelines, at intersections where the LOS falls below, or is expected to fall below an acceptable threshold with or without the addition of the Project, feasible measures shall be identified to mitigate the Project's impacts for all Project scenario conditions. The TA calculates the Project's fair share towards each improvement required to serve cumulative conditions with or without the Project.

2.7 PROJECT FAIR SHARE CALCULATION METHODOLOGY

In cases where this TA identifies that the Project would contribute additional traffic volumes to traffic deficiencies, Project fair share costs of improvements necessary to address deficiencies have been identified. The Project's fair share cost of improvements is determined based on the following equation, which is the ratio of Project traffic to new future traffic, and new future traffic is Project traffic plus future development traffic:

Project Fair Share % = Project AM/PM Traffic / (2027 With Project AM/PM Total Traffic – Existing AM/PM Traffic)

The Project fair share percentage has been calculated for both the AM peak hour and PM peak hour and the higher of the two has been selected. The Project fair share contribution calculations are presented in Section 6 *Local and Regional Funding Mechanisms* of this TA.

3 AREA CONDITIONS

This section provides a summary of the existing circulation network, the Town of Apple Valley General Plan Circulation Network, and a review of existing peak hour intersection operations, traffic signal warrant, and freeway off-ramp queuing analyses.

3.1 EXISTING CIRCULATION NETWORK

Pursuant to the agreement with Town of Apple Valley staff (Appendix 1.1), the study area includes a total of 17 existing and future intersections as shown previously on Exhibit 1-3. Exhibit 3-1 illustrates the study area intersections located near the proposed Project and identifies the number of through traffic lanes for existing roadways and intersection traffic controls.

3.2 TOWN OF APPLE VALLEY GENERAL PLAN CIRCULATION ELEMENT

The roadway classifications and planned (ultimate) roadway cross-sections of the major roadways within the study area, as identified on the Town of Apple Valley General Plan Circulation Element, are described subsequently. Exhibit 3-2 shows the Town of Apple Valley General Plan Circulation Element. Exhibit 3-3 illustrates the Town of Apple Valley General Plan roadway cross-sections.

Major Divided Parkways are designed to accommodate six travel lanes with a 20-foot center median and 15-foot parkways on each side of the roadway, within a 142-foot right-of-way. Dale Evans Parkway is classified as a Major Divided Parkway in the Town of Apple Valley.

Major Divided Arterials are designed to accommodate six travel lanes with a 12-foot center turn lane or median and 10-foot bike or parking lanes on each side of the roadway, within a 128-foot right-of-way. Stoddard Wells Road, south of Johnson Road is classified as a Major Divided Arterial in the Town of Apple Valley.

Major Roads are designed to accommodate four travel lanes with a 12-foot center turn lane or median and two bike or parking lanes, within a 104-foot right-of-way. The following study area roadways within the Town of Apple Valley are classified as Major Roads:

- Stoddard Wells Road, north of Johnson Road
- Johnson Road
- Corwin Road
- Dakota Road, south of Fresno Road

Secondary Roads are designed to accommodate four travel lanes with a bike or parking lane, within an 88-foot right-of-way. The following study area roadways within the Town of Apple Valley are classified as Secondary Roads:

- Navajo Road
- Dachshund Avenue
- Gustine Road

EXHIBIT 3-1: EXISTING TRAFFIC CONTROLS AND INTERSECTION LANE CONFIGURATIONS

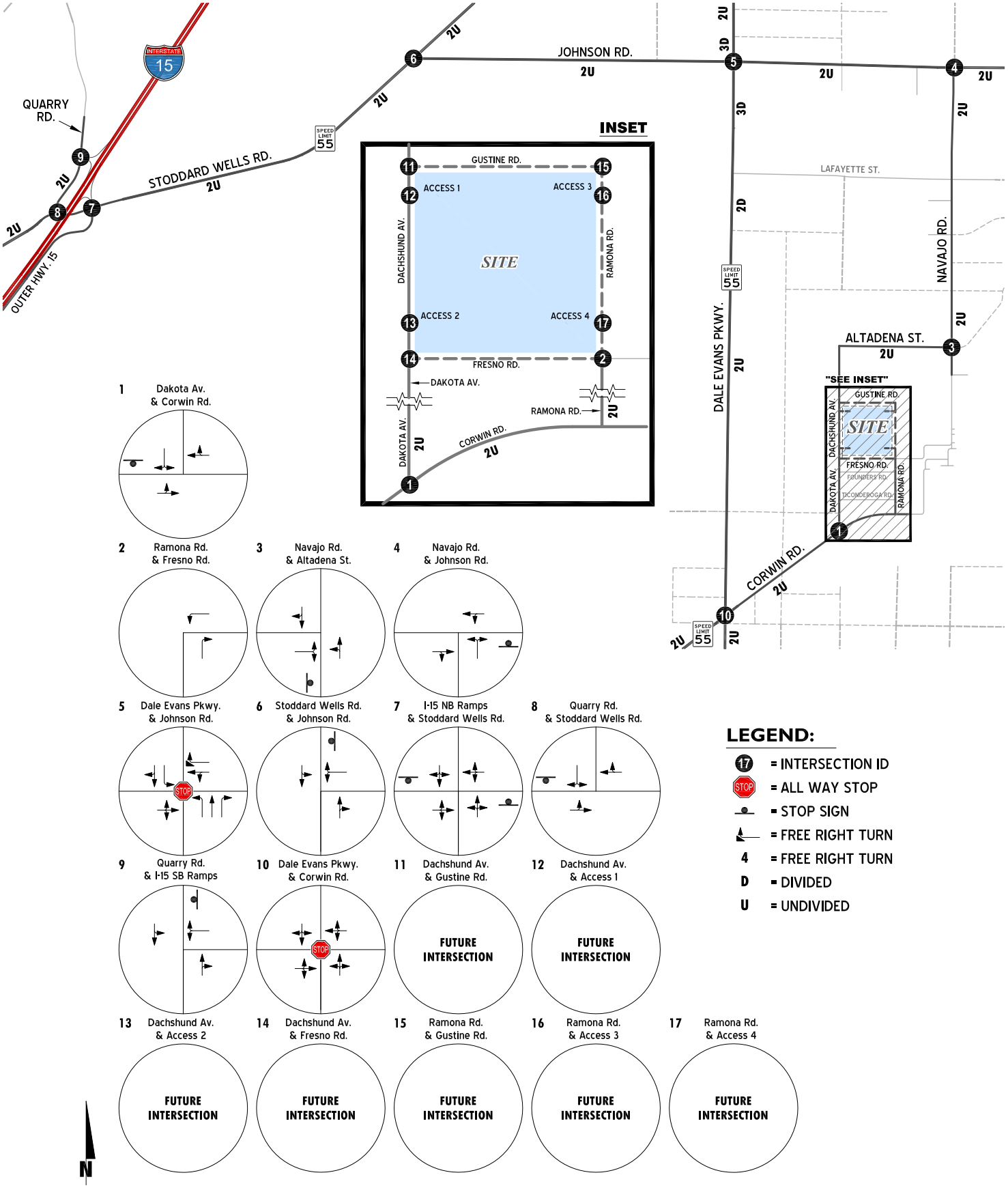


EXHIBIT 3-2: TOWN OF APPLE VALLEY GENERAL PLAN STREET SYSTEM

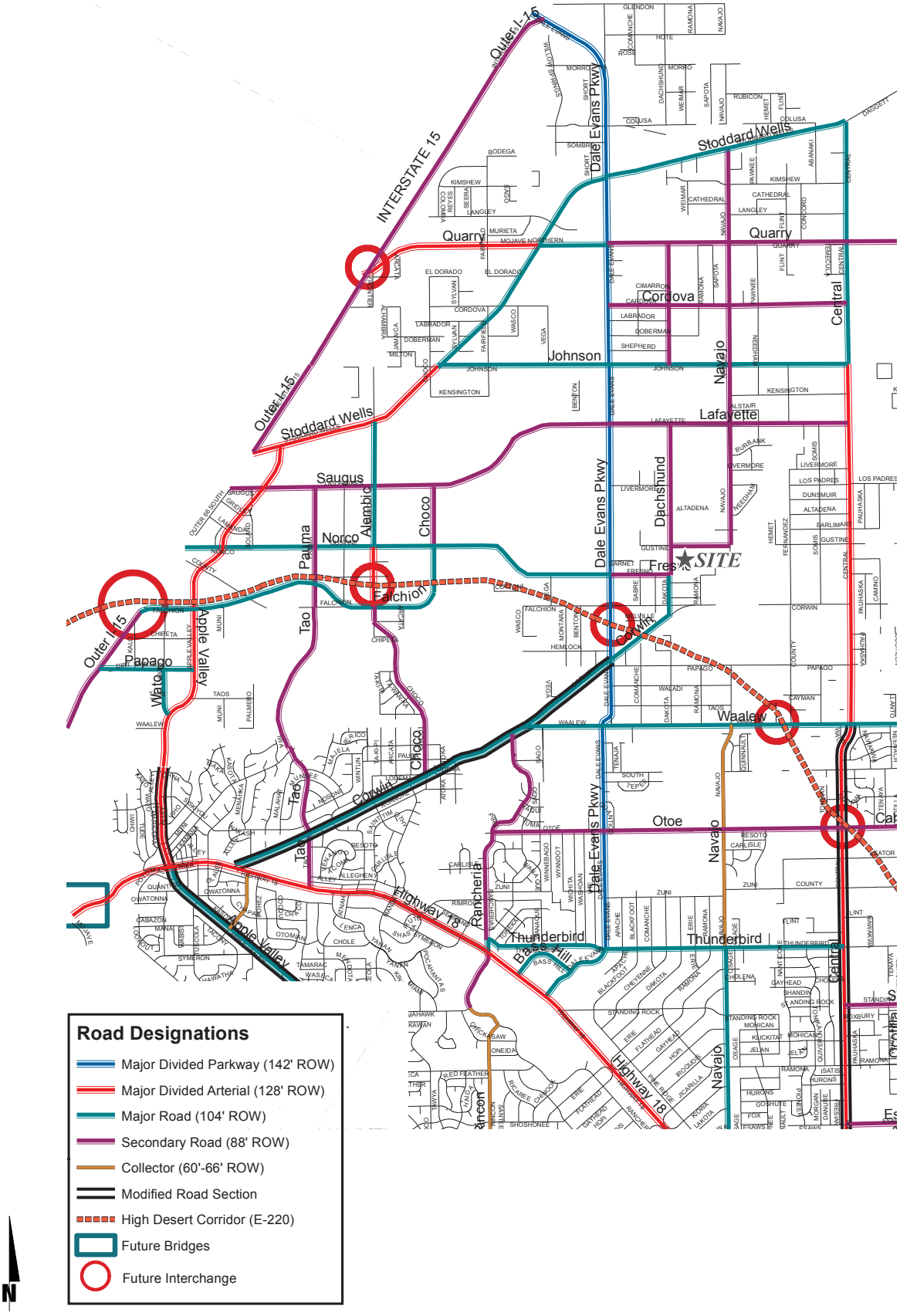
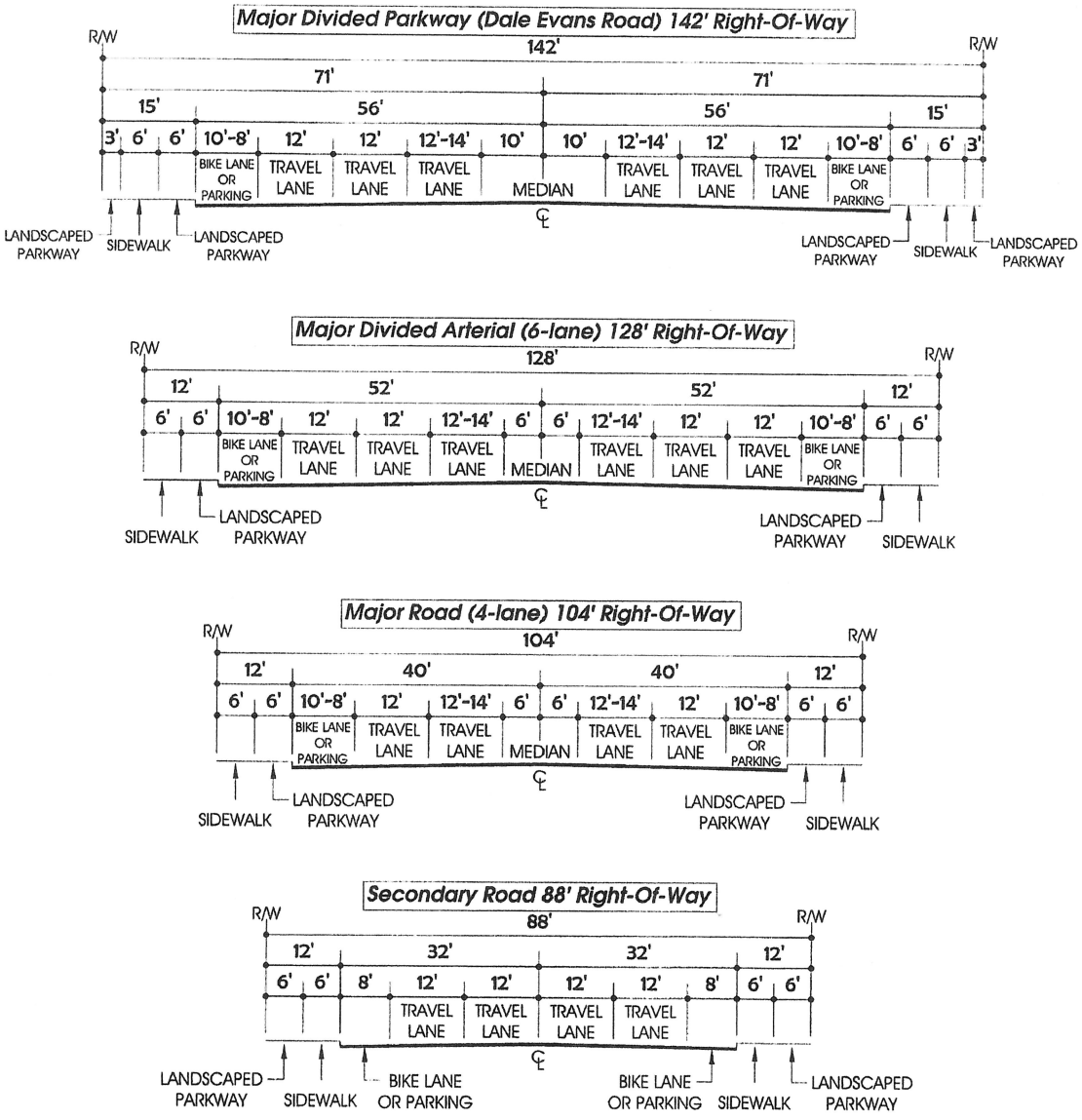
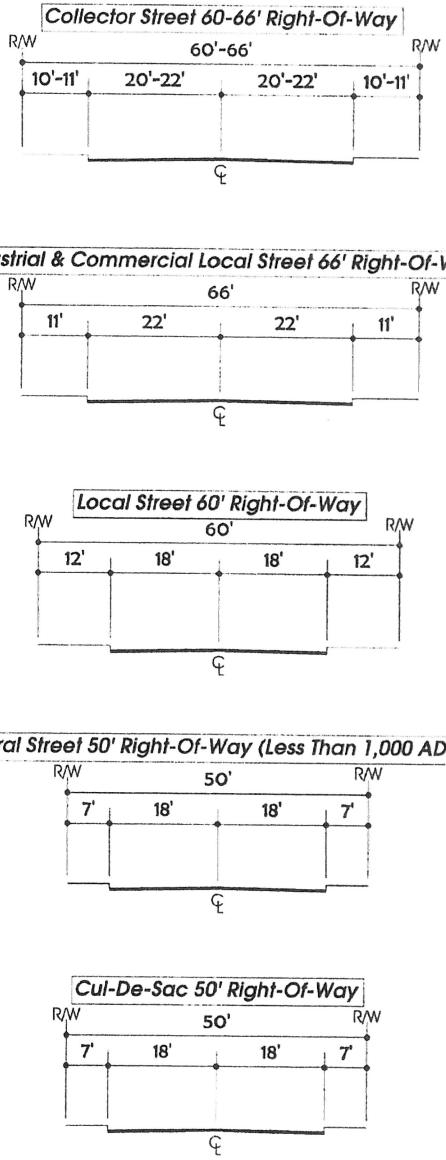


EXHIBIT 3-3: TOWN OF APPLE VALLEY GENERAL PLAN ROADWAY CROSS-SECTIONS





3.3 BICYCLE AND PEDESTRIAN FACILITIES

Exhibit 3-4 illustrates the Town of Apple Valley bike paths. As shown at Exhibit 3-4, there are proposed Class II bike lanes on Dale Evans Parkway (between Fresno and Corwin Road), and Class I bike paths along Stoddard Wells Road, Dale Evans Parkway, and Corwin Road. There are no pedestrian facilities in close proximity to the Project. Field observations indicate nominal pedestrian and bicycle activity within the study area.

3.4 TRANSIT SERVICE

The study area is currently served by Victor Valley Transit Authority (VVTA), a public transit agency serving various jurisdictions within San Bernardino County. The existing transit routes within the study area are shown on Exhibit 3-5. Route 42 currently runs along Dale Evans Parkway, Johnson Road, and Corwin Road.

Transit service is reviewed and updated by VVTA periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. As such, it is recommended that the applicant work in conjunction with VVTA to potentially provide bus service to the site.

3.5 TRUCK ROUTES

The Town of Apple Valley truck routes are shown on Exhibit 3-6. Through truck routes are included on Dale Evans Parkway, and Johnson Road east of Dale Evans Parkway in the study area. Local Truck Routes are also shown on Stoddard Wells Road, Johnson Road west of Dale Evans Parkway, Navajo Road, Fresno Road. These designated truck routes have been utilized for both the proposed Project and future cumulative development projects for the purposes of this TA.

3.6 EXISTING (2024) TRAFFIC COUNTS

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in April 2024 and late August 2024. The following peak hours were selected for analysis:

- Weekday AM Peak Hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:00 PM)

The 2024 weekday AM and weekday PM peak hour count data is representative of typical weekday peak hour traffic conditions in the study area. There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity or detour routes and near-by schools were in session and operating on normal schedules. The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1. Existing weekday AM and weekday PM peak hour intersection volumes are also shown on Exhibit 3-7. Existing weekday ADT volumes are shown on Exhibit 3-7. Where actual 24-hour tube count data was not available, Existing ADT volumes were based upon factored intersection peak hour counts collected using the following formula for each intersection leg:

Weekday PM Peak Hour (Approach Volume + Exit Volume) x 8.00 = Leg Volume

EXHIBIT 3-4: TOWN OF APPLE VALLEY EXISTING AND PLANNED BICYCLE FACILITIES

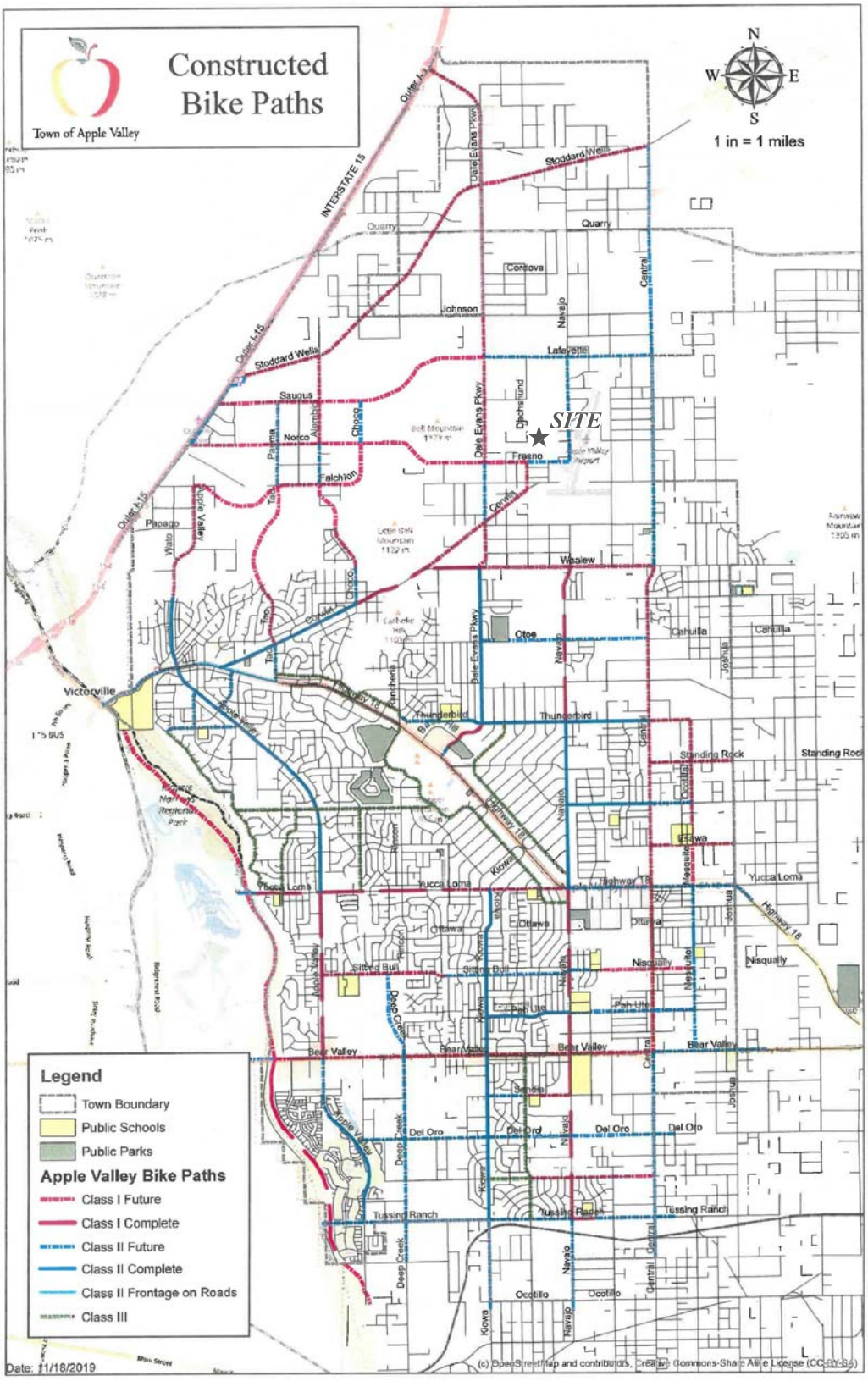
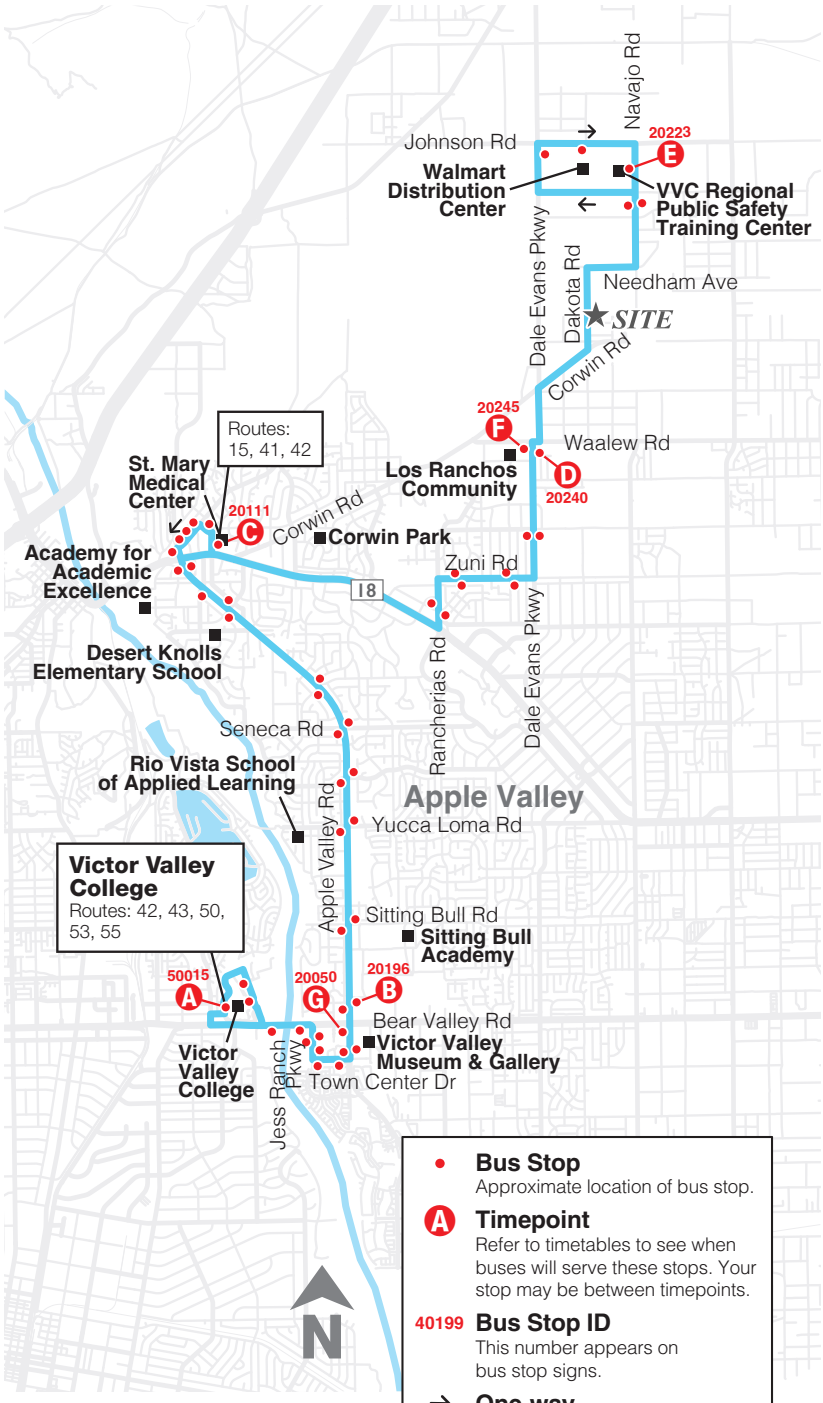


EXHIBIT 3-5: EXISTING TRANSIT ROUTES

42 Apple Valley Road



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EXHIBIT 3-6: TOWN OF APPLE VALLEY TRUCK ROUTES

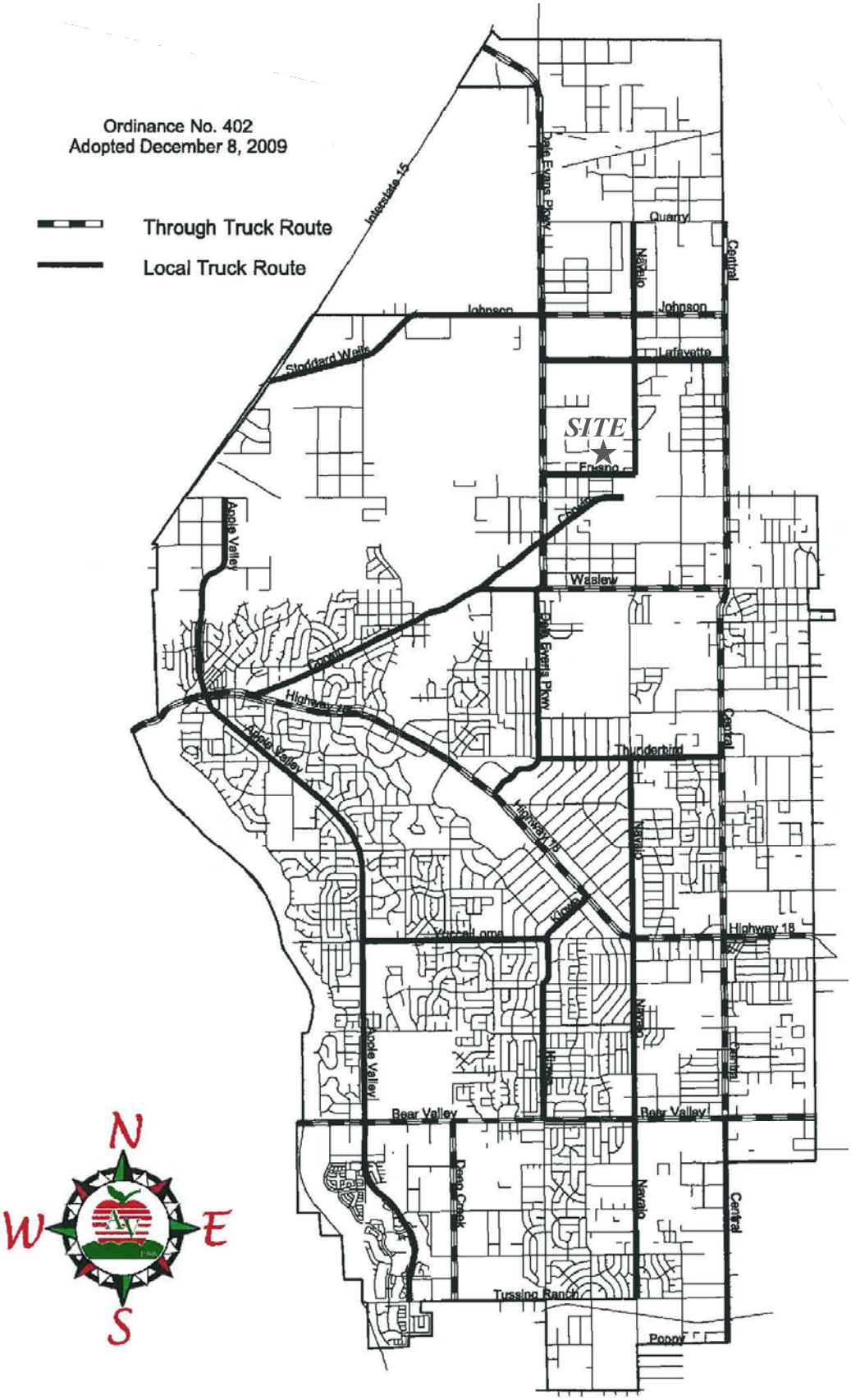
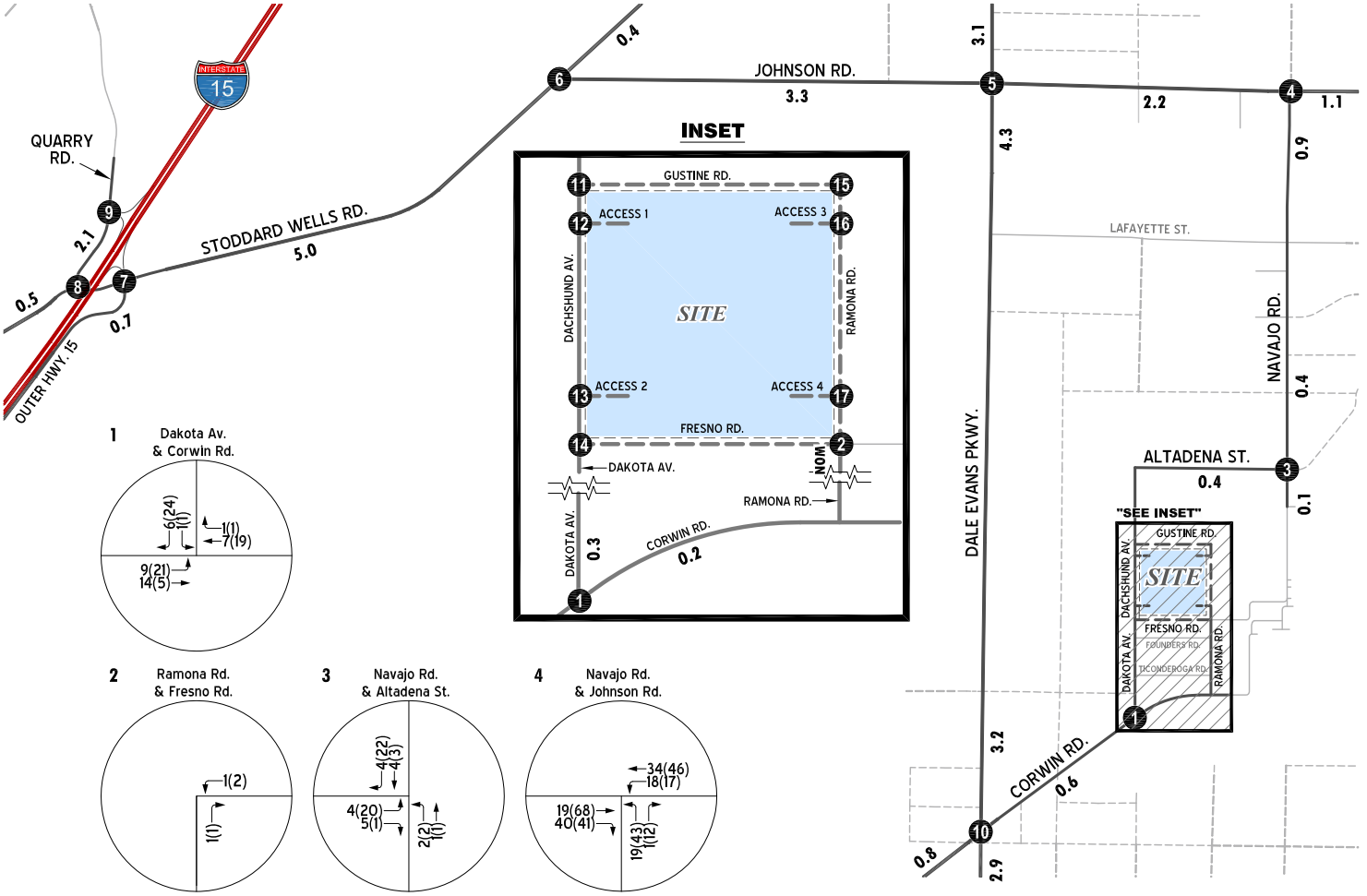
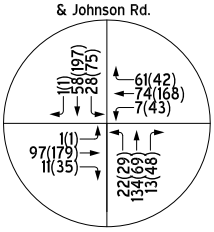
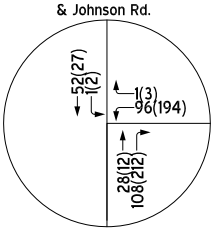
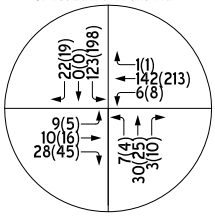


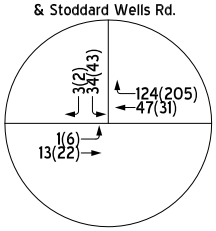
EXHIBIT 3-7: EXISTING (2024) TRAFFIC VOLUMES (PASSENGER CAR EQUIVALENT)

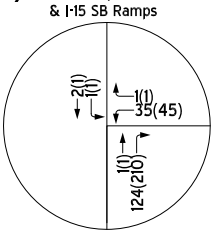


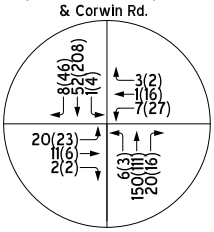


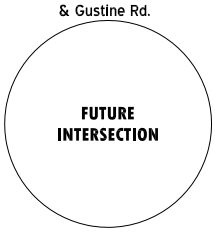


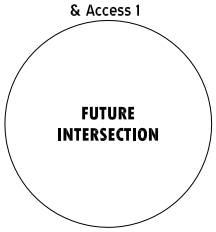


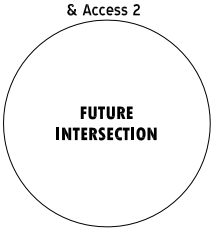


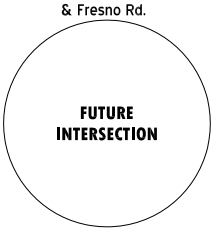


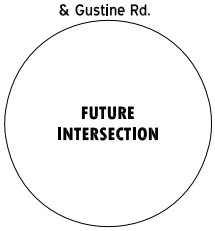


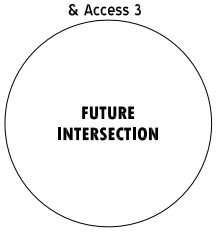


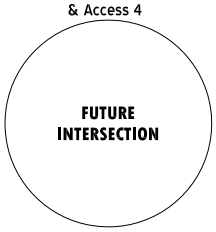












LEGEND:

- (#) = INTERSECTION ID
- = FUTURE ROADWAY
- 10.0 = VEHICLES PER DAY (1000'S)
- NOM = NOMINAL, LESS THAN 50 VEHICLES PER DAY

A comparison of the PM peak hour and daily traffic volumes of various roadway segments within the study area indicate that the peak-to-daily relationship is approximately 12.50 percent. As such, the above equation utilizing a factor of 8.00 estimates the ADT volumes on the study area roadway segments assuming a peak-to-daily relationship of approximately 10.35 percent (i.e., 1/0.1250 = 8.00) and was assumed to sufficiently estimate ADT volumes for planning-level analyses.

3.7 INTERSECTION OPERATIONS ANALYSIS

Existing peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2.2 *Intersection Capacity Analysis* of this report. The intersection operations analysis results are summarized in Table 3-1, which indicates that all the study area intersections are currently operating at an acceptable LOS during the peak hours. The intersection operations analysis worksheets are included in Appendix 3.2 of this TA.

TABLE 3-1: INTERSECTION ANALYSIS FOR EXISTING (2024) CONDITIONS

#	Intersection	Traffic Control[1]	Delay[2] (secs.) AM	Delay[2] (secs.) PM	Level of Service AM	Level of Service PM
1	Dakota Av. / Corwin Rd.	CSS	8.5	8.6	A	A
2	Ramona Rd. / Fresno Rd.	CSS	8.5	8.5	A	A
3	Navajo Rd. / Altadena St.	CSS	8.5	8.7	A	A
4	Navajo Rd. / Johnson Rd.	CSS	9.4	10.0	A	B
5	Dale Evans Pkwy. / Johnson Rd.	AWS	9.8	16.5	A	C
6	Stoddard Wells Rd. / Johnson Rd.	CSS	10.0	12.5	B	B
7	I-15 NB Ramps / Stoddard Wells Rd.	CSS	11.2	21.7	B	C
8	Quarry Rd. / Stoddard Wells Rd.	CSS	9.4	10.7	A	B
9	Quarry Rd. / I-15 SB Ramps	CSS	9.1	10.0	A	B
10	Dale Evans Pkwy. / Corwin Rd.	AWS	7.9	8.7	A	A
11	Dachshund Av. / Gustine Rd.	CSS	Future Intersection			
12	Dachshund Av. / Access 1	CSS	Future Intersection			
13	Dachshund Av. / Access 2	CSS	Future Intersection			
14	Dachshund Av. / Fresno Rd.	CSS	Future Intersection			
15	Ramona Rd. / Gustine Rd.	CSS	Future Intersection			
16	Ramona Rd. / Access 3	CSS	Future Intersection			
17	Ramona Rd. / Access 4	CSS	Future Intersection			

* **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] AWS = All-Way Stop; CSS = Cross-Street Stop; CSS = Improvement

[2] Per the Highway Capacity Manual (7th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

3.8 TRAFFIC SIGNAL WARRANT ANALYSIS

Traffic signal warrants for Existing traffic conditions are based on existing peak hour intersection turning volumes. The following unsignalized study area intersection currently warrants a traffic signal for Existing traffic conditions:

- Dale Evans Parkway & Johnson Road (#5)

Existing conditions traffic signal warrant analysis worksheets are provided in Appendix 3.3.

3.9 QUEUING ANALYSIS

Queuing analysis findings are presented in Table 3-2. As shown in Table 3-2, there are currently no study area off-ramps experiencing queuing issues during the peak hours under Existing (2024) traffic conditions. Worksheets for Existing traffic conditions queuing analysis are provided in Appendix 3.4.

TABLE 3-2: PEAK HOUR QUEUING SUMMARY FOR EXISTING (2024) CONDITIONS

#	Intersection	Movement	Available Stacking Distance (Feet)	95th Percentile Queue (Feet)		Acceptable? [1]	
				AM Peak Hour	PM Peak Hour	AM	PM
7	I-15 NB Ramps / Stoddard Wells Rd.	SBL/T/R	1,000	20	100	Yes	Yes
9	Quarry Rd. / I-15 SB Ramps	WBL/R	1,000	5	8	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided.

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4 PROJECTED FUTURE TRAFFIC

This section presents the traffic volumes estimated to be generated by the Project, as well as the Project's trip assignment onto the study area roadway network. The Project consists of the development of a 627,200 square foot industrial warehouse and distribution building.

The site is located between Dachshund Avenue (which becomes Dakota Road south of Fresno Road) and Ramona Road, south of Gustine Street and north of Fresno Road.

Access to the site will be accommodated via two driveways along Dachshund Avenue and two driveways on Ramona Road. All driveways are assumed to allow for full access (no turn restrictions). The Project is anticipated to have an Opening Year of 2027.

4.1 PROJECT TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to, and produced by, a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to, and produced by, the specific land uses being proposed for a given development. In order to develop the traffic characteristics of the high-cube warehouse land use for the Proposed Project, trip-generation statistics published in the TUMF High-Cube Warehouse Trip Generation Study (WSP, January 29, 2019) are used. The vehicle mix (passenger cars versus trucks) has been obtained from the ITE's Trip Generation Manual.

Table 4-1 shows the trip generation rates and resulting Project trip generation summary, which shows the Project is anticipated to generate a net total of 1,335 two-way vehicle trip-ends per day with 77 AM peak hour trips and 104 PM peak hour trips (actual vehicles).

PCE factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles). PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with the recommended PCE factors in the County's Guidelines.

Table 4-2 shows the resulting Project trip generation summary in PCE, which shows the Project is anticipated to generate a total of 2,138 Passenger Car Equivalent (PCE) trip-ends per day with 123 AM PCE peak vehicle hour trips and 167 PM PCE peak hour vehicle trips.

4.2 PROJECT TRIP DISTRIBUTION

The Project trip distribution represents the directional orientation of traffic to and from the Project site. Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute. The Project trip distribution represents the directional orientation of traffic to and from the Project site. The Project trip distributions are shown on Exhibit 4-1 for trucks and Exhibit 4-2 for passenger cars. The Project truck trip distribution patterns adhere to the Town's approved truck routes and were part of the TA scoping process (see Appendix 1.1).

TABLE 4-1: PROJECT TRIP GENERATION SUMMARY
ACTUAL VEHICLES

Proposed Project Trip Generation Rates[1]

Land Use	ITE LU Code	Quantity[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
High-Cube Warehouse[3]	-	627.200 TSF	0.094	0.028	0.122	0.046	0.119	0.165	2.129
Passenger Cars			0.066	0.020	0.086	0.033	0.082	0.115	1.489
2 to 4-Axle+ Trucks			0.028	0.008	0.036	0.014	0.036	0.050	0.640

Proposed Project Trip Generation Results

Land Use	ITE LU Code	Quantity[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
High-Cube Warehouse	-	627.200 TSF							
- Passenger Cars			41	13	54	21	52	73	934
- Truck Trips (Actual)			18	5	23	9	22	31	401
PROJECT TOTAL TRIPS (ACTUAL VEHICLES)[4]			59	18	77	30	74	104	1,335

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).

[2] TSF = Thousand Square Feet; DU = Dwelling Units

[3] Source: *TUMF High-Cube Warehouse Trip Generation Study*. Prepared by WSP, January 2019.
Passenger and Truck AM/PM peak hour (in/out) splits are estimated from based on ITE peak-to-daily relationship
Truck Daily Rate Source: *Notice of Preparation of a Draft Environmental Impact Report for the Proposed Potrero Logistics Center*.
Prepared by South Coast Air Quality Management District (SCAQMD), June 2020.

[4] Total Net Trips (Actual Vehicles) = Passenger Cars + Net Truck Trips (Actual Trucks).

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TABLE 4-2: PROJECT TRIP GENERATION SUMMARY
PASSENGER CAR EQUIVALENT (PCE)

Project Trip Generation Rates[1]

Land Use	ITE LU Code	Quantity[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
High-Cube Warehouse[3]	-	627.200 TSF	0.150	0.045	0.195	0.075	0.190	0.265	3.409
		Passenger Cars	0.066	0.020	0.086	0.033	0.082	0.115	1.489
		2 to 4-Axle+ Trucks (PCE = 3.0)	0.084	0.025	0.109	0.042	0.108	0.150	1.920

Project Trip Generation Results

Land Use	ITE LU Code	Quantity[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
High-Cube Warehouse	-	627.200 TSF							
- Passenger Cars			41	13	54	21	52	73	934
- Truck Trips (PCE = 3.0)			53	16	69	26	68	94	1,204
PROJECT TOTAL EXTERNAL TRIPS (PCE)[4]			94	29	123	47	120	167	2,138

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).

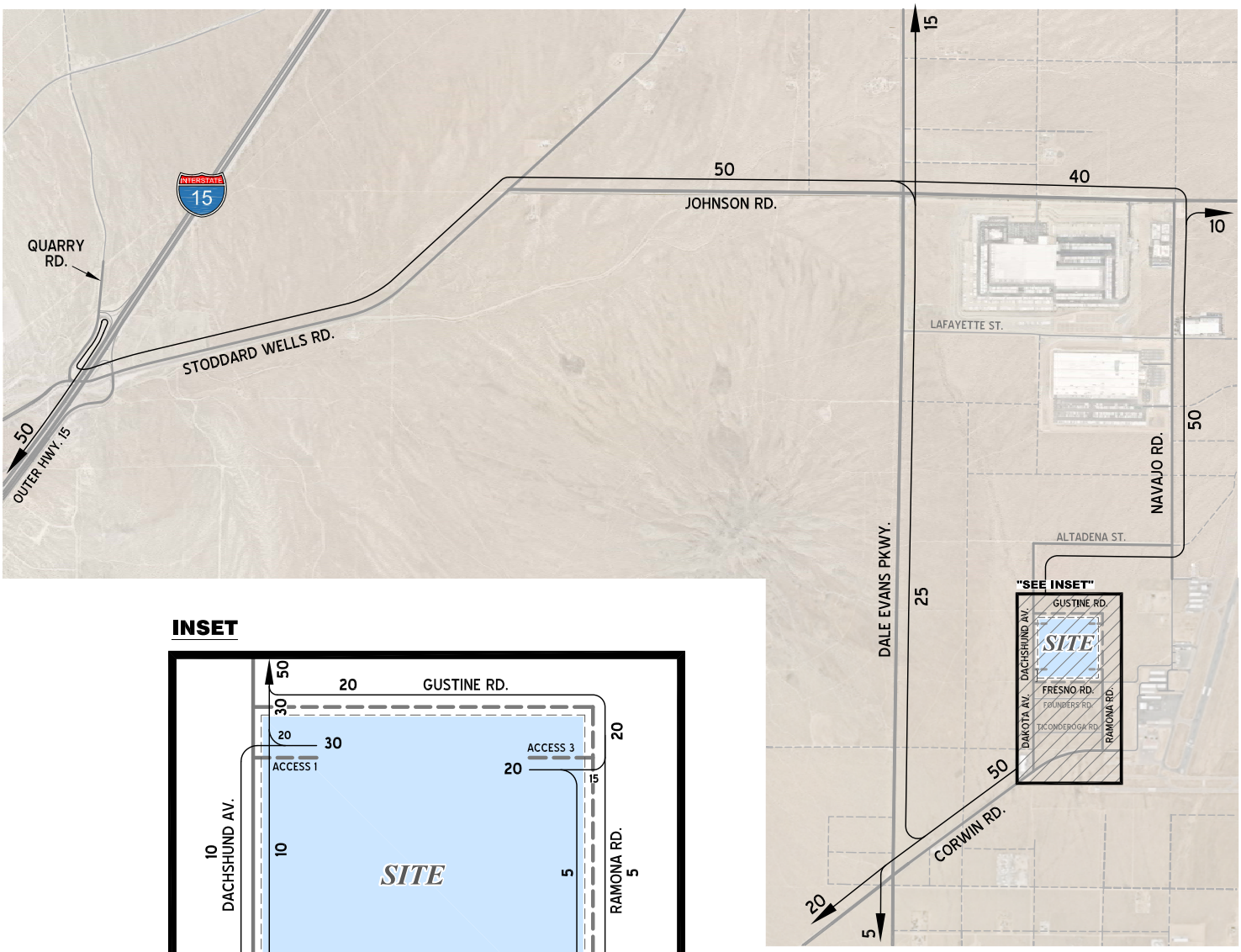
[2] TSF = Thousand Square Feet; DU = Dwelling Units

[3] Source: *TUMF High-Cube Warehouse Trip Generation Study* . Prepared by WSP, January 2019.
Passenger and Truck AM/PM peak hour (in/out) splits are estimated from based on ITE peak-to-daily relationship
Truck Daily Rate Source: *Notice of Preparation of a Draft Environmental Impact Report for the Proposed Potrero Logistics Center* .
Prepared by South Coast Air Quality Management District (SCAQMD), June 2020.

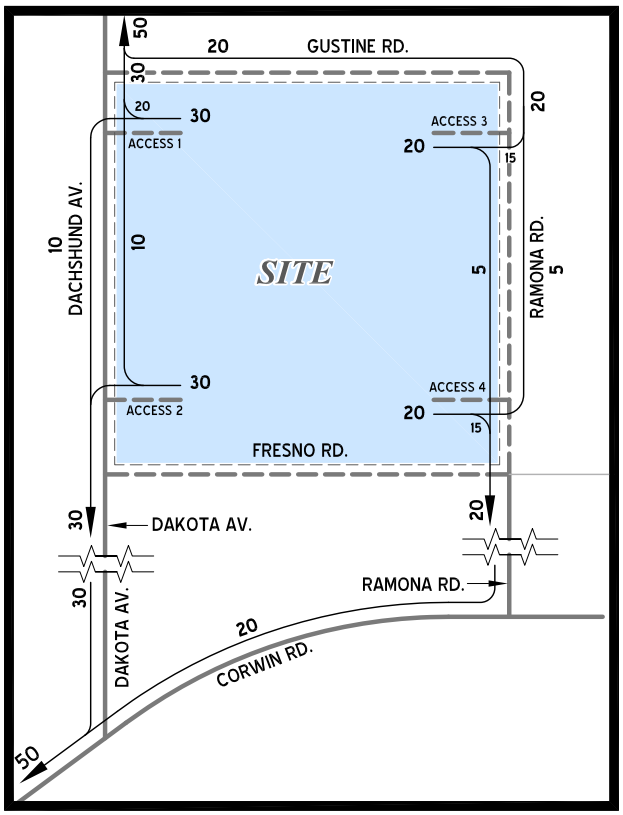
[4] Total Net Trips (PCE) = Passenger Cars + Net Truck Trips (Passenger Car Equivalent).

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EXHIBIT 4-1: PROJECT (TRUCK) TRIP DISTRIBUTION



INSET



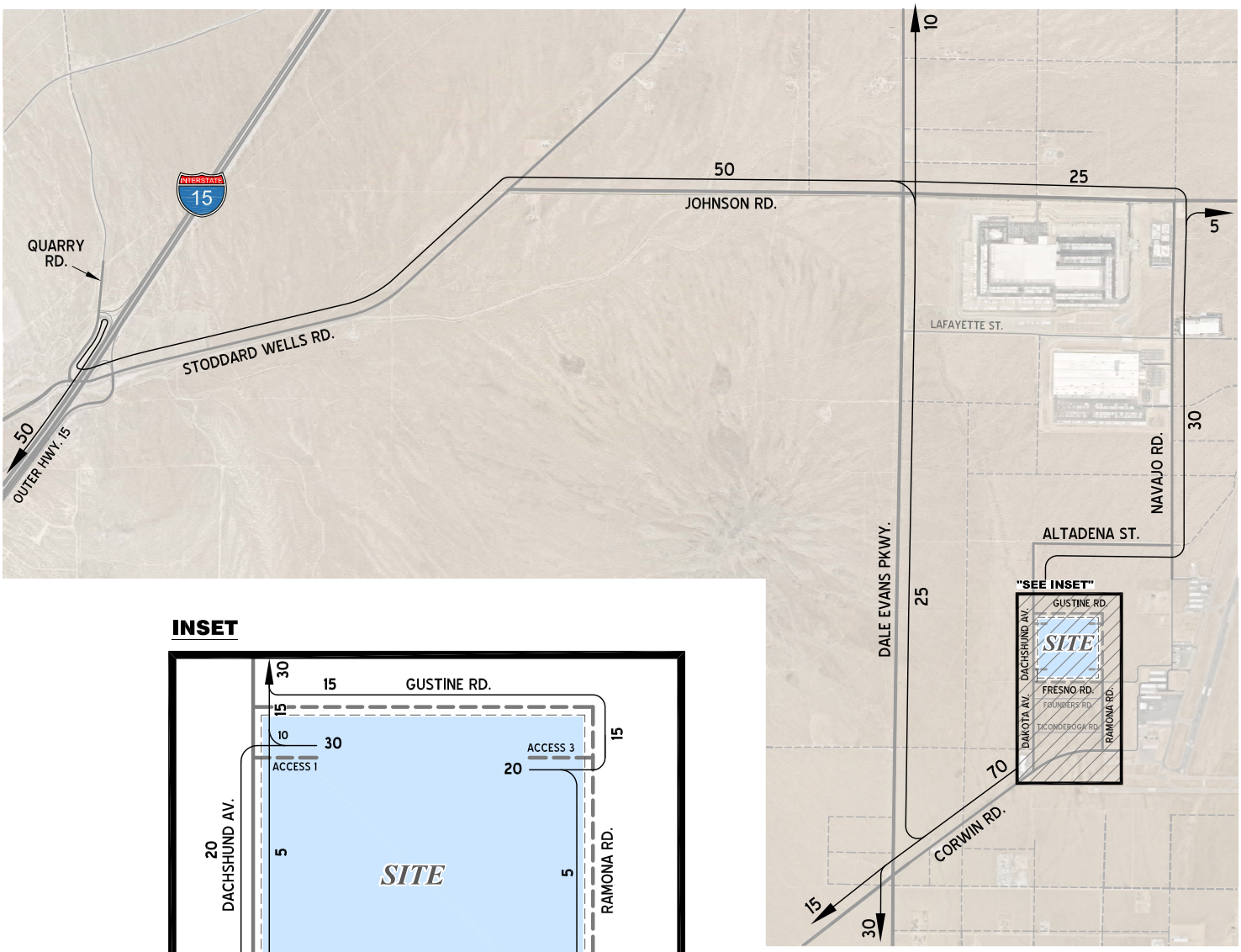
LEGEND:

10 = PERCENT TO/FROM PROJECT

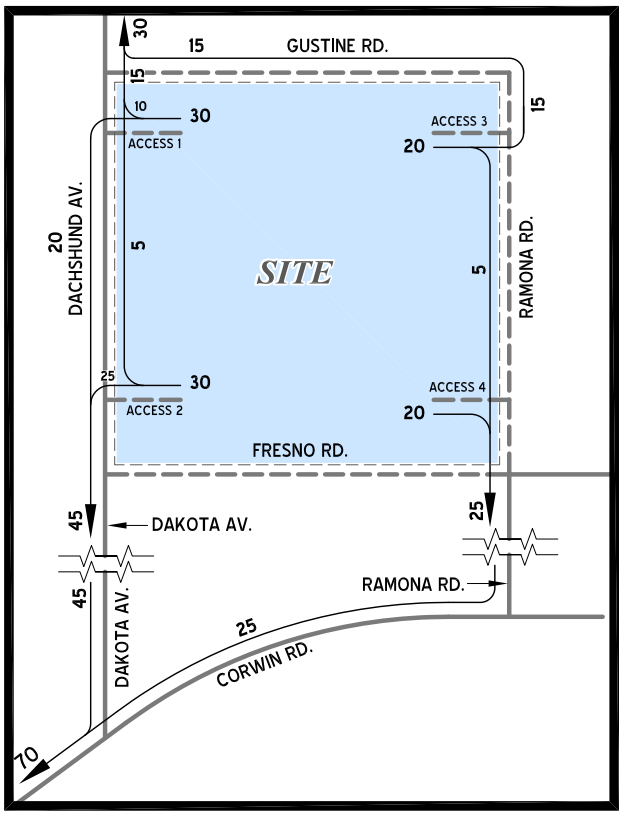
= FUTURE ROADWAY

N

EXHIBIT 4-2: PROJECT (PASSENGER CAR) TRIP DISTRIBUTION



INSET



LEGEND:

10 = PERCENT TO/FROM PROJECT

= FUTURE ROADWAY

N

4.3 MODAL SPLIT

The potential for Project trips to be reduced by the use of public transit, walking, or bicycling have not been included as part of the Project's estimated trip generation. Essentially, the Project's traffic projections are "conservative" in that these alternative travel modes would reduce the forecasted traffic volumes.

4.4 PROJECT TRIP ASSIGNMENT

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, Project weekday peak hour intersection turn movement volumes and ADT, in actual vehicles, are shown on Exhibit 4-3.

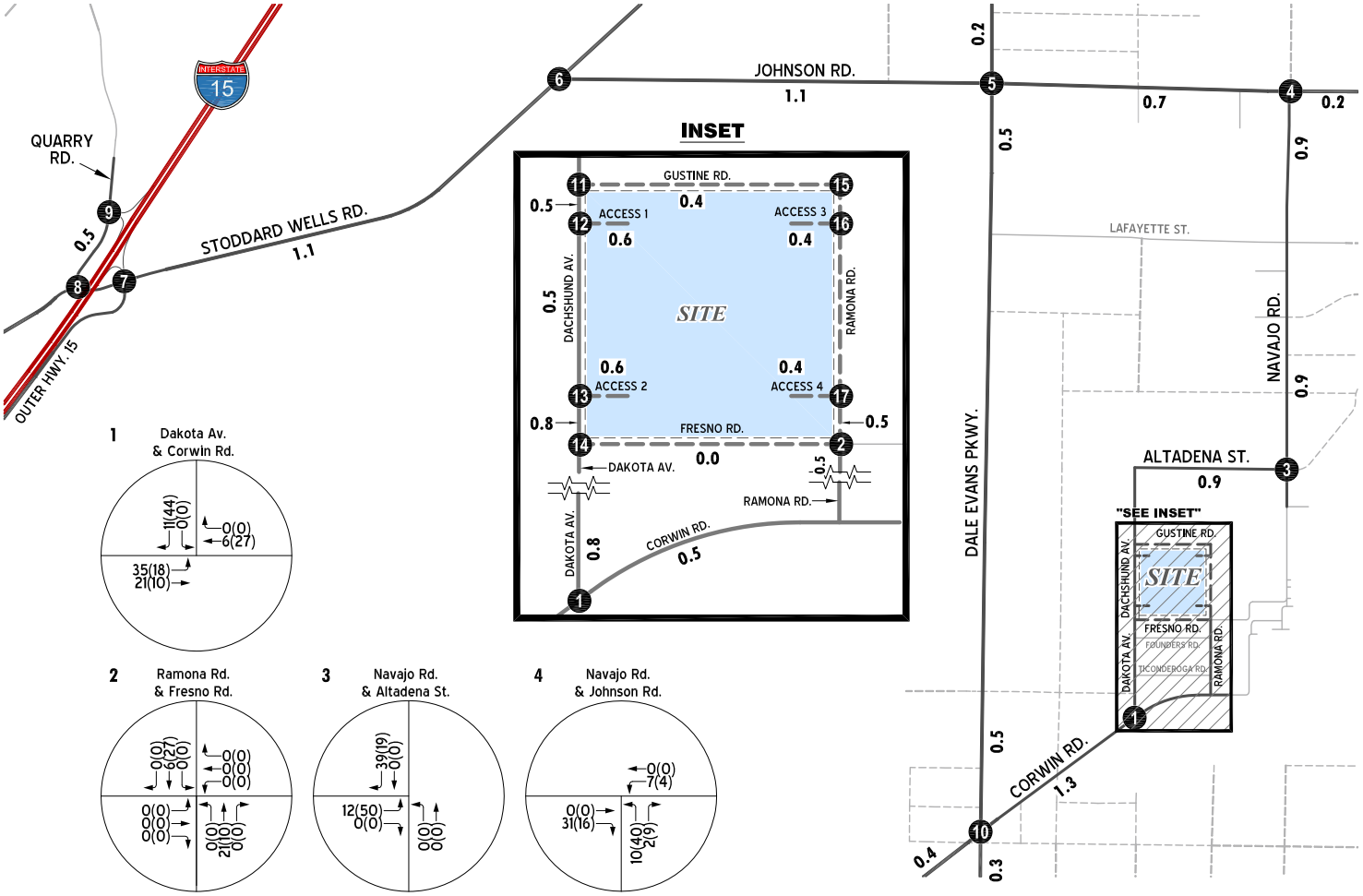
4.5 BACKGROUND TRAFFIC

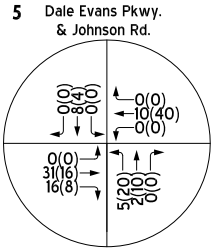
Future year traffic forecasts have been based upon background (ambient) growth at 2.0% per year, compounded annually. The total ambient growth is 6.12% for 2027 traffic. The ambient growth factor is intended to approximate regional traffic growth. This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth has been added to daily and peak hour traffic volumes on surrounding roadways, in addition to traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies. The traffic generated by the proposed Project is manually added to the base volume to determine Opening Year Cumulative forecasts.

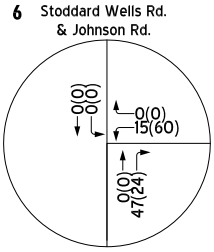
The traffic analysis includes the following traffic conditions, with the various traffic components:

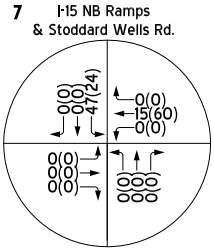
- Opening Year Cumulative (2027) Without Project
    - Existing 2024 volumes
    - Ambient growth traffic (6.12%)
    - Cumulative Development traffic
- Opening Year Cumulative (2027) With Project
    - Existing 2024 volumes
    - Ambient growth traffic (6.12%)
    - Cumulative Development traffic
    - Project Traffic

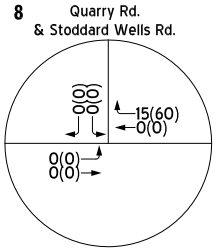
EXHIBIT 4-3: PROJECT ONLY TRAFFIC VOLUMES (PASSENGER CAR EQUIVALENT)

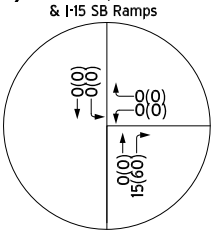


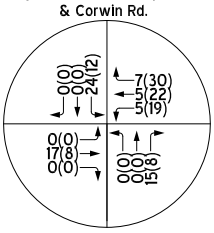


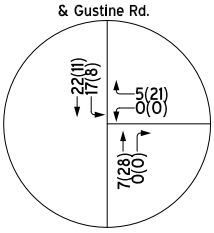


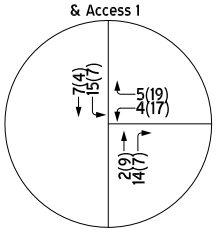


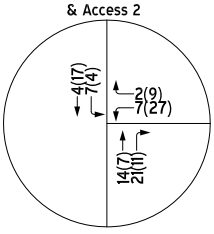


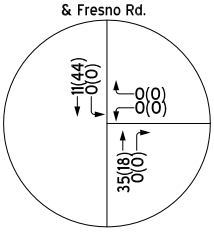


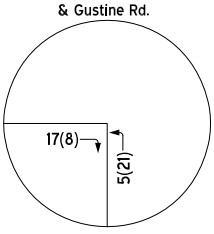


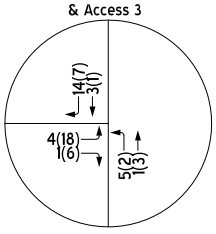


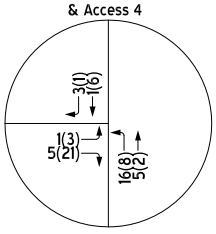












LEGEND:

- (#) = INTERSECTION ID
- = FUTURE ROADWAY
- 10.0 = VEHICLES PER DAY (1000'S)

4.6 CUMULATIVE DEVELOPMENT TRAFFIC

A cumulative project list was developed for the purposes of this analysis through consultation with planning and engineering staff from the Town of Apple Valley. The cumulative projects listed are those that would generate traffic and would contribute traffic to study area intersections. Exhibit 4-4 illustrates the cumulative development location map. A summary of cumulative development projects and their proposed land uses are shown in Table 4-3. If applicable, the traffic generated by individual cumulative projects was manually added to the Opening Year Cumulative (2027) forecasts to ensure that traffic generated by the listed cumulative development projects in Table 4-3 is reflected as part of the background traffic. In an effort to conduct a conservative analysis, the cumulative projects are added in conjunction with the ambient growth identified in Section 4.5 *Background Traffic*. Cumulative peak hour intersection turning movement volumes and ADT are shown on Exhibits 4-6.

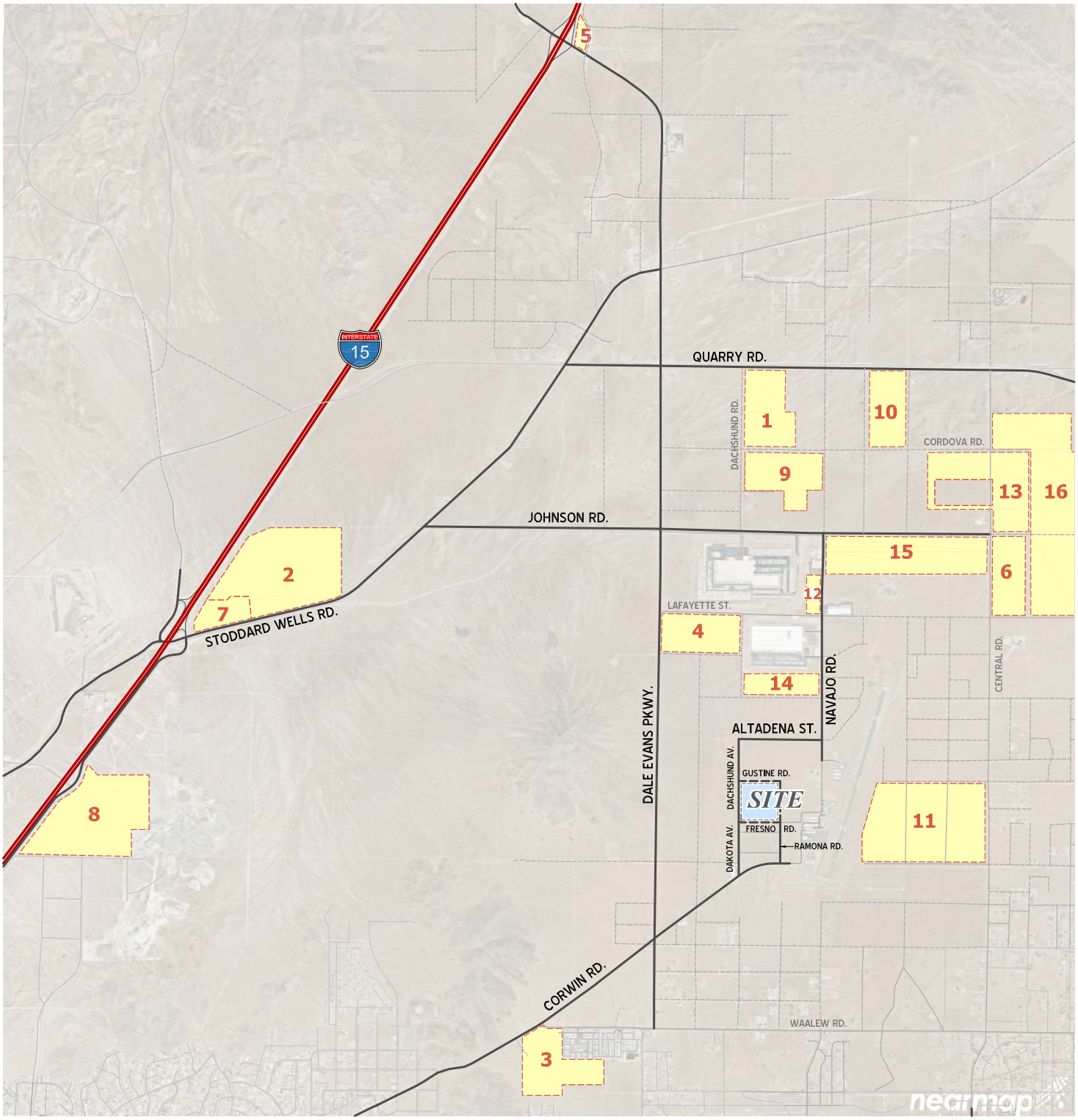
TABLE 4-3: CUMULATIVE DEVELOPMENT LAND USE SUMMARY

TAZ	Project	Land Use	Quantity	Units[1]
1	Cordova Road Logistics (SEC Dachshund Av. & Quarry Rd.)	High-Cube Fulfillment Center	1,144.33	TSF
		High-Cube Cold Storage	201.94	TSF
2	Apple Valley 143	Industrial/Warehouse	2,518.50	TSF
3	TTM 20306 (south of Waalew & east of Corwin)	Single Family Residential	160	DU
4	Lafayette Street Logistics (Redwood West)	High-Cube Warehouse	1,026.41	TSF
		High-Cube Cold Storage	181.13	TSF
5	Apple Valley Gateway Center (north of Dale Evans & east of I-15)	Pad A - Hotel	84	RM
		Pad B - Fast-Food Restaurant w/ Drive-Thru	5.769	TSF
		Pad C - Gas Station with C-Store (5 TSF)	16	VFP
		Pad D - Gas Station with C-Store (3.35 TSF)	12	VFP
		Pad E - Fast-Food Restaurant w/ Drive-Thru	4.00	TSF
		Pad F - Fast-Food Restaurant w/ Drive-Thru	4.20	TSF
		Pad G - Restaurant	4.00	TSF
		Pad H - Shops	10.261	TSF
		Pad I - Fast-Food Restaurant w/ Drive-Thru	2.80	TSF
6	1M Warehouse (east of Central Road, between Johnson Road & Lafayette Street)	High Cube Fulfillment Center Warehouse	1,080.125	TSF
7	Apple Valley I-15 Travel Center (Love's Travel Stop - north of Stoddard Wells & east of I-15)	RV Park	80	Spaces
		Gas Station with C-Store (9.66 TSF)	26	VFP
		Fast-Food Restaurant w/ Drive-Thru	3.043	TSF
		Truck Maintenance/Tire Building	13.786	TSF
8	Inland Empire North Logistics Ctr. (north of Falchion Road & east of I-5)	Industrial/Warehouse	2,604.446	TSF
9	Cordova Quarry	High-Cube Cold Storage	1,559.952	TSF
10	Quarry at Pawnee	High-Cube Cold Storage	1,462.342	TSF
11	Lake Creek Logistics Center (Apple Valley Logistics Center)	General Light Industrial (10%)	348.074	TSF
		High-Cube Cold Storage (10%)	348.074	TSF
		High-Cube Fulfillment (80%)	2,784.588	TSF
12	Green Trucking Solutions	High-Cube Cold Storage	385.004	TSF
13	Apple Valley 3PL Center	Industrial/Warehouse	2,134.000	TSF
14	Watson High Desert Logistics West	High-Cube Fulfillment Center (Non-Sort)	896.500	TSF
15	Watson High Desert Logistics East	High-Cube Fulfillment Center (Non-Sort)	2,832.600	TSF
16	North Apple Valley Industrial Park	Warhousing	5,821.709	TSF

[1] DU = Dwelling Units; TSF = Thousand Square Feet; RM = Room; VFP = Vehicle Fueling Positions

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EXHIBIT 4-4: CUMULATIVE DEVELOPMENT LOCATION MAP



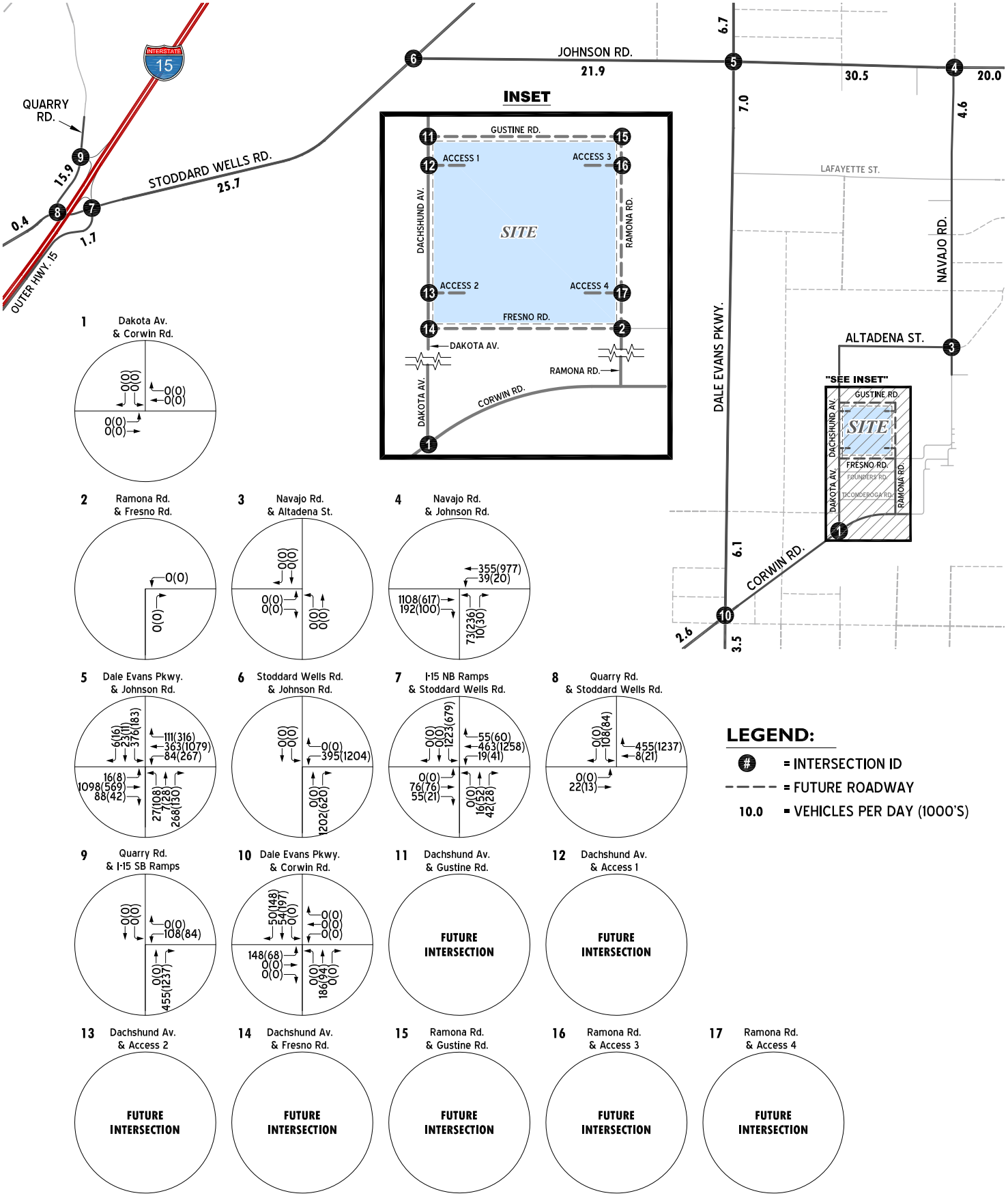
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(#) = CUMULATIVE DEVELOPMENT ID

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EXHIBIT 4-5: CUMULATIVE ONLY TRAFFIC VOLUMES



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5 OPENING YEAR CUMULATIVE (2027) TRAFFIC CONDITIONS

This section discusses the methods used to develop Opening Year Cumulative (2027) Without and With Project traffic forecasts, and the resulting intersection operations, and traffic signal warrant analyses.

5.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for Opening Year Cumulative (2027) conditions are consistent with those shown previously on Exhibit 3-1, with the exception of Project and Cumulative project driveways and those facilities assumed to be constructed by the Project or Cumulative projects to provide site access are also assumed to be in place for Opening Year Cumulative conditions only (e.g., intersection and roadway improvements along the Project's or Cumulative project's frontage and driveways).

5.2 WITHOUT PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes Existing traffic volumes, plus an ambient growth rate of 6.12%, plus traffic from pending and approved but not yet constructed known development projects in the area. The weekday AM and PM peak hour volumes which can be expected for Opening Year Cumulative (2027) Without Project traffic conditions are shown on Exhibit 5-1. The weekday ADT which can be expected for Opening Year Cumulative (2027) Without Project traffic conditions are shown on Exhibit 5-1.

5.3 WITH PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes Opening Year Cumulative (2027) Without Project traffic in conjunction with the addition of Project traffic. The weekday AM and PM peak hour volumes which can be expected for Opening Year Cumulative (2027) With Project traffic conditions are shown on Exhibit 5-2. The weekday ADT which can be expected for Opening Year Cumulative (2027) With Project traffic conditions are shown on Exhibit 5-2.

5.4 INTERSECTION OPERATIONS ANALYSIS

5.4.1 OPENING YEAR CUMULATIVE (2027) WITHOUT PROJECT TRAFFIC CONDITIONS

LOS calculations were conducted for the study intersections to evaluate their operations under Opening Year Cumulative (2027) Without Project conditions with roadway and intersection geometrics consistent with Section 5.1 *Roadway Improvements*. As shown in Table 5-1, the following study area intersections are anticipated to operate at an unacceptable LOS under Opening Year Cumulative (2027) Without Project traffic conditions:

- Navajo Road & Johnson Road (#4) – LOS F AM and PM peak hours
- Dale Evans Parkway & Johnson Road (#5) – LOS F AM and PM peak hours
- Stoddard Wells Road & Johnson Road (#6) – LOS F AM and PM peak hours
- I-15 Northbound Ramps & Stoddard Wells Road (#7) – LOS F AM and PM peak hours
- Quarry Road & Stoddard Wells Road (#8) – LOS F PM peak hour only
- Quarry Road & I-15 Southbound Ramps (#9) – LOS F PM peak hour only

EXHIBIT 5-1: OPENING YEAR CUMULATIVE (2027) WITHOUT PROJECT TRAFFIC VOLUMES

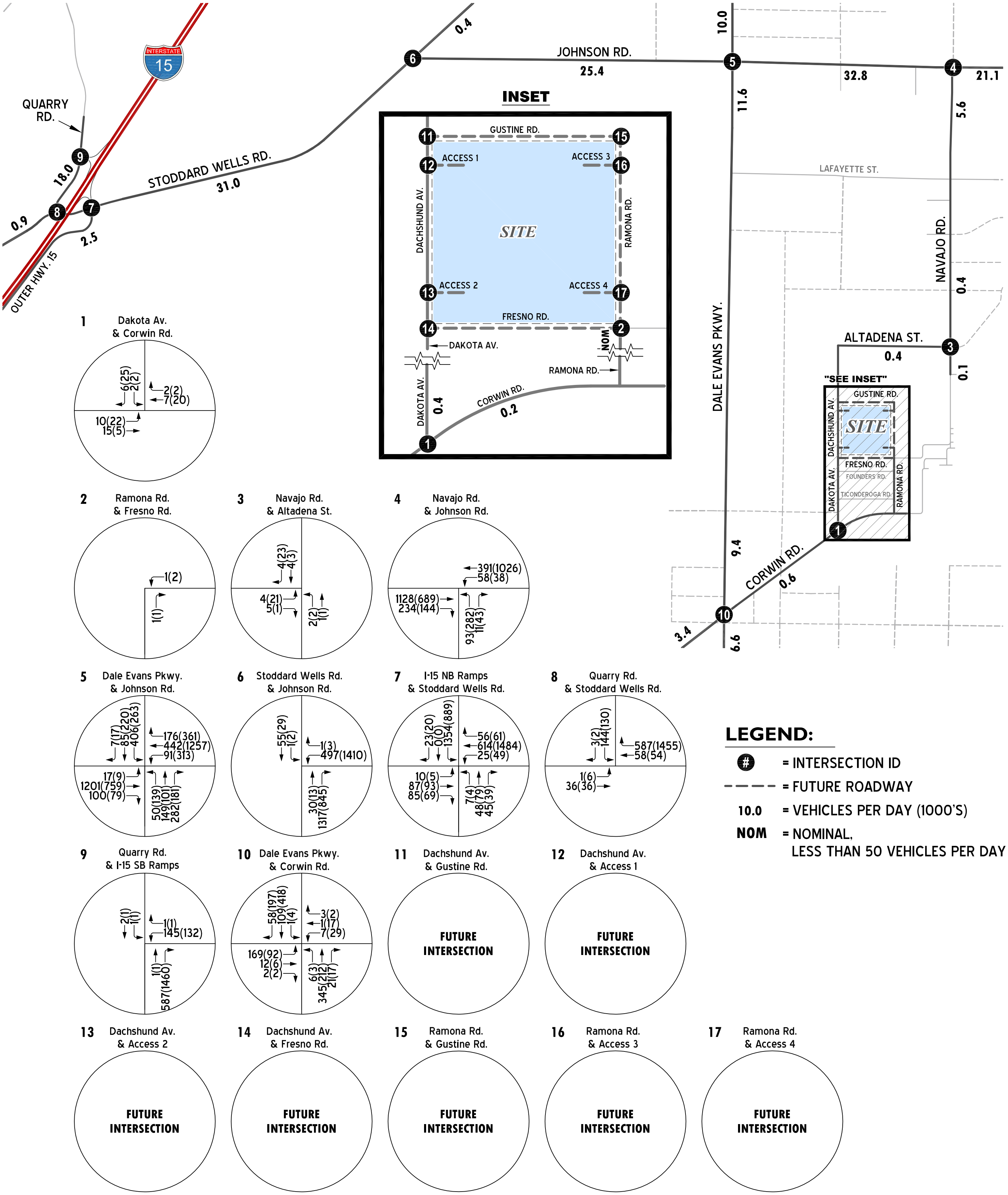
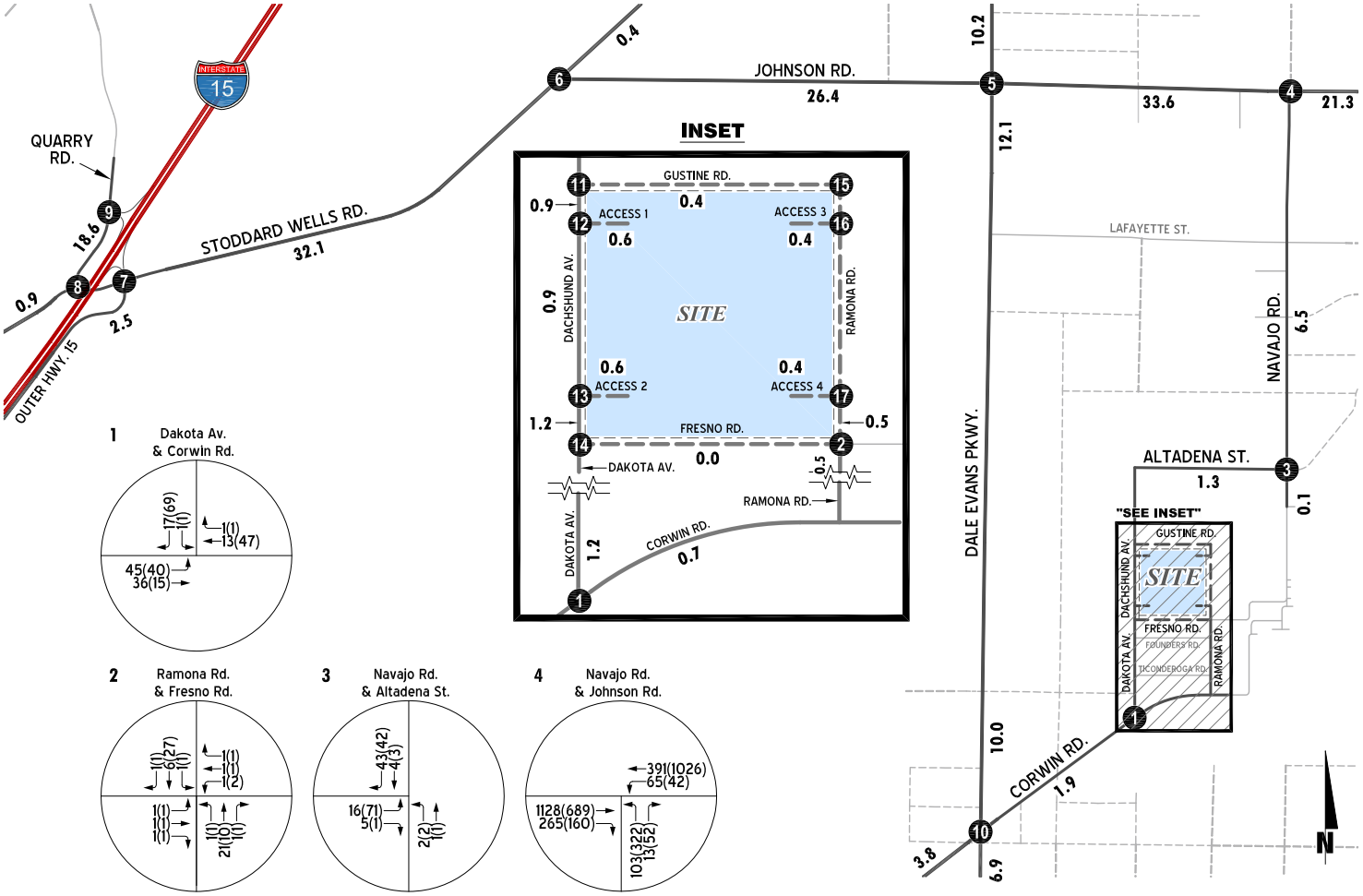
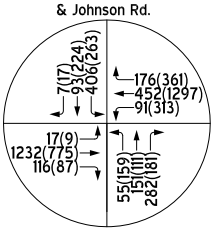
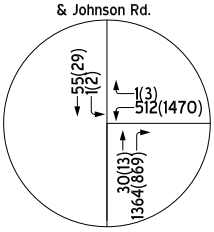
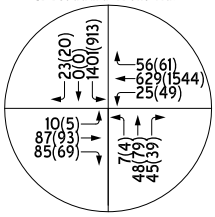


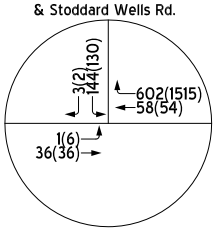
EXHIBIT 5-2: OPENING YEAR CUMULATIVE (2027) WITH PROJECT TRAFFIC VOLUMES

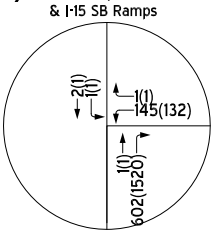


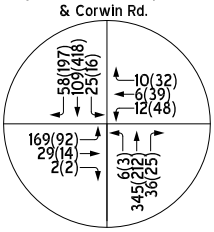


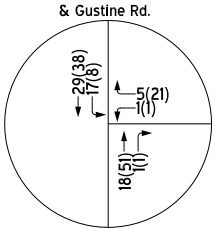


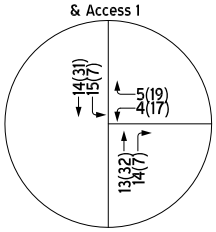


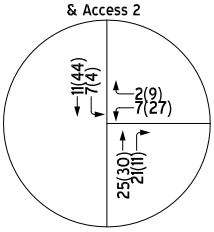


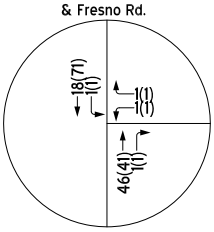


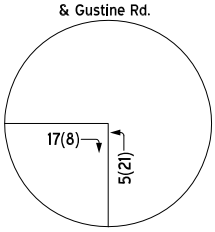


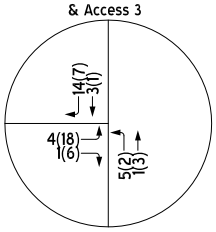


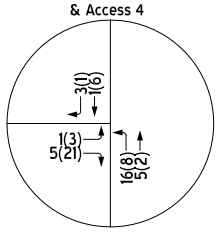












LEGEND:

- (#) = INTERSECTION ID
- = FUTURE ROADWAY
- 10.0 = VEHICLES PER DAY (1000'S)

The intersection operations analysis worksheets for Opening Year Cumulative (2027) Without Project traffic conditions are included in Appendix 5.1 of this TA.

5.4.2 OPENING YEAR CUMULATIVE (2027) WITH PROJECT TRAFFIC CONDITIONS

As shown in Table 5-1, there are no additional study area intersections that are anticipated to operate at an unacceptable LOS with the addition of Project traffic under Opening Year Cumulative (2027) With Project traffic conditions. The intersection operations analysis worksheets for Opening Year Cumulative (2027) With Project traffic conditions are included in Appendix 5.2 of this TA.

TABLE 5-1: INTERSECTION ANALYSIS FOR OPENING YEAR CUMULATIVE (2027) CONDITIONS

			2027 Without Project				2027 With Project			
			Delay[2] (secs.)		Level of Service		Delay[2] (secs.)		Level of Service	
#	Intersection	Traffic Control[1]	AM	PM	AM	PM	AM	PM	AM	PM
1	Dakota Av. / Corwin Rd.	CSS	8.5	8.6	A	A	8.6	9.0	A	A
2	Ramona Rd. / Fresno Rd.	CSS	8.5	8.5	A	A	8.9	9.0	A	A
3	Navajo Rd. / Altadena St.	CSS	8.5	8.7	A	A	8.8	9.1	A	A
4	Navajo Rd. / Johnson Rd.	CSS	**>100.0**	**>100.0**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**
5	Dale Evans Pkwy. / Johnson Rd.	AWS	**>100.0**	**>100.0**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**
6	Stoddard Wells Rd. / Johnson Rd.	CSS	**>100.0**	**>100.0**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**
7	I-15 NB Ramps / Stoddard Wells Rd.	CSS	**>100.0**	**>100.0**	**F**	**F**	**>100.0**	**>100.0**	**F**	**F**
8	Quarry Rd. / Stoddard Wells Rd.	CSS	14.3	**>100.0**	B	**F**	14.5	**>100.0**	B	**F**
9	Quarry Rd. / I-15 SB Ramps	CSS	13.1	**>100.0**	B	**F**	13.3	**>100.0**	B	**F**
10	Dale Evans Pkwy. / Corwin Rd.	AWS	11.7	21.3	B	C	12.8	28.6	B	D
11	Dachshund Av. / Gustine Rd.	CSS	Future Intersection				8.5	8.7	A	A
12	Dachshund Av. / Access 1	CSS	Future Intersection				8.6	8.8	A	A
13	Dachshund Av. / Access 2	CSS	Future Intersection				8.8	9.0	A	A
14	Dachshund Av. / Fresno Rd.	CSS	Future Intersection				8.7	8.8	A	A
15	Ramona Rd. / Gustine Rd.	CSS	Future Intersection				8.4	8.3	A	A
16	Ramona Rd. / Access 3	CSS	Future Intersection				8.6	8.6	A	A
17	Ramona Rd. / Access 4	CSS	Future Intersection				8.4	8.5	A	A

* **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] AWS = All-Way Stop; CSS = Cross-Street Stop; CSS = Improvement

[2] Per the Highway Capacity Manual (7th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

5.5 TRAFFIC SIGNAL WARRANT ANALYSIS

Traffic signal warrants have been performed for Opening Year Cumulative (2027) traffic conditions based on peak hour intersection turning movements volumes or planning level (ADT) volumes. The following study area intersections are anticipated to meet a traffic signal warrant under Opening Year Cumulative (2027) Without Project traffic conditions:

- Navajo Road & Johnson Road (#4)
- Stoddard Wells Road & Johnson Road (#6)
- I-15 Northbound Ramps & Stoddard Wells Road (#7)
- Quarry Rd. & Stoddard Wells Rd (#8)
- Quarry Rd. & I-15 SB Ramps (#9)

With the addition of Project traffic, the intersection of Dale Evans Parkway & Corwin (#10) Road is anticipated to meet a traffic signal warrant under Opening Year Cumulative (2027) With Project traffic conditions.

As mentioned previously, meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with LOS. An intersection may satisfy a signal warrant condition and operate at or above acceptable LOS or operate below acceptable LOS and not meet a signal warrant.

The Opening Year Cumulative (2027) Without Project and With Project traffic conditions traffic signal warrant analysis worksheets are provided in Appendices 5.3 and 5.4, respectively.

5.6 OFF-RAMP QUEUING ANALYSIS

Queuing analysis findings for Opening Year Cumulative (2027) Without Project are presented in Table 5-2. As shown in Table 5-2, the southbound shared left-through-right lane for the intersection of I-15 Northbound Ramps & Stoddard Wells Road (#7) is anticipated to experience queueing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under Opening Year Cumulative (2027) Without Project traffic conditions. The addition of Project traffic is not anticipated to result in additional off-ramp queuing issue during the weekday AM or weekday PM peak 95th percentile traffic flows under Opening Year Cumulative (2027) With Project traffic conditions.

Worksheets for Opening Year Cumulative (2027) Without Project and With Project traffic conditions queuing analysis are provided in Appendices 5.5 and 5.6, respectively.

TABLE 5-2: PEAK HOUR QUEUING SUMMARY FOR OPENING YEAR CUMULATIVE (2027) CONDITIONS

			Available Stacking Distance (Feet)	2027 Without Project				2027 With Project			
				95th Percentile Queue (Feet)		Acceptable? [1]		95th Percentile Queue (Feet)		Acceptable? [1]	
#	Intersection	Movement		AM Peak	PM Peak	AM	PM	AM Peak	PM Peak	AM	PM
7	I-15 NB Ramps / Stoddard Wells Rd.	SBL/T/R	1,000	**3,913**	**4,203**	**No**	**No**	**4,085**	**4,320**	**No**	**No**
9	Quarry Rd. / I-15 SB Ramps	WBL/R	1,000	30	353	Yes	Yes	30	380	Yes	Yes

[1]Stacking distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. **BOLD** = 95th percentile queue exceeds the available storage.

5.7 INTERSECTION DEFICIENCIES AND CUMULATIVE IMPROVEMENTS

The effectiveness of the recommended improvement strategies to address Opening Year Cumulative (2027) traffic deficiencies are presented in Table 5-3 to achieve pre-project delay or better. Worksheets for Opening Year Cumulative (2027) With Project conditions, with improvements, HCM calculation worksheets are provided in Appendix 5.7.

5.7.1 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

The following cumulative intersection improvements are recommended:

#	Intersection Location	Jurisdiction	Opening Year Cumulative (2027)	
			Without Project	With Project
4	Navajo Rd. & Johnson Rd.	Town of Apple Valley	Install a traffic signal	Same
			Add 2nd EB through lane	Same
			Add WB left turn lane	Same
			Add NB left turn lane	Same
5	Dale Evans Pkwy. & Johnson Rd.	Town of Apple Valley, County	Install a traffic signal	Same
			Add 2nd NB through lane	Same
			Add 2nd SB through lane	Same
			Add 2nd EB through lane	Same
			Add 2nd WB through lane	Same
			Add EB left turn lane	Same
			Add WB left turn lane	Same
6	Stoddard Wells Rd. & Johnson Rd.	Town of Apple Valley, County	Install a traffic signal	Same
			Add NB right turn lane	Same
			Add WB left turn lane	Same
			Provide NBR overlap phase	Same
7	I-15 NB Ramps & Stoddard Wells Rd.	Town of Apple Valley, Caltrans	Install a traffic signal	Same
			Add 2nd WB through lane	Same
			Add SB left turn lane	Same
			Add EB left turn lane	Same
			Add WB left turn lane	Same
8	Quarry Rd. & Stoddard Wells Rd.	County	Add WB right turn lane	Same
9	Quarry Rd. & I-15 SB Ramps	County, Caltrans	Add NB right turn lane	Same

TABLE 5-3: INTERSECTION ANALYSIS FOR OPENING YEAR CUMULATIVE (2027) CONDITIONS WITH IMPROVEMENTS

#	Intersection	Traffic Control[1]	Intersection Approach Lanes[2] Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R	Delay[3] (secs.) AM	PM	Level of Service AM	PM
4	Navajo Rd. / Johnson Rd.																	
	- Without Improvements	CSS	0	1	0	0	0	0	0	1	0	0	1	0	**>100.0**	**>100.0**	**F**	**F**
	- With Improvements	**TS**	**1.5**	0	0.5	0	0	0	0	**2**	0	**1**	1	0	12.2	35.9	B	D
5	Dale Evans Pkwy. / Johnson Rd.																	
	- Without Improvements	AWS	1	1	1	1	1	0	0	1!	0	0	1	1>>	**>100.0**	**>100.0**	**F**	**F**
	- With Improvements	**TS**	1	**2**	1	1	**2**	0	**1**	**2**	0	**1**	**2**	1	54.9	53.6	D	D
6	Stoddard Wells Rd. / Johnson Rd.																	
	- Without Improvements	CSS	0	1	0	0	1	0	0	0	0	0	1	0	**>100.0**	**>100.0**	**F**	**F**
	- With Improvements	**TS**	0	1	**1>**	0	1	0	0	0	0	**1.5**	0	0.5	21.4	16.3	C	B
7	I-15 NB Ramps / Stoddard Wells Rd.																	
	- Without Improvements	CSS	0	1	0	0	1	0	0	1	0	0	1	0	**>100.0**	**>100.0**	**F**	**F**
	- With Improvements	**TS**	0	1!	0	**1**	1!	0	**1**	1	0	**1**	**2**	0	24.7	45.0	C	D
8	Quarry Rd. / Stoddard Wells Rd.																	
	- Without Improvements	CSS	0	0	0	0	1	0	0	1	0	0	1	0	14.5	**>100.0**	B	**F**
	- With Improvements	CSS	0	0	0	0	1	0	0	1	0	0	1	**1**	10.0	30.1	B	D
9	Quarry Rd. / I-15 SB Ramps																	
	- Without Improvements	CSS	0	1	0	0	1	0	0	0	0	0	1	0	13.3	**>100.0**	B	**F**
	- With Improvements	CSS	0	1	**1**	0	1	0	0	0	0	0	1	0	9.3	28.9	A	D

* **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] TS = Traffic Signal; CSS = Cross-Street Stop; AWS = All Way Stop

[2] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 0.5 = Shared Lane; 1! = Shared Left/Through/Right lane; >> = Free-Right Turn; > = Right Turn Overlap Phasing; **1** = Improvement

[3] Per the Highway Capacity Manual (7th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

5.7.2 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES FOR OFF-RAMP QUEUES

The effectiveness of the recommended improvement strategies to address Opening Year Cumulative (2027) off-ramp deficiencies are presented in Table 5-4 based on queues calculated in Synchro. Table 5-5 presents the queueing analysis results for both off-ramp and project access intersections using random simulations generated by SimTraffic to determine the 95th percentile queue lengths observed for each applicable turn lane.

TABLE 5-4: PEAK HOUR QUEUING SUMMARY FOR OPENING YEAR CUMULATIVE (2027) CONDITIONS WITH IMPROVEMENTS

				2027 With Project			
				95th Percentile Queue (Feet)		Acceptable? [1]	
#	Intersection	Movement	Available Stacking Distance (Feet)	AM Peak	PM Peak	AM	PM
7	I-15 NB Ramps / Stoddard Wells Rd.	<u>SBL</u>	1,000	750 [2]	625 [2]	Yes	Yes
		SBL/T/R	1,000	556	486 [2]	Yes	Yes

<u>Underline</u> = Improvement

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided.

[2] 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

The improvements are consistent with the intersection improvements identified in Table 5-3. Worksheets for Opening Year Cumulative (2027) With Project conditions, with improvements, off-ramp queueing analysis worksheets are provided in Appendix 5.8.

5.8 SITE ACCESS IMPROVEMENTS

Dachshund Avenue & Access 1 (#12) – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the westbound approach and construct a shared left-right turn lane (Project driveway).

Dachshund Avenue & Access 2 (#13) – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the westbound approach and construct a shared left-right turn lane (Project driveway).

Ramona Road & Access 3 (#16) – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the eastbound approach and construct a shared left-right turn lane (Project driveway).
- Project to construct a northbound shared through-left turn lane.
- Project to construct a southbound shared through-right turn lane.

TABLE 5-5: SIMTRAFFIC QUEUEING SUMMARY
FOR OPENING YEAR CUMULATIVE (2027) CONDITIONS WITH IMPROVEMENTS

ID	Intersection	Movement	# of Lanes	2027 With Project Peak Hour Volume				Available Stacking Distance (Feet)	95th Percentile Queue Length (ft.)[1,3]		Acceptable? [1]	
				AM	PM	Pk Hr	Volume		AM	PM	AM	AM
FREEWAY RAMPS												
7	I-15 NB Ramps / Stoddard Wells Rd.											
		SBL	1	±980	±640	PM	980	1,000	324	309	Yes	Yes
		SB L/T/R	1	±444	±293	PM	444	1,000	358	329	Yes	Yes
9	Quarry Rd. / I-15 SB Ramps											
		WB L/R	1	145	132	AM	145	1,000	55	199	Yes	Yes
PROJECT ACCESS												
12	Dachshund Av. / Access 1											
		NB T/R	1	27	39	PM	39	>200	NOM	NOM	Yes	Yes
		SB L/T	1	29	38	PM	38	>150	NOM	8	Yes	Yes
		WB L/R	1	9	36	PM	36	>50	28	49	Yes	Yes
13	Dachshund Av. / Access 2						0					
		NB T/R	1	46	41	AM	46	>200	NOM	NOM	Yes	Yes
		SB L/T	1	18	48	PM	48	>150	NOM	NOM	Yes	Yes
		WB L/R	1	9	36	PM	36	>50	29	43	Yes	Yes
16	Ramona Rd. / Access 3											
		NB L/T	1	6	5	AM	6	>200	NOM	NOM	Yes	Yes
		SB T/R	1	17	8	AM	17	>150	NOM	NOM	Yes	Yes
		EB L/R	1	5	24	PM	24	>50	23	43	Yes	Yes
17	Ramona Rd. / Access 4						0					
		NB L/T	1	21	10	AM	21	>200	NOM	NOM	Yes	Yes
		SB T/R	1	4	7	PM	7	>150	NOM	NOM	Yes	Yes
		EB L/R	1	6	24	PM	24	>50	22	34	Yes	Yes

Underline = Improvement

[1] Queue length calculated using SimTraffic.

[2] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided.

[3] NOM = Nominal, less than 5 feet.

[4] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided.

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Ramona Road & Access 4 (#17) – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the eastbound approach and construct a shared left-right turn lane (Project driveway).
- Project to construct a northbound shared through-left turn lane.
- Project to construct a southbound shared through-right turn lane.

Dachshund Avenue & Gustine Road (#11) – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the westbound approach and construct a shared left-right turn lane.

Dachshund Avenue & Fresno Road (#14) – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the westbound approach and construct a shared left-right turn lane.

Ramona Road & Gustine Road (#15) – The following improvements are necessary to accommodate site access:

- Project to construct a northbound left turn lane.
- Project to construct an eastbound right turn lane.

Ramona Road & Fresno Road (#2) – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the eastbound and westbound approaches and construct a shared eastbound left-right turn lane.

Dachshund Avenue is a north-south oriented roadway located along the site's western boundary. The Project is to construct Dachshund Avenue from the site's northern boundary (Gustine Road) to the site's southern boundary (Fresno Road) at its ultimate half-section width as a secondary roadway (ultimate 88-foot right-of-way), consistent with the Town's standards.

Ramona Road is a north-south oriented roadway located along the site's eastern boundary. The Project is to construct Ramona Road from the site's northern boundary (Gustine Road) to the site's southern boundary (Fresno Road) as a 2-lane local roadway.

Gustine Road is an east-west oriented roadway located along the site's northern boundary. The Project is to construct Gustine Road from the Project's western boundary (Dachshund Avenue) to the site's eastern boundary (Ramona Road) at its ultimate half-section width as a secondary roadway (ultimate 88-foot right-of-way), consistent with the Town's standards. The Project will also provide an additional 12 feet of pavement width to accommodate one westbound lane from the Project's eastern boundary to Dachshund Avenue to facilitate site access.

Fresno Road is an east-west oriented roadway located along the site's southern boundary. The Project is to construct Fresno Road from the Project's western boundary (Dachshund Avenue) to the site's eastern boundary (Ramona Road) as a 2-lane local roadway.

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6 LOCAL AND REGIONAL FUNDING MECHANISMS

Transportation improvements within the Town of Apple Valley are funded through a combination of direct project mitigation, development impact fee programs or fair share contributions, such as the Town of Apple Valley Development Impact Fee (DIF) program. Identification and timing of needed improvements is generally determined through local jurisdictions based upon a variety of factors.

6.1 TOWN OF APPLE VALLEY DEVELOPMENT IMPACT FEE (DIF) PROGRAM

The Town of Apple Valley has implemented a DIF program. This program collects fees from new single-family residential, multi-family residential, commercial, office use, and industrial developments. These fees serve to fund compliant facilities such as law enforcement, storm drainage, sanitary sewer, and general government fees. Fees are also allocated to finance parks and Apple Valley fire. Under the Town's DIF program, the Town may grant developers a credit against specific components of fees when those developers construct certain facilities and landscaped medians identified in the list of improvements funded by the DIF program.

6.2 MEASURE "I" FUNDS

In 2004, the voters of San Bernardino County approved the 30-year extension of Measure "I", a one-half of one percent sales tax on retail transactions, through the year 2040, for transportation projects including, but not limited to, infrastructure improvements, commuter rail, public transit, and other identified improvements. The Measure "I" extension requires that a regional traffic impact fee be created to ensure development is paying its fair share. A regional Nexus study was prepared by San Bernardino County Transportation Authority (SBCTA) and concluded that each jurisdiction should include a regional fee component in their local programs to meet the Measure "I" requirement. The regional component assigns specific facilities and cost sharing formulas to each jurisdiction and was most recently updated in September 2017. Revenues collected through these programs are used in tandem with Measure "I" funds to deliver projects identified in the Nexus Study.

While Measure "I" is a self-executing sales tax administered by SBCTA, it bears discussion here because the funds raised through Measure "I" have funded, and will continue to fund, new transportation facilities in San Bernardino County, including within the Town of Apple Valley.

6.3 FAIR SHARE CONTRIBUTION

Project improvements may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair share contribution toward future improvements or a combination of these approaches. Improvements constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate (to be determined at the Town's discretion).

When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the development to construct improvements. Detailed fair share calculations, for each Project site and peak hour, has been provided in Table 6-1 for the applicable deficient study area intersections.

TABLE 6-1: PROJECT FAIR SHARE CALCULATIONS

#	Intersection	Existing (2024) Traffic	2027 w/ Project Traffic	Project Only Traffic	Total New Traffic[1]	Project Fair Share (%)[2]
4	Navajo Rd. / Johnson Rd.					
	• AM Peak Hour	130	2,891	50	2,761	1.8%
	• PM Peak Hour	227	3,046	69	2,819	**2.4%**
5	Dale Evans Pkwy. / Johnson Rd.					
	• AM Peak Hour	506	3,185	72	2,679	2.7%
	• PM Peak Hour	885	4,096	98	3,211	**3.1%**
6	Stoddard Wells Rd. / Johnson Rd.					
	• AM Peak Hour	284	2,023	62	1,739	3.6%
	• PM Peak Hour	450	2,439	84	1,989	**4.2%**
7	I-15 NB Ramps / Stoddard Wells Rd.					
	• AM Peak Hour	380	4,924	62	4,544	1.4%
	• PM Peak Hour	543	5,519	84	4,976	**1.7%**
8	Quarry Rd. / Stoddard Wells Rd.					
	• AM Peak Hour	222	2,195	15	1,973	0.8%
	• PM Peak Hour	309	3,352	60	3,043	**2.0%**
9	Quarry Rd. / I-15 SB Ramps					
	• AM Peak Hour	164	1,600	15	1,436	1.0%
	• PM Peak Hour	257	2,897	60	2,640	**2.3%**

[1] Total New Traffic = (2027 With Project - Existing Traffic)

[2] Project Fair Share % = (Project Only Traffic / Total New Traffic)

7 REFERENCES

1. **County of San Bernardino.** *County of San Bernardino Transportation Impact Study Guidelines.* County of San Bernardino : s.n., July 2019.
2. **San Bernardino Associated Governments.** *Congestion Management Program for County of San Bernardino.* County of San Bernardino : s.n., Updated June 2016.
3. **Transportation Research Board.** *Highway Capacity Manual (HCM).* 6th Edition. s.l. : National Academy of Sciences, 2022.
4. **Caltrans.** California Manual on Uniform Traffic Control Devices (MUTCD). [book auth.] California Department of Transportation. *California Manual on Uniform Traffic Control Devices (CAMUTCD).* 2017.

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APPENDIX 1.1: TRAFFIC STUDY SCOPING AGREEMENT

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MEMORANDUM

URBAN | CROSSROADS

DATE: August 19, 2024
TO: Richard Hirsch, Town of Apple Valley
FROM: John Kain, AICP and Marlie Whiteman, P.E., Urban Crossroads
JOB NO: 16091-01 TA Scope.docx

LECANGS DAKOTA APPLE VALLEY INDUSTRIAL SCOPING AGREEMENT

The firm of Urban Crossroads, Inc. is pleased to submit this scoping letter regarding the traffic analysis for Lecangs Dakota Apple Valley Industrial development (**Project**), which is located within the North Apple Valley Industrial Specific Plan (**NAVISP**) in the Town of Apple Valley. This letter describes the proposed Project trip generation, trip distribution, and analysis methodology, which have been used to establish the draft proposed Project study area and analysis locations. The following scoping agreement has been prepared in accordance with the County's Transportation Impact Study Guidelines, dated July 9, 2019 (since the Town uses the County guidelines).

PROJECT DESCRIPTION

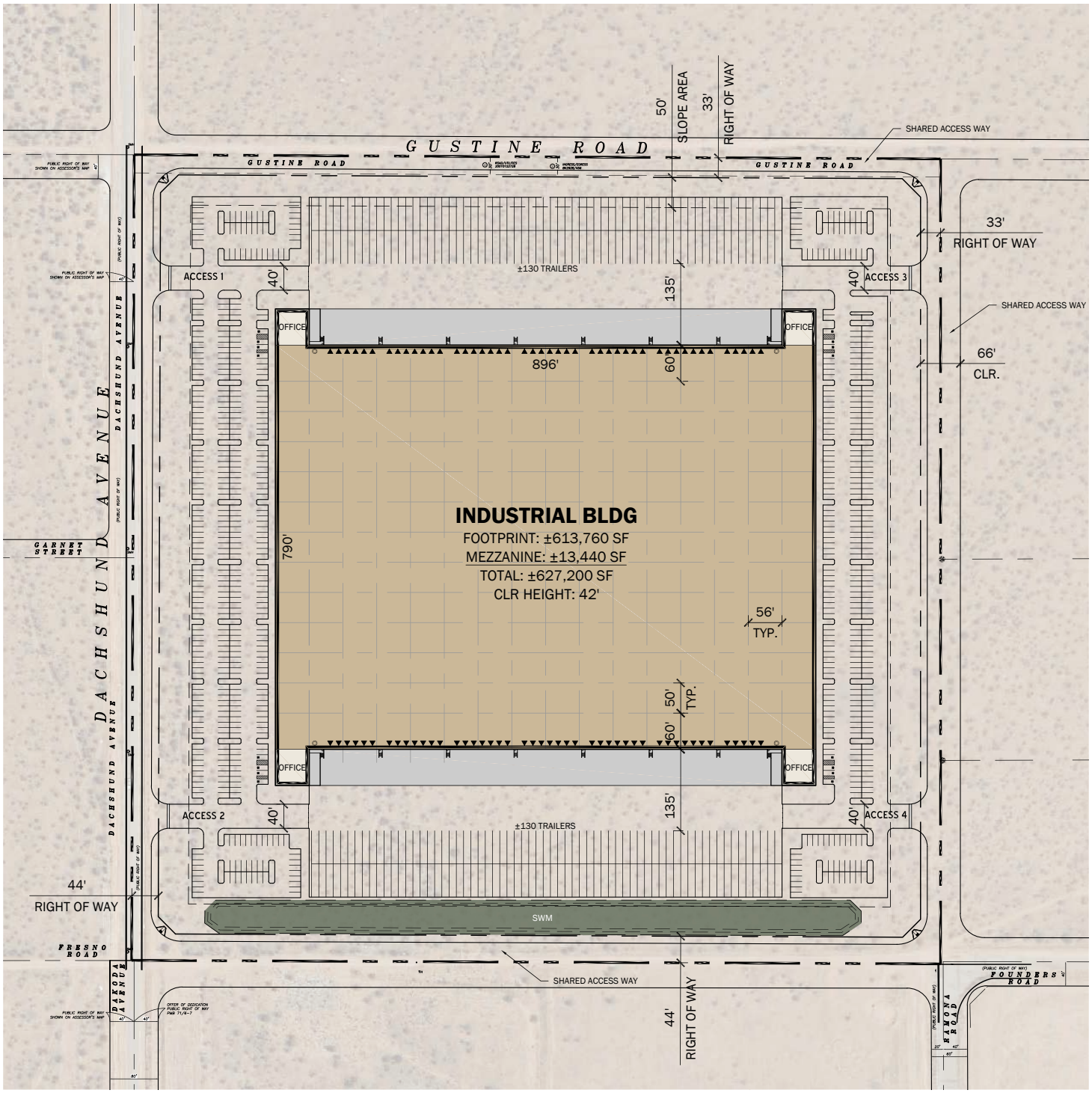
The Project consists of the development of a 627,200 square foot industrial warehouse and distribution building. The site is located between Dachshund Avenue (which becomes Dakota Road south of Fresno Road) and Ramona Road, south of Gustine Street and north of Fresno Road. In order to develop the traffic characteristics of the high-cube warehouse land use for the Proposed Project, trip-generation statistics published in the TUMF High-Cube Warehouse Trip Generation Study (WSP, January 29, 2019) are used. The purpose of WSP 2019 study was to gather enough data to develop reliable trip generation rates for centers for use in traffic impact studies in the Inland Empire.

A preliminary site plan for the proposed Project is shown on Exhibit 1. Access to the site will be accommodated via two driveways along Dachshund Avenue and two driveways on Ramona Road. All driveways are assumed to allow for full access (no turn restrictions). The Project is anticipated to have an Opening Year of 2026.

TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development

EXHIBIT 1: PRELIMINARY SITE PLAN



Refinements to the raw trip generation estimates for the Project have been made to provide a more detailed breakdown of trips by vehicle type (passenger cars or trucks). Passenger car equivalents (PCEs) allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses.

Table 1 shows the trip generation rates and resulting Project trip generation summary, which shows the Project is anticipated to generate a net total of 1,335 two-way vehicle trip-ends per day with 77 AM peak hour trips and 104 PM peak hour trips (actual vehicles).

Passenger car equivalent (**PCE**) factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles). PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with the recommended PCE factors in the County's Guidelines.

Table 2 shows the resulting Project trip generation summary in PCE, which shows the Project is anticipated to generate a net total of 2,138 two-way PCE vehicle trip-ends per day with 123 PCE AM peak hour trips and 167 PCE PM peak hour trips. Consistent with the County requirements, the peak hour intersection operations analysis will be conducted using the PCE volumes shown in Table 2.

TRIP DISTRIBUTION

The Project trip distribution represents the directional orientation of traffic to and from the Project site. Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute. The Project trip distribution represents the directional orientation of traffic to and from the Project site. The proposed Project trip distributions are shown in Exhibit 2 for passenger cars and Exhibit 3 for trucks. The Project truck trip distribution patterns adhere to the Town's approved truck routes.

ANALYSIS SCENARIOS

Consistent with the County's Guidelines, intersection analysis will be provided for the following analysis scenarios during the AM and PM peak hours (7-9 AM and 4-6 PM):

1. Existing (2024) Conditions
2. Opening Year Cumulative (2026) Without Project Conditions
3. Opening Year Cumulative (2026) With Project Conditions

All study area intersections will be evaluated using the Highway Capacity Manual (HCM) 7th Edition analysis methodology. The study area that is proposed to be evaluated is shown on Exhibit 4.

Exhibit 5 shows the Town of Apple Valley General Plan Street System and Exhibit 6 illustrates the Town of Apple Valley General Plan roadway cross-sections.

TABLE 1: PROJECT TRIP GENERATION SUMMARY
ACTUAL VEHICLES

Proposed Project Trip Generation Rates[1]

Land Use	ITE LU Code	Quantity[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
High-Cube Warehouse[3]	-	627.200 TSF	0.094	0.028	0.122	0.046	0.119	0.165	2.129
Passenger Cars			0.066	0.020	0.086	0.033	0.082	0.115	1.489
2 to 4-Axle+ Trucks			0.028	0.008	0.036	0.014	0.036	0.050	0.640

Proposed Project Trip Generation Results

Land Use	ITE LU Code	Quantity[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
High-Cube Warehouse	-	627.200 TSF							
- Passenger Cars			41	13	54	21	52	73	934
- Truck Trips (Actual)			18	5	23	9	22	31	401
PROJECT TOTAL TRIPS (ACTUAL VEHICLES)[4]			59	18	77	30	74	104	1,335

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).

[2] TSF = Thousand Square Feet; DU = Dwelling Units

[3] Source: *TUMF High-Cube Warehouse Trip Generation Study*. Prepared by WSP, January 2019.
Passenger and Truck AM/PM peak hour (in/out) splits are estimated from based on ITE peak-to-daily relationship
Truck Daily Rate Source: *Notice of Preparation of a Draft Environmental Impact Report for the Proposed Potrero Logistics Center*.
Prepared by South Coast Air Quality Management District (SCAQMD), June 2020.

[4] Total Net Trips (Actual Vehicles) = Passenger Cars + Net Truck Trips (Actual Trucks).

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TABLE 2: PROJECT TRIP GENERATION SUMMARY
PASSENGER CAR EQUIVALENT (PCE)

Project Trip Generation Rates[1]

Land Use	ITE LU Code	Quantity[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
High-Cube Warehouse[3]	-	627.200 TSF	0.150	0.045	0.195	0.075	0.190	0.265	3.409
		Passenger Cars	0.066	0.020	0.086	0.033	0.082	0.115	1.489
		2 to 4-Axle+ Trucks (PCE = 3.0)	0.084	0.025	0.109	0.042	0.108	0.150	1.920

Project Trip Generation Results

Land Use	ITE LU Code	Quantity[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
High-Cube Warehouse	-	627.200 TSF							
- Passenger Cars			41	13	54	21	52	73	934
- Truck Trips (PCE = 3.0)			53	16	69	26	68	94	1,204
PROJECT TOTAL EXTERNAL TRIPS (PCE)[4]			94	29	123	47	120	167	2,138

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).

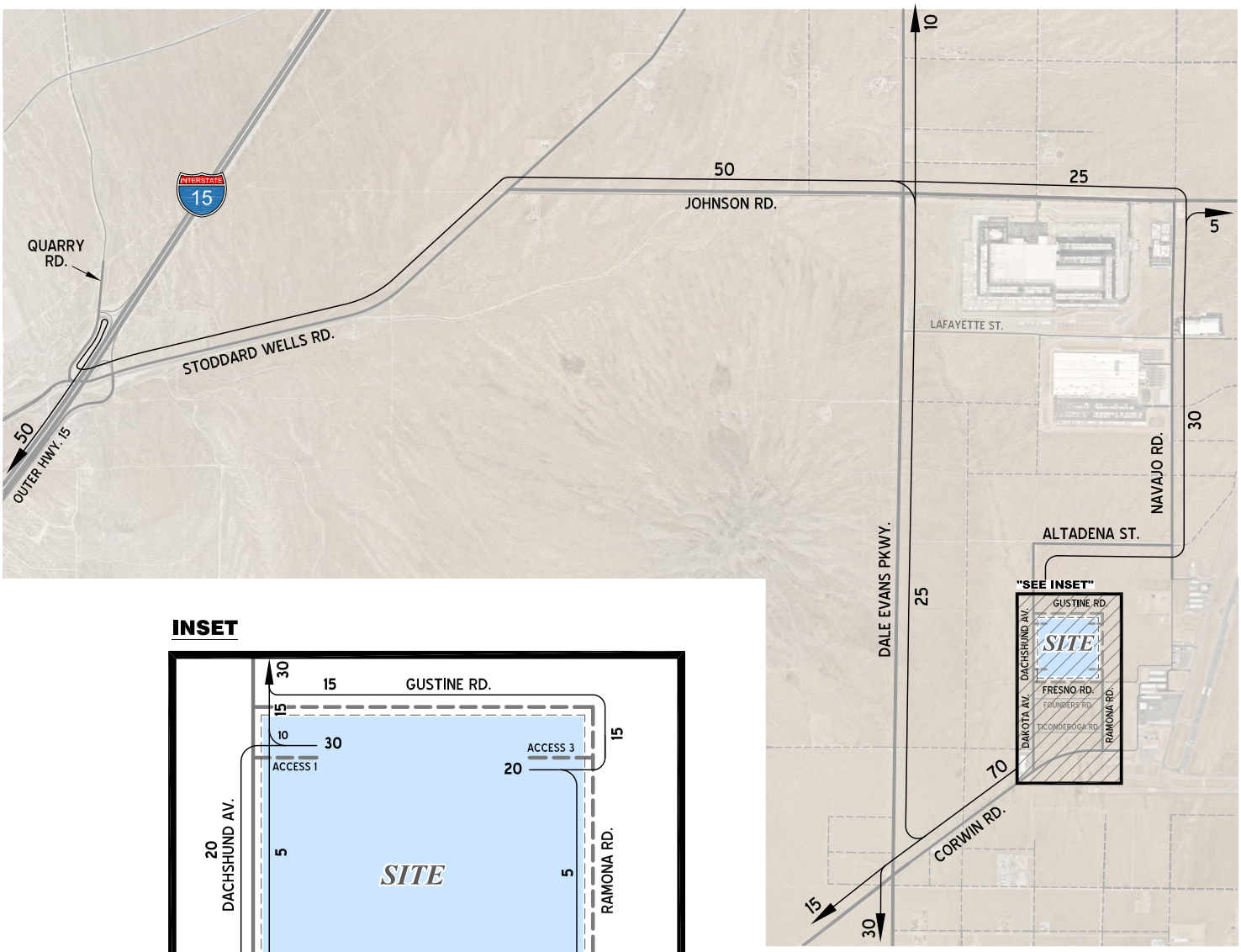
[2] TSF = Thousand Square Feet; DU = Dwelling Units

[3] Source: *TUMF High-Cube Warehouse Trip Generation Study* . Prepared by WSP, January 2019.
Passenger and Truck AM/PM peak hour (in/out) splits are estimated from based on ITE peak-to-daily relationship
Truck Daily Rate Source: *Notice of Preparation of a Draft Environmental Impact Report for the Proposed Potrero Logistics Center* .
Prepared by South Coast Air Quality Management District (SCAQMD), June 2020.

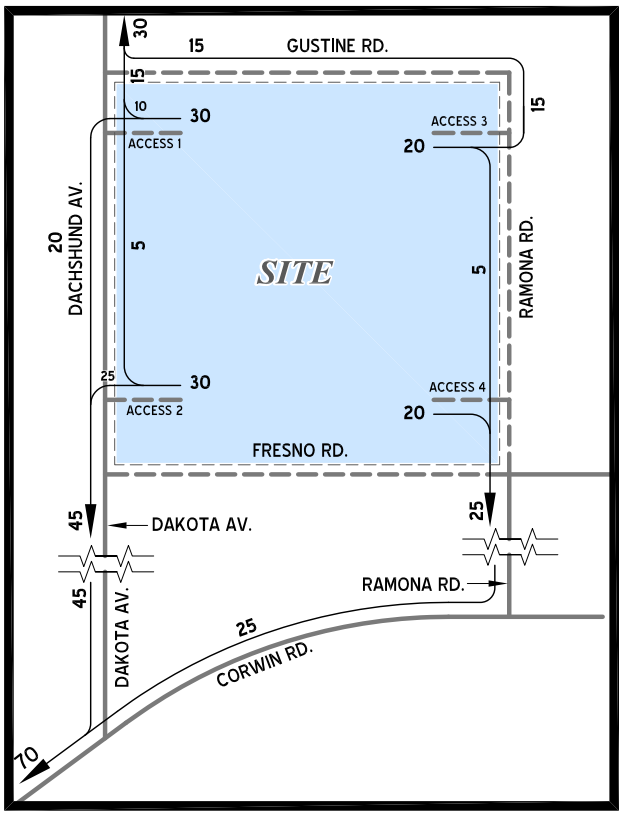
[4] Total Net Trips (PCE) = Passenger Cars + Net Truck Trips (Passenger Car Equivalent).

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EXHIBIT 2: PROJECT (PASSENGER CAR) TRIP DISTRIBUTION



INSET



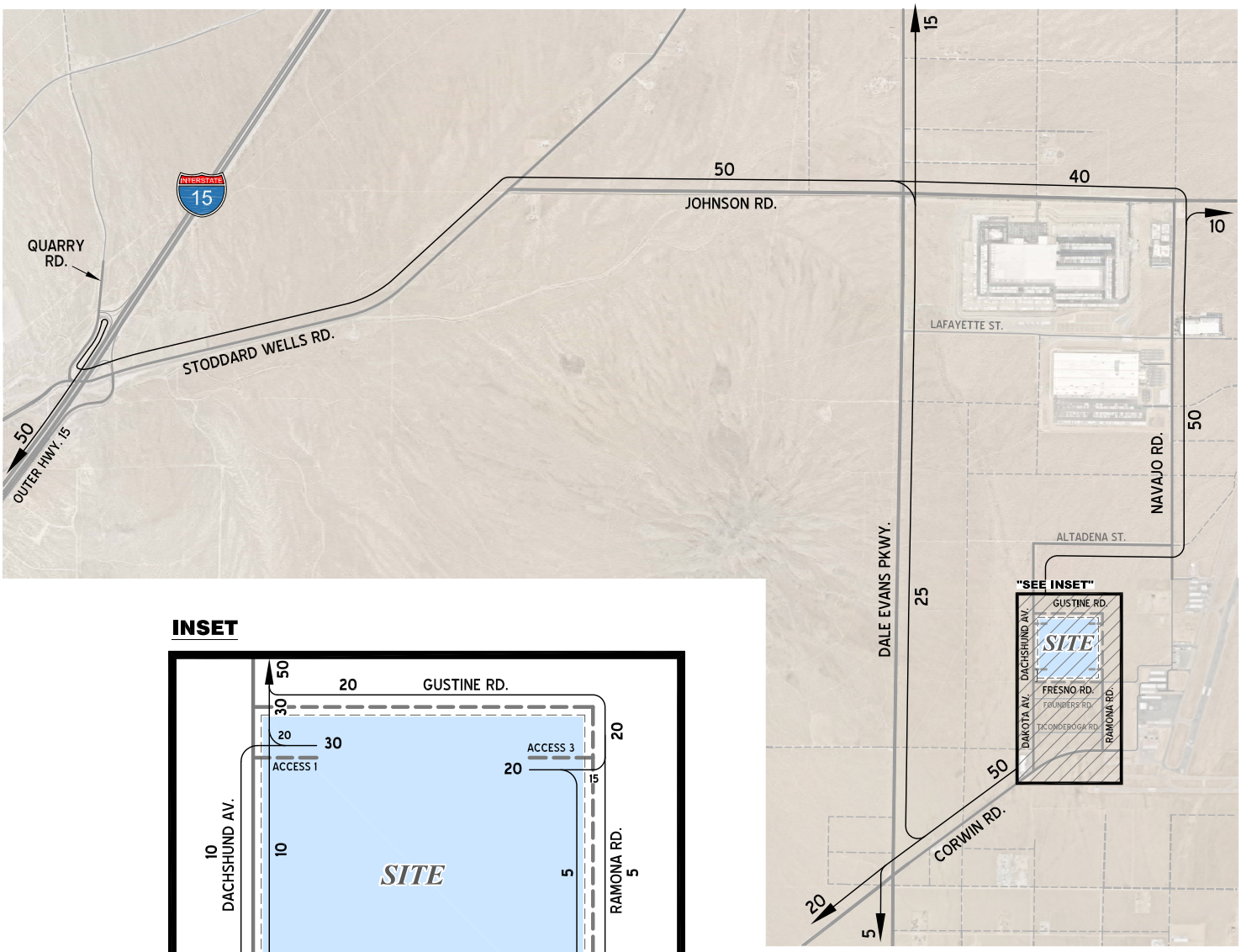
LEGEND:

10 = PERCENT TO/FROM PROJECT

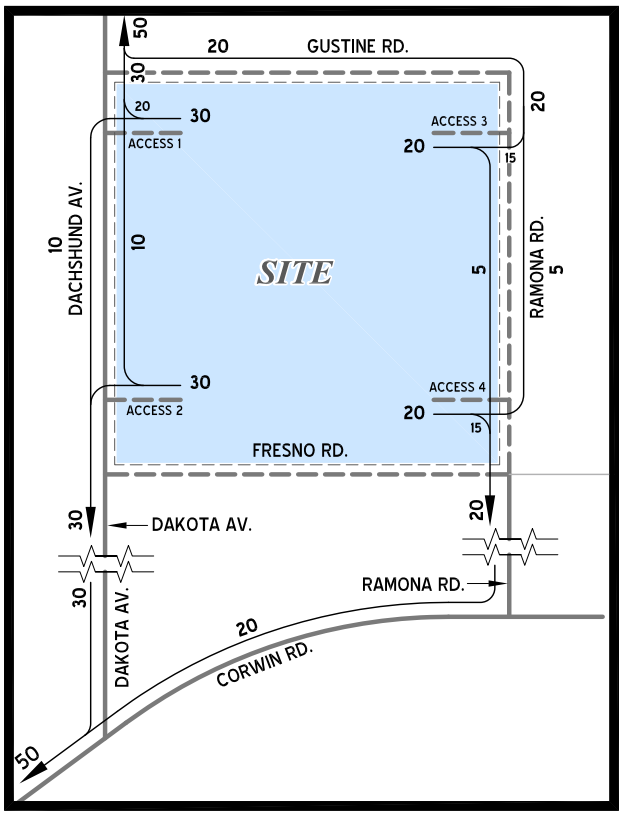
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EXHIBIT 3: PROJECT (TRUCK) TRIP DISTRIBUTION



INSET



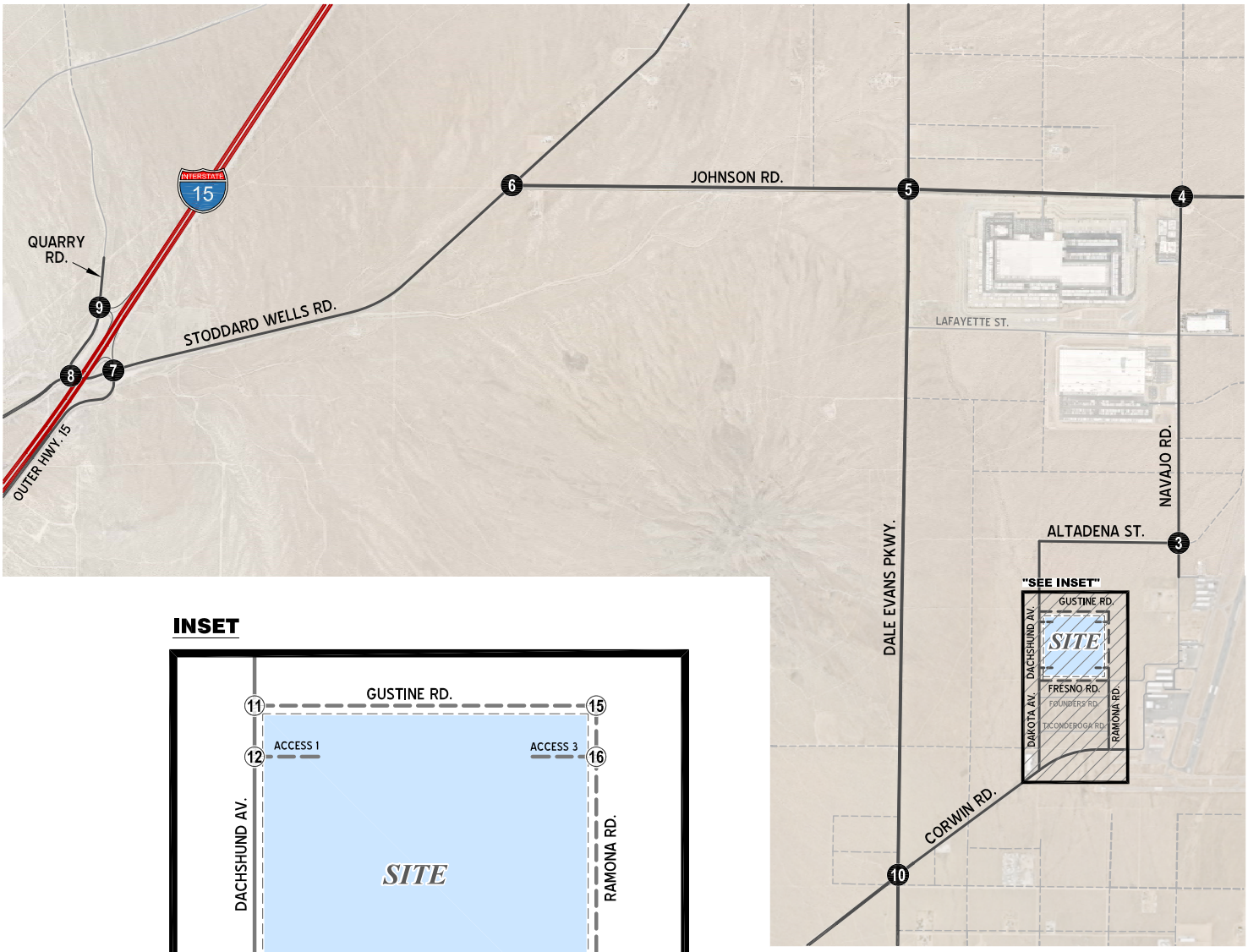
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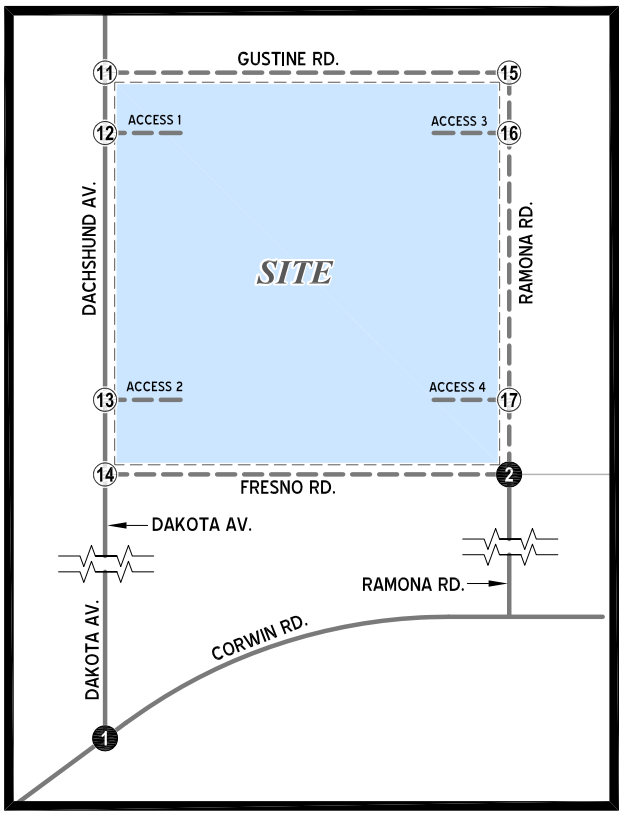
= FUTURE ROADWAY

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EXHIBIT 4: TRAFFIC ANALYSIS STUDY AREA



INSET



LEGEND:

- (10) = EXISTING ANALYSIS LOCATION
- (7) = FUTURE ANALYSIS LOCATION
- = FUTURE ROADWAY

N

EXHIBIT 5: TOWN OF APPLE VALLEY GENERAL PLAN STREET SYSTEM

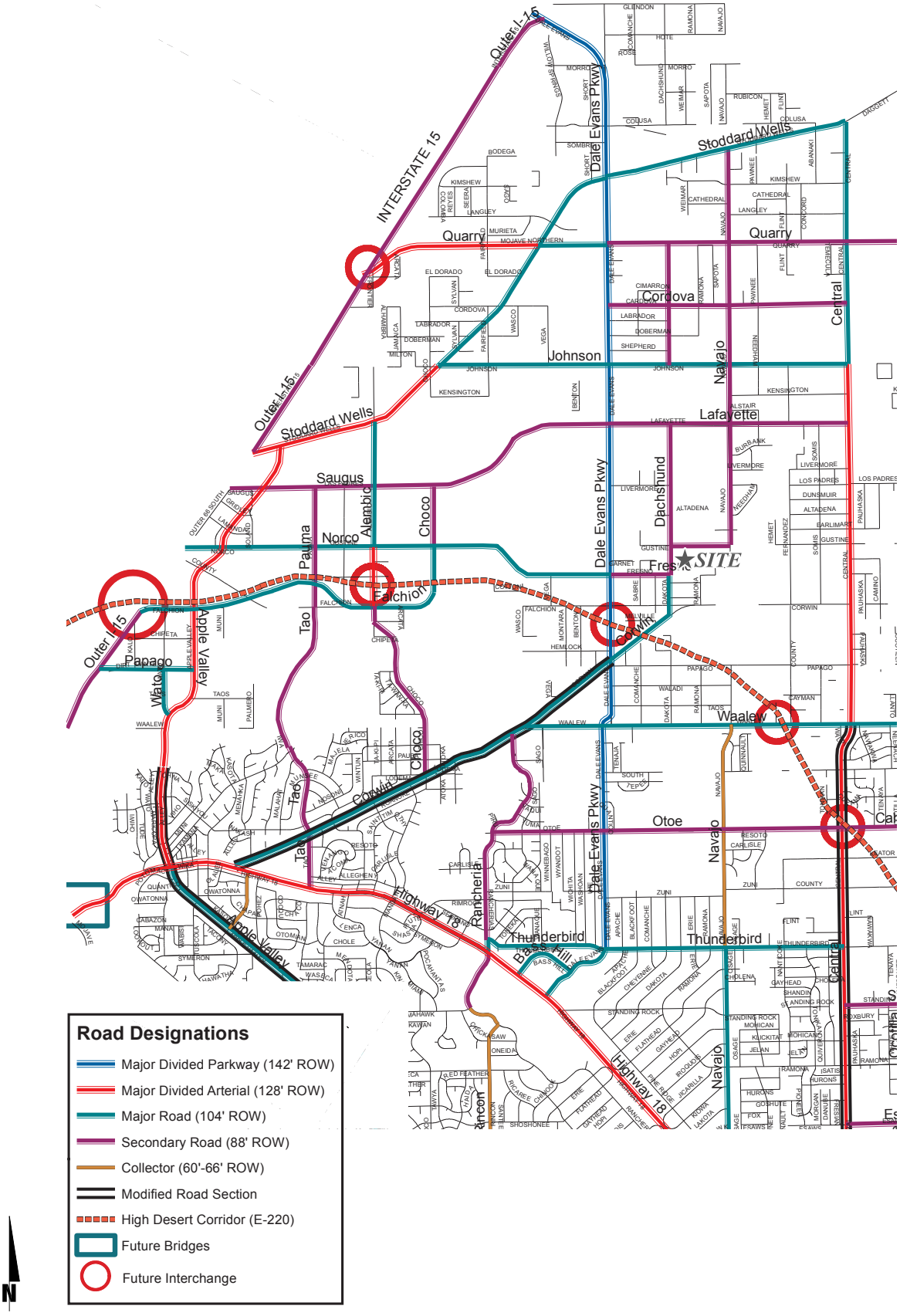
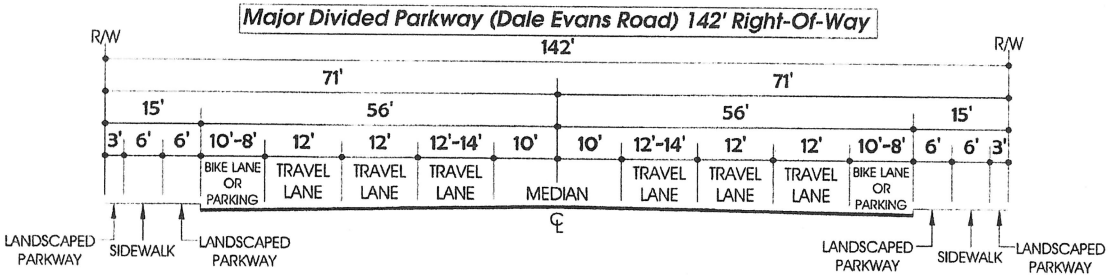
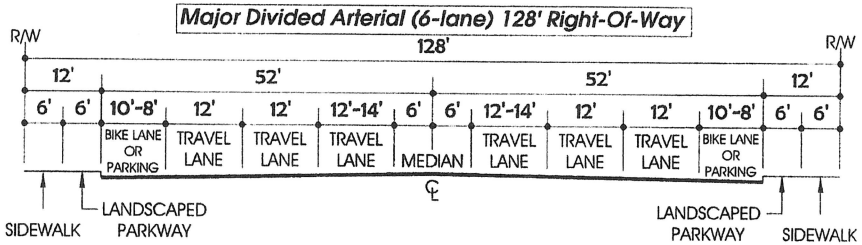
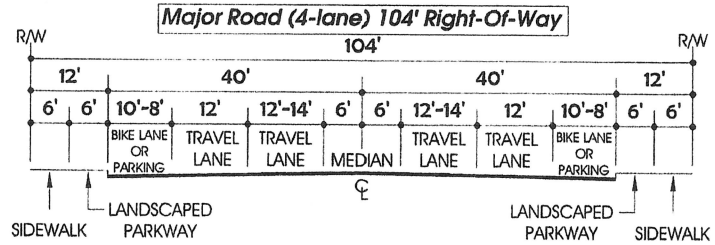
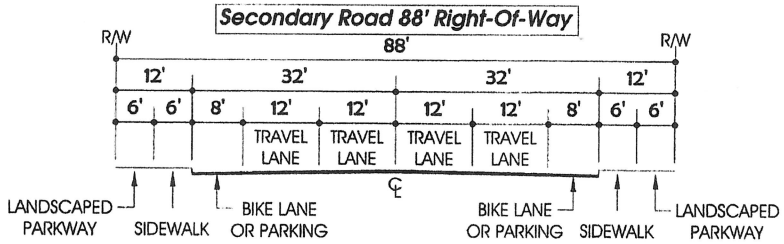


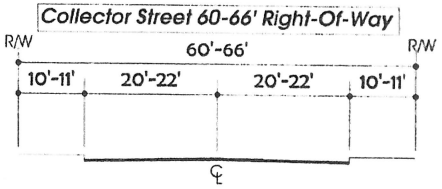
EXHIBIT 6: TOWN OF APPLE VALLEY GENERAL PLAN ROADWAY CROSS-SECTIONS

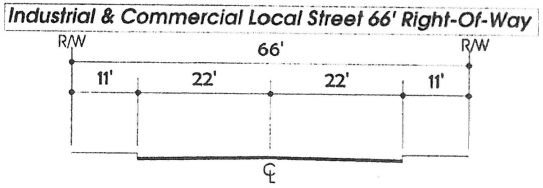


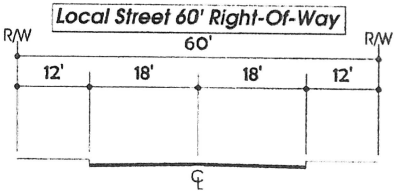


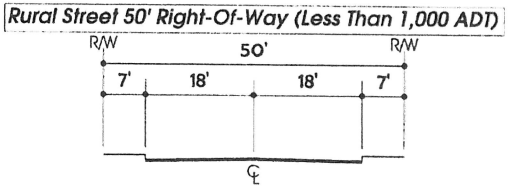


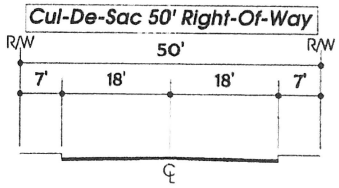












TRAFFIC COUNTS

Majority of the traffic counts within the study area were collected in January 2024 and April 2024. New traffic counts (classified by vehicle type) will be conducted for the remaining intersections while local schools are in session and operating on a typical bell schedule. No adjustments are proposed to the traffic counts for the baseline traffic condition with the exception of any adjustments to account for volume balancing between closely spaced intersections.

AMBIENT GROWTH

Future year traffic forecasts will include background (ambient) growth at 2.0% per year, compounded annually. The total ambient growth is 4.04% for 2026 traffic conditions. The ambient growth factor is intended to approximate regional traffic growth. This ambient growth rate will be added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects.

CUMULATIVE PROJECTS

Exhibit 5 shows the locations of the cumulative projects listed on Table 3. It is requested that the Town review the list and also provide any additional current cumulative projects within the study area for inclusion in the Traffic Analysis.

IDENTIFYING DEFICIENCIES

The identification of project deficiencies is designed to identify potential level of service (**LOS**) problems and to address them before they occur. This will provide a framework for establishing transportation-related project conditions by the Town.

A project deficiency occurs when a signalized or unsignalized intersection is forecast to degrade intersection operations below the Town's acceptable LOS standard, which is identified in the Town's Circulation Element, or if a project adds five seconds of delay or more to an intersection that operates below acceptable standards without the addition of project traffic. Additionally, all unsignalized intersections shall be evaluated for a peak hour traffic signal warrant based on the California Manual on Uniform Transportation Control Devices (**MUTCD**). Any unsignalized intersection that meets the peak hour signal warrant is considered deficient.

IDENTIFYING IMPROVEMENTS AND COST ESTIMATES

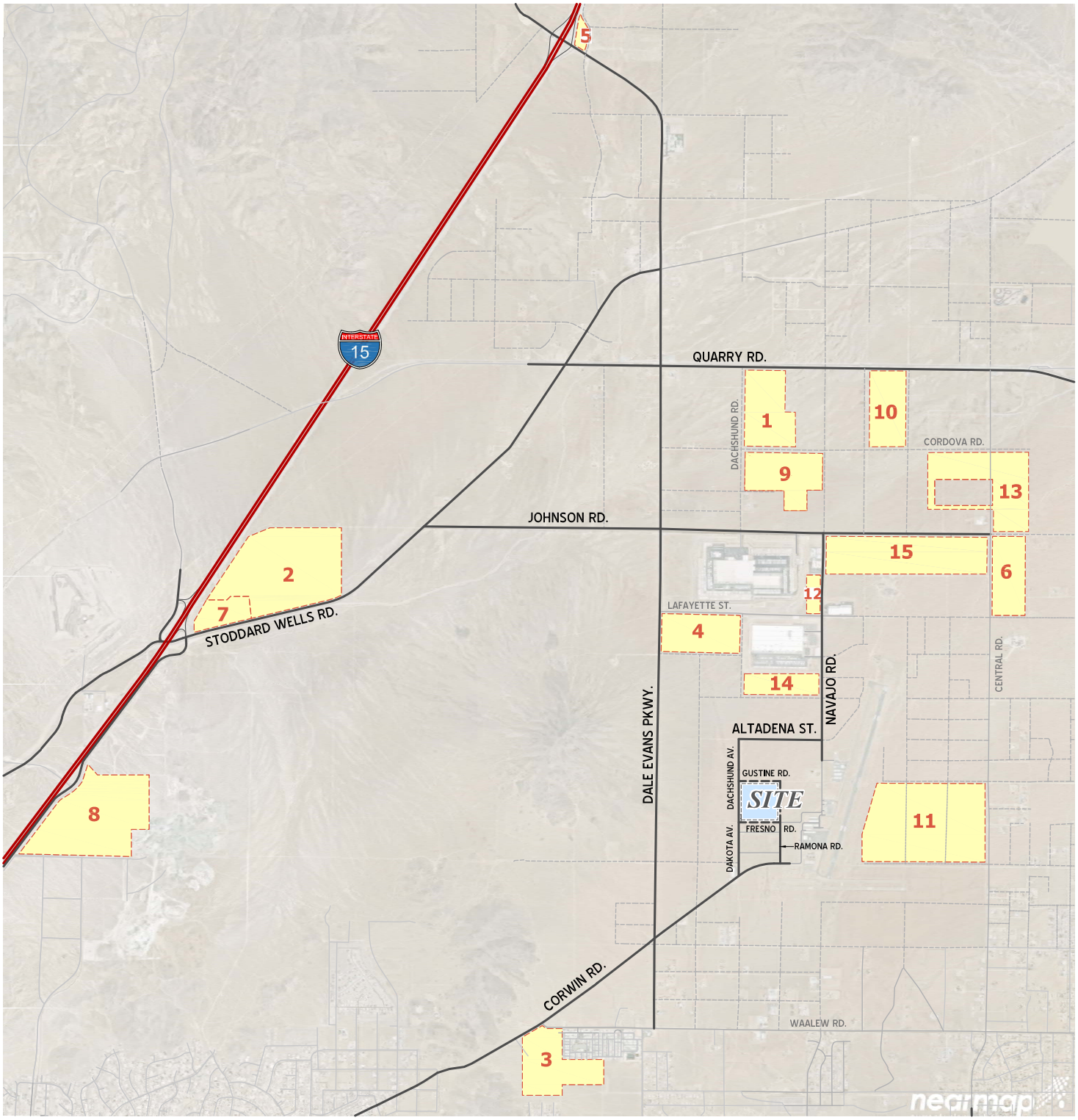
Physical improvements shall be identified at all intersections that are forecast to operate deficiently. Improvements under future year conditions must bring intersection operations to acceptable standards, while improvements under opening year conditions must bring intersection operations to better than pre-project conditions.

TABLE 3: LIST OF CUMULATIVE PROJECTS

TAZ	Project	Land Use	Quantity	Units[1]
1	Cordova Road Logistics (SEC Dachshund Av. & Quarry Rd.)	High-Cube Fulfillment Center	1,144.33	TSF
		High-Cube Cold Storage	201.94	TSF
2	Apple Valley 143	Industrial/Warehouse	2,518.50	TSF
3	TTM 20306 (south of Waalew & east of Corwin)	Single Family Residential	160	DU
4	Lafayette Street Logistics (Redwood West)	High-Cube Warehouse	1,026.41	TSF
		High-Cube Cold Storage	181.13	TSF
5	Apple Valley Gateway Center (north of Dale Evans & east of I-15)	Pad A - Hotel	84	RM
		Pad B - Fast-Food Restaurant w/ Drive-Thru	5.769	TSF
		Pad C - Gas Station with C-Store (5 TSF)	16	VFP
		Pad D - Gas Station with C-Store (3.35 TSF)	12	VFP
		Pad E - Fast-Food Restaurant w/ Drive-Thru	4.00	TSF
		Pad F - Fast-Food Restaurant w/ Drive-Thru	4.20	TSF
		Pad G - Restaurant	4.00	TSF
		Pad H - Shops	10.261	TSF
		Pad I - Fast-Food Restaurant w/ Drive-Thru	2.80	TSF
6	1M Warehouse (east of Central Road, between Johnson Road & Lafayette Street)	High Cube Fulfillment Center Warehouse	1,080.125	TSF
7	Apple Valley I-15 Travel Center (Love's Travel Stop - north of Stoddard Wells & east of I-15)	RV Park	80	Spaces
		Gas Station with C-Store (9.66 TSF)	26	VFP
		Fast-Food Restaurant w/ Drive-Thru	3.043	TSF
		Truck Maintenance/Tire Building	13.786	TSF
8	Inland Empire North Logistics Ctr. (north of Falchion Road & east of I-5)	Industrial/Warehouse	2,604.446	TSF
9	Cordova Quarry	High-Cube Cold Storage	1,559.952	TSF
10	Quarry at Pawnee	High-Cube Cold Storage	1,462.342	TSF
11	Lake Creek Logistics Center (Apple Valley Logistics Center)	General Light Industrial (10%)	348.074	TSF
		High-Cube Cold Storage (10%)	348.074	TSF
		High-Cube Fulfillment (80%)	2,784.588	TSF
12	Green Trucking Solutions	High-Cube Cold Storage	385.004	TSF
13	Apple Valley 3PL Center	Industrial/Warehouse	2,134.000	TSF
14	Watson High Desert Logistics West	High-Cube Fulfillment Center (Non-Sort)	896.500	TSF
15	Watson High Desert Logistics East	High-Cube Fulfillment Center (Non-Sort)	2,832.600	TSF

[1] DU = Dwelling Units; TSF = Thousand Square Feet; RM = Room; VFP = Vehicle Fueling Positions

EXHIBIT 7: CUMULATIVE DEVELOPMENT LOCATION MAP



LEGEND:

(#) = CUMULATIVE DEVELOPMENT ID

N

Opening year improvement costs are the sole responsibility of the project, and future year improvement costs are based on a fair share contribution calculation. The project's fair share contribution for future year improvements can be estimated using the following equation:

$$Fair\ Share\ Percentage = \frac{Project\ Trips}{Future\ Year\ With\ Project - Existing}$$

SITE ACCESS AND CHARACTERISTICS

LOS shall be estimated at all project driveways to ensure they are sized accordingly. The site should be reviewed to ensure that it does not have any design characteristics that would promote inefficient circulation. For example, proposed driveways should provide sufficient length so that vehicles entering the site will not cause subsequent vehicles entering the site to spill back into the Town transportation system. Additionally, driveways should have adequate space between existing/proposed driveways and other existing intersections to limit adverse effects at adjacent facilities and discourage weaving. Finally, the project's parking supply shall satisfy requirements set forth by the Town.

SPECIAL ISSUES

The following special issues will also be addressed:

- ***Queuing Analysis:*** conduct 95th percentile queuing assessment to ensure turn pockets can accommodate the anticipated peak hour queues at the Project driveways and at site adjacent intersections.
- ***Traffic Signal Warrant Analysis:*** Conduct traffic signal warrant analysis for all existing and future unsignalized study area intersections, which also includes all Project driveways.

SIGNAL TIMING

It is requested that the Town provide signal timing for any signalized Town-controlled intersections.

If you have any questions or comments, we can be reached at jkain@urbanxroads.com for John or mwhiteman@urbanxroads.com for Marlie

APPENDIX 1.2: SITE ADJACENT QUEUES

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Intersection: 12: Dachshund Av. & Access 1

Movement	WB
Directions Served	LR
Maximum Queue (ft)	25
Average Queue (ft)	7
95th Queue (ft)	28
Link Distance (ft)	324
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Dachshund Av. & Access 2

Movement	WB
Directions Served	LR
Maximum Queue (ft)	24
Average Queue (ft)	8
95th Queue (ft)	29
Link Distance (ft)	333
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 16: Ramona Rd. & Access 3

Movement	EB
Directions Served	LR
Maximum Queue (ft)	18
Average Queue (ft)	5
95th Queue (ft)	23
Link Distance (ft)	313
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 17: Ramona Rd. & Access 4

Movement	EB
Directions Served	LR
Maximum Queue (ft)	23
Average Queue (ft)	5
95th Queue (ft)	22
Link Distance (ft)	339
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 0

Intersection: 12: Dachshund Av. & Access 1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	40	5
Average Queue (ft)	22	1
95th Queue (ft)	49	8
Link Distance (ft)	324	169
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: Dachshund Av. & Access 2

Movement	WB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	20
95th Queue (ft)	43
Link Distance (ft)	333
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 16: Ramona Rd. & Access 3

Movement	EB
Directions Served	LR
Maximum Queue (ft)	36
Average Queue (ft)	16
95th Queue (ft)	43
Link Distance (ft)	313
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 17: Ramona Rd. & Access 4

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	11
95th Queue (ft)	34
Link Distance (ft)	339
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 0

APPENDIX 3.1: TRAFFIC COUNTS

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Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Apple Valley
N/S: Dakota Avenue
E/W: Corwin Road
Weather: Clear

File Name : 01_APV_Dak_Cor AM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

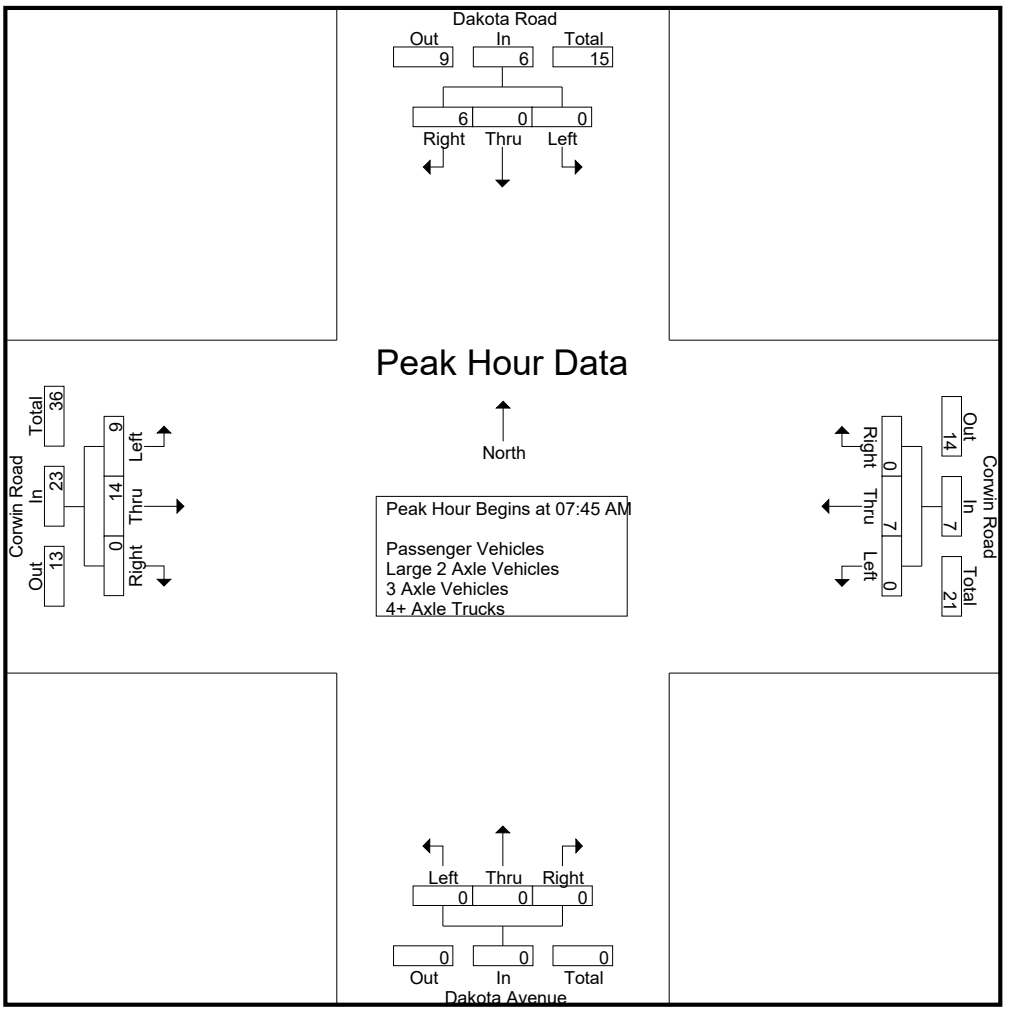
	Dakota Road Southbound				Corwin Road Westbound				Dakota Avenue Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	1	0	1	0	0	0	0	3	5	0	8	10
07:15 AM	0	0	2	2	0	2	0	2	0	0	0	0	3	2	0	5	9
07:30 AM	0	0	1	1	0	3	0	3	0	0	0	0	0	1	0	1	5
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	2	6	0	8	9
Total	0	0	4	4	0	7	0	7	0	0	0	0	8	14	0	22	33
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	3	3	0	6	7
08:15 AM	0	0	2	2	0	1	0	1	0	0	0	0	1	2	0	3	6
08:30 AM	0	0	3	3	0	5	0	5	0	0	0	0	3	3	0	6	14
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
Total	0	0	6	6	0	6	0	6	0	0	0	0	8	10	0	18	30
Grand Total	0	0	10	10	0	13	0	13	0	0	0	0	16	24	0	40	63
Apprch %	0	0	100		0	100	0		0	0	0		40	60	0		
Total %	0	0	15.9	15.9	0	20.6	0	20.6	0	0	0	0	25.4	38.1	0	63.5	
Passenger Vehicles	0	0	10	10	0	13	0	13	0	0	0	0	16	24	0	40	63
% Passenger Vehicles	0	0	100	100	0	100	0	100	0	0	0	0	100	100	0	100	100
Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Dakota Road Southbound				Corwin Road Westbound				Dakota Avenue Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	2	**6**	0	**8**	9
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	**3**	3	0	6	7
08:15 AM	0	0	2	2	0	1	0	1	0	0	0	0	1	2	0	3	6
08:30 AM	0	0	**3**	**3**	0	**5**	0	**5**	0	0	0	0	3	3	0	6	**14**
Total Volume	0	0	6	6	0	7	0	7	0	0	0	0	9	14	0	23	36
% App. Total	0	0	100		0	100	0		0	0	0		39.1	60.9	0		
PHF	.000	.000	.500	.500	.000	.350	.000	.350	.000	.000	.000	.000	.750	.583	.000	.719	.643

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City of Apple Valley
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E/W: Corwin Road
Weather: Clear

File Name : 01_APV_Dak_Cor AM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:00 AM				07:45 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	2	**6**	0	**8**
+15 mins.	0	0	1	1	0	2	0	2	0	0	0	0	**3**	3	0	6
+30 mins.	0	0	2	2	0	**3**	0	**3**	0	0	0	0	1	2	0	3
+45 mins.	0	0	**3**	**3**	0	1	0	1	0	0	0	0	3	3	0	6
Total Volume	0	0	6	6	0	7	0	7	0	0	0	0	9	14	0	23
% App. Total	0	0	100		0	100	0		0	0	0		39.1	60.9	0	
PHF	.000	.000	.500	.500	.000	.583	.000	.583	.000	.000	.000	.000	.750	.583	.000	.719

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City of Apple Valley
N/S: Dakota Avenue
E/W: Corwin Road
Weather: Clear

File Name : 01_APV_Dak_Cor AM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 1

Groups Printed- Passenger Vehicles

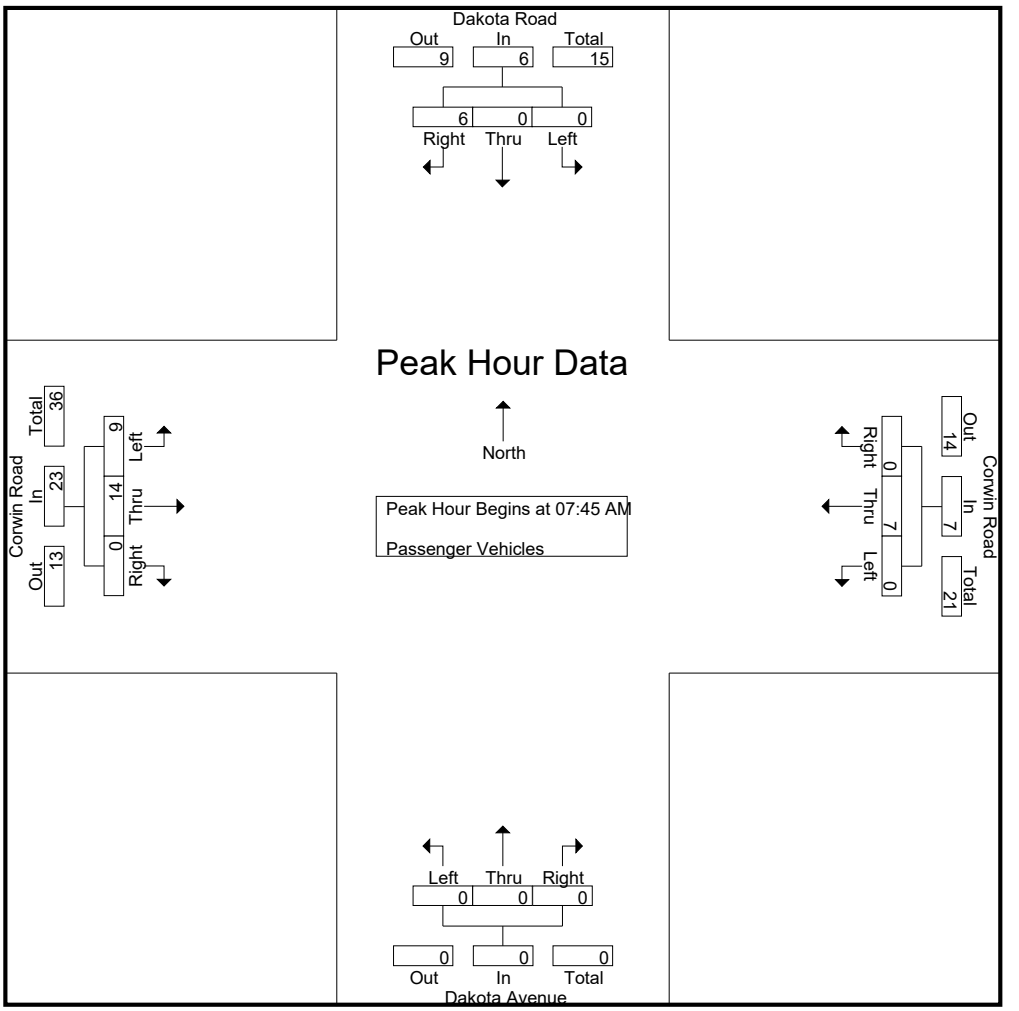
	Dakota Road Southbound				Corwin Road Westbound				Dakota Avenue Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	1	0	1	0	0	0	0	3	5	0	8	10
07:15 AM	0	0	2	2	0	2	0	2	0	0	0	0	3	2	0	5	9
07:30 AM	0	0	1	1	0	3	0	3	0	0	0	0	0	1	0	1	5
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	2	6	0	8	9
Total	0	0	4	4	0	7	0	7	0	0	0	0	8	14	0	22	33
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	3	3	0	6	7
08:15 AM	0	0	2	2	0	1	0	1	0	0	0	0	1	2	0	3	6
08:30 AM	0	0	3	3	0	5	0	5	0	0	0	0	3	3	0	6	14
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
Total	0	0	6	6	0	6	0	6	0	0	0	0	8	10	0	18	30
Grand Total	0	0	10	10	0	13	0	13	0	0	0	0	16	24	0	40	63
Apprch %	0	0	100		0	100	0		0	0	0		40	60	0		
Total %	0	0	15.9	15.9	0	20.6	0	20.6	0	0	0	0	25.4	38.1	0	63.5	

	Dakota Road Southbound				Corwin Road Westbound				Dakota Avenue Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	2	**6**	0	**8**	9
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	**3**	3	0	6	7
08:15 AM	0	0	2	2	0	1	0	1	0	0	0	0	1	2	0	3	6
08:30 AM	0	0	**3**	**3**	0	**5**	0	**5**	0	0	0	0	3	3	0	6	**14**
Total Volume	0	0	6	6	0	7	0	7	0	0	0	0	9	14	0	23	36
% App. Total	0	0	100		0	100	0		0	0	0		39.1	60.9	0		
PHF	.000	.000	.500	.500	.000	.350	.000	.350	.000	.000	.000	.000	.750	.583	.000	.719	.643

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File Name : 01_APV_Dak_Cor AM
Site Code : 05124741
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Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	2	**6**	0	**8**
+15 mins.	0	0	1	1	0	0	0	0	0	0	0	0	**3**	3	0	6
+30 mins.	0	0	2	2	0	1	0	1	0	0	0	0	1	2	0	3
+45 mins.	0	0	**3**	**3**	0	**5**	0	**5**	0	0	0	0	3	3	0	6
Total Volume	0	0	6	6	0	7	0	7	0	0	0	0	9	14	0	23
% App. Total	0	0	100		0	100	0		0	0	0		39.1	60.9	0	
PHF	.000	.000	.500	.500	.000	.350	.000	.350	.000	.000	.000	.000	.750	.583	.000	.719

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City of Apple Valley
N/S: Dakota Avenue
E/W: Corwin Road
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File Name : 01_APV_Dak_Cor AM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

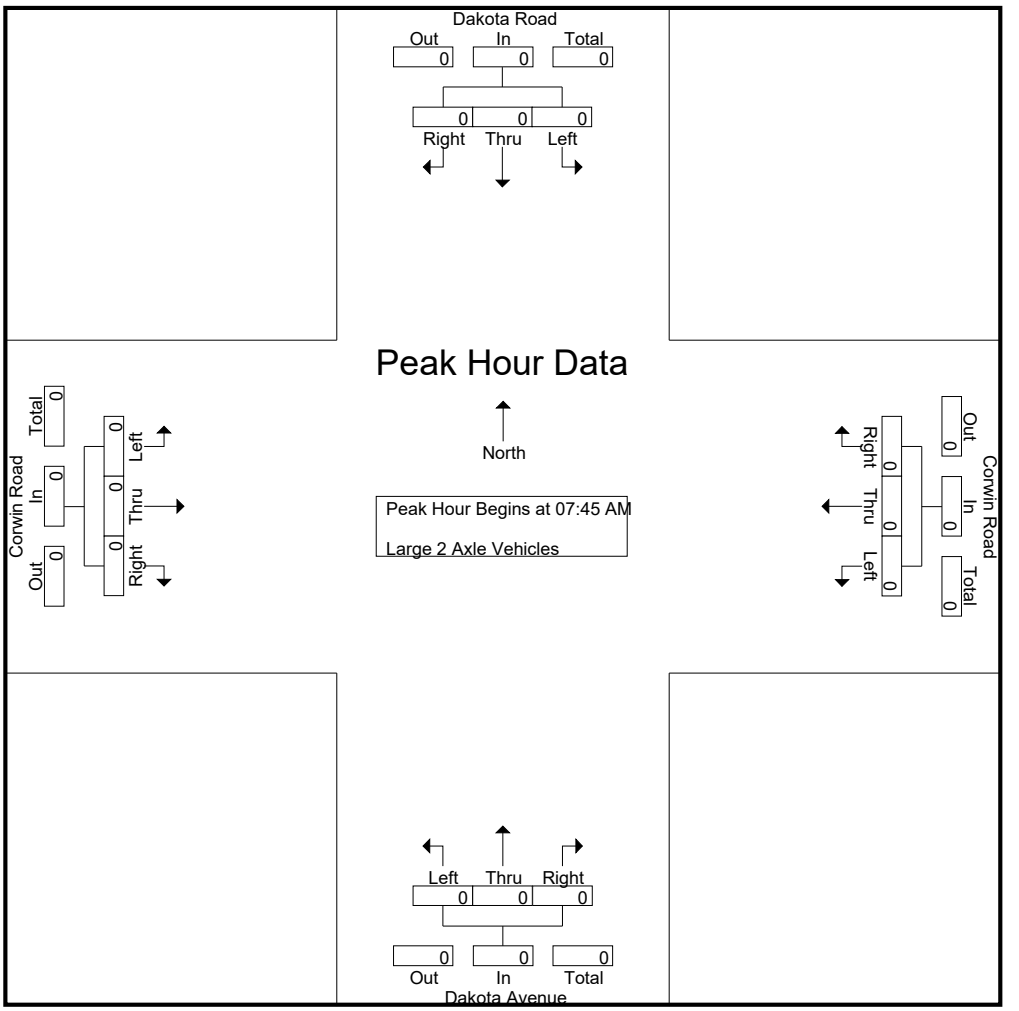
	Dakota Road Southbound				Corwin Road Westbound				Dakota Avenue Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	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
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Dakota Road Southbound				Corwin Road Westbound				Dakota Avenue Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Site Code : 05124741
Start Date : 8/27/2024
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Apple Valley
N/S: Dakota Avenue
E/W: Corwin Road
Weather: Clear

File Name : 01_APV_Dak_Cor AM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

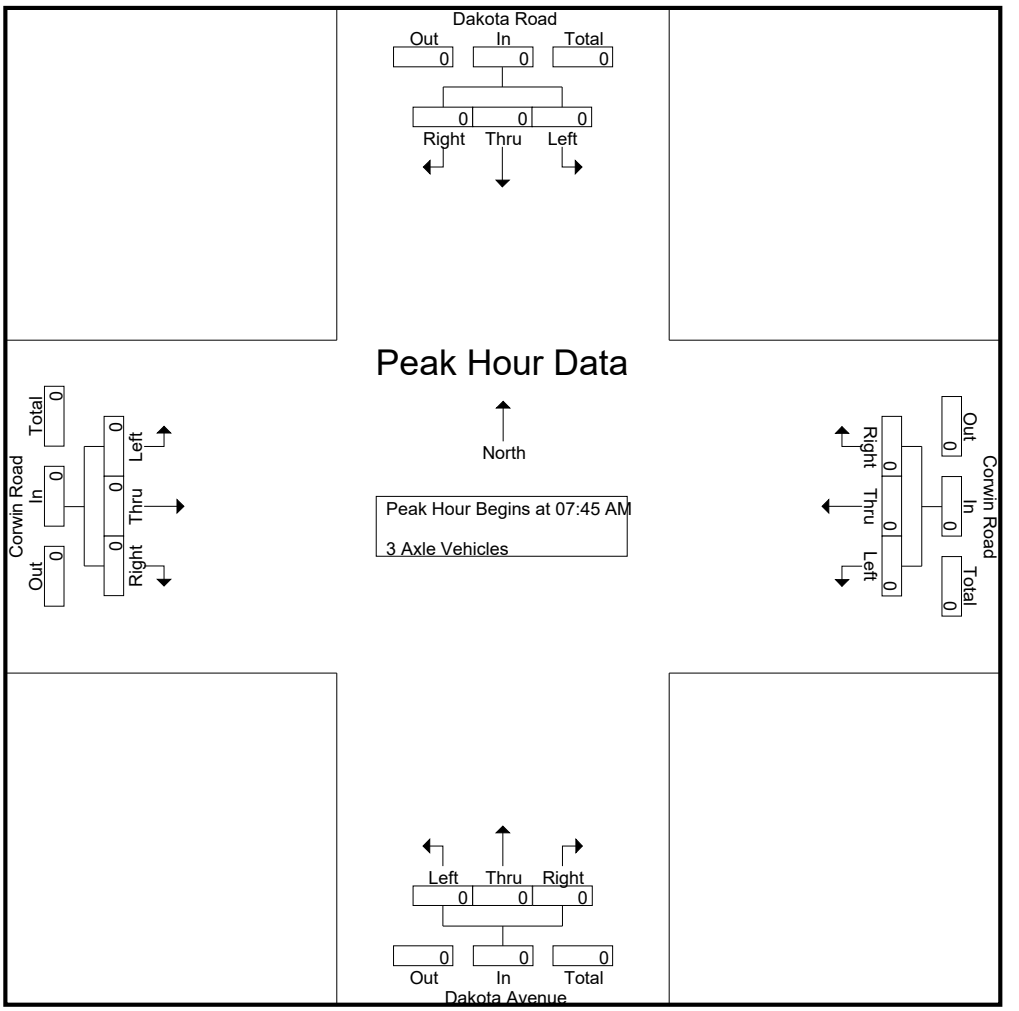
	Dakota Road Southbound				Corwin Road Westbound				Dakota Avenue Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	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
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Dakota Road Southbound				Corwin Road Westbound				Dakota Avenue Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Apple Valley
N/S: Dakota Avenue
E/W: Corwin Road
Weather: Clear

File Name : 01_APV_Dak_Cor AM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

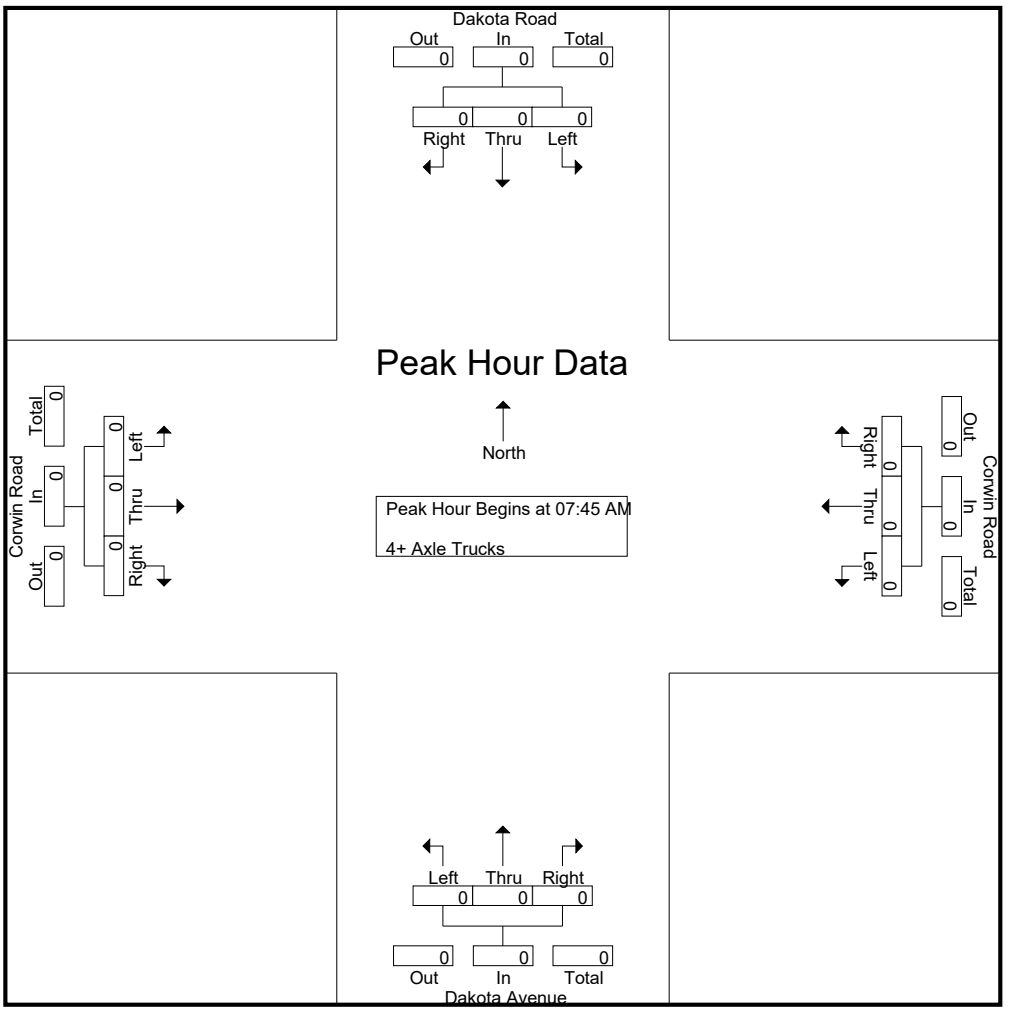
	Dakota Road Southbound				Corwin Road Westbound				Dakota Avenue Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	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
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Dakota Road Southbound				Corwin Road Westbound				Dakota Avenue Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Site Code : 05124741
Start Date : 8/27/2024
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Site Code : 05124741
Start Date : 8/27/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

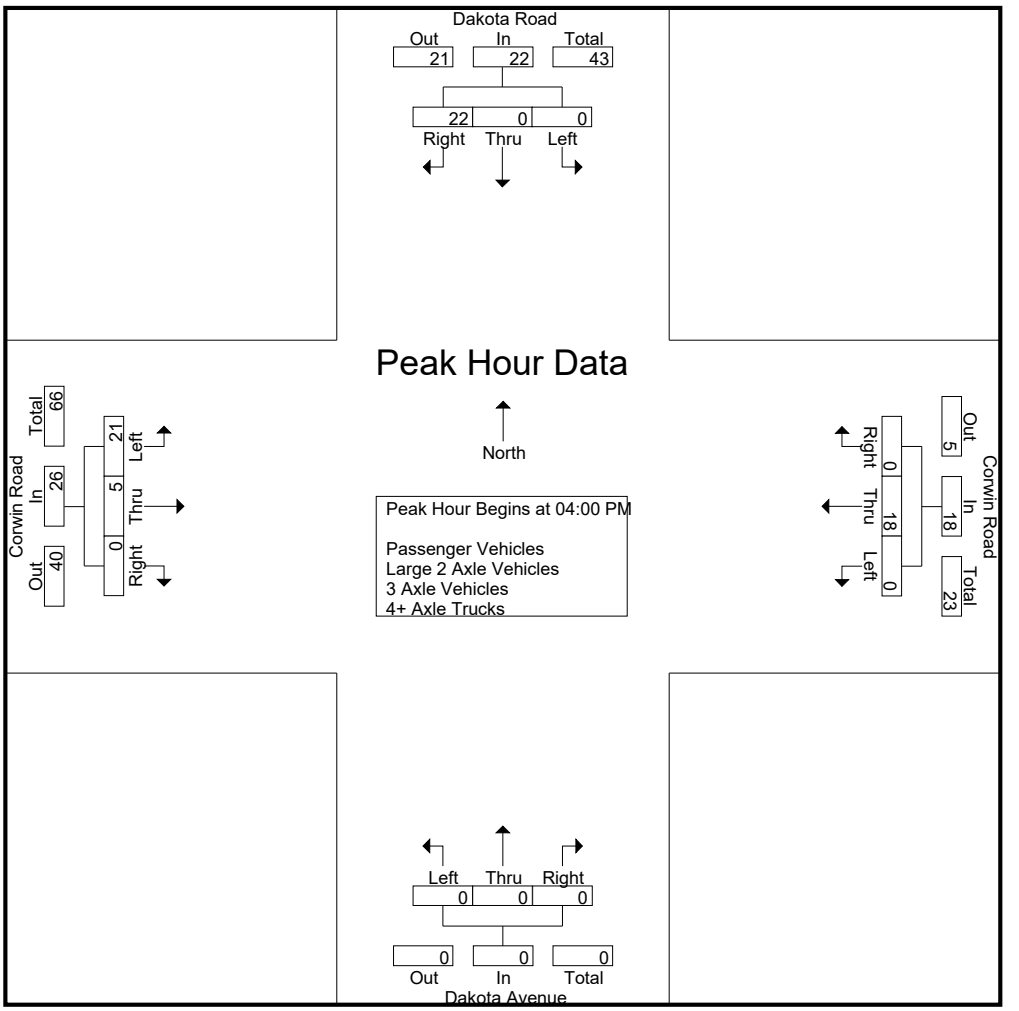
	Dakota Road Southbound				Corwin Road Westbound				Dakota Avenue Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	7	7	0	8	0	8	0	0	0	0	7	2	0	9	24
04:15 PM	0	0	7	7	0	4	0	4	0	0	0	0	7	1	0	8	19
04:30 PM	0	0	6	6	0	1	0	1	0	0	0	0	2	0	0	2	9
04:45 PM	0	0	2	2	0	5	0	5	0	0	0	0	5	2	0	7	14
Total	0	0	22	22	0	18	0	18	0	0	0	0	21	5	0	26	66
05:00 PM	0	0	5	5	0	1	0	1	0	0	0	0	0	2	0	2	8
05:15 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
05:30 PM	0	0	6	6	0	2	0	2	0	0	0	0	1	0	0	1	9
05:45 PM	0	0	1	1	0	2	0	2	0	1	0	1	0	0	0	0	4
Total	0	0	13	13	0	6	0	6	0	1	0	1	1	3	0	4	24
Grand Total	0	0	35	35	0	24	0	24	0	1	0	1	22	8	0	30	90
Apprch %	0	0	100		0	100	0		0	100	0		73.3	26.7	0		
Total %	0	0	38.9	38.9	0	26.7	0	26.7	0	1.1	0	1.1	24.4	8.9	0	33.3	
Passenger Vehicles	0	0	34	34	0	23	0	23	0	1	0	1	22	8	0	30	88
% Passenger Vehicles	0	0	97.1	97.1	0	95.8	0	95.8	0	100	0	100	100	100	0	100	97.8
Large 2 Axle Vehicles	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
% Large 2 Axle Vehicles	0	0	2.9	2.9	0	4.2	0	4.2	0	0	0	0	0	0	0	0	2.2
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Dakota Road Southbound				Corwin Road Westbound				Dakota Avenue Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	**7**	**7**	0	**8**	0	**8**	0	0	0	0	**7**	**2**	0	**9**	**24**
04:15 PM	0	0	7	7	0	4	0	4	0	0	0	0	7	1	0	8	19
04:30 PM	0	0	6	6	0	1	0	1	0	0	0	0	2	0	0	2	9
04:45 PM	0	0	2	2	0	5	0	5	0	0	0	0	5	2	0	7	14
Total Volume	0	0	22	22	0	18	0	18	0	0	0	0	21	5	0	26	66
% App. Total	0	0	100		0	100	0		0	0	0		80.8	19.2	0		
PHF	.000	.000	.786	.786	.000	.563	.000	.563	.000	.000	.000	.000	.750	.625	.000	.722	.688

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Site Code : 05124741
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Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				05:00 PM				04:00 PM			
+0 mins.	0	0	**7**	**7**	0	**8**	0	**8**	0	0	0	0	**7**	**2**	0	**9**
+15 mins.	0	0	7	7	0	4	0	4	0	0	0	0	7	1	0	8
+30 mins.	0	0	6	6	0	1	0	1	0	0	0	0	2	0	0	2
+45 mins.	0	0	2	2	0	5	0	5	0	**1**	0	**1**	5	2	0	7
Total Volume	0	0	22	22	0	18	0	18	0	1	0	1	21	5	0	26
% App. Total	0	0	100		0	100	0		0	100	0		80.8	19.2	0	
PHF	.000	.000	.786	.786	.000	.563	.000	.563	.000	.250	.000	.250	.750	.625	.000	.722

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File Name : 01_APV_Dak_Cor PM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 1

Groups Printed- Passenger Vehicles

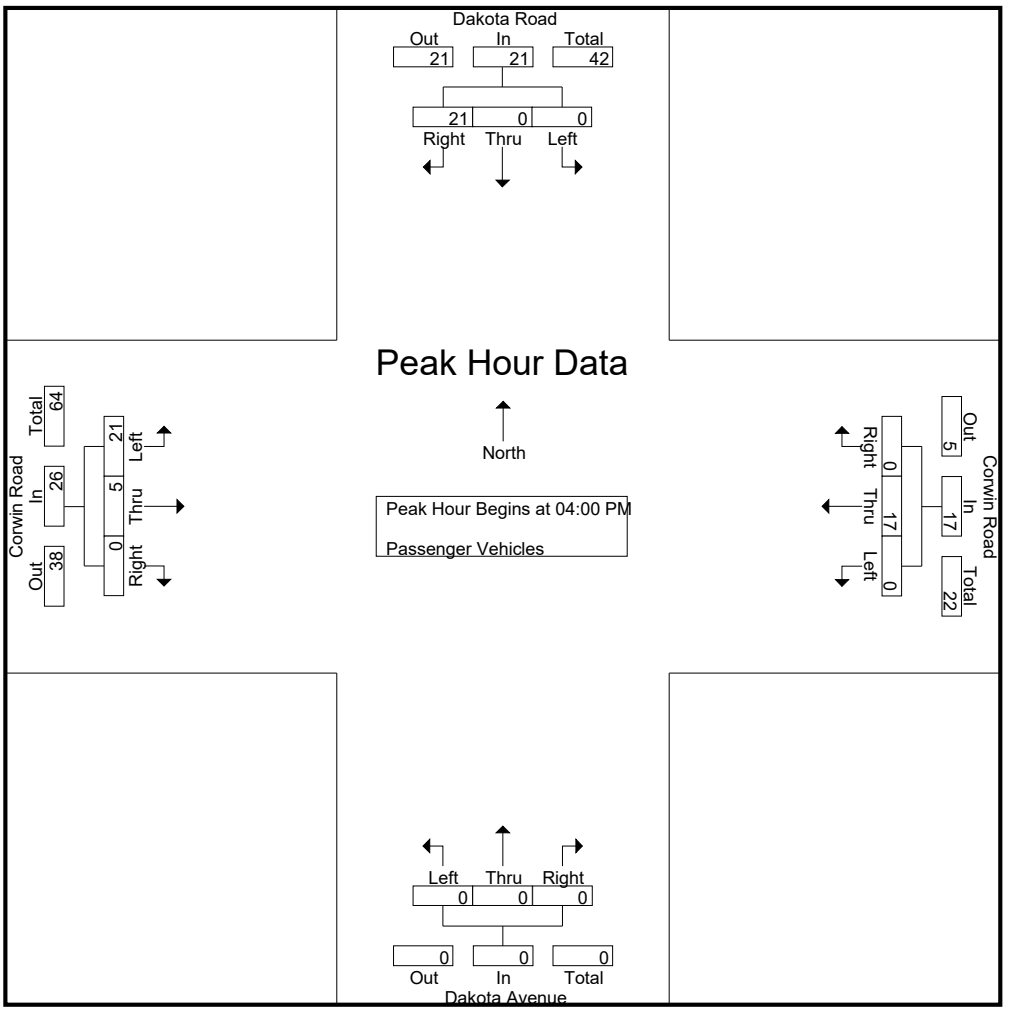
	Dakota Road Southbound				Corwin Road Westbound				Dakota Avenue Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	7	7	0	7	0	7	0	0	0	0	7	2	0	9	23
04:15 PM	0	0	6	6	0	4	0	4	0	0	0	0	7	1	0	8	18
04:30 PM	0	0	6	6	0	1	0	1	0	0	0	0	2	0	0	2	9
04:45 PM	0	0	2	2	0	5	0	5	0	0	0	0	5	2	0	7	14
Total	0	0	21	21	0	17	0	17	0	0	0	0	21	5	0	26	64
05:00 PM	0	0	5	5	0	1	0	1	0	0	0	0	0	2	0	2	8
05:15 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
05:30 PM	0	0	6	6	0	2	0	2	0	0	0	0	1	0	0	1	9
05:45 PM	0	0	1	1	0	2	0	2	0	1	0	1	0	0	0	0	4
Total	0	0	13	13	0	6	0	6	0	1	0	1	1	3	0	4	24
Grand Total	0	0	34	34	0	23	0	23	0	1	0	1	22	8	0	30	88
Apprch %	0	0	100		0	100	0		0	100	0		73.3	26.7	0		
Total %	0	0	38.6	38.6	0	26.1	0	26.1	0	1.1	0	1.1	25	9.1	0	34.1	

	Dakota Road Southbound				Corwin Road Westbound				Dakota Avenue Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	**7**	**7**	0	**7**	0	**7**	0	0	0	0	**7**	**2**	0	**9**	**23**
04:15 PM	0	0	6	6	0	4	0	4	0	0	0	0	7	1	0	8	18
04:30 PM	0	0	6	6	0	1	0	1	0	0	0	0	2	0	0	2	9
04:45 PM	0	0	2	2	0	5	0	5	0	0	0	0	5	2	0	7	14
Total Volume	0	0	21	21	0	17	0	17	0	0	0	0	21	5	0	26	64
% App. Total	0	0	100		0	100	0		0	0	0		80.8	19.2	0		
PHF	.000	.000	.750	.750	.000	.607	.000	.607	.000	.000	.000	.000	.750	.625	.000	.722	.696

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Start Date : 8/27/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	**7**	**7**	0	**7**	0	**7**	0	0	0	0	**7**	**2**	0	**9**
+15 mins.	0	0	6	6	0	4	0	4	0	0	0	0	7	1	0	8
+30 mins.	0	0	6	6	0	1	0	1	0	0	0	0	2	0	0	2
+45 mins.	0	0	2	2	0	5	0	5	0	0	0	0	5	2	0	7
Total Volume	0	0	21	21	0	17	0	17	0	0	0	0	21	5	0	26
% App. Total	0	0	100		0	100	0		0	0	0		80.8	19.2	0	
PHF	.000	.000	.750	.750	.000	.607	.000	.607	.000	.000	.000	.000	.750	.625	.000	.722

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Weather: Clear

File Name : 01_APV_Dak_Cor PM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

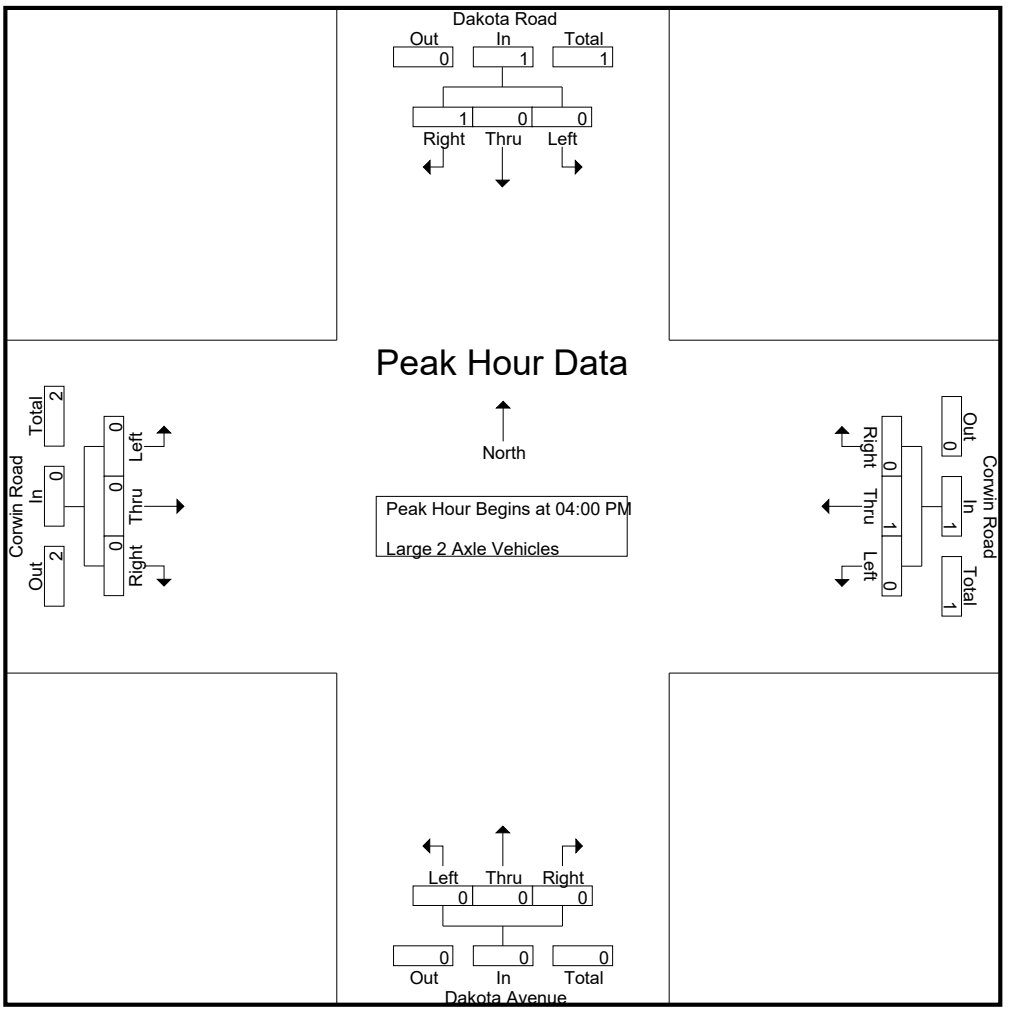
	Dakota Road Southbound				Corwin Road Westbound				Dakota Avenue Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	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
Grand Total	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Apprch %	0	0	100		0	100	0		0	0	0		0	0	0		
Total %	0	0	50	50	0	50	0	50	0	0	0	0	0	0	0	0	

	Dakota Road Southbound				Corwin Road Westbound				Dakota Avenue Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
04:15 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
% App. Total	0	0	100		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500

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Start Date : 8/27/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0
% App. Total	0	0	100		0	100	0		0	0	0		0	0	0	
PHF	.000	.000	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

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Weather: Clear

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Start Date : 8/27/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

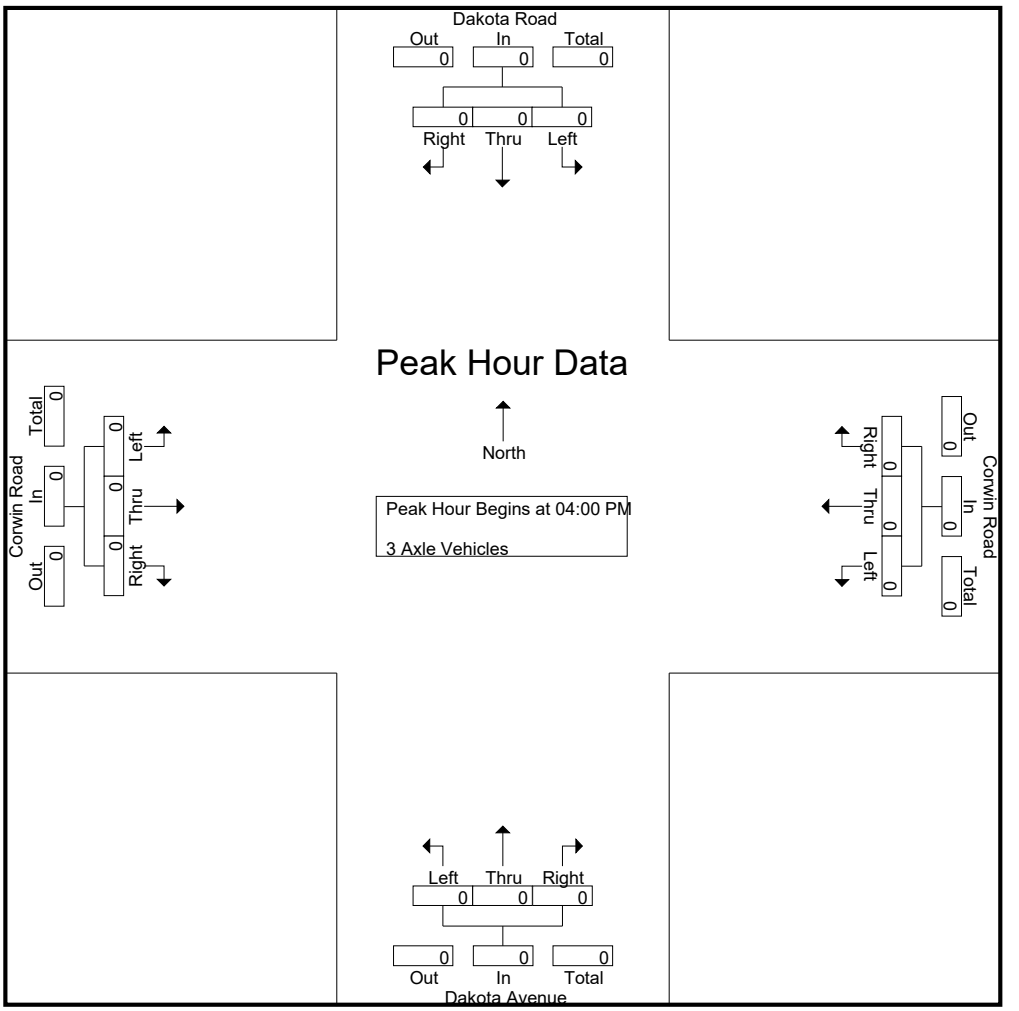
	Dakota Road Southbound				Corwin Road Westbound				Dakota Avenue Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	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
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Dakota Road Southbound				Corwin Road Westbound				Dakota Avenue Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Apple Valley
N/S: Dakota Avenue
E/W: Corwin Road
Weather: Clear

File Name : 01_APV_Dak_Cor PM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Apple Valley
N/S: Dakota Avenue
E/W: Corwin Road
Weather: Clear

File Name : 01_APV_Dak_Cor PM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

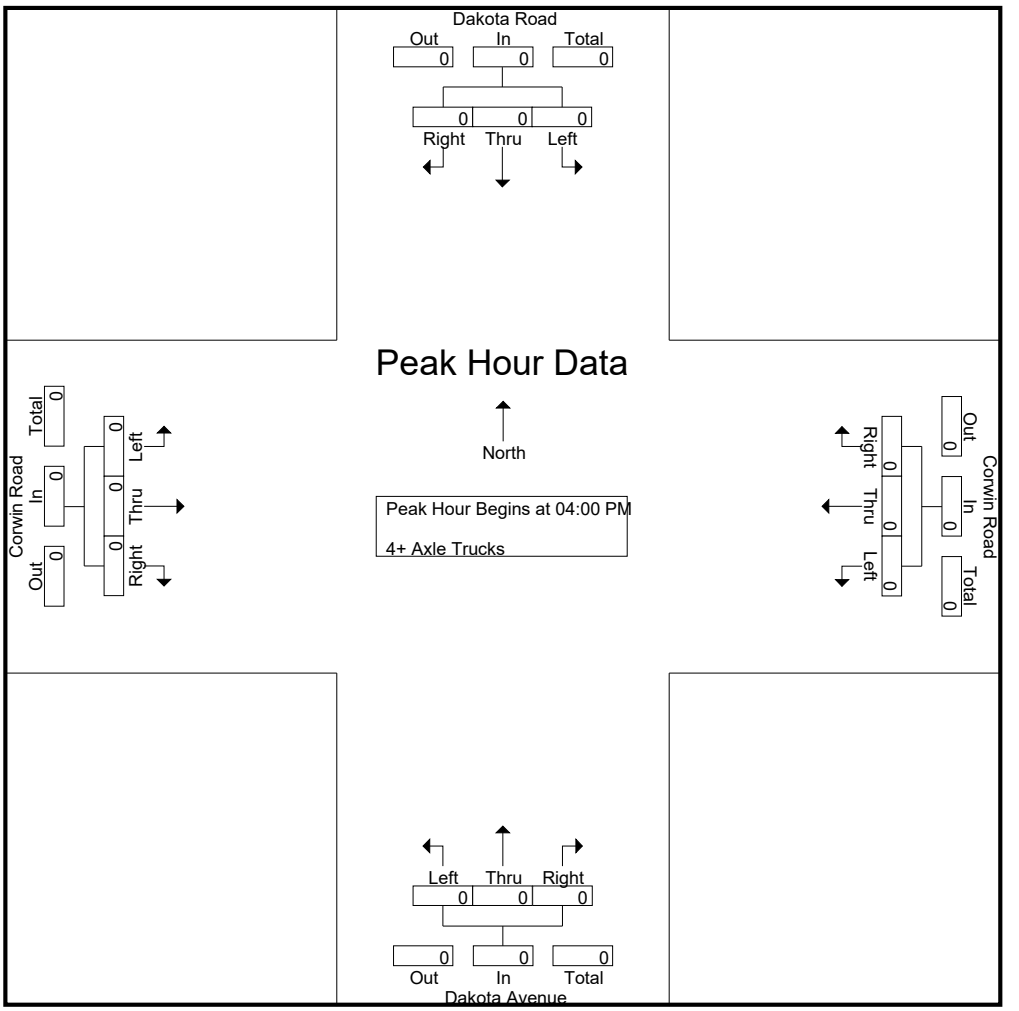
	Dakota Road Southbound				Corwin Road Westbound				Dakota Avenue Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	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
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Dakota Road Southbound				Corwin Road Westbound				Dakota Avenue Northbound				Corwin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Apple Valley
N/S: Dakota Avenue
E/W: Corwin Road
Weather: Clear

File Name : 01_APV_Dak_Cor PM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Apple Valley
N/S: Ramona Road
E/W: Fresno Road
Weather: Clear

File Name : 02_APV_Ram_Fres AM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

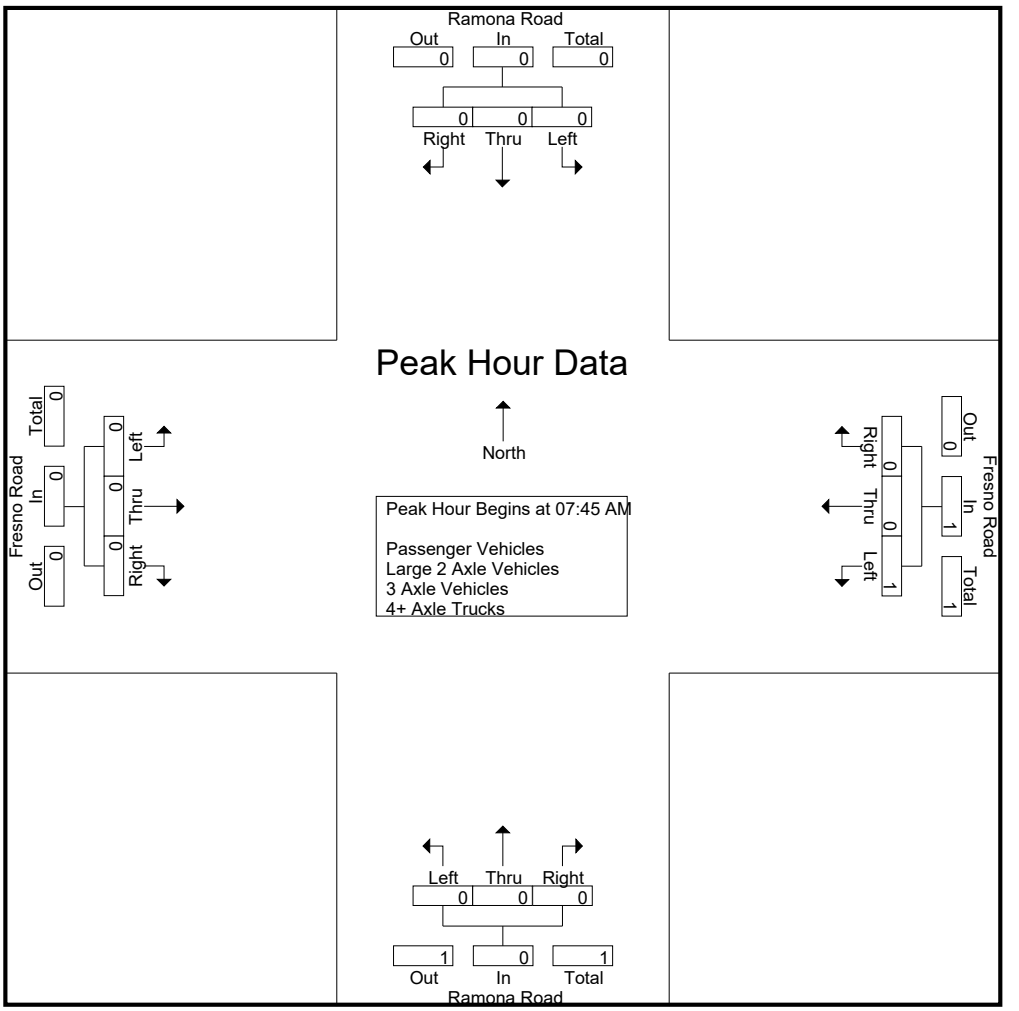
	Ramona Road Southbound				Fresno Road Westbound				Ramona Road Northbound				Fresno Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	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
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0		100	0	0		0	0	0		0	0	0		
Total %	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	
Passenger Vehicles	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
% Passenger Vehicles	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	100
Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Ramona Road Southbound				Fresno Road Westbound				Ramona Road Northbound				Fresno Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**1**
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

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City of Apple Valley
N/S: Ramona Road
E/W: Fresno Road
Weather: Clear

File Name : 02_APV_Ram_Fres AM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:45 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

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City of Apple Valley
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E/W: Fresno Road
Weather: Clear

File Name : 02_APV_Ram_Fres AM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 1

Groups Printed- Passenger Vehicles

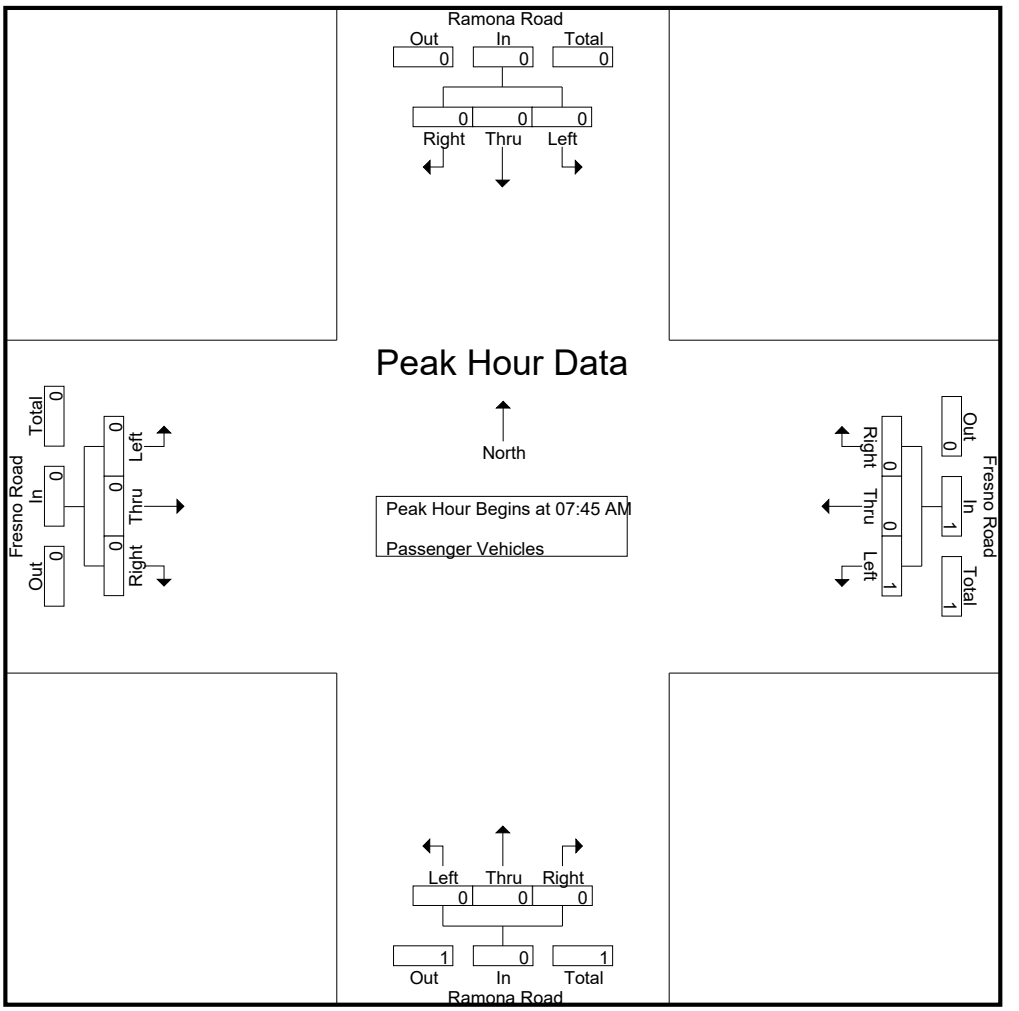
	Ramona Road Southbound				Fresno Road Westbound				Ramona Road Northbound				Fresno Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	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
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0		100	0	0		0	0	0		0	0	0		
Total %	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	

	Ramona Road Southbound				Fresno Road Westbound				Ramona Road Northbound				Fresno Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**1**
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

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File Name : 02_APV_Ram_Fres AM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

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City of Apple Valley
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E/W: Fresno Road
Weather: Clear

File Name : 02_APV_Ram_Fres AM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

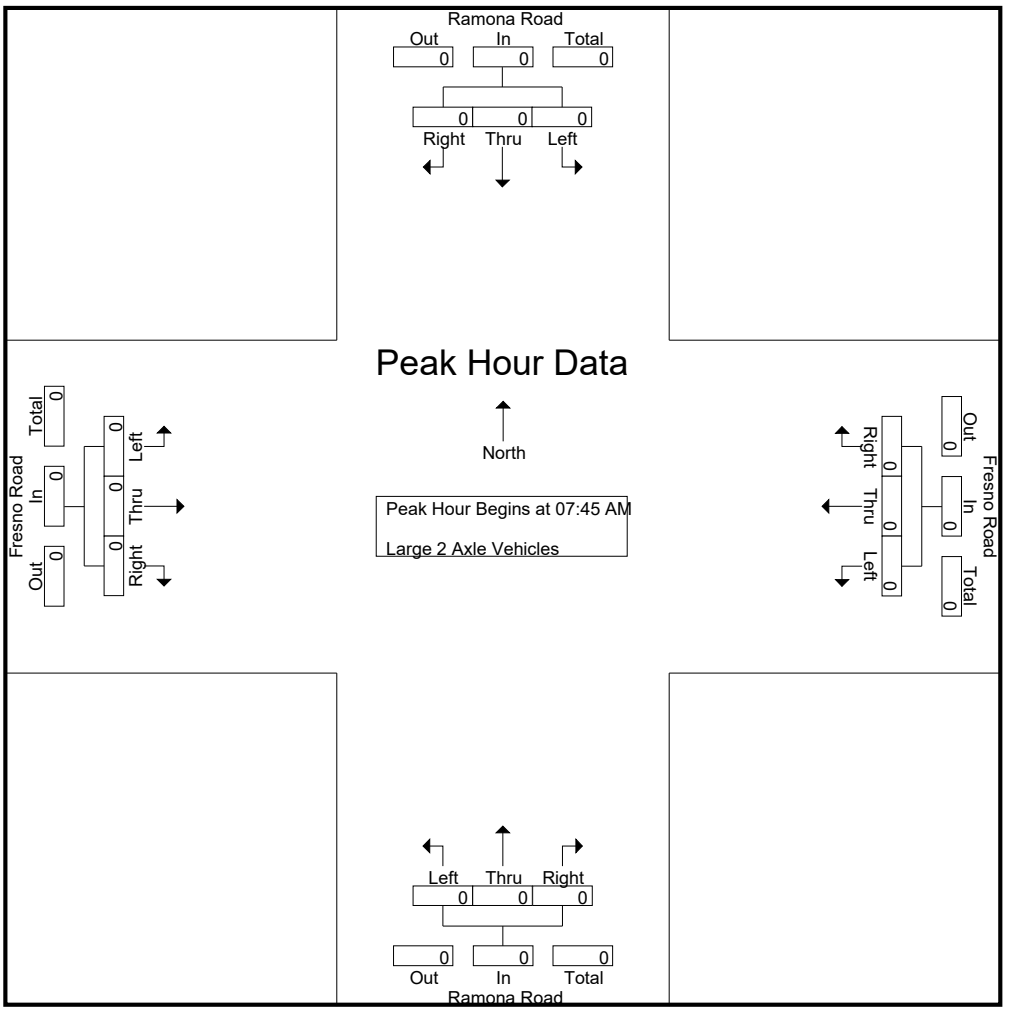
	Ramona Road Southbound				Fresno Road Westbound				Ramona Road Northbound				Fresno Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	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
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Ramona Road Southbound				Fresno Road Westbound				Ramona Road Northbound				Fresno Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Apple Valley
N/S: Ramona Road
E/W: Fresno Road
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File Name : 02_APV_Ram_Fres AM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Apple Valley
N/S: Ramona Road
E/W: Fresno Road
Weather: Clear

File Name : 02_APV_Ram_Fres AM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

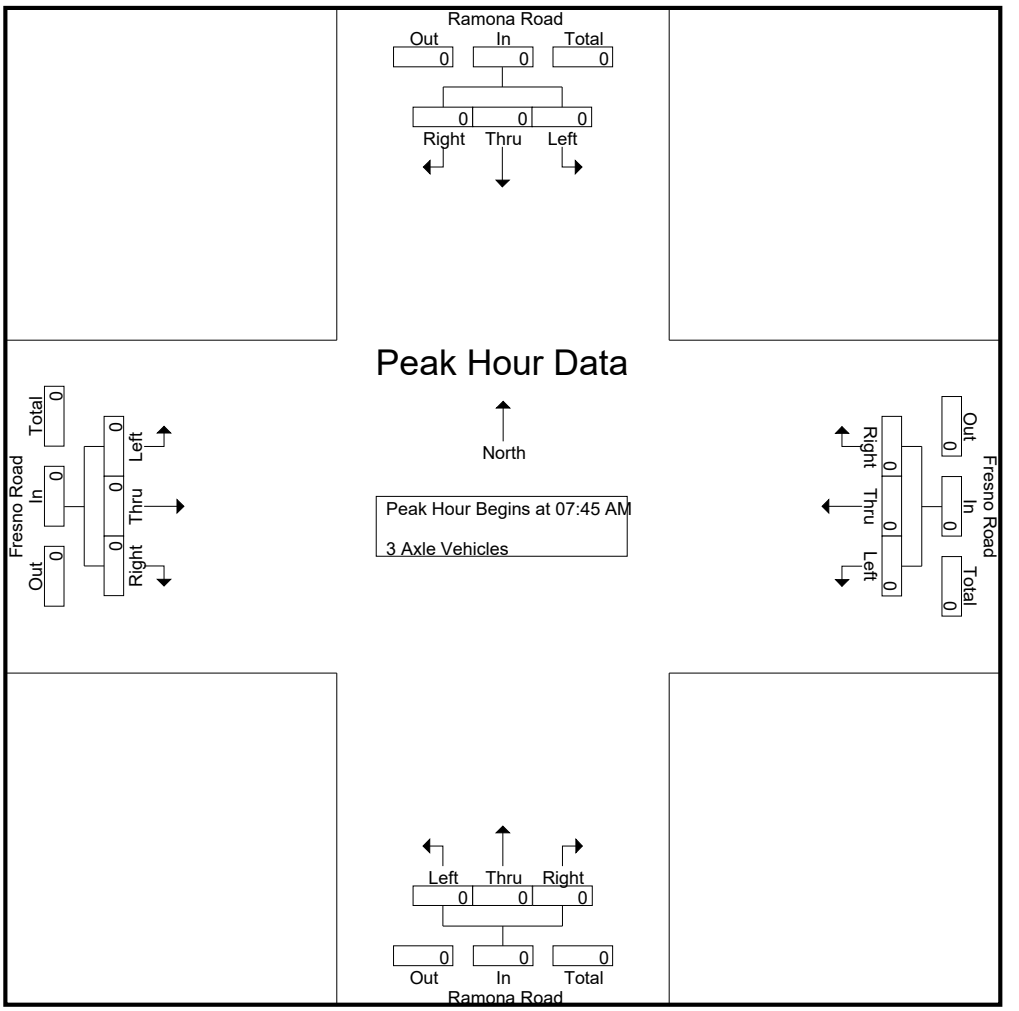
	Ramona Road Southbound				Fresno Road Westbound				Ramona Road Northbound				Fresno Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	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
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Ramona Road Southbound				Fresno Road Westbound				Ramona Road Northbound				Fresno Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Weather: Clear

File Name : 02_APV_Ram_Fres AM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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E/W: Fresno Road
Weather: Clear

File Name : 02_APV_Ram_Fres AM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

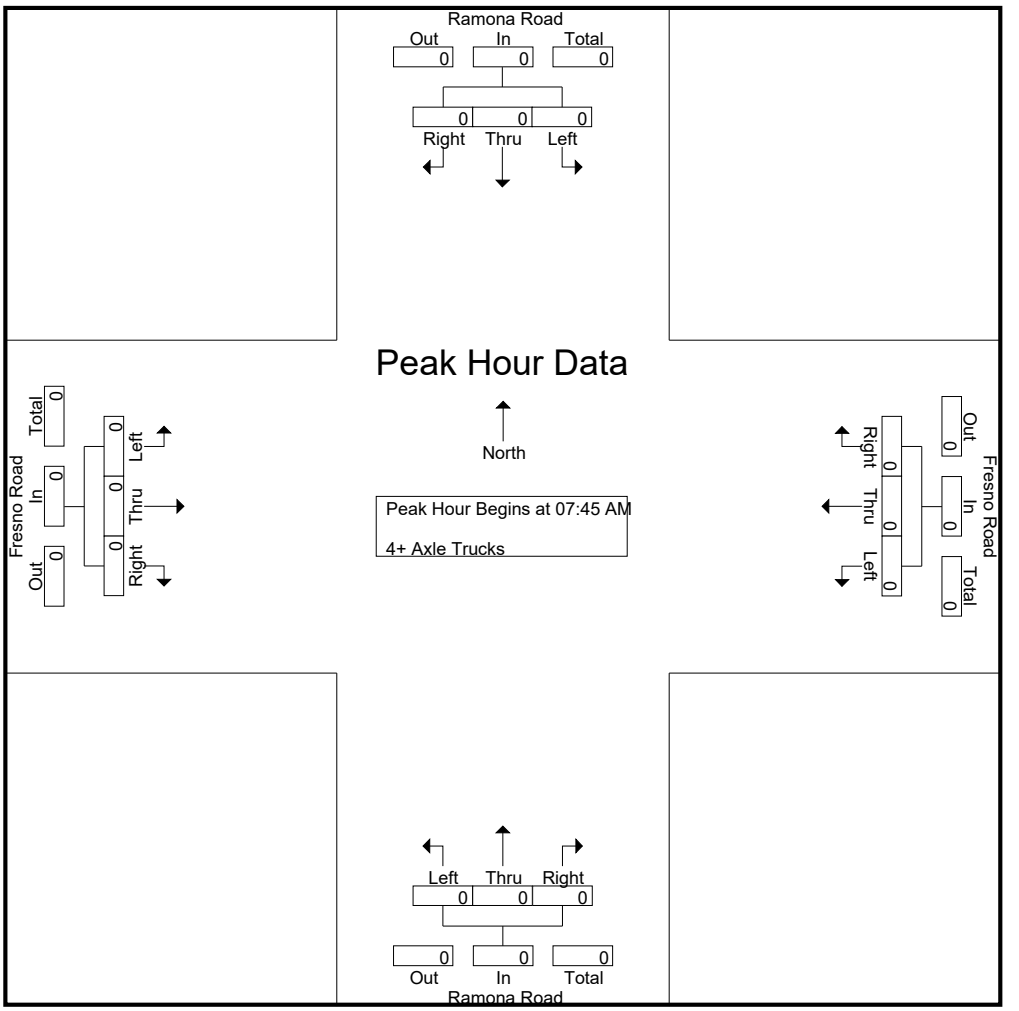
	Ramona Road Southbound				Fresno Road Westbound				Ramona Road Northbound				Fresno Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	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
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Ramona Road Southbound				Fresno Road Westbound				Ramona Road Northbound				Fresno Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Site Code : 05124741
Start Date : 8/27/2024
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 02_APV_Ram_Fres PM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

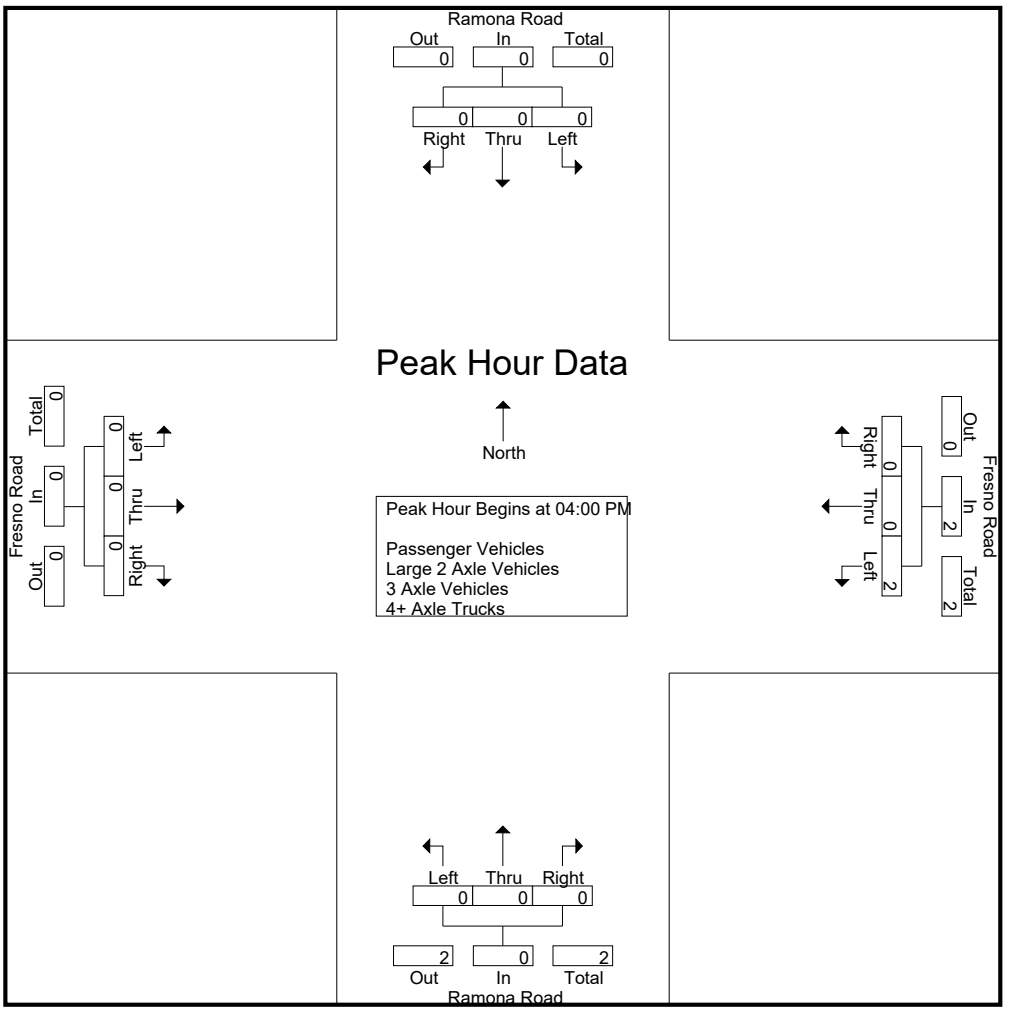
	Ramona Road Southbound				Fresno Road Westbound				Ramona Road Northbound				Fresno Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
Apprch %	0	0	0		100	0	0		0	0	0		0	0	0		
Total %	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	
Passenger Vehicles	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
% Passenger Vehicles	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	100
Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Ramona Road Southbound				Fresno Road Westbound				Ramona Road Northbound				Fresno Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**1**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500

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Site Code : 05124741
Start Date : 8/27/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000

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Weather: Clear

File Name : 02_APV_Ram_Fres PM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 1

Groups Printed- Passenger Vehicles

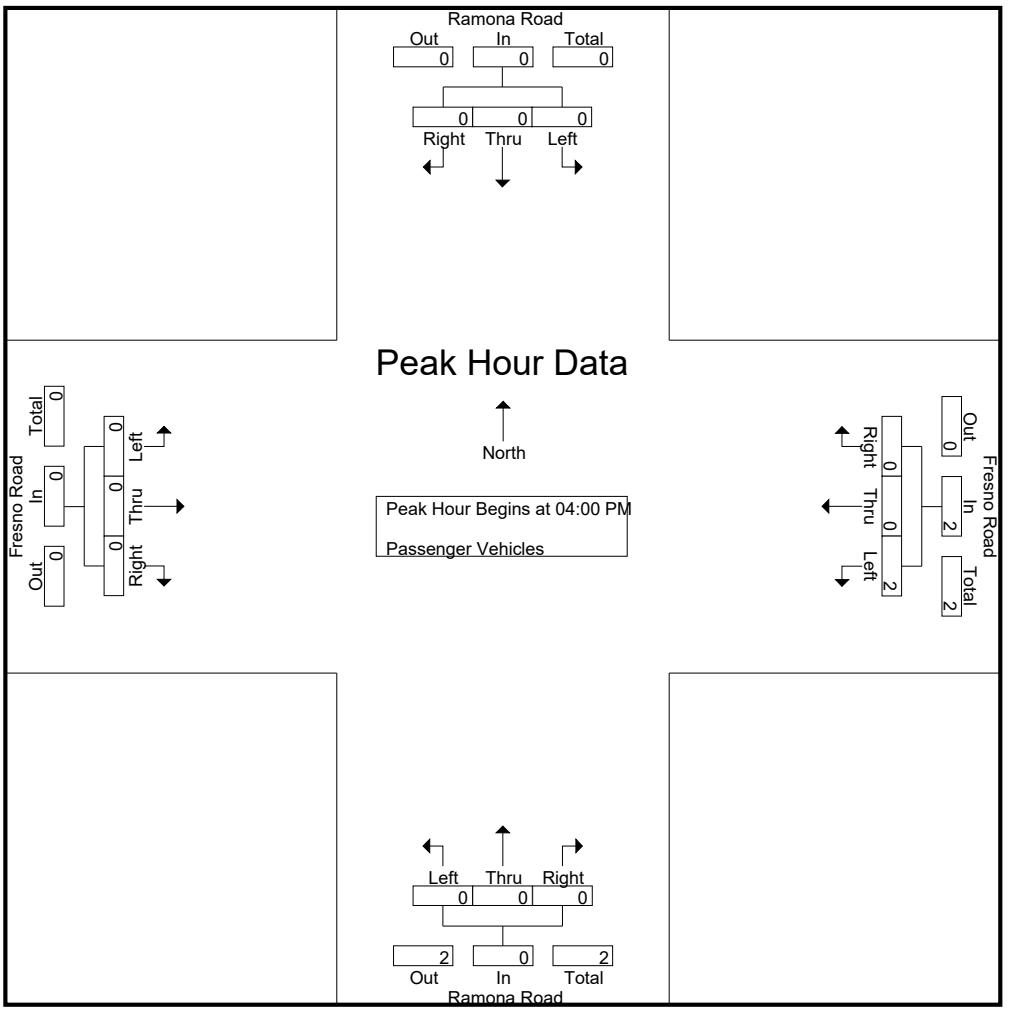
	Ramona Road Southbound				Fresno Road Westbound				Ramona Road Northbound				Fresno Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
Apprch %	0	0	0		100	0	0		0	0	0		0	0	0		
Total %	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	

	Ramona Road Southbound				Fresno Road Westbound				Ramona Road Northbound				Fresno Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**1**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500

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Site Code : 05124741
Start Date : 8/27/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 02_APV_Ram_Fres PM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

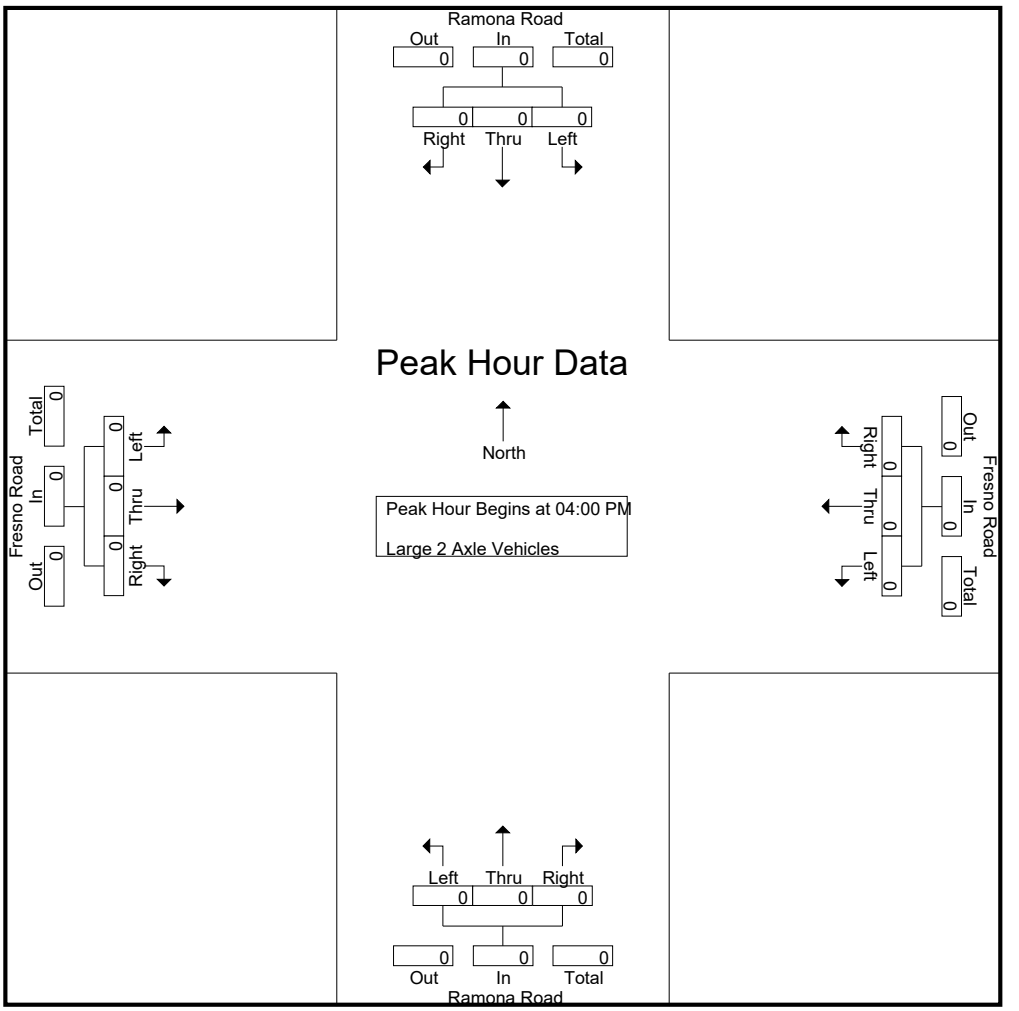
	Ramona Road Southbound				Fresno Road Westbound				Ramona Road Northbound				Fresno Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	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
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Ramona Road Southbound				Fresno Road Westbound				Ramona Road Northbound				Fresno Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Apple Valley
N/S: Ramona Road
E/W: Fresno Road
Weather: Clear

File Name : 02_APV_Ram_Fres PM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

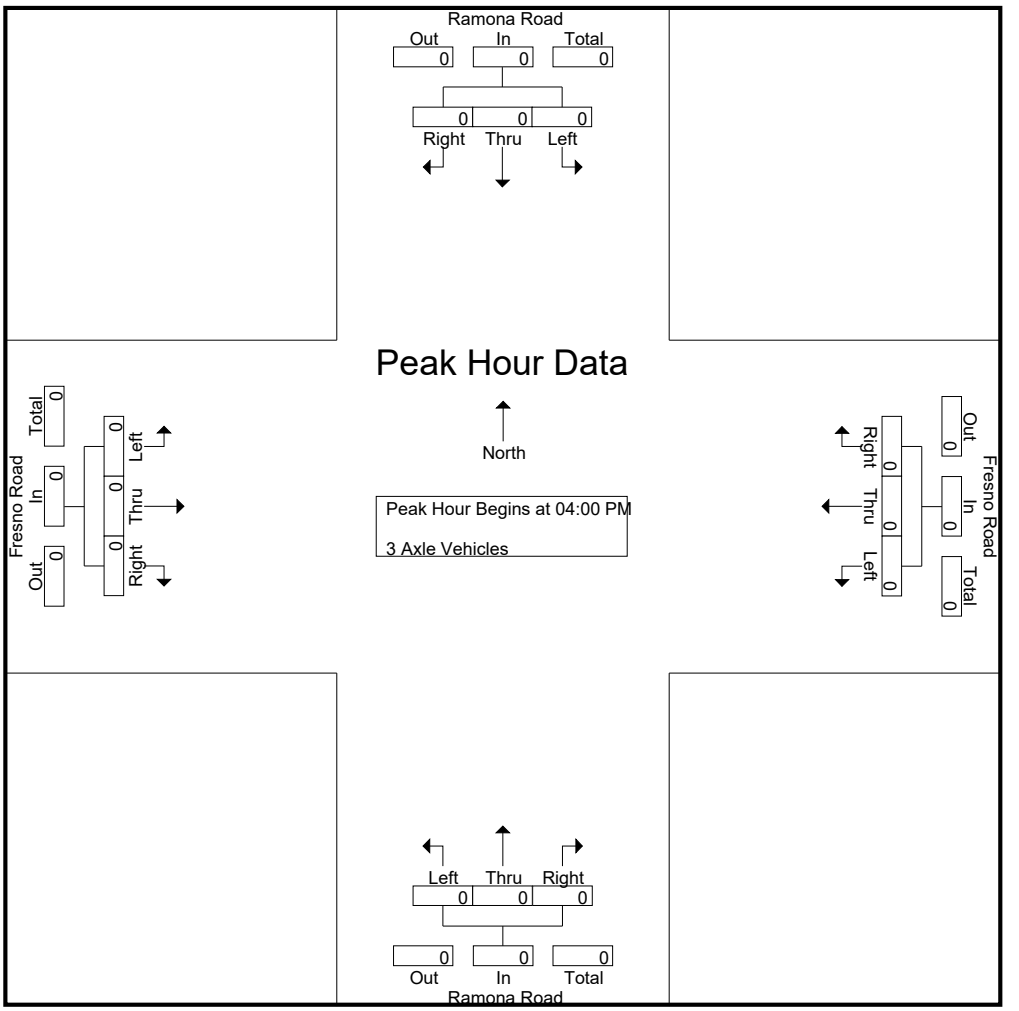
	Ramona Road Southbound				Fresno Road Westbound				Ramona Road Northbound				Fresno Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	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
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Ramona Road Southbound				Fresno Road Westbound				Ramona Road Northbound				Fresno Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 02_APV_Ram_Fres PM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Apple Valley
N/S: Ramona Road
E/W: Fresno Road
Weather: Clear

File Name : 02_APV_Ram_Fres PM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

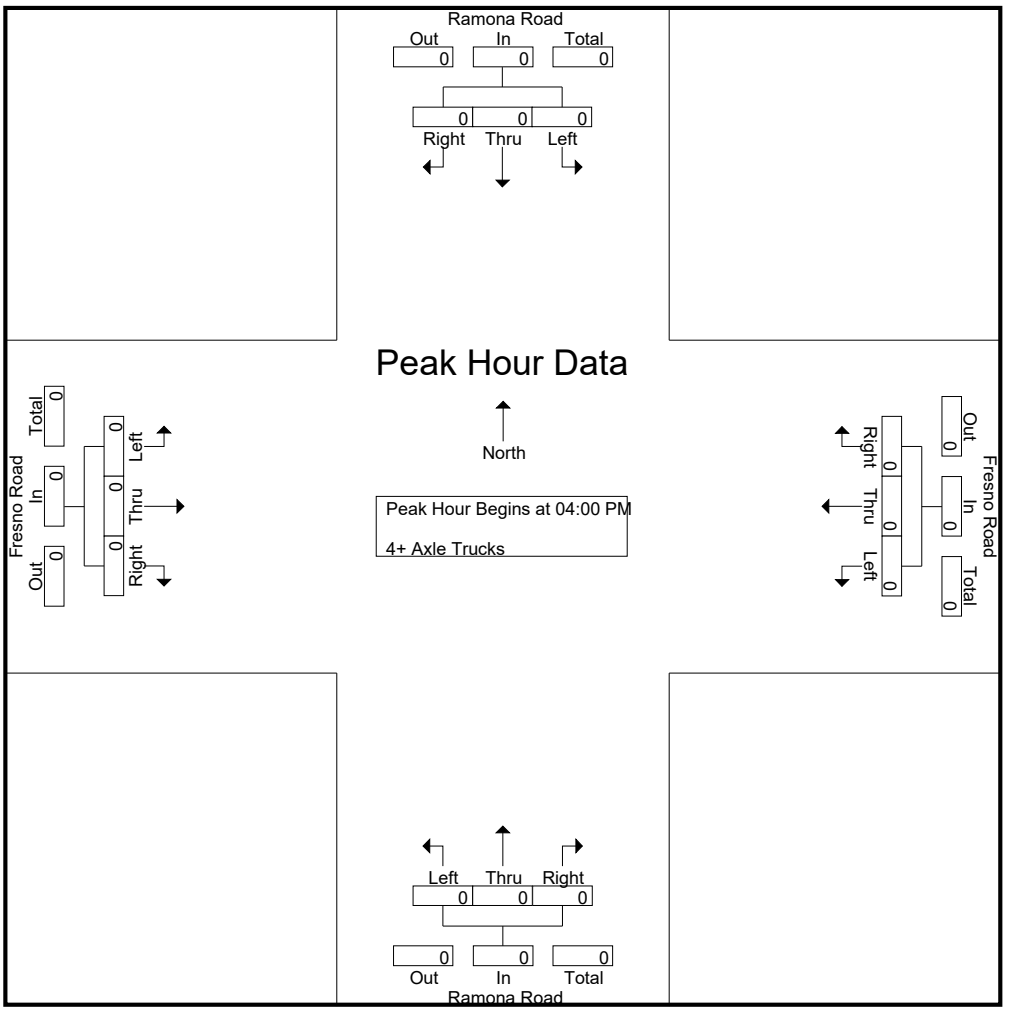
	Ramona Road Southbound				Fresno Road Westbound				Ramona Road Northbound				Fresno Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	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
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Ramona Road Southbound				Fresno Road Westbound				Ramona Road Northbound				Fresno Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Apple Valley
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File Name : 02_APV_Ram_Fres PM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Apple Valley
N/S: Navajo Road
E/W: Altadena Street/Needham Avenue
Weather: Clear

File Name : 03_APV_Nav_Alta AM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

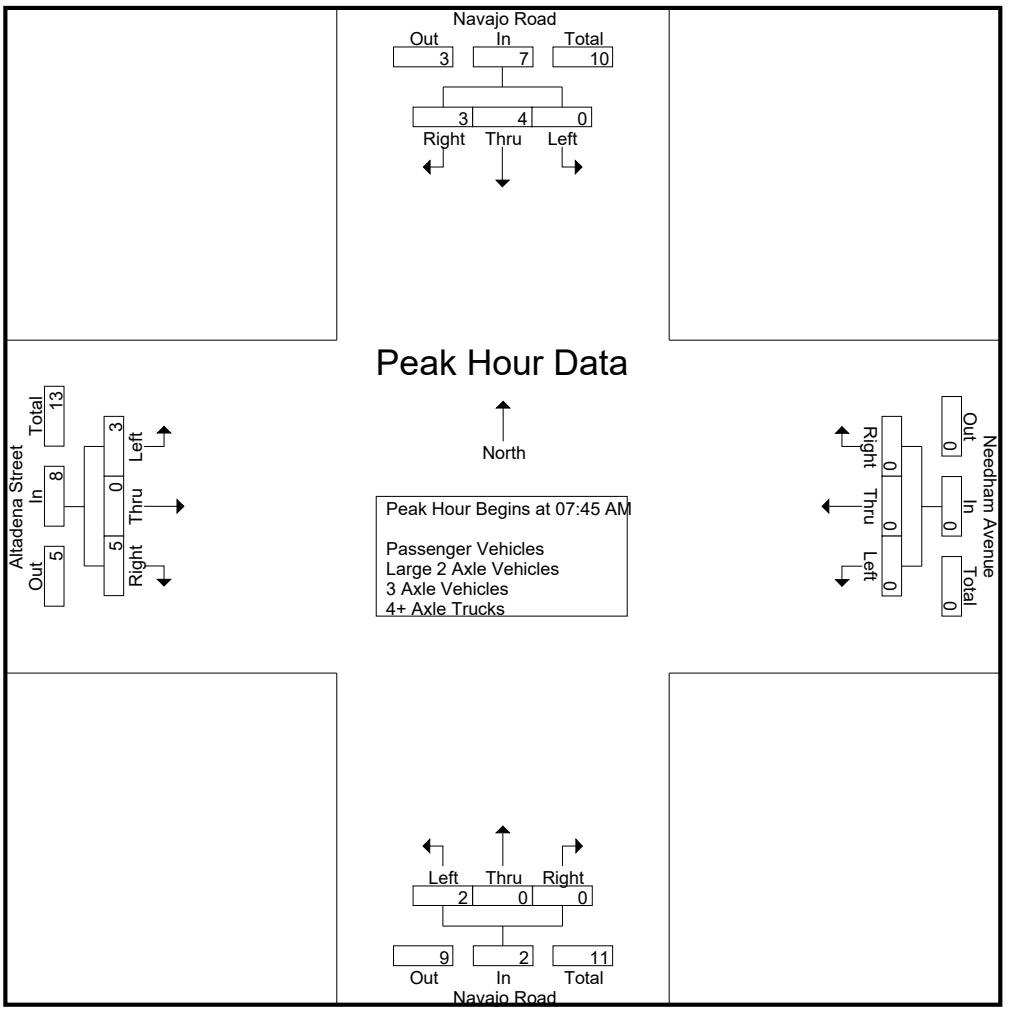
	Navajo Road Southbound				Needham Avenue Westbound				Navajo Road Northbound				Altadena Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
07:15 AM	0	0	2	2	0	0	0	0	1	0	0	1	2	0	1	3	6
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total	0	0	2	2	0	0	0	0	1	0	0	1	4	0	4	8	11
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	3	0	0	3	4
08:15 AM	0	2	2	4	0	0	0	0	1	0	0	1	0	0	1	1	6
08:30 AM	0	1	1	2	0	0	0	0	1	0	0	1	0	0	2	2	5
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
Total	0	4	3	7	0	0	0	0	2	0	0	2	4	0	4	8	17
Grand Total	0	4	5	9	0	0	0	0	3	0	0	3	8	0	8	16	28
Apprch %	0	44.4	55.6		0	0	0		100	0	0		50	0	50		
Total %	0	14.3	17.9	32.1	0	0	0	0	10.7	0	0	10.7	28.6	0	28.6	57.1	
Passenger Vehicles	0	4	5	9	0	0	0	0	3	0	0	3	8	0	8	16	28
% Passenger Vehicles	0	100	100	100	0	0	0	0	100	0	0	100	100	0	100	100	100
Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Navajo Road Southbound				Needham Avenue Westbound				Navajo Road Northbound				Altadena Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	2	2
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	**3**	0	0	**3**	4
08:15 AM	0	**2**	**2**	**4**	0	0	0	0	**1**	0	0	**1**	0	0	1	1	**6**
08:30 AM	0	1	1	2	0	0	0	0	1	0	0	1	0	0	2	2	5
Total Volume	0	4	3	7	0	0	0	0	2	0	0	2	3	0	5	8	17
% App. Total	0	57.1	42.9		0	0	0		100	0	0		37.5	0	62.5		
PHF	.000	.500	.375	.438	.000	.000	.000	.000	.500	.000	.000	.500	.250	.000	.625	.667	.708

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City of Apple Valley
N/S: Navajo Road
E/W: Altadena Street/Needham Avenue
Weather: Clear

File Name : 03_APV_Nav_Alta AM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:45 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	**3**
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	**2**	**2**	**4**	0	0	0	0	**1**	0	0	**1**	0	0	**2**	2
+45 mins.	0	1	1	2	0	0	0	0	1	0	0	1	**3**	0	0	3
Total Volume	0	4	3	7	0	0	0	0	2	0	0	2	6	0	3	9
% App. Total	0	57.1	42.9		0	0	0		100	0	0		66.7	0	33.3	
PHF	.000	.500	.375	.438	.000	.000	.000	.000	.500	.000	.000	.500	.500	.000	.375	.750

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City of Apple Valley
N/S: Navajo Road
E/W: Altadena Street/Needham Avenue
Weather: Clear

File Name : 03_APV_Nav_Alta AM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 1

Groups Printed- Passenger Vehicles

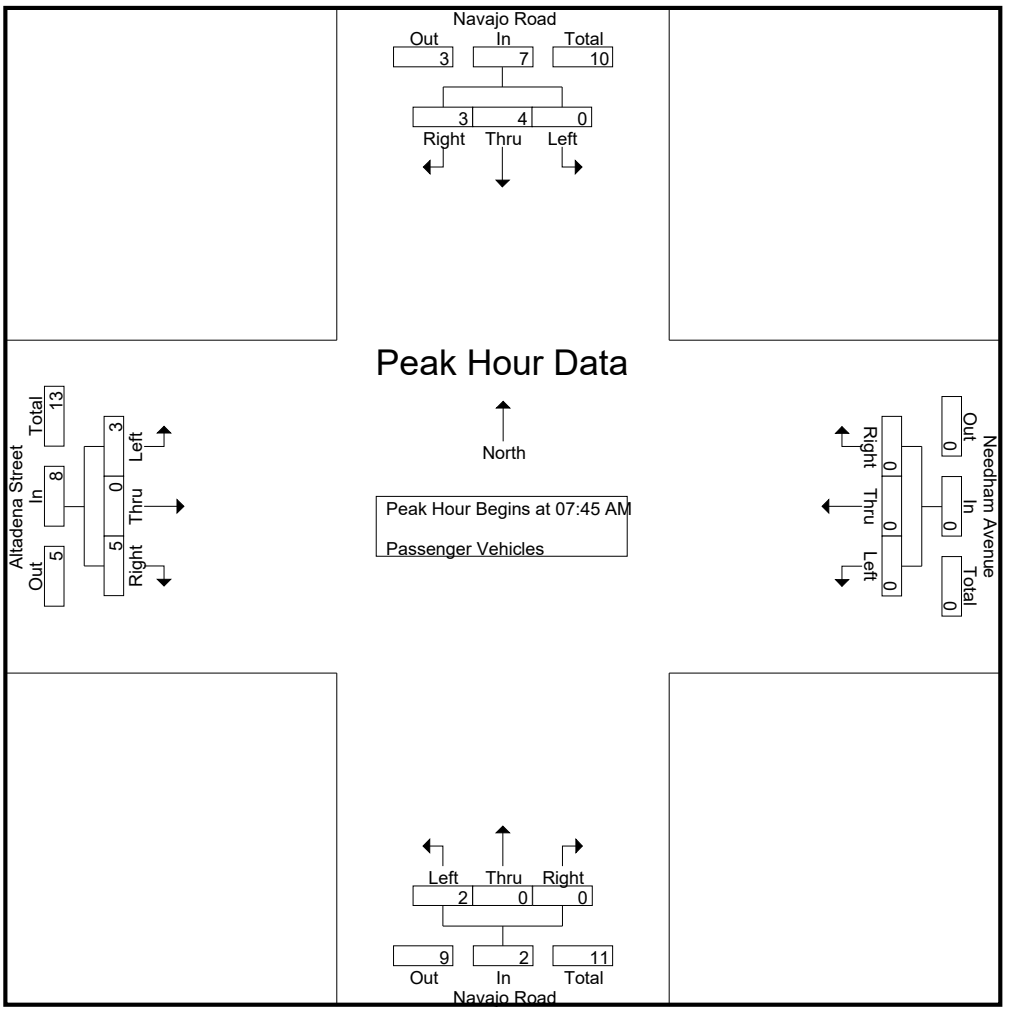
	Navajo Road Southbound				Needham Avenue Westbound				Navajo Road Northbound				Altadena Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
07:15 AM	0	0	2	2	0	0	0	0	1	0	0	1	2	0	1	3	6
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total	0	0	2	2	0	0	0	0	1	0	0	1	4	0	4	8	11
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	3	0	0	3	4
08:15 AM	0	2	2	4	0	0	0	0	1	0	0	1	0	0	1	1	6
08:30 AM	0	1	1	2	0	0	0	0	1	0	0	1	0	0	2	2	5
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
Total	0	4	3	7	0	0	0	0	2	0	0	2	4	0	4	8	17
Grand Total	0	4	5	9	0	0	0	0	3	0	0	3	8	0	8	16	28
Apprch %	0	44.4	55.6		0	0	0		100	0	0		50	0	50		
Total %	0	14.3	17.9	32.1	0	0	0	0	10.7	0	0	10.7	28.6	0	28.6	57.1	

	Navajo Road Southbound				Needham Avenue Westbound				Navajo Road Northbound				Altadena Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	2	2
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	**3**	0	0	**3**	4
08:15 AM	0	**2**	**2**	**4**	0	0	0	0	**1**	0	0	**1**	0	0	1	1	**6**
08:30 AM	0	1	1	2	0	0	0	0	1	0	0	1	0	0	2	2	5
Total Volume	0	4	3	7	0	0	0	0	2	0	0	2	3	0	5	8	17
% App. Total	0	57.1	42.9		0	0	0		100	0	0		37.5	0	62.5		
PHF	.000	.500	.375	.438	.000	.000	.000	.000	.500	.000	.000	.500	.250	.000	.625	.667	.708

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Weather: Clear

File Name : 03_APV_Nav_Alta AM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	2
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	**3**	0	0	**3**
+30 mins.	0	**2**	**2**	**4**	0	0	0	0	**1**	0	0	**1**	0	0	1	1
+45 mins.	0	1	1	2	0	0	0	0	1	0	0	1	0	0	2	2
Total Volume	0	4	3	7	0	0	0	0	2	0	0	2	3	0	5	8
% App. Total	0	57.1	42.9		0	0	0		100	0	0		37.5	0	62.5	
PHF	.000	.500	.375	.438	.000	.000	.000	.000	.500	.000	.000	.500	.250	.000	.625	.667

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E/W: Altadena Street/Needham Avenue
Weather: Clear

File Name : 03_APV_Nav_Alta AM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

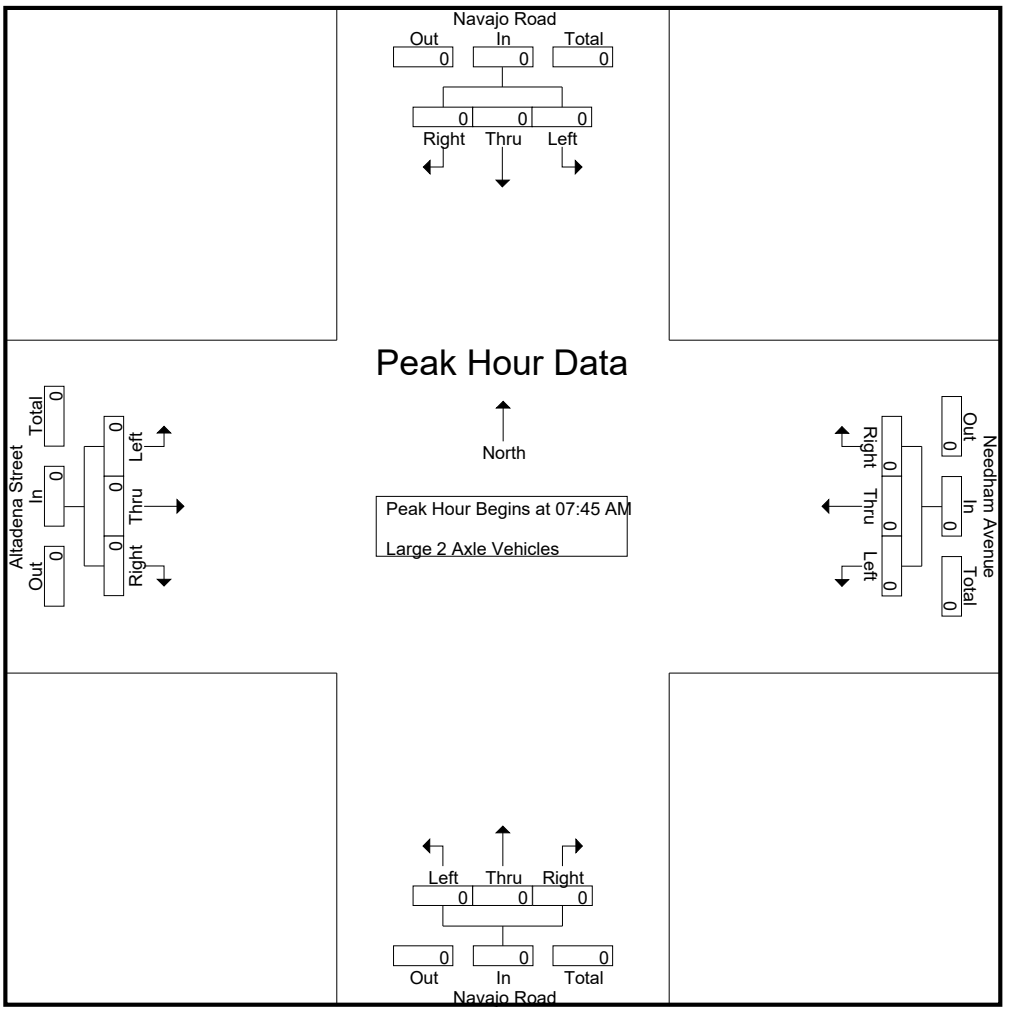
	Navajo Road Southbound				Needham Avenue Westbound				Navajo Road Northbound				Altadena Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	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
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Navajo Road Southbound				Needham Avenue Westbound				Navajo Road Northbound				Altadena Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Apple Valley
N/S: Navajo Road
E/W: Altadena Street/Needham Avenue
Weather: Clear

File Name : 03_APV_Nav_Alta AM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Apple Valley
N/S: Navajo Road
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Weather: Clear

File Name : 03_APV_Nav_Alta AM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

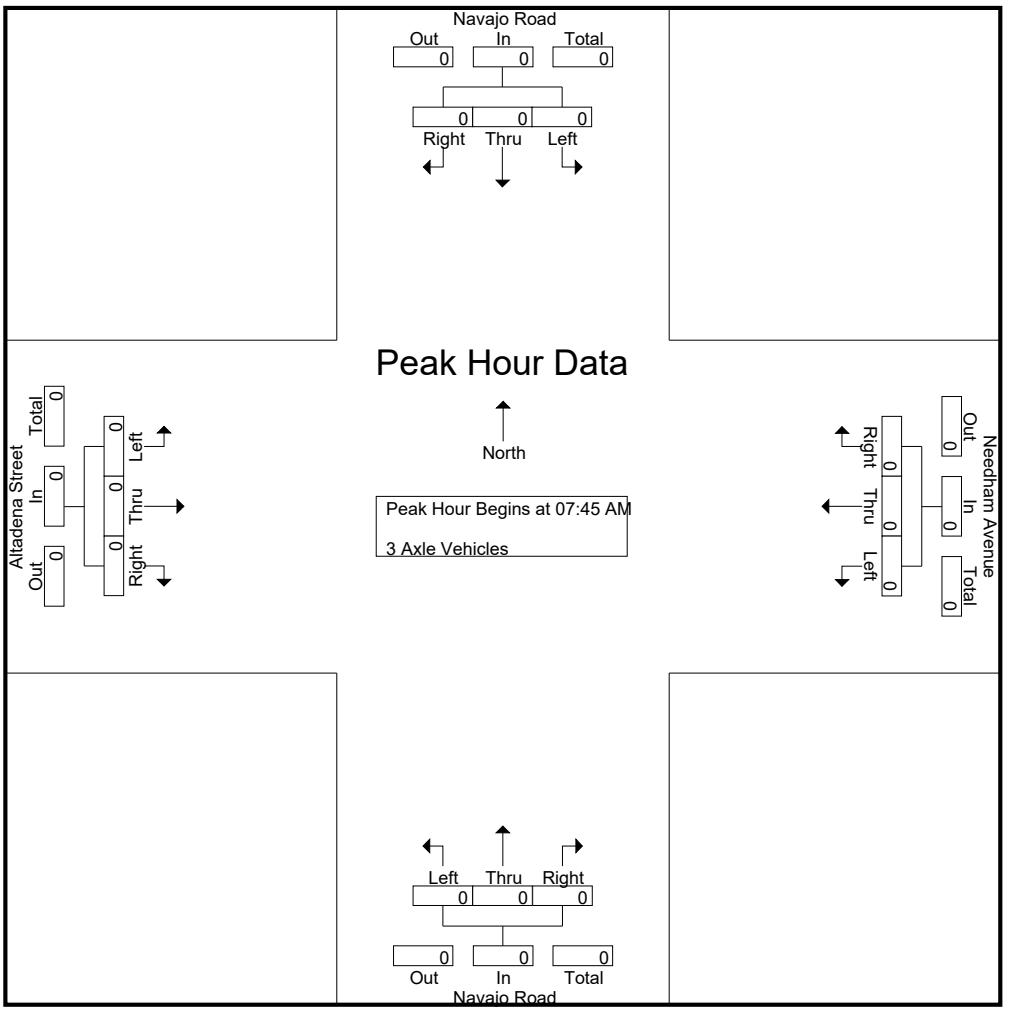
	Navajo Road Southbound				Needham Avenue Westbound				Navajo Road Northbound				Altadena Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	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
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Navajo Road Southbound				Needham Avenue Westbound				Navajo Road Northbound				Altadena Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 03_APV_Nav_Alta AM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Apple Valley
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File Name : 03_APV_Nav_Alta AM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

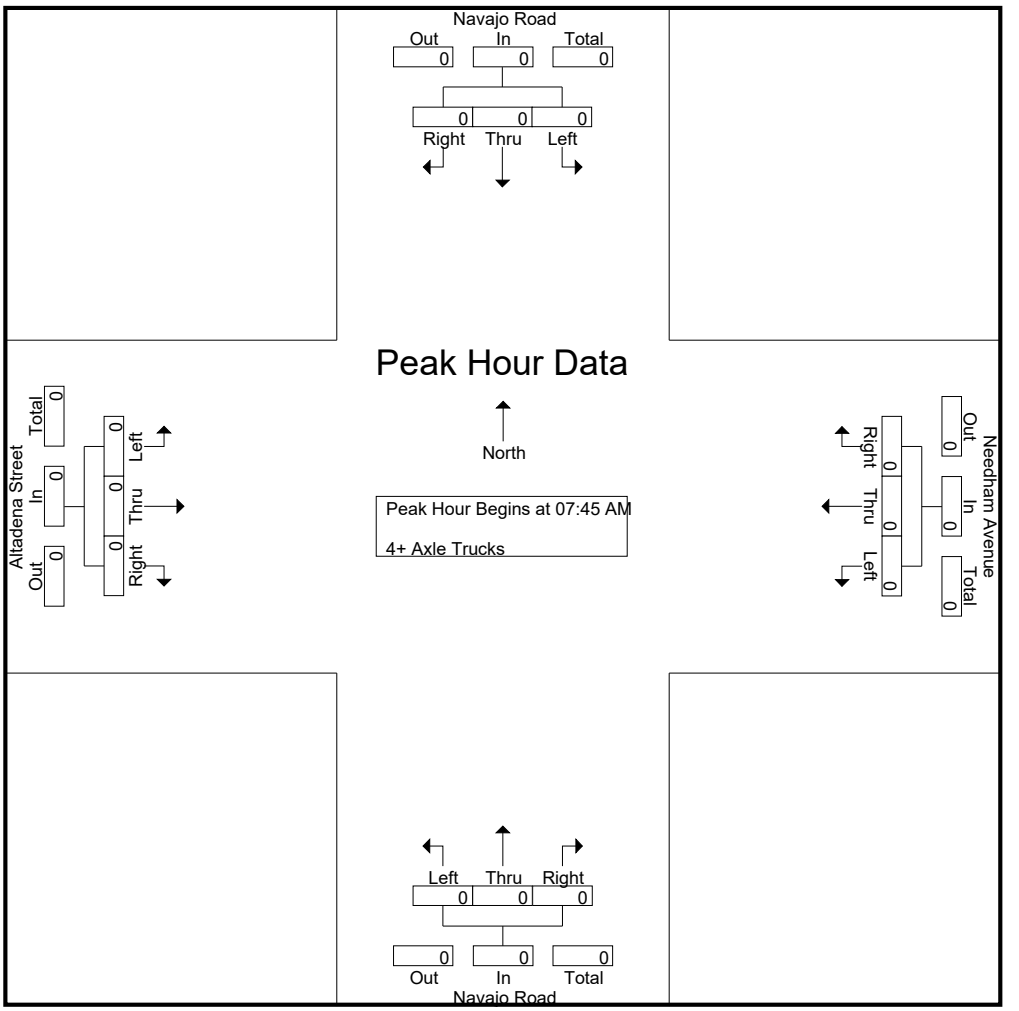
	Navajo Road Southbound				Needham Avenue Westbound				Navajo Road Northbound				Altadena Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	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
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Navajo Road Southbound				Needham Avenue Westbound				Navajo Road Northbound				Altadena Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 03_APV_Nav_Alta AM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Apple Valley
N/S: Navajo Road
E/W: Altadena Street/Needham Avenue
Weather: Clear

File Name : 03_APV_Nav_Alta PM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

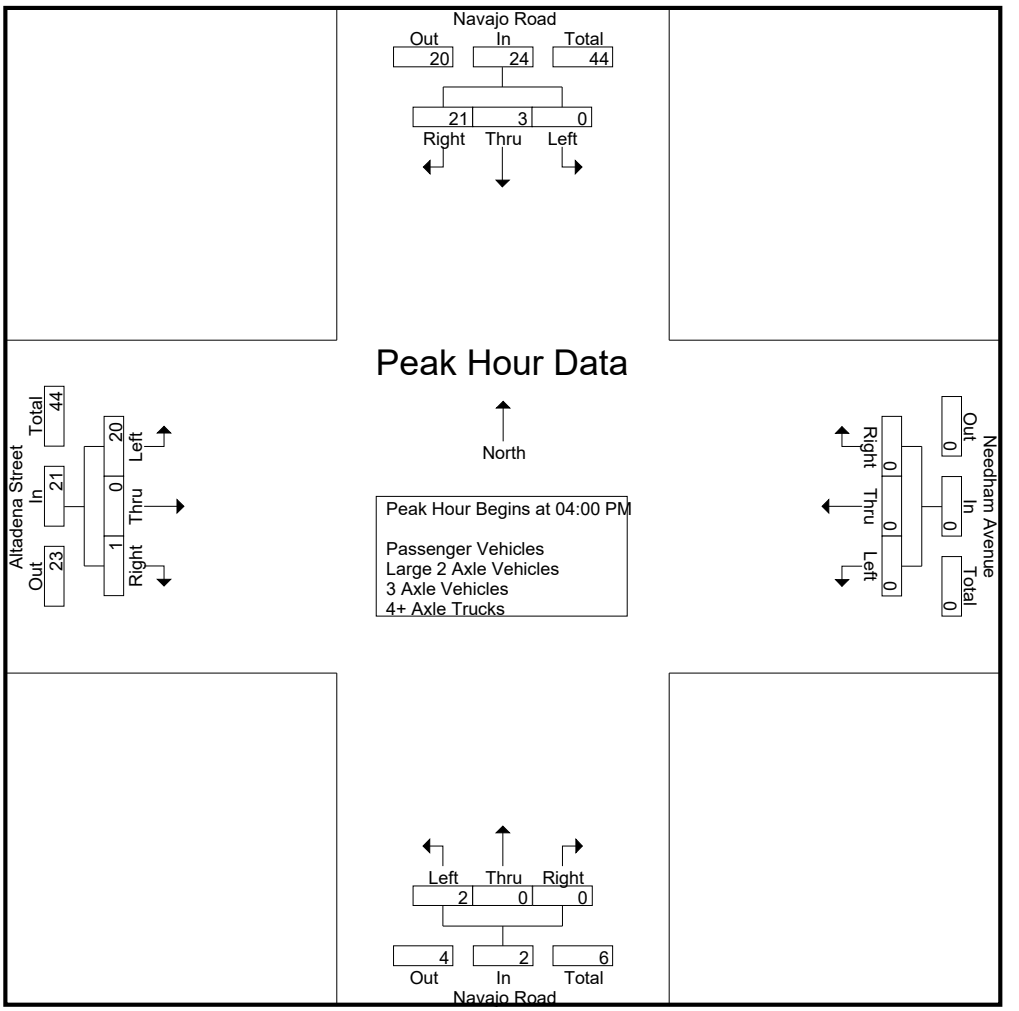
	Navajo Road Southbound				Needham Avenue Westbound				Navajo Road Northbound				Altadena Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	7	9	0	0	0	0	1	0	0	1	6	0	0	6	16
04:15 PM	0	0	6	6	0	0	0	0	1	0	0	1	8	0	0	8	15
04:30 PM	0	1	5	6	0	0	0	0	0	0	0	0	1	0	1	2	8
04:45 PM	0	0	3	3	0	0	0	0	0	0	0	0	5	0	0	5	8
Total	0	3	21	24	0	0	0	0	2	0	0	2	20	0	1	21	47
05:00 PM	0	0	5	5	0	0	0	0	0	0	0	0	2	0	0	2	7
05:15 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:30 PM	0	0	5	5	0	0	0	0	1	0	0	1	1	0	0	1	7
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	12	12	0	0	0	0	1	1	0	2	3	0	0	3	17
Grand Total	0	3	33	36	0	0	0	0	3	1	0	4	23	0	1	24	64
Apprch %	0	8.3	91.7		0	0	0		75	25	0		95.8	0	4.2		
Total %	0	4.7	51.6	56.2	0	0	0	0	4.7	1.6	0	6.2	35.9	0	1.6	37.5	
Passenger Vehicles	0	3	32	35	0	0	0	0	3	1	0	4	23	0	1	24	63
% Passenger Vehicles	0	100	97	97.2	0	0	0	0	100	100	0	100	100	0	100	100	98.4
Large 2 Axle Vehicles	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% Large 2 Axle Vehicles	0	0	3	2.8	0	0	0	0	0	0	0	0	0	0	0	0	1.6
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Navajo Road Southbound				Needham Avenue Westbound				Navajo Road Northbound				Altadena Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**2**	**7**	**9**	0	0	0	0	**1**	0	0	**1**	6	0	0	6	**16**
04:15 PM	0	0	6	6	0	0	0	0	1	0	0	1	**8**	0	0	**8**	15
04:30 PM	0	1	5	6	0	0	0	0	0	0	0	0	1	0	**1**	2	8
04:45 PM	0	0	3	3	0	0	0	0	0	0	0	0	5	0	0	5	8
Total Volume	0	3	21	24	0	0	0	0	2	0	0	2	20	0	1	21	47
% App. Total	0	12.5	87.5		0	0	0		100	0	0		95.2	0	4.8		
PHF	.000	.375	.750	.667	.000	.000	.000	.000	.500	.000	.000	.500	.625	.000	.250	.656	.734

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File Name : 03_APV_Nav_Alta PM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**2**	**7**	**9**	0	0	0	0	**1**	0	0	**1**	6	0	0	6
+15 mins.	0	0	6	6	0	0	0	0	1	0	0	1	**8**	0	0	**8**
+30 mins.	0	1	5	6	0	0	0	0	0	0	0	0	1	0	**1**	2
+45 mins.	0	0	3	3	0	0	0	0	0	0	0	0	5	0	0	5
Total Volume	0	3	21	24	0	0	0	0	2	0	0	2	20	0	1	21
% App. Total	0	12.5	87.5		0	0	0		100	0	0		95.2	0	4.8	
PHF	.000	.375	.750	.667	.000	.000	.000	.000	.500	.000	.000	.500	.625	.000	.250	.656

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Weather: Clear

File Name : 03_APV_Nav_Alta PM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 1

Groups Printed- Passenger Vehicles

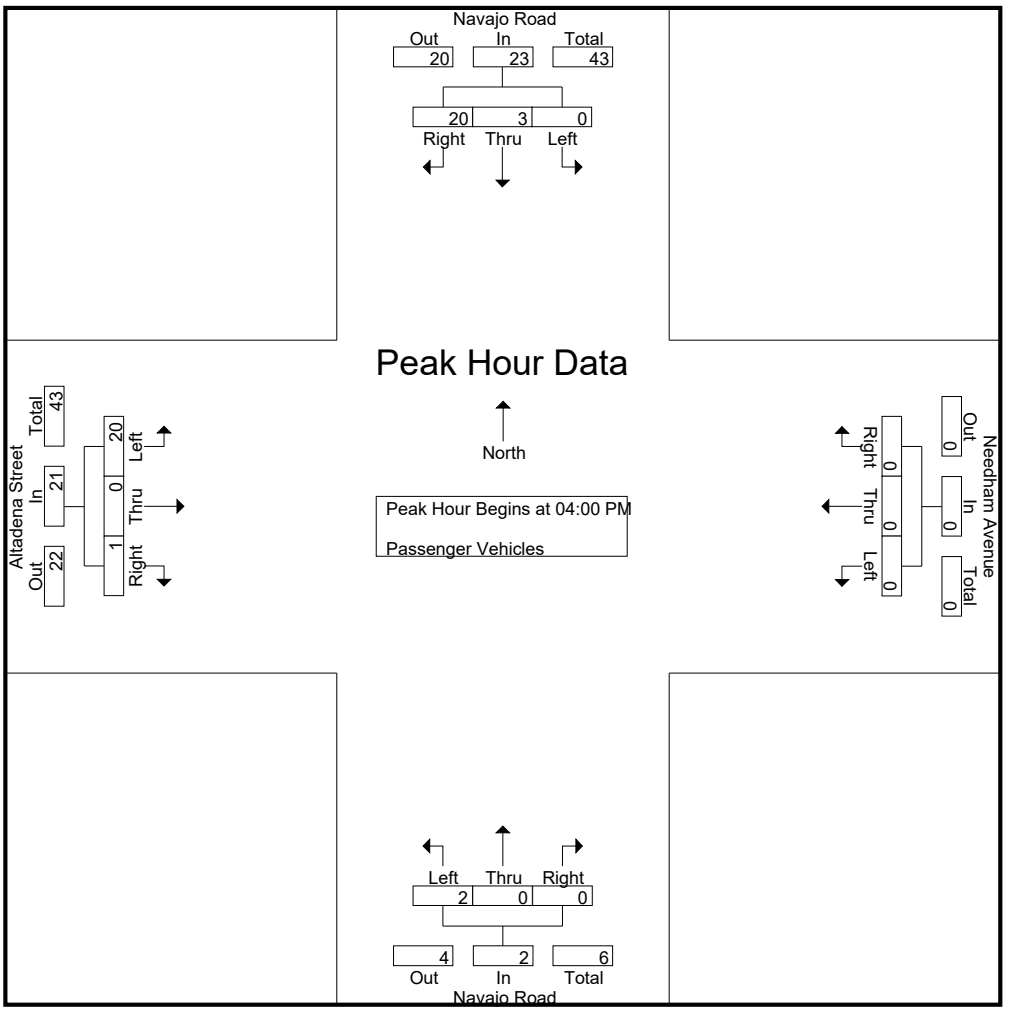
	Navajo Road Southbound				Needham Avenue Westbound				Navajo Road Northbound				Altadena Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	7	9	0	0	0	0	1	0	0	1	6	0	0	6	16
04:15 PM	0	0	5	5	0	0	0	0	1	0	0	1	8	0	0	8	14
04:30 PM	0	1	5	6	0	0	0	0	0	0	0	0	1	0	1	2	8
04:45 PM	0	0	3	3	0	0	0	0	0	0	0	0	5	0	0	5	8
Total	0	3	20	23	0	0	0	0	2	0	0	2	20	0	1	21	46
05:00 PM	0	0	5	5	0	0	0	0	0	0	0	0	2	0	0	2	7
05:15 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:30 PM	0	0	5	5	0	0	0	0	1	0	0	1	1	0	0	1	7
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	12	12	0	0	0	0	1	1	0	2	3	0	0	3	17
Grand Total	0	3	32	35	0	0	0	0	3	1	0	4	23	0	1	24	63
Apprch %	0	8.6	91.4		0	0	0		75	25	0		95.8	0	4.2		
Total %	0	4.8	50.8	55.6	0	0	0	0	4.8	1.6	0	6.3	36.5	0	1.6	38.1	

	Navajo Road Southbound				Needham Avenue Westbound				Navajo Road Northbound				Altadena Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**2**	**7**	**9**	0	0	0	0	**1**	0	0	**1**	6	0	0	6	**16**
04:15 PM	0	0	5	5	0	0	0	0	1	0	0	1	**8**	0	0	**8**	14
04:30 PM	0	1	5	6	0	0	0	0	0	0	0	0	1	0	**1**	2	8
04:45 PM	0	0	3	3	0	0	0	0	0	0	0	0	5	0	0	5	8
Total Volume	0	3	20	23	0	0	0	0	2	0	0	2	20	0	1	21	46
% App. Total	0	13	87		0	0	0		100	0	0		95.2	0	4.8		
PHF	.000	.375	.714	.639	.000	.000	.000	.000	.500	.000	.000	.500	.625	.000	.250	.656	.719

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File Name : 03_APV_Nav_Alta PM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**2**	**7**	**9**	0	0	0	0	**1**	0	0	**1**	6	0	0	6
+15 mins.	0	0	5	5	0	0	0	0	1	0	0	1	**8**	0	0	**8**
+30 mins.	0	1	5	6	0	0	0	0	0	0	0	0	1	0	**1**	2
+45 mins.	0	0	3	3	0	0	0	0	0	0	0	0	5	0	0	5
Total Volume	0	3	20	23	0	0	0	0	2	0	0	2	20	0	1	21
% App. Total	0	13	87		0	0	0		100	0	0		95.2	0	4.8	
PHF	.000	.375	.714	.639	.000	.000	.000	.000	.500	.000	.000	.500	.625	.000	.250	.656

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City of Apple Valley
N/S: Navajo Road
E/W: Altadena Street/Needham Avenue
Weather: Clear

File Name : 03_APV_Nav_Alta PM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

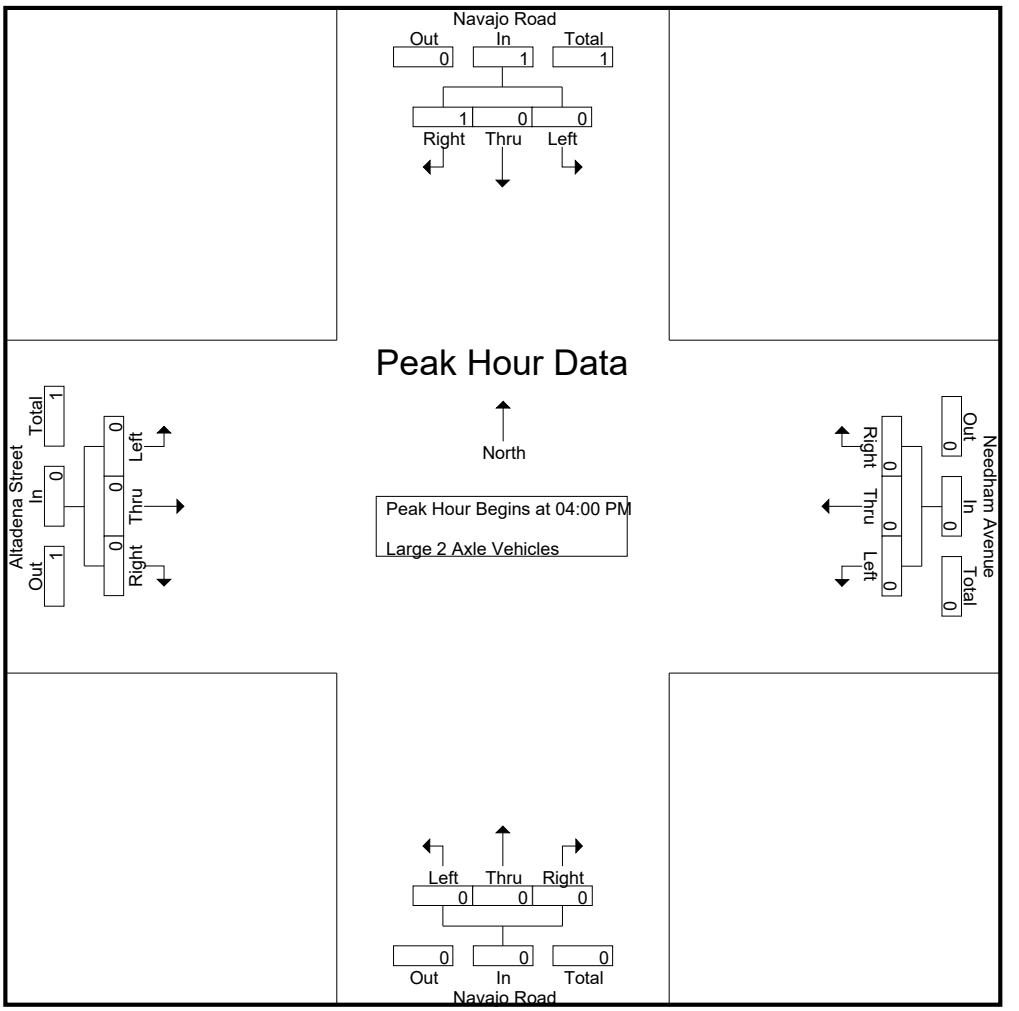
	Navajo Road Southbound				Needham Avenue Westbound				Navajo Road Northbound				Altadena Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	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
Grand Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	0	100		0	0	0		0	0	0		0	0	0		
Total %	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	

	Navajo Road Southbound				Needham Avenue Westbound				Navajo Road Northbound				Altadena Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	0	100		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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City of Apple Valley
N/S: Navajo Road
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File Name : 03_APV_Nav_Alta PM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	100		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Apple Valley
N/S: Navajo Road
E/W: Altadena Street/Needham Avenue
Weather: Clear

File Name : 03_APV_Nav_Alta PM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

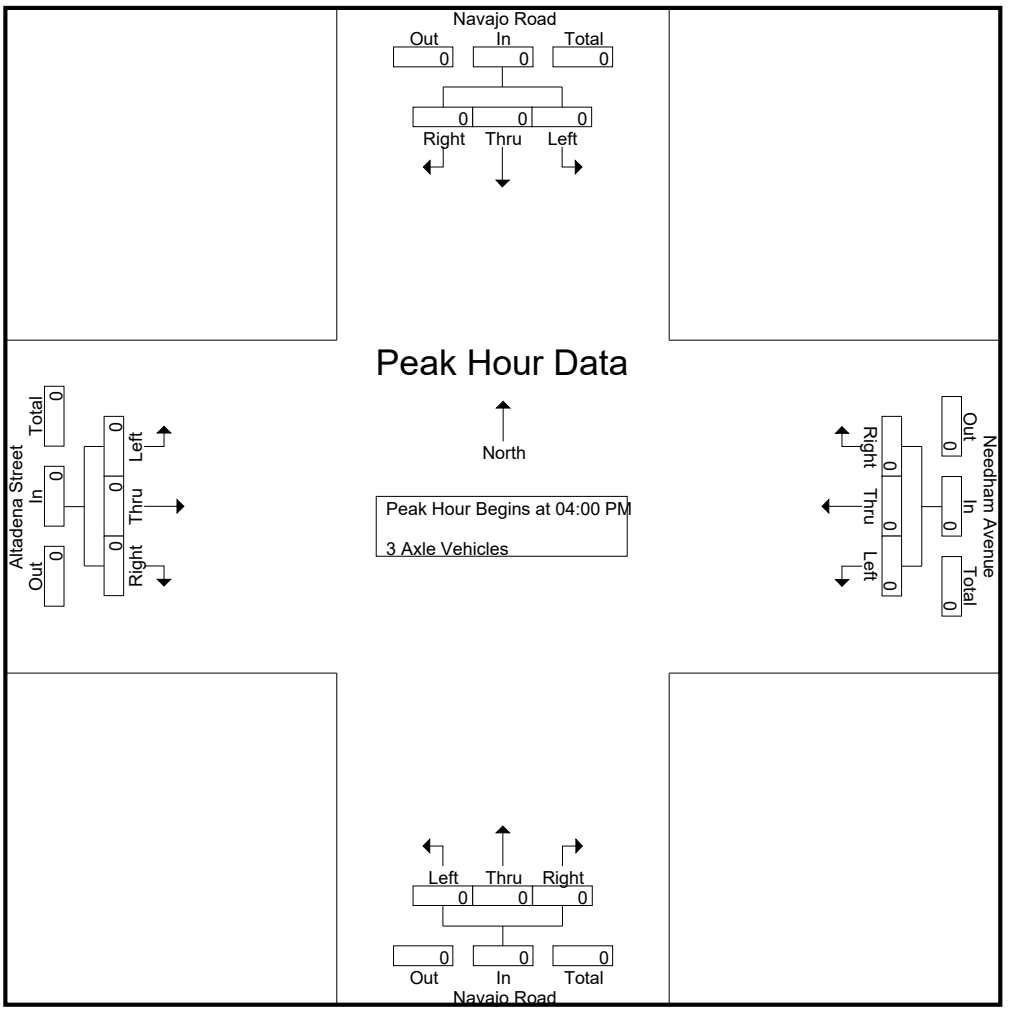
	Navajo Road Southbound				Needham Avenue Westbound				Navajo Road Northbound				Altadena Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	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
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Navajo Road Southbound				Needham Avenue Westbound				Navajo Road Northbound				Altadena Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Apple Valley
N/S: Navajo Road
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File Name : 03_APV_Nav_Alta PM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Apple Valley
N/S: Navajo Road
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File Name : 03_APV_Nav_Alta PM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

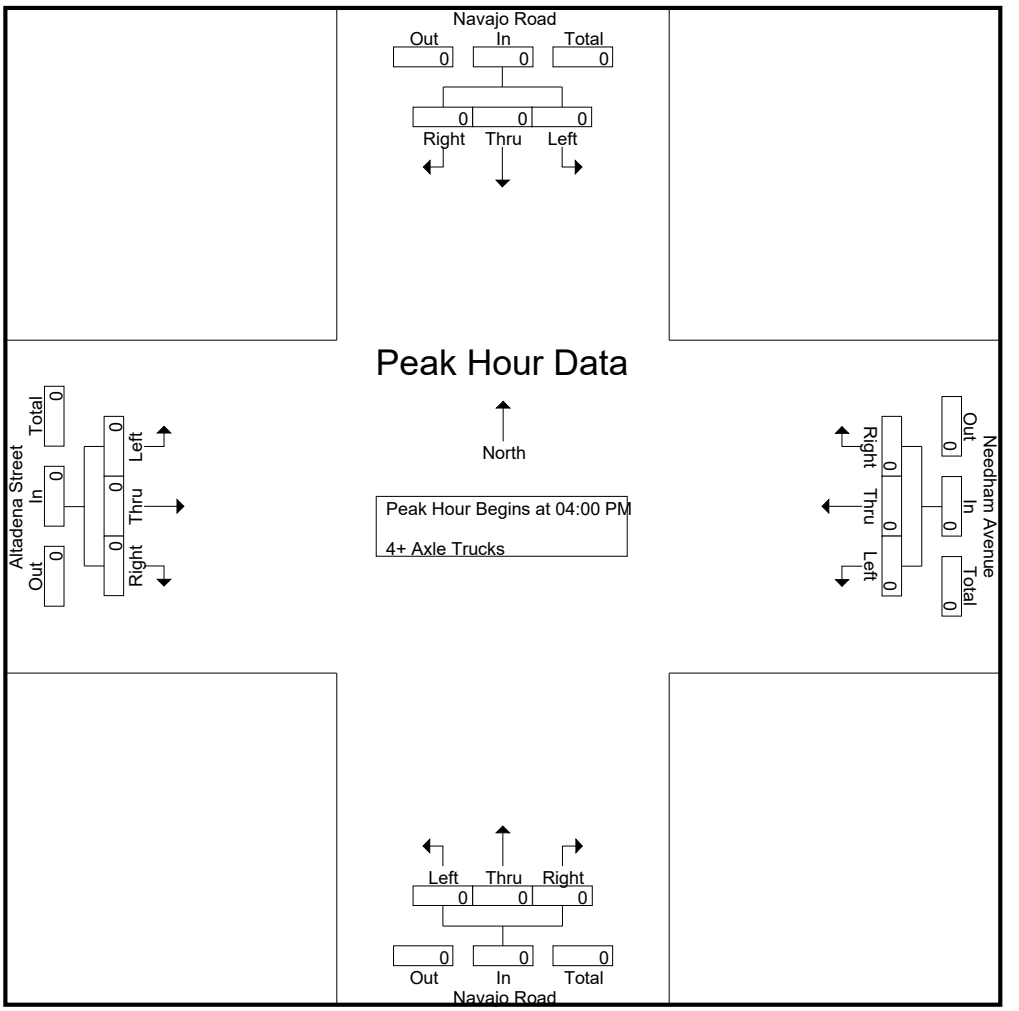
	Navajo Road Southbound				Needham Avenue Westbound				Navajo Road Northbound				Altadena Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	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
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Navajo Road Southbound				Needham Avenue Westbound				Navajo Road Northbound				Altadena Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Apple Valley
N/S: Navajo Road
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File Name : 03_APV_Nav_Alta PM
Site Code : 05124741
Start Date : 8/27/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE: Tue, Apr 2, 24	LOCATION:	Apple Valley	PROJECT #: SC4523
	NORTH & SOUTH:	Navajo Rd	LOCATION #: 11
	EAST & WEST:	Johnson Rd	CONTROL: STOP N

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Navajo Rd			SOUTHBOUND Navajo Rd			EASTBOUND Johnson Rd			WESTBOUND Johnson 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
AM	7:00 AM	1	0	0	0	0	0	0	4	3	2	7	0	17
	7:15 AM	1	0	0	0	0	0	0	4	4	1	4	0	14
	7:30 AM	4	0	0	0	0	0	0	5	13	2	8	0	32
	7:45 AM	0	0	0	0	0	0	0	2	10	1	10	0	23
	8:00 AM	2	0	0	0	0	0	0	1	4	10	4	0	21
	8:15 AM	2	0	0	0	0	0	0	5	7	1	6	0	21
	8:30 AM	4	0	1	0	0	0	0	3	7	3	6	0	24
	8:45 AM	4	0	0	0	0	0	0	3	15	3	1	0	26
	VOLUMES	18	0	1	0	0	0	0	27	63	23	46	0	178
	APPROACH %	95%	0%	5%	0%	0%	0%	0%	30%	70%	33%	67%	0%	
	APP/DEPART	19	/	0	0	/	86	90	/	28	69	/	64	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	8	0	0	0	0	0	0	13	34	14	28	0	97
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	28%	72%	33%	67%	0%	
	PEAK HR FACTOR		0.500			0.000			0.653			0.750		0.758
	APP/DEPART	8	/	0	0	/	48	47	/	13	42	/	36	0
PM	4:00 PM	9	0	2	0	0	0	0	23	6	2	10	0	52
	4:15 PM	12	0	1	0	0	0	0	9	14	7	19	0	62
	4:30 PM	7	0	1	0	0	0	0	14	5	3	7	0	37
	4:45 PM	6	0	2	0	0	0	0	12	9	5	4	0	38
	5:00 PM	3	0	2	0	0	0	0	14	3	1	3	0	26
	5:15 PM	2	0	0	0	0	0	0	13	5	0	3	0	23
	5:30 PM	23	0	7	0	0	0	0	13	2	0	5	0	50
	5:45 PM	3	0	0	0	0	0	0	11	9	3	2	0	28
	VOLUMES	65	0	15	0	0	0	0	109	53	21	53	0	316
	APPROACH %	81%	0%	19%	0%	0%	0%	0%	67%	33%	28%	72%	0%	
	APP/DEPART	80	/	0	0	/	74	162	/	124	74	/	118	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	34	0	6	0	0	0	0	58	34	17	40	0	189
	APPROACH %	85%	0%	15%	0%	0%	0%	0%	63%	37%	30%	70%	0%	
	PEAK HR FACTOR		0.769			0.000			0.793			0.548		0.762
	APP/DEPART	40	/	0	0	/	51	92	/	64	57	/	74	0

U-TURNS

NB 0	SB 0	EB 0	WB 0	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	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

RTOR

NRR X	SRR X	ERR X	WRR X
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
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0	0	0	0

Navajo Rd

NORTH LEG

Johnson Rd WEST LEG — EAST LEG **Johnson Rd**

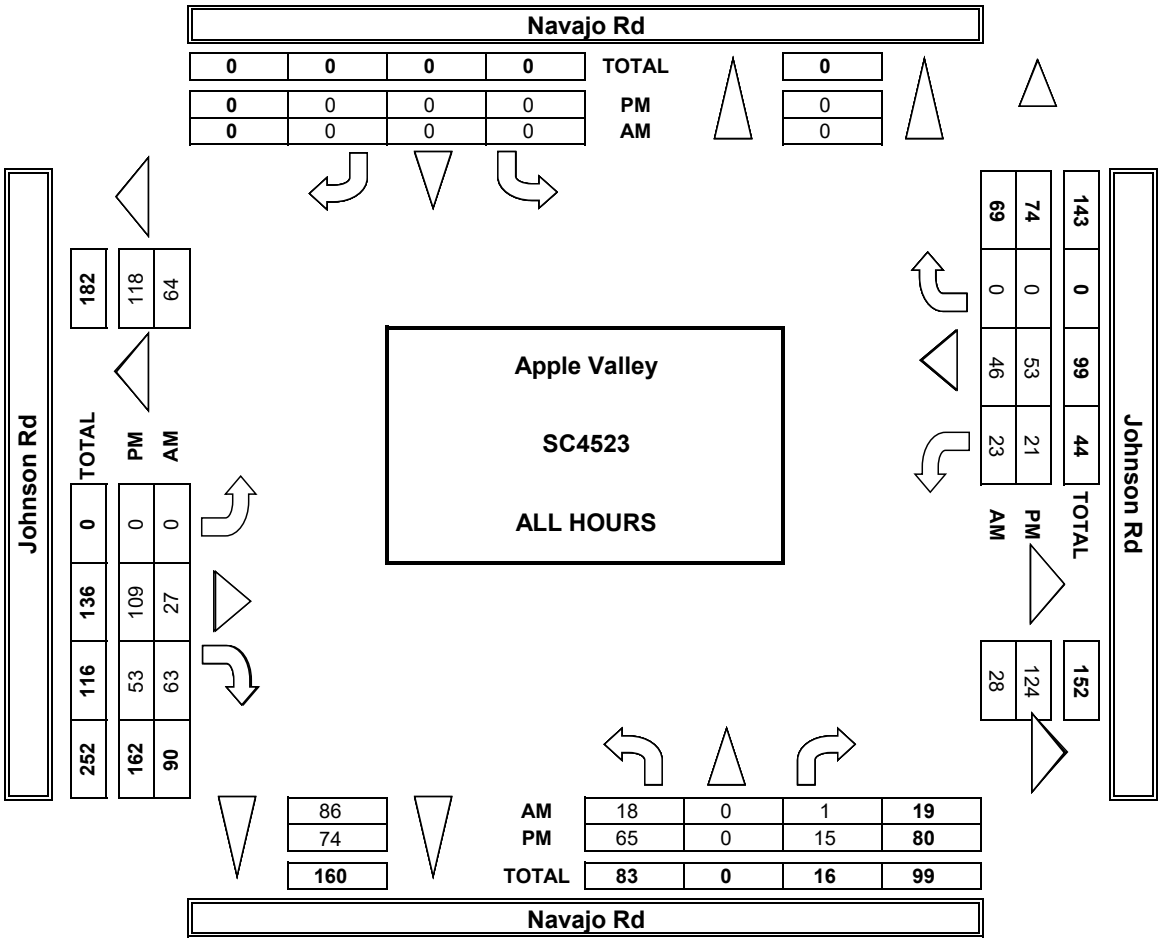
SOUTH LEG

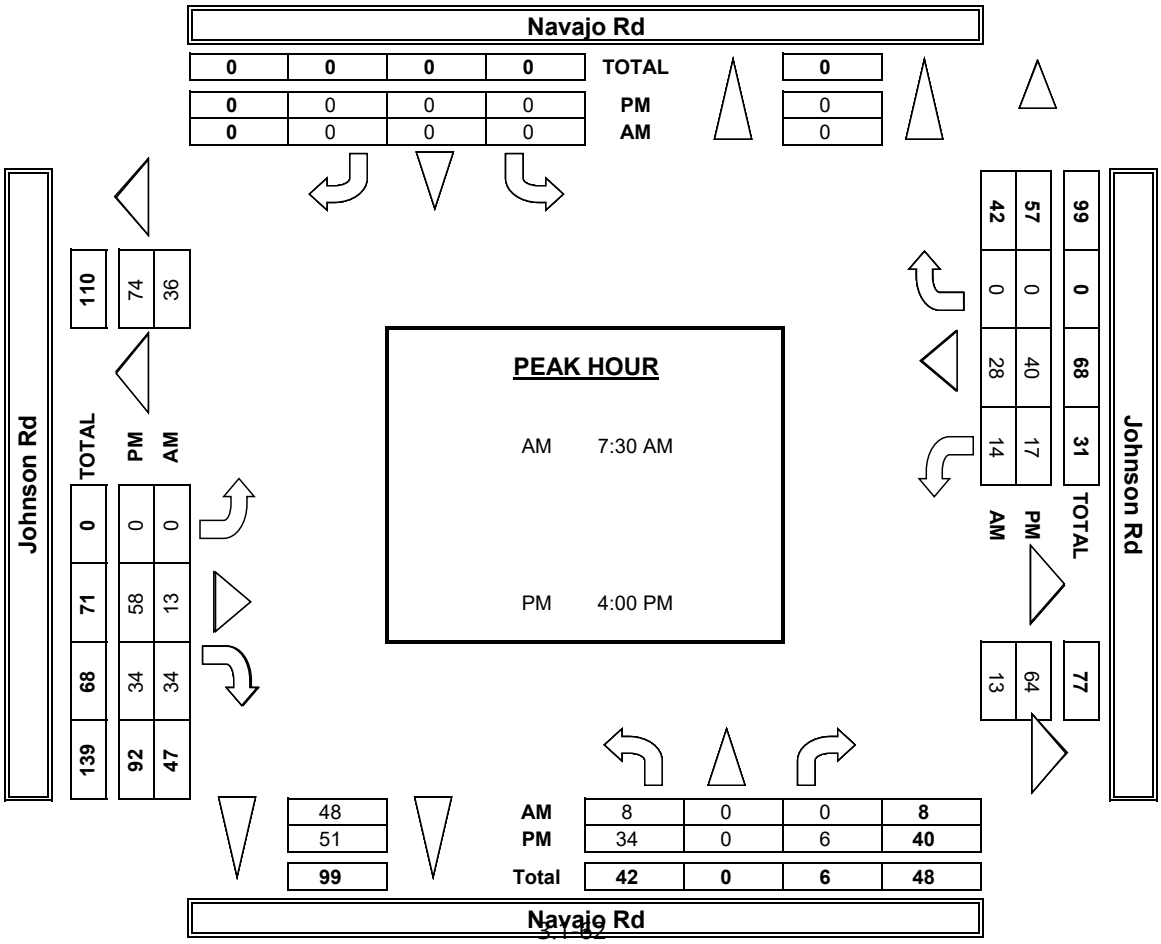
Navajo Rd

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		E LEG	W LEG	S LEG	N LEG	TOTAL	E LEG	W LEG	S LEG	N LEG	TOTAL	EL	WL	SL	NL	TOTAL
AM	7:00 AM	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
	7:30 AM	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
	8:00 AM	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
	8:30 AM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	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
	4:30 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	4:45 PM	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
	5:15 PM	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
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0

AimTD LLC

TURNING MOVEMENT COUNTS





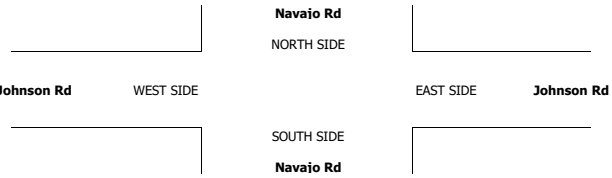
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 4/2/24 TUESDAY	LOCATION:	Apple Valley	PROJECT #:	SC4523
	NORTH & SOUTH:	Navajo Rd	LOCATION #:	11
	EAST & WEST:	Johnson Rd	CONTROL:	STOP N

	NOTES:											
PCE Adjusted	Class	1	2	3	4	5	6		AM PM MD OTHER OTHER		▲ N	
	Factor	1	1.5	2	3	2	2			◄ W		E ►
											S ▼	

		NORTHBOUND Navajo Rd			SOUTHBOUND Navajo Rd			EASTBOUND Johnson Rd			WESTBOUND Johnson Rd				U-TURNS				
	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
AM	7:00 AM	3	0	0	0	0	0	0	5	6	2	10	0	25					0
	7:15 AM	3	0	0	0	0	0	0	4	4	1	5	0	17					0
	7:30 AM	9	0	0	0	0	0	0	5	13	3	9	0	39					0
	7:45 AM	0	0	0	0	0	0	0	4	10	1	11	0	26					0
	8:00 AM	5	0	0	0	0	0	0	1	7	11	5	0	28					0
	8:15 AM	6	0	0	0	0	0	0	6	11	2	7	0	31					0
	8:30 AM	9	0	1	0	0	0	0	3	10	3	6	0	31					0
	8:45 AM	10	0	0	0	0	0	0	5	17	3	1	0	36					0
	VOLUMES	44	0	1	0	0	0	0	32	78	25	53	0	232	0	0	0	0	0
	APPROACH %	98%	0%	2%	0%	0%	0%	0%	29%	71%	32%	68%	0%						
	APP/DEPART	45	/	0	0	/	102	110	/	33	77	/	97	0					
	BEGIN PEAK HR	7:30 AM																	
	VOLUMES	20	0	0	0	0	0	0	16	41	16	31	0	123					
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	27%	73%	33%	67%	0%						
	PEAK HR FACTOR	0.542			0.000			0.785			0.750			0.795					
	APP/DEPART	20	/	0	0	/	57	57	/	16	47	/	51	0					
PM	4:00 PM	11	0	4	0	0	0	0	23	6	2	11	0	57					0
	4:15 PM	12	0	1	0	0	0	0	10	22	7	19	0	71					0
	4:30 PM	12	0	1	0	0	0	0	15	5	3	9	0	44					0
	4:45 PM	9	0	2	0	0	0	0	12	9	5	6	0	43					0
	5:00 PM	9	0	2	0	0	0	0	15	5	1	5	0	37					0
	5:15 PM	4	0	0	0	0	0	0	13	7	0	3	0	27					0
	5:30 PM	24	0	7	0	0	0	0	13	5	0	5	0	54					0
	5:45 PM	7	0	0	0	0	0	0	14	9	3	2	0	35					0
	VOLUMES	88	0	17	0	0	0	0	114	68	21	59	0	367	0	0	0	0	0
	APPROACH %	84%	0%	16%	0%	0%	0%	0%	63%	37%	26%	74%	0%						
	APP/DEPART	105	/	0	0	/	89	182	/	131	80	/	147	0					
	BEGIN PEAK HR	4:00 PM																	
	VOLUMES	44	0	8	0	0	0	0	60	42	17	44	0	215					
	APPROACH %	85%	0%	15%	0%	0%	0%	0%	59%	41%	28%	72%	0%						
	PEAK HR FACTOR	0.867			0.000			0.793			0.587			0.755					
	APP/DEPART	52	/	0	0	/	59	102	/	68	61	/	88	0					



INTERSECTION TURNING MOVEMENT COUNTS

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DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Navajo Rd	LOCATION #:	11
TUESDAY	EAST & WEST:	Johnson Rd	CONTROL:	STOP N

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Navajo Rd			SOUTHBOUND Navajo Rd			EASTBOUND Johnson Rd			WESTBOUND Johnson 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
AM	7:00 AM	0	0	0	0	0	0	0	3	1	2	5	0	11
	7:15 AM	0	0	0	0	0	0	0	4	4	1	3	0	12
	7:30 AM	1	0	0	0	0	0	0	5	13	1	7	0	27
	7:45 AM	0	0	0	0	0	0	0	1	10	1	9	0	21
	8:00 AM	0	0	0	0	0	0	0	1	2	9	2	0	14
	8:15 AM	0	0	0	0	0	0	0	4	5	0	5	0	14
	8:30 AM	0	0	1	0	0	0	0	3	5	3	6	0	18
	8:45 AM	1	0	0	0	0	0	0	2	14	3	1	0	21
	VOLUMES	2	0	1	0	0	0	0	23	54	20	38	0	138
	APPROACH %	67%	0%	33%	0%	0%	0%	0%	30%	70%	34%	66%	0%	
	APP/DEPART	3	/	0	0	/	74	77	/	24	58	/	40	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	1	0	0	0	0	0	0	11	30	11	23	0	76
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	27%	73%	32%	68%	0%	
	PEAK HR FACTOR		0.250			0.000			0.569			0.773		0.704
	APP/DEPART	1	/	0	0	/	41	41	/	11	34	/	24	0
PM	4:00 PM	8	0	1	0	0	0	0	23	6	2	9	0	49
	4:15 PM	12	0	1	0	0	0	0	7	9	7	19	0	55
	4:30 PM	4	0	1	0	0	0	0	13	5	3	5	0	31
	4:45 PM	4	0	2	0	0	0	0	12	9	5	2	0	34
	5:00 PM	0	0	2	0	0	0	0	12	2	1	2	0	19
	5:15 PM	1	0	0	0	0	0	0	13	3	0	3	0	20
	5:30 PM	22	0	7	0	0	0	0	13	0	0	5	0	47
	5:45 PM	1	0	0	0	0	0	0	9	9	3	2	0	24
	VOLUMES	52	0	14	0	0	0	0	102	43	21	47	0	279
	APPROACH %	79%	0%	21%	0%	0%	0%	0%	70%	30%	31%	69%	0%	
	APP/DEPART	66	/	0	0	/	64	145	/	116	68	/	99	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	28	0	5	0	0	0	0	55	29	17	35	0	169
	APPROACH %	85%	0%	15%	0%	0%	0%	0%	65%	35%	33%	67%	0%	
	PEAK HR FACTOR		0.635			0.000			0.724			0.500		0.768
	APP/DEPART	33	/	0	0	/	46	84	/	60	52	/	63	0

U-TURNS					
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	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	

RTOR			
NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Navajo Rd

NORTH SIDE

Johnson Rd WEST SIDE EAST SIDE **Johnson Rd**

SOUTH SIDE

Navajo Rd

INTERSECTION TURNING MOVEMENT COUNTS

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DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Navajo Rd	LOCATION #:	11
TUESDAY	EAST & WEST:	Johnson Rd	CONTROL:	STOP N

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

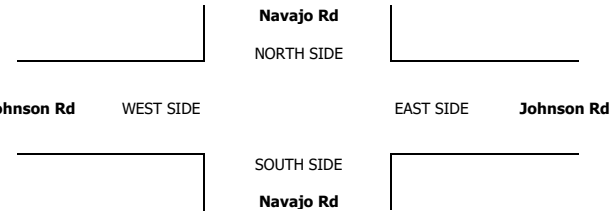
		NORTHBOUND Navajo Rd			SOUTHBOUND Navajo Rd			EASTBOUND Johnson Rd			WESTBOUND Johnson Rd			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	8:00 AM	1	0	0	0	0	0	0	0	0	1	2	0	4
	8:15 AM	0	0	0	0	0	0	0	1	0	1	1	0	3
	8:30 AM	1	0	0	0	0	0	0	0	1	0	0	0	2
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	2	0	0	0	0	0	0	2	1	3	5	0	13
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	67%	33%	38%	63%	0%	
	APP/DEPART	2	/	0	0	/	4	3	/	2	8	/	7	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	1	0	0	0	0	0	0	1	0	3	4	0	9
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	43%	57%	0%	
	PEAK HR FACTOR		0.250			0.000			0.250			0.583		0.563
	APP/DEPART	1	/	0	0	/	3	1	/	1	7	/	5	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
	4:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
	5:15 PM	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
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	VOLUMES	0	0	0	0	0	0	0	6	0	0	2	0	8
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	0	/	0	0	/	0	6	/	6	2	/	2	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	0	0	0	0	0	3	0	0	2	0	5
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.000			0.375			0.500		0.625
	APP/DEPART	0	/	0	0	/	0	3	/	3	2	/	2	0

U-TURNS

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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	
0	0	0	0	
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	
0	0	0	0	

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Navajo Rd	LOCATION #:	11
TUESDAY	EAST & WEST:	Johnson Rd	CONTROL:	STOP N

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Navajo Rd			SOUTHBOUND Navajo Rd			EASTBOUND Johnson Rd			WESTBOUND Johnson 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
AM	7:00 AM	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
	7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	7:45 AM	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
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	0	0	0	0	0	0	0	0	0	1	0	2
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	
	APP/DEPART	1	/	0	0	/	0	0	/	0	1	/	2	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	4:45 PM	1	0	0	0	0	0	0	0	0	0	1	0	2
	5:00 PM	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	1
	5:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	0	0	0	0	0	0	0	3	0	3	0	7
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%	0%	
	APP/DEPART	1	/	0	0	/	3	3	/	0	3	/	4	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	1	0	0	0	0	0	0	0	1	0	3	0	5
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%	0%	
	PEAK HR FACTOR		0.250			0.000			0.250			0.750		0.625
	APP/DEPART	1	/	0	0	/	1	1	/	0	3	/	4	0

	U-TURNS					RTOR			
	NB	SB	EB	WB	TTL	NRR X	SRR X	ERR X	WRR X
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	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
	0	0	0	0		0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	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
	0	0	0	0		0	0	0	0

Navajo Rd

NORTH SIDE

Johnson Rd WEST SIDE EAST SIDE **Johnson Rd**

SOUTH SIDE

Navajo Rd

INTERSECTION TURNING MOVEMENT COUNTS

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DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Navajo Rd	LOCATION #:	11
TUESDAY	EAST & WEST:	Johnson Rd	CONTROL:	STOP N

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Navajo Rd			SOUTHBOUND Navajo Rd			EASTBOUND Johnson Rd			WESTBOUND Johnson 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
AM	7:00 AM	1	0	0	0	0	0	0	0	1	0	1	0	3
	7:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
	7:30 AM	2	0	0	0	0	0	0	0	0	0	0	0	2
	7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	8:00 AM	1	0	0	0	0	0	0	0	1	0	0	0	2
	8:15 AM	2	0	0	0	0	0	0	0	2	0	0	0	4
	8:30 AM	1	0	0	0	0	0	0	0	1	0	0	0	2
	8:45 AM	3	0	0	0	0	0	0	1	1	0	0	0	5
	VOLUMES	11	0	0	0	0	0	0	2	6	0	1	0	20
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	25%	75%	0%	100%	0%	
	APP/DEPART	11	/	0	0	/	6	8	/	2	1	/	12	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	5	0	0	0	0	0	0	1	3	0	0	0	9
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	25%	75%	0%	0%	0%	
	PEAK HR FACTOR		0.625			0.000			0.500			0.000		0.563
	APP/DEPART	5	/	0	0	/	3	4	/	1	0	/	5	0
PM	4:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	2
	4:15 PM	0	0	0	0	0	0	0	0	3	0	0	0	3
	4:30 PM	2	0	0	0	0	0	0	0	0	0	0	0	2
	4:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
	5:00 PM	3	0	0	0	0	0	0	0	1	0	1	0	5
	5:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
	5:45 PM	2	0	0	0	0	0	0	1	0	0	0	0	3
	VOLUMES	10	0	1	0	0	0	0	1	5	0	1	0	18
	APPROACH %	91%	0%	9%	0%	0%	0%	0%	17%	83%	0%	100%	0%	
	APP/DEPART	11	/	0	0	/	5	6	/	2	1	/	11	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	4	0	1	0	0	0	0	0	3	0	0	0	8
	APPROACH %	80%	0%	20%	0%	0%	0%	0%	0%	100%	0%	0%	0%	
	PEAK HR FACTOR		0.625			0.000			0.250			0.000		0.667
	APP/DEPART	5	/	0	0	/	3	3	/	1	0	/	4	0

U-TURNS

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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	
0	0	0	0	0

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Navajo Rd

NORTH SIDE

Johnson Rd WEST SIDE EAST SIDE **Johnson Rd**

SOUTH SIDE

Navajo Rd

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Navajo Rd	LOCATION #:	11
TUESDAY	EAST & WEST:	Johnson Rd	CONTROL:	STOP N

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Navajo Rd			SOUTHBOUND Navajo Rd			EASTBOUND Johnson Rd			WESTBOUND Johnson 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
AM	7:00 AM	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
	7:30 AM	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
	8:00 AM	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
	8:30 AM	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
	VOLUMES	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
	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
PM	4:00 PM	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
	4:30 PM	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
	5:00 PM	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
	5:30 PM	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
	VOLUMES	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
	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

U-TURNS

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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Navajo Rd

NORTH SIDE

Johnson Rd WEST SIDE EAST SIDE **Johnson Rd**

SOUTH SIDE

Navajo Rd

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Navajo Rd	LOCATION #:	11
TUESDAY	EAST & WEST:	Johnson Rd	CONTROL:	STOP N

CLASS 6: BUSES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Navajo Rd			SOUTHBOUND Navajo Rd			EASTBOUND Johnson Rd			WESTBOUND Johnson 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
AM	7:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	7:30 AM	1	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
	8:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	2	0	0	0	0	0	0	0	2	0	1	0	5
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%	0%	
	APP/DEPART	2	/	0	0	/	2	2	/	0	1	/	3	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	1	0	0	0	0	0	0	0	1	0	0	0	2
	APPROACH %	100%	0%	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	/	0	0	/	1	1	/	0	0	/	1	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
	4:30 PM	1	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
	5:00 PM	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	1
	5:30 PM	1	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
	VOLUMES	2	0	0	0	0	0	0	0	2	0	0	0	4
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	
	APP/DEPART	2	/	0	0	/	2	2	/	0	0	/	2	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	1	0	0	0	0	0	0	0	1	0	0	0	2
	APPROACH %	100%	0%	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	/	0	0	/	1	1	/	0	0	/	1	0

U-TURNS 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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	
0	0	0	0	
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	
0	0	0	0	

RTOR NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Navajo Rd

NORTH SIDE

Johnson Rd WEST SIDE EAST SIDE **Johnson Rd**

SOUTH SIDE

Navajo Rd

INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE: Tue, Apr 2, 24

LOCATION: Apple Valley
NORTH & SOUTH: Dale Evans Pkwy
EAST & WEST: Johnson Rd

PROJECT #: SC4523
LOCATION #: 9
CONTROL: STOP ALL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N / ◄ W / E ► / S ▼

		NORTHBOUND Dale Evans Pkwy			SOUTHBOUND Dale Evans Pkwy			EASTBOUND Johnson Rd			WESTBOUND Johnson Rd			
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0.5	WT 0.5	WR 1	TOTAL
AM	7:00 AM	3	27	2	1	10	0	0	12	2	2	6	5	70
	7:15 AM	3	32	6	4	16	1	0	7	1	1	3	8	82
	7:30 AM	2	35	3	8	12	0	0	24	2	2	11	7	106
	7:45 AM	4	24	2	2	12	0	0	17	4	0	16	5	86
	8:00 AM	1	26	2	2	8	0	0	13	1	0	9	6	68
	8:15 AM	0	20	3	2	10	0	0	13	3	0	8	5	64
	8:30 AM	1	19	4	2	16	0	0	20	4	1	12	4	83
	8:45 AM	4	16	4	2	14	0	0	22	3	2	7	3	77
	VOLUMES	18	199	26	23	98	1	0	128	20	8	72	43	636
	APPROACH %	7%	82%	11%	19%	80%	1%	0%	86%	14%	7%	59%	35%	
	APP/DEPART	243	/	242	122	/	126	148	/	177	123	/	91	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	12	118	13	15	50	1	0	60	9	5	36	25	344
	APPROACH %	8%	83%	9%	23%	76%	2%	0%	87%	13%	8%	55%	38%	
	PEAK HR FACTOR		0.872			0.786			0.663			0.786		0.811
	APP/DEPART	143	/	143	66	/	64	69	/	88	66	/	49	0
PM	4:00 PM	4	10	13	11	36	0	0	31	10	25	72	9	221
	4:15 PM	2	14	28	10	42	0	0	74	7	7	27	4	215
	4:30 PM	11	13	6	8	50	0	0	25	5	7	15	5	145
	4:45 PM	5	25	1	5	47	0	0	13	8	4	14	4	126
	5:00 PM	0	13	1	13	52	0	0	18	3	3	11	4	118
	5:15 PM	2	11	1	9	41	0	0	14	2	5	9	4	98
	5:30 PM	3	13	1	7	31	1	0	11	6	3	33	2	111
	5:45 PM	3	19	1	7	33	0	0	19	5	2	5	1	95
	VOLUMES	30	118	52	70	332	1	0	205	46	56	186	33	1,129
	APPROACH %	15%	59%	26%	17%	82%	0%	0%	82%	18%	20%	68%	12%	
	APP/DEPART	200	/	151	403	/	434	251	/	327	275	/	217	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	22	62	48	34	175	0	0	143	30	43	128	22	707
	APPROACH %	17%	47%	36%	16%	84%	0%	0%	83%	17%	22%	66%	11%	
	PEAK HR FACTOR		0.750			0.901			0.534			0.455		0.800
	APP/DEPART	132	/	84	209	/	248	173	/	225	193	/	150	0

U-TURNS

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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Dale Evans Pkwy

NORTH LEG

Johnson Rd WEST LEG — EAST LEG **Johnson Rd**

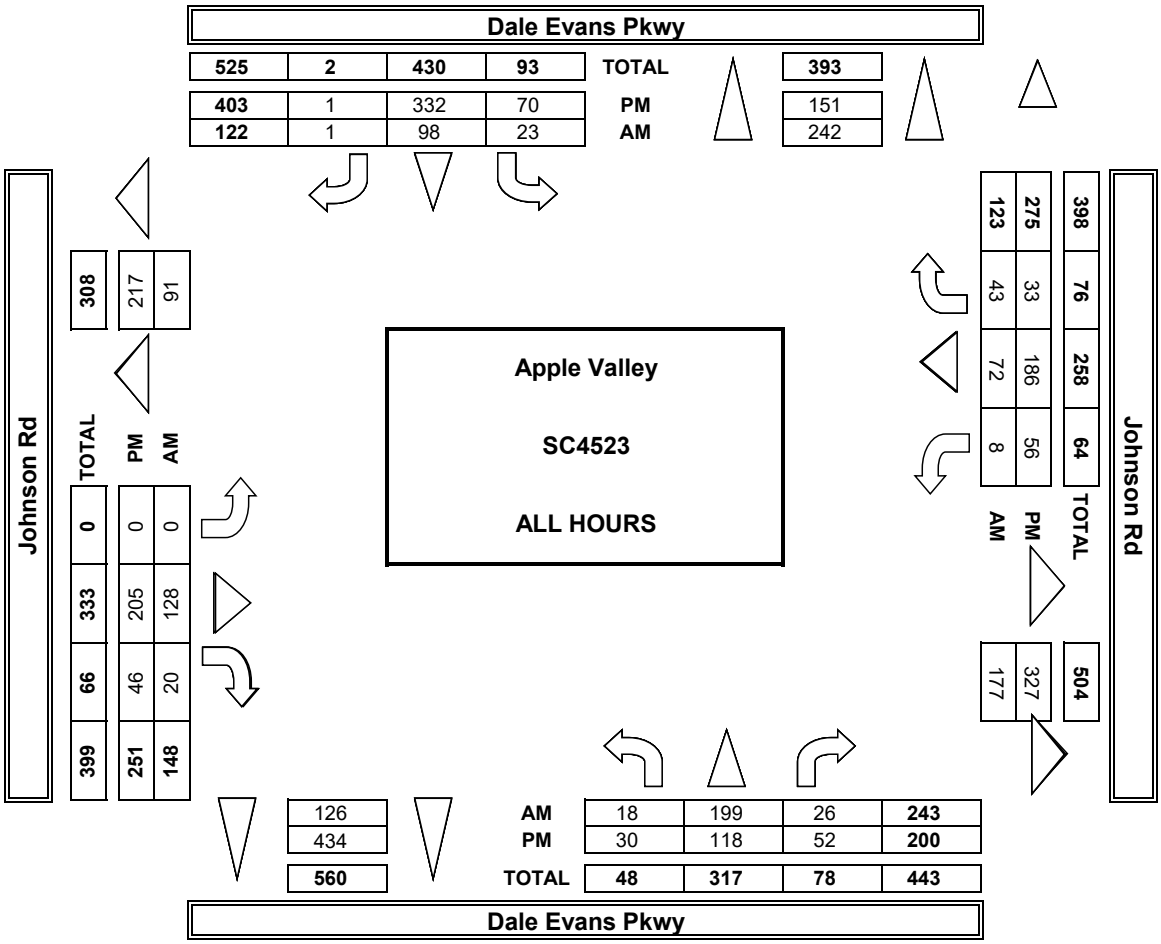
SOUTH LEG

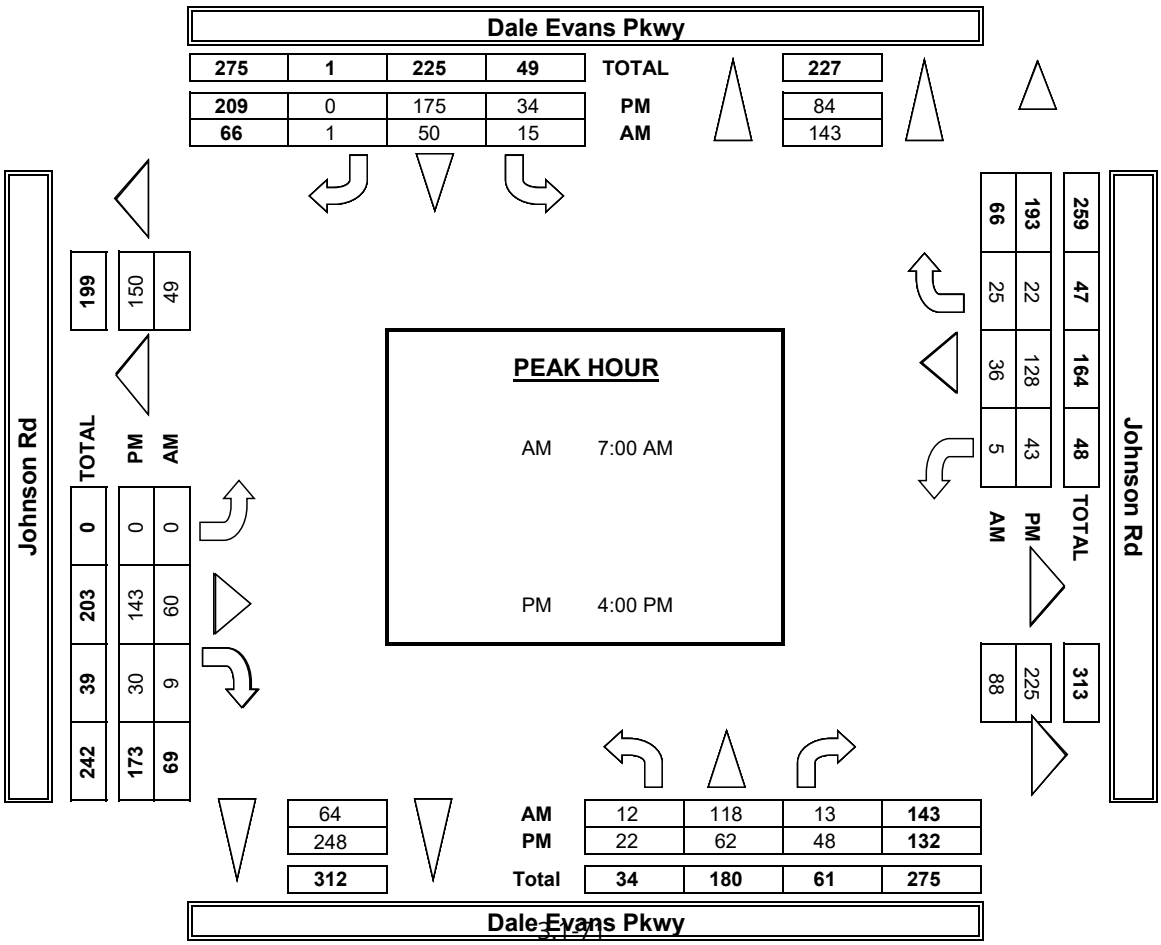
Dale Evans Pkwy

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		E LEG	W LEG	S LEG	N LEG	TOTAL	E LEG	W LEG	S LEG	N LEG	TOTAL	EL	WL	SL	NL	TOTAL
AM	7:00 AM	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
	7:30 AM	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
	8:00 AM	1	0	0	0	1	1	0	0	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
	8:30 AM	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
	TOTAL	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
PM	4:00 PM	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
	4:30 PM	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
	5:00 PM	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
	5:30 PM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AimTD LLC

TURNING MOVEMENT COUNTS





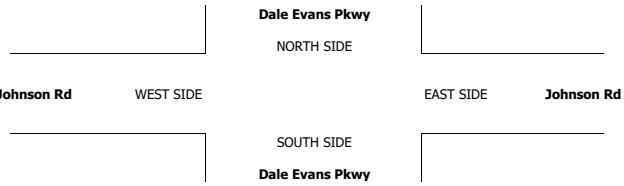
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Dale Evans Pkwy	LOCATION #:	9
TUESDAY	EAST & WEST:	Johnson Rd	CONTROL:	STOP ALL

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM	◄ W		E ►
										MD			
										OTHER		S ▼	
										OTHER			

		NORTHBOUND Dale Evans Pkwy			SOUTHBOUND Dale Evans Pkwy			EASTBOUND Johnson Rd			WESTBOUND Johnson Rd				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0.5	WT 0.5	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	3	30	3	1	11	0	0	17	2	2	11	11	90					0
	7:15 AM	6	35	6	6	16	1	0	11	1	3	5	19	108					0
	7:30 AM	4	40	3	14	14	0	0	32	2	3	21	16	149					0
	7:45 AM	7	25	2	6	18	0	0	19	5	0	29	15	124					0
	8:00 AM	1	28	3	6	11	0	0	22	1	0	13	18	103					0
	8:15 AM	0	23	3	3	11	0	0	21	4	0	15	9	87					0
	8:30 AM	1	22	4	6	19	0	0	33	8	2	22	10	126					0
	8:45 AM	6	18	4	4	15	0	0	31	3	2	15	8	105					0
	VOLUMES	27	219	28	46	114	1	0	185	25	12	129	106	891	0	0	0	0	0
	APPROACH %	10%	80%	10%	29%	71%	1%	0%	88%	12%	5%	52%	43%						
	APP/DEPART	274	/	325	161	/	151	210	/	259	247	/	157	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	19	129	14	27	59	1	0	79	10	8	65	61	470					
	APPROACH %	12%	80%	9%	31%	68%	1%	0%	89%	11%	6%	49%	45%						
	PEAK HR FACTOR		0.862			0.772			0.647			0.767		0.791					
	APP/DEPART	162	/	190	87	/	76	88	/	120	134	/	85	0					
PM	4:00 PM	4	12	13	18	38	0	0	34	11	25	80	16	251					0
	4:15 PM	2	16	29	16	44	0	0	95	8	7	30	8	253					0
	4:30 PM	15	13	6	22	55	0	0	31	5	8	20	9	184					0
	4:45 PM	6	25	1	11	50	0	0	17	11	4	22	6	152					0
	5:00 PM	0	15	1	25	54	0	0	28	4	3	17	12	159					0
	5:15 PM	2	14	2	13	44	0	0	20	2	5	15	12	129					0
	5:30 PM	5	13	1	13	32	1	0	16	6	4	37	2	130					0
	5:45 PM	3	19	1	13	34	0	0	26	5	2	7	3	113					0
	VOLUMES	37	127	54	131	350	1	0	266	51	58	227	68	1,369	0	0	0	0	0
	APPROACH %	17%	58%	25%	27%	73%	0%	0%	84%	16%	16%	64%	19%						
	APP/DEPART	218	/	195	482	/	459	317	/	450	353	/	265	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	27	66	49	67	186	0	0	176	35	44	151	39	839					
	APPROACH %	19%	46%	35%	26%	74%	0%	0%	84%	16%	19%	65%	17%						
	PEAK HR FACTOR		0.755			0.820			0.516			0.485		0.829					
	APP/DEPART	142	/	105	253	/	265	211	/	292	234	/	178	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Dale Evans Pkwy	LOCATION #:	9
TUESDAY	EAST & WEST:	Johnson Rd	CONTROL:	STOP ALL

CLASS 1: PASSENGER VEHICLES

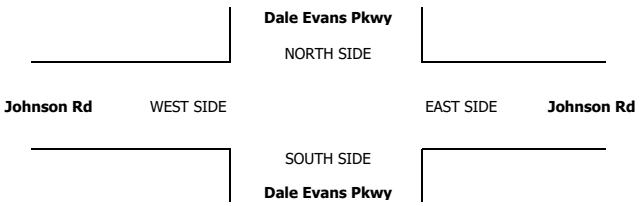
NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Dale Evans Pkwy			SOUTHBOUND Dale Evans Pkwy			EASTBOUND Johnson Rd			WESTBOUND Johnson Rd			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0.5	WT 0.5	WR 1	TOTAL
7:00 AM	3	21	1	1	9	0	0	9	2	2	3	2	53
7:15 AM	1	30	6	3	16	1	0	4	1	0	2	2	66
7:30 AM	1	30	3	5	10	0	0	20	2	1	6	2	80
7:45 AM	2	23	2	0	8	0	0	16	3	0	9	0	63
8:00 AM	1	24	1	0	4	0	0	7	1	0	5	0	43
8:15 AM	0	16	3	1	9	0	0	7	2	0	4	3	45
8:30 AM	1	17	4	0	14	0	0	12	1	0	6	1	56
8:45 AM	3	14	4	1	13	0	0	15	3	2	3	0	58
VOLUMES	12	175	24	11	83	1	0	90	15	5	38	10	464
APPROACH %	6%	83%	11%	12%	87%	1%	0%	86%	14%	9%	72%	19%	
APP/DEPART	211	/	185	95	/	103	105	/	125	53	/	51	0
BEGIN PEAK HR	7:00 AM												
VOLUMES	7	104	12	9	43	1	0	49	8	3	20	6	262
APPROACH %	6%	85%	10%	17%	81%	2%	0%	86%	14%	10%	69%	21%	
PEAK HR FACTOR		0.831			0.663			0.648			0.806		0.819
APP/DEPART	123	/	110	53	/	54	57	/	70	29	/	28	0
4:00 PM	4	9	13	7	33	0	0	29	9	25	67	5	201
4:15 PM	2	13	27	6	39	0	0	63	6	7	25	2	190
4:30 PM	9	13	6	1	46	0	0	21	5	6	12	3	122
4:45 PM	4	25	1	2	45	0	0	11	6	4	8	3	109
5:00 PM	0	12	1	7	51	0	0	11	2	3	8	0	95
5:15 PM	2	9	0	7	38	0	0	11	2	5	5	0	79
5:30 PM	2	13	1	4	30	1	0	8	6	2	31	2	100
5:45 PM	3	19	1	4	31	0	0	15	5	2	4	0	84
VOLUMES	26	113	50	38	313	1	0	169	41	54	160	15	980
APPROACH %	14%	60%	26%	11%	89%	0%	0%	80%	20%	24%	70%	7%	
APP/DEPART	189	/	128	352	/	408	210	/	257	229	/	187	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	19	60	47	16	163	0	0	124	26	42	112	13	622
APPROACH %	15%	48%	37%	9%	91%	0%	0%	83%	17%	25%	67%	8%	
PEAK HR FACTOR		0.750			0.952			0.543			0.430		0.774
APP/DEPART	126	/	73	179	/	231	150	/	187	167	/	131	0

U-TURNS					
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	0	0	0	0	
0	0	0	0	0	
0	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	

RTOR			
NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Dale Evans Pkwy	LOCATION #:	9
TUESDAY	EAST & WEST:	Johnson Rd	CONTROL:	STOP ALL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Dale Evans Pkwy			SOUTHBOUND Dale Evans Pkwy			EASTBOUND Johnson Rd			WESTBOUND Johnson Rd			
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0.5	WT 0.5	WR 1	TOTAL
AM	7:00 AM	0	6	0	0	1	0	0	0	0	0	1	0	8
	7:15 AM	1	1	0	0	0	0	0	1	0	0	0	0	3
	7:30 AM	0	2	0	0	0	0	0	0	0	0	0	1	3
	7:45 AM	1	1	0	0	0	0	0	0	1	0	1	0	4
	8:00 AM	0	1	0	0	2	0	0	0	0	0	2	0	5
	8:15 AM	0	2	0	0	1	0	0	1	1	0	1	0	6
	8:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
	8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
	VOLUMES	2	14	0	0	5	0	0	3	2	0	6	1	33
	APPROACH %	13%	88%	0%	0%	100%	0%	0%	60%	40%	0%	86%	14%	
	APP/DEPART	16	/	15	5	/	7	5	/	3	7	/	8	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	2	10	0	0	1	0	0	1	1	0	2	1	18
	APPROACH %	17%	83%	0%	0%	100%	0%	0%	50%	50%	0%	67%	33%	
	PEAK HR FACTOR		0.500			0.250			0.500			0.750		0.563
	APP/DEPART	12	/	11	1	/	2	2	/	1	3	/	4	0
PM	4:00 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
	4:15 PM	0	0	0	1	3	0	0	1	1	0	0	0	6
	4:30 PM	0	0	0	0	2	0	0	1	0	0	0	0	3
	4:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
	5:00 PM	0	0	0	0	0	0	0	2	1	0	0	0	3
	5:15 PM	0	1	0	0	2	0	0	0	0	0	0	0	3
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	2	0	0	1	0	0	0	0	3
	VOLUMES	0	1	0	1	12	0	0	5	2	0	2	0	23
	APPROACH %	0%	100%	0%	8%	92%	0%	0%	71%	29%	0%	100%	0%	
	APP/DEPART	1	/	1	13	/	14	7	/	6	2	/	2	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	0	1	8	0	0	2	1	0	2	0	14
	APPROACH %	0%	0%	0%	11%	89%	0%	0%	67%	33%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.563			0.375			0.500		0.583
	APP/DEPART	0	/	0	9	/	9	3	/	3	2	/	2	0

U-TURNS

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	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	

RTOR

NRR X	SRR X	ERR X	WRR X
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	

Dale Evans Pkwy

NORTH SIDE

Johnson Rd WEST SIDE EAST SIDE **Johnson Rd**

SOUTH SIDE

Dale Evans Pkwy

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Dale Evans Pkwy	LOCATION #:	9
TUESDAY	EAST & WEST:	Johnson Rd	CONTROL:	STOP ALL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Dale Evans Pkwy			SOUTHBOUND Dale Evans Pkwy			EASTBOUND Johnson Rd			WESTBOUND Johnson Rd			
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0.5	WT 0.5	WR 1	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	1	0	0	0	0	0	3	0	0	1	0	5
	8:15 AM	0	1	0	1	0	0	0	3	0	0	0	0	5
	8:30 AM	0	1	0	0	0	0	0	2	2	0	1	0	6
	8:45 AM	0	0	0	0	0	0	0	5	0	0	0	1	6
	VOLUMES	0	4	0	1	1	0	0	15	2	0	2	1	26
	APPROACH %	0%	100%	0%	50%	50%	0%	0%	88%	12%	0%	67%	33%	
	APP/DEPART	4	/	5	2	/	3	17	/	16	3	/	2	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	1	0	0	1	0	0	2	0	0	0	0	4
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.250			0.250			0.500			0.000		0.500
	APP/DEPART	1	/	1	1	/	1	2	/	2	0	/	0	0
PM	4:00 PM	0	0	0	1	0	0	0	1	1	0	1	0	4
	4:15 PM	0	0	0	1	0	0	0	0	0	0	1	0	2
	4:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
	4:45 PM	1	0	0	0	0	0	0	0	1	0	3	0	5
	5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
	5:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	0	0	2	1	0	0	4	2	0	8	0	18
	APPROACH %	100%	0%	0%	67%	33%	0%	0%	67%	33%	0%	100%	0%	
	APP/DEPART	1	/	0	3	/	3	6	/	6	8	/	9	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	1	0	0	2	0	0	0	2	2	0	6	0	13
	APPROACH %	100%	0%	0%	100%	0%	0%	0%	50%	50%	0%	100%	0%	
	PEAK HR FACTOR		0.250			0.500			0.500			0.500		0.650
	APP/DEPART	1	/	0	2	/	2	4	/	4	6	/	7	0

U-TURNS

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	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	

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
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

Dale Evans Pkwy

NORTH SIDE

Johnson Rd WEST SIDE EAST SIDE **Johnson Rd**

SOUTH SIDE

Dale Evans Pkwy

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Dale Evans Pkwy	LOCATION #:	9
TUESDAY	EAST & WEST:	Johnson Rd	CONTROL:	STOP ALL

CLASS 4: 4 OR MORE AXLE TRUCKS

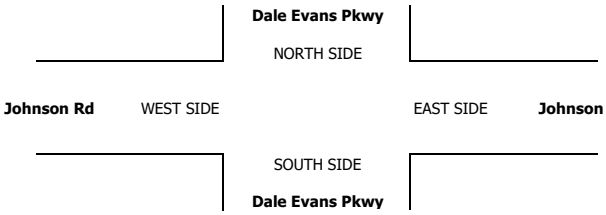
NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Dale Evans Pkwy			SOUTHBOUND Dale Evans Pkwy			EASTBOUND Johnson Rd			WESTBOUND Johnson Rd			
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0.5	WT 0.5	WR 1	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	2	0	0	2	3	7
	7:15 AM	1	1	0	1	0	0	0	1	0	1	1	5	11
	7:30 AM	1	1	0	3	0	0	0	4	0	0	5	4	18
	7:45 AM	1	0	0	2	2	0	0	1	0	0	6	5	17
	8:00 AM	0	0	0	2	0	0	0	3	0	0	1	6	12
	8:15 AM	0	0	0	0	0	0	0	2	0	0	3	2	7
	8:30 AM	0	1	0	2	1	0	0	5	1	0	4	3	17
	8:45 AM	1	0	0	1	0	0	0	2	0	0	4	2	10
	VOLUMES	4	3	0	11	3	0	0	20	1	1	26	30	99
	APPROACH %	57%	43%	0%	79%	21%	0%	0%	95%	5%	2%	46%	53%	
	APP/DEPART	7	/	33	14	/	5	21	/	31	57	/	30	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	3	2	0	6	2	0	0	8	0	1	14	17	53
	APPROACH %	60%	40%	0%	75%	25%	0%	0%	100%	0%	3%	44%	53%	
	PEAK HR FACTOR		0.625			0.500			0.500			0.727		0.736
	APP/DEPART	5	/	19	8	/	3	8	/	14	32	/	17	0
PM	4:00 PM	0	1	0	3	0	0	0	1	0	0	3	3	11
	4:15 PM	0	1	0	2	0	0	0	10	0	0	1	2	16
	4:30 PM	2	0	0	7	2	0	0	2	0	0	2	2	17
	4:45 PM	0	0	0	3	1	0	0	2	1	0	2	1	10
	5:00 PM	0	1	0	6	1	0	0	4	0	0	3	4	19
	5:15 PM	0	1	0	2	1	0	0	3	0	0	2	4	13
	5:30 PM	1	0	0	3	0	0	0	2	0	0	2	0	8
	5:45 PM	0	0	0	3	0	0	0	3	0	0	1	1	8
	VOLUMES	3	4	0	29	5	0	0	27	1	0	16	17	102
	APPROACH %	43%	57%	0%	85%	15%	0%	0%	96%	4%	0%	48%	52%	
	APP/DEPART	7	/	21	34	/	6	28	/	56	33	/	19	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	2	2	0	15	3	0	0	15	1	0	8	8	54
	APPROACH %	50%	50%	0%	83%	17%	0%	0%	94%	6%	0%	50%	50%	
	PEAK HR FACTOR		0.500			0.500			0.400			0.667		0.794
	APP/DEPART	4	/	10	18	/	4	16	/	30	16	/	10	0

U-TURNS					
	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	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	
	0	0	0	0	
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	
	0	0	0	0	

RTOR			
NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Dale Evans Pkwy	LOCATION #:	9
TUESDAY	EAST & WEST:	Johnson Rd	CONTROL:	STOP ALL

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Dale Evans Pkwy			SOUTHBOUND Dale Evans Pkwy			EASTBOUND Johnson Rd			WESTBOUND Johnson Rd			
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0.5	WT 0.5	WR 1	TOTAL
AM	7:00 AM	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
	7:30 AM	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
	8:00 AM	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
	8:30 AM	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
	VOLUMES	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
	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
PM	4:00 PM	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
	4:30 PM	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
	5:00 PM	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
	5:30 PM	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
	VOLUMES	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
	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

U-TURNS

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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
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

Dale Evans Pkwy

NORTH SIDE

Johnson Rd WEST SIDE EAST SIDE **Johnson Rd**

SOUTH SIDE

Dale Evans Pkwy

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Dale Evans Pkwy	LOCATION #:	9
TUESDAY	EAST & WEST:	Johnson Rd	CONTROL:	STOP ALL

CLASS 6: BUSES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

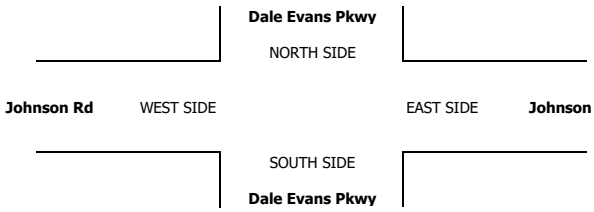
		NORTHBOUND Dale Evans Pkwy			SOUTHBOUND Dale Evans Pkwy			EASTBOUND Johnson Rd			WESTBOUND Johnson Rd			
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0.5	WT 0.5	WR 1	TOTAL
AM	7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
	7:30 AM	0	1	0	0	1	0	0	0	0	1	0	0	3
	7:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
	8:00 AM	0	0	1	0	2	0	0	0	0	0	0	0	3
	8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	8:30 AM	0	0	0	0	1	0	0	0	0	1	0	0	2
	8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	VOLUMES	0	3	2	0	6	0	0	0	0	2	0	1	14
	APPROACH %	0%	60%	40%	0%	100%	0%	0%	0%	0%	67%	0%	33%	
	APP/DEPART	5	/	4	6	/	8	0	/	2	3	/	0	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	1	1	0	3	0	0	0	0	1	0	1	7
	APPROACH %	0%	50%	50%	0%	100%	0%	0%	0%	0%	50%	0%	50%	
	PEAK HR FACTOR		0.500			0.375			0.000			0.500		0.583
	APP/DEPART	2	/	2	3	/	4	0	/	1	2	/	0	0
PM	4:00 PM	0	0	0	0	1	0	0	0	0	0	0	1	2
	4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
	4:45 PM	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
	5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	2	0	1	0	0	0	0	2	0	1	6
	APPROACH %	0%	0%	100%	0%	100%	0%	0%	0%	0%	67%	0%	33%	
	APP/DEPART	2	/	1	1	/	3	0	/	2	3	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	1	0	1	0	0	0	0	1	0	1	4
	APPROACH %	0%	0%	100%	0%	100%	0%	0%	0%	0%	50%	0%	50%	
	PEAK HR FACTOR		0.250			0.250			0.000			0.500		0.500
	APP/DEPART	1	/	1	1	/	2	0	/	1	2	/	0	0

U-TURNS

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	0	0	0	0
0	0	0	0	0
0	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	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
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
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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



INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE: Tue, Apr 2, 24	LOCATION:	Apple Valley	PROJECT #: SC4523
	NORTH & SOUTH:	Stoddard Wells Rd	LOCATION #: 4
	EAST & WEST:	Johnson Rd	CONTROL: STOP W

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Stoddard Wells Rd			SOUTHBOUND Stoddard Wells Rd			EASTBOUND Johnson Rd			WESTBOUND Johnson Rd			
	LANES:	NL X	NT 1	NR 1	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL
AM	7:00 AM	0	8	12	1	4	0	0	0	0	11	0	0	36
	7:15 AM	0	5	14	0	4	0	0	0	0	7	0	0	30
	7:30 AM	0	5	23	0	3	0	0	0	0	11	0	0	42
	7:45 AM	0	3	18	0	9	0	0	0	0	21	0	0	51
	8:00 AM	0	5	17	0	4	0	0	0	0	10	0	0	36
	8:15 AM	0	5	17	0	7	0	0	0	0	9	0	0	38
	8:30 AM	0	2	23	1	1	0	0	0	0	12	0	0	39
	8:45 AM	0	2	20	0	11	0	0	0	0	7	0	0	40
	VOLUMES	0	35	144	2	43	0	0	0	0	88	0	0	312
	APPROACH %	0%	20%	80%	4%	96%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	179	/	35	45	/	131	0	/	146	88	/	0	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	0	18	75	0	23	0	0	0	0	51	0	0	167
	APPROACH %	0%	19%	81%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR		0.830			0.639			0.000			0.607		0.819
	APP/DEPART	93	/	18	23	/	74	0	/	75	51	/	0	0
PM	4:00 PM	0	1	41	2	7	0	0	0	0	81	0	0	132
	4:15 PM	0	6	76	0	6	0	0	0	0	27	0	1	116
	4:30 PM	0	2	26	0	5	0	0	0	0	23	0	0	56
	4:45 PM	0	2	20	0	6	0	0	0	0	22	0	2	52
	5:00 PM	0	3	20	0	1	0	0	0	0	10	0	0	34
	5:15 PM	0	2	18	0	2	0	0	0	0	12	0	0	34
	5:30 PM	0	2	21	0	4	0	0	0	0	37	0	0	64
	5:45 PM	0	1	22	1	3	0	0	0	0	9	0	0	36
	VOLUMES	0	19	244	3	34	0	0	0	0	221	0	3	524
	APPROACH %	0%	7%	93%	8%	92%	0%	0%	0%	0%	99%	0%	1%	
	APP/DEPART	263	/	22	37	/	255	0	/	247	224	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	11	163	2	24	0	0	0	0	153	0	3	356
	APPROACH %	0%	6%	94%	8%	92%	0%	0%	0%	0%	98%	0%	2%	
	PEAK HR FACTOR		0.530			0.722			0.000			0.481		0.674
	APP/DEPART	174	/	14	26	/	177	0	/	165	156	/	0	0

U-TURNS

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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Stoddard Wells Rd

NORTH LEG

Johnson Rd WEST LEG — EAST LEG **Johnson Rd**

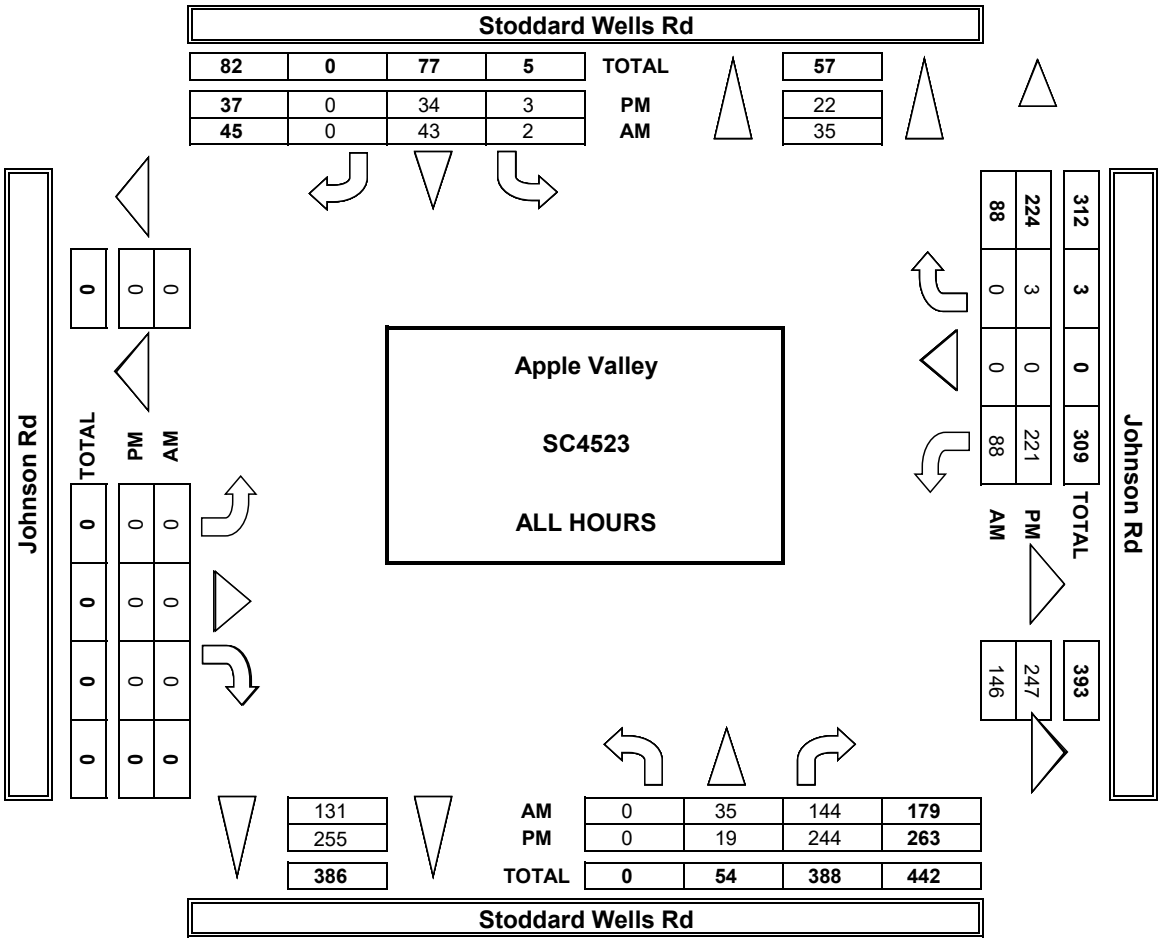
SOUTH LEG

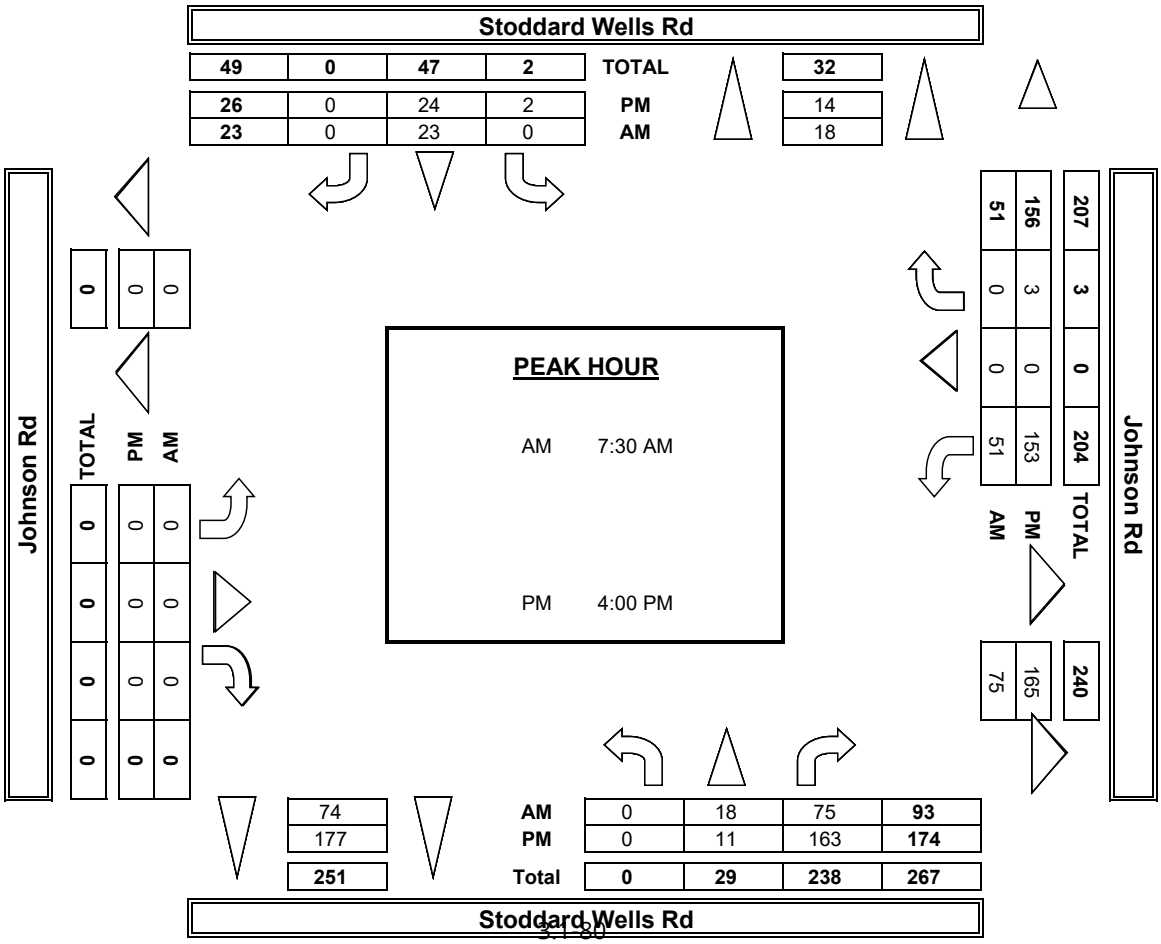
Stoddard Wells Rd

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		E LEG	W LEG	S LEG	N LEG	TOTAL	E LEG	W LEG	S LEG	N LEG	TOTAL	EL	WL	SL	NL	TOTAL
AM	7:00 AM	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
	7:30 AM	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
	8:00 AM	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
	8:30 AM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	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
	4:30 PM	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
	5:00 PM	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
	5:30 PM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 4/2/24 TUESDAY	LOCATION:	Apple Valley	PROJECT #:	SC4523
	NORTH & SOUTH:	Stoddard Wells Rd	LOCATION #:	4
	EAST & WEST:	Johnson Rd	CONTROL:	STOP W

	NOTES:											
PCE Adjusted	Class	1	2	3	4	5	6		AM		▲ N	
	Factor	1	1.5	2	3	2	2		PM	◄ W		E ►
									MD		S ▼	
									OTHER			
									OTHER			

	NORTHBOUND Stoddard Wells Rd			SOUTHBOUND Stoddard Wells Rd			EASTBOUND Johnson Rd			WESTBOUND Johnson Rd				U-TURNS				
LANES:	NL X	NT 1	NR 1	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	0	10	17	1	4	0	0	0	0	21	0	0	53					0
7:15 AM	0	6	20	0	6	0	0	0	0	12	0	0	43					0
7:30 AM	0	6	30	0	5	0	0	0	0	22	0	0	63					0
7:45 AM	0	3	19	0	24	0	0	0	0	41	0	0	86					0
8:00 AM	0	10	29	0	10	0	0	0	0	14	0	0	63					0
8:15 AM	0	9	27	0	13	0	0	0	0	16	0	0	65					0
8:30 AM	0	3	38	1	1	0	0	0	0	20	0	0	62					0
8:45 AM	0	4	27	0	16	0	0	0	0	16	0	0	62					0
AM VOLUMES	0	51	206	2	78	0	0	0	0	160	0	0	496	0	0	0	0	0
AM APPROACH %	0%	20%	80%	3%	98%	0%	0%	0%	0%	100%	0%	0%						
AM APP/DEPART	257	/	51	80	/	238	0	/	208	160	/	0	0					
AM BEGIN PEAK HR	7:30 AM																	
AM VOLUMES	0	28	105	0	52	0	0	0	0	92	0	0	276					
AM APPROACH %	0%	21%	79%	0%	100%	0%	0%	0%	0%	100%	0%	0%						
AM PEAK HR FACTOR	0.849			0.548			0.000			0.568			0.802					
AM APP/DEPART	133	/	28	52	/	144	0	/	105	92	/	0	0					
4:00 PM	0	1	46	2	7	0	0	0	0	87	0	0	142					0
4:15 PM	0	6	96	0	8	0	0	0	0	32	0	1	143					0
4:30 PM	0	3	30	0	5	0	0	0	0	30	0	0	67					0
4:45 PM	0	2	30	0	6	0	0	0	0	35	0	2	75					0
5:00 PM	0	3	28	0	3	0	0	0	0	14	0	0	48					0
5:15 PM	0	4	24	0	2	0	0	0	0	20	0	0	50					0
5:30 PM	0	2	26	0	5	0	0	0	0	43	0	0	76					0
5:45 PM	0	1	29	1	3	0	0	0	0	11	0	0	45					0
PM VOLUMES	0	22	308	3	39	0	0	0	0	271	0	3	644	0	0	0	0	0
PM APPROACH %	0%	7%	93%	7%	93%	0%	0%	0%	0%	99%	0%	1%						
PM APP/DEPART	329	/	25	42	/	309	0	/	311	274	/	0	0					
PM BEGIN PEAK HR	4:00 PM																	
PM VOLUMES	0	12	201	2	26	0	0	0	0	183	0	3	426					
PM APPROACH %	0%	5%	95%	7%	93%	0%	0%	0%	0%	98%	0%	2%						
PM PEAK HR FACTOR	0.521			0.778			0.000			0.536			0.747					
PM APP/DEPART	213	/	15	28	/	209	0	/	203	186	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Stoddard Wells Rd	LOCATION #:	4
TUESDAY	EAST & WEST:	Johnson Rd	CONTROL:	STOP W

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

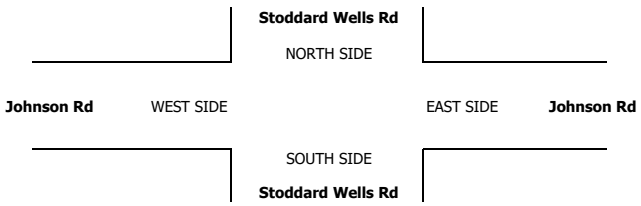
	NORTHBOUND Stoddard Wells Rd			SOUTHBOUND Stoddard Wells Rd			EASTBOUND Johnson Rd			WESTBOUND Johnson Rd			
LANES:	NL X	NT 1	NR 1	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL
7:00 AM	0	7	9	1	4	0	0	0	0	6	0	0	27
7:15 AM	0	3	10	0	3	0	0	0	0	4	0	0	20
7:30 AM	0	3	19	0	2	0	0	0	0	5	0	0	29
7:45 AM	0	3	17	0	1	0	0	0	0	9	0	0	30
8:00 AM	0	1	8	0	1	0	0	0	0	6	0	0	16
8:15 AM	0	3	10	0	4	0	0	0	0	5	0	0	22
8:30 AM	0	1	14	1	1	0	0	0	0	7	0	0	24
8:45 AM	0	1	14	0	8	0	0	0	0	2	0	0	25
AM VOLUMES	0	22	101	2	24	0	0	0	0	44	0	0	193
AM APPROACH %	0%	18%	82%	8%	92%	0%	0%	0%	0%	100%	0%	0%	
AM APP/DEPART	123	/	22	26	/	68	0	/	103	44	/	0	0
BEGIN PEAK HR		7:30 AM											
AM PEAK VOLUMES	0	10	54	0	8	0	0	0	0	25	0	0	97
AM PEAK APPROACH %	0%	16%	84%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
AM PEAK HR FACTOR		0.727			0.500			0.000			0.694		0.808
AM PEAK APP/DEPART	64	/	10	8	/	33	0	/	54	25	/	0	0
4:00 PM	0	1	37	2	7	0	0	0	0	77	0	0	124
4:15 PM	0	6	66	0	5	0	0	0	0	24	0	1	102
4:30 PM	0	1	23	0	5	0	0	0	0	19	0	0	48
4:45 PM	0	2	15	0	6	0	0	0	0	13	0	2	38
5:00 PM	0	3	14	0	0	0	0	0	0	8	0	0	25
5:15 PM	0	1	15	0	2	0	0	0	0	7	0	0	25
5:30 PM	0	2	18	0	3	0	0	0	0	34	0	0	57
5:45 PM	0	1	18	1	3	0	0	0	0	8	0	0	31
PM VOLUMES	0	17	206	3	31	0	0	0	0	190	0	3	450
PM APPROACH %	0%	8%	92%	9%	91%	0%	0%	0%	0%	98%	0%	2%	
PM APP/DEPART	223	/	20	34	/	221	0	/	209	193	/	0	0
BEGIN PEAK HR		4:00 PM											
PM PEAK VOLUMES	0	10	141	2	23	0	0	0	0	133	0	3	312
PM PEAK APPROACH %	0%	7%	93%	8%	92%	0%	0%	0%	0%	98%	0%	2%	
PM PEAK HR FACTOR		0.524			0.694			0.000			0.442		0.629
PM PEAK APP/DEPART	151	/	13	25	/	156	0	/	143	136	/	0	0

U-TURNS

	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	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0

RTOR

	NRR X	SRR X	ERR X	WRR X
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Stoddard Wells Rd	LOCATION #:	4
TUESDAY	EAST & WEST:	Johnson Rd	CONTROL:	STOP W

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Stoddard Wells Rd			SOUTHBOUND Stoddard Wells Rd			EASTBOUND Johnson Rd			WESTBOUND Johnson Rd			
	LANES:	NL X	NT 1	NR 1	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	2	1	0	0	0	0	0	0	1	0	0	4
	7:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	3
	7:45 AM	0	0	0	0	1	0	0	0	0	3	0	0	4
	8:00 AM	0	2	2	0	0	0	0	0	0	2	0	0	6
	8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
	8:30 AM	0	0	1	0	0	0	0	0	0	1	0	0	2
	8:45 AM	0	0	0	0	1	0	0	0	0	1	0	0	2
	VOLUMES	0	6	5	0	2	0	0	0	0	9	0	0	22
	APPROACH %	0%	55%	45%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	11	/	6	2	/	11	0	/	5	9	/	0	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	0	4	3	0	1	0	0	0	0	6	0	0	14
	APPROACH %	0%	57%	43%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR		0.438			0.250			0.000			0.500		0.583
	APP/DEPART	7	/	4	1	/	7	0	/	3	6	/	0	0
PM	4:00 PM	0	0	1	0	0	0	0	0	0	1	0	0	2
	4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
	4:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	2
	4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
	5:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	2
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
	5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
	VOLUMES	0	1	5	0	1	0	0	0	0	3	0	0	10
	APPROACH %	0%	17%	83%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	6	/	1	1	/	4	0	/	5	3	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	1	2	0	0	0	0	0	0	3	0	0	6
	APPROACH %	0%	33%	67%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR		0.375			0.000			0.000			0.750		0.750
	APP/DEPART	3	/	1	0	/	3	0	/	2	3	/	0	0

U-TURNS					
	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	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0

RTOR			
NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Stoddard Wells Rd

NORTH SIDE

Johnson Rd WEST SIDE EAST SIDE **Johnson Rd**

SOUTH SIDE

Stoddard Wells Rd

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Stoddard Wells Rd	LOCATION #:	4
TUESDAY	EAST & WEST:	Johnson Rd	CONTROL:	STOP W

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Stoddard Wells Rd			SOUTHBOUND Stoddard Wells Rd			EASTBOUND Johnson Rd			WESTBOUND Johnson Rd				U-TURNS					RTOR			
	LANES:	NL X	NT 1	NR 1	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL	NB	SB	EB	WB	TTL	NRR X	SRR X	ERR X	WRR X
AM	7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	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	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	0	0	0	0
	8:00 AM	0	0	3	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	4	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
	8:30 AM	0	1	2	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	5	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	17	0	0	0	0	0	0	3	0	0	21	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	6%	94%	0%	0%	0%	0%	0%	0%	100%	0%	0%										
	APP/DEPART	18	/	1	0	/	3	0	/	17	3	/	0	0									
	BEGIN PEAK HR		7:30 AM																				
	VOLUMES	0	0	8	0	0	0	0	0	0	2	0	0	10	0	0	0	0		0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%										
	PEAK HR FACTOR		0.500			0.000			0.000			0.500		0.625									
	APP/DEPART	8	/	0	0	/	2	0	/	8	2	/	0	0									
PM	4:00 PM	0	0	2	0	0	0	0	0	0	1	0	0	3	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	0	0	0	0
	4:30 PM	0	0	1	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	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	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	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	0	0	0	0
	VOLUMES	0	0	5	0	0	0	0	0	0	8	0	0	13	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%										
	APP/DEPART	5	/	0	0	/	8	0	/	5	8	/	0	0									
	BEGIN PEAK HR		4:00 PM																				
	VOLUMES	0	0	3	0	0	0	0	0	0	6	0	0	9	0	0	0	0		0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%										
	PEAK HR FACTOR		0.375			0.000			0.000			0.375		0.563									
	APP/DEPART	3	/	0	0	/	6	0	/	3	6	/	0	0									

Stoddard Wells Rd

NORTH SIDE

Johnson Rd WEST SIDE EAST SIDE **Johnson Rd**

SOUTH SIDE

Stoddard Wells Rd

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Stoddard Wells Rd	LOCATION #:	4
TUESDAY	EAST & WEST:	Johnson Rd	CONTROL:	STOP W

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

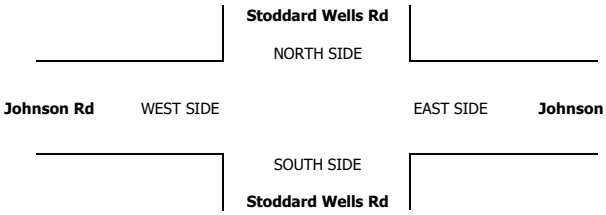
		NORTHBOUND Stoddard Wells Rd			SOUTHBOUND Stoddard Wells Rd			EASTBOUND Johnson Rd			WESTBOUND Johnson Rd			
	LANES:	NL X	NT 1	NR 1	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL
AM	7:00 AM	0	1	2	0	0	0	0	0	0	5	0	0	8
	7:15 AM	0	0	2	0	1	0	0	0	0	2	0	0	5
	7:30 AM	0	0	3	0	1	0	0	0	0	5	0	0	9
	7:45 AM	0	0	0	0	7	0	0	0	0	9	0	0	16
	8:00 AM	0	2	4	0	3	0	0	0	0	1	0	0	10
	8:15 AM	0	2	3	0	3	0	0	0	0	3	0	0	11
	8:30 AM	0	0	6	0	0	0	0	0	0	3	0	0	9
	8:45 AM	0	1	1	0	2	0	0	0	0	4	0	0	8
	VOLUMES	0	6	21	0	17	0	0	0	0	32	0	0	76
	APPROACH %	0%	22%	78%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	27	/	6	17	/	49	0	/	21	32	/	0	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	0	4	10	0	14	0	0	0	0	18	0	0	46
	APPROACH %	0%	29%	71%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR		0.583			0.500			0.000			0.500		0.719
	APP/DEPART	14	/	4	14	/	32	0	/	10	18	/	0	0
PM	4:00 PM	0	0	1	0	0	0	0	0	0	2	0	0	3
	4:15 PM	0	0	10	0	1	0	0	0	0	2	0	0	13
	4:30 PM	0	0	1	0	0	0	0	0	0	3	0	0	4
	4:45 PM	0	0	5	0	0	0	0	0	0	4	0	0	9
	5:00 PM	0	0	3	0	1	0	0	0	0	2	0	0	6
	5:15 PM	0	1	3	0	0	0	0	0	0	3	0	0	7
	5:30 PM	0	0	2	0	0	0	0	0	0	3	0	0	5
	5:45 PM	0	0	3	0	0	0	0	0	0	1	0	0	4
	VOLUMES	0	1	28	0	2	0	0	0	0	20	0	0	51
	APPROACH %	0%	3%	97%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	29	/	1	2	/	22	0	/	28	20	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	17	0	1	0	0	0	0	11	0	0	29
	APPROACH %	0%	0%	100%	0%	100%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR		0.425			0.250			0.000			0.688		0.558
	APP/DEPART	17	/	0	1	/	12	0	/	17	11	/	0	0

U-TURNS

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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Stoddard Wells Rd	LOCATION #:	4
TUESDAY	EAST & WEST:	Johnson Rd	CONTROL:	STOP W

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Stoddard Wells Rd			SOUTHBOUND Stoddard Wells Rd			EASTBOUND Johnson Rd			WESTBOUND Johnson Rd			
	LANES:	NL X	NT 1	NR 1	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL
AM	7:00 AM	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
	7:30 AM	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
	8:00 AM	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
	8:30 AM	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
	VOLUMES	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
	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
PM	4:00 PM	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
	4:30 PM	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
	5:00 PM	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
	5:30 PM	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
	VOLUMES	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
	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

U-TURNS

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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Stoddard Wells Rd

NORTH SIDE

Johnson Rd WEST SIDE EAST SIDE **Johnson Rd**

SOUTH SIDE

Stoddard Wells Rd

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Stoddard Wells Rd	LOCATION #:	4
TUESDAY	EAST & WEST:	Johnson Rd	CONTROL:	STOP W

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Stoddard Wells Rd			SOUTHBOUND Stoddard Wells Rd			EASTBOUND Johnson Rd			WESTBOUND Johnson Rd				U-TURNS					RTOR			
	LANES:	NL X	NT 1	NR 1	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL	NB	SB	EB	WB	TTL	NRR X	SRR X	ERR X	WRR X
AM	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
	7:15 AM	0	0	0	0	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	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	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	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	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
	8:45 AM	0	0	0	0	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	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					
	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									
PM	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
	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
	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
	4:45 PM	0	0	0	0	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	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	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
	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
	VOLUMES	0	0	0	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	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		0.000			0.000			0.000			0.000		0.000									
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0									

Stoddard Wells Rd

NORTH SIDE

Johnson Rd WEST SIDE EAST SIDE **Johnson Rd**

SOUTH SIDE

Stoddard Wells Rd

INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE: Tue, Apr 2, 24	LOCATION:	Apple Valley	PROJECT #: SC4523
	NORTH & SOUTH:	I-15 NB Ramps	LOCATION #: 3
	EAST & WEST:	Stoddard Wells Rd	CONTROL: STOP N/S

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND I-15 NB Ramps			SOUTHBOUND I-15 NB Ramps			EASTBOUND Stoddard Wells Rd			WESTBOUND Stoddard Wells 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
AM	7:00 AM	0	4	0	18	0	4	0	0	5	0	13	0	44
	7:15 AM	0	12	2	17	1	3	0	1	1	0	12	0	49
	7:30 AM	1	4	0	28	0	3	2	0	9	1	13	0	61
	7:45 AM	1	7	2	16	0	5	1	1	2	2	26	0	63
	8:00 AM	1	10	0	21	0	4	1	2	7	0	17	0	63
	8:15 AM	0	9	1	21	0	3	2	1	1	2	13	0	53
	8:30 AM	0	5	2	21	0	3	1	2	6	0	13	0	53
	8:45 AM	1	3	0	22	1	1	0	1	12	4	15	1	61
	VOLUMES	4	54	7	164	2	26	7	8	43	9	122	1	448
	APPROACH %	6%	83%	11%	85%	1%	13%	12%	14%	74%	7%	92%	1%	
	APP/DEPART	65	/	63	193	/	54	58	/	179	132	/	152	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	3	30	3	86	0	15	6	4	19	5	69	0	241
	APPROACH %	8%	83%	8%	84%	0%	15%	21%	14%	66%	7%	93%	0%	
	PEAK HR FACTOR		0.818			0.823			0.659			0.661		0.956
	APP/DEPART	36	/	37	102	/	24	29	/	93	74	/	87	0
PM	4:00 PM	0	7	4	49	0	4	1	1	6	4	86	0	162
	4:15 PM	2	4	3	65	0	6	2	3	10	2	37	0	134
	4:30 PM	0	6	1	26	0	2	0	4	11	0	26	0	76
	4:45 PM	0	4	2	16	0	2	0	2	13	0	31	0	70
	5:00 PM	0	9	2	21	0	2	2	3	13	0	11	0	63
	5:15 PM	0	3	0	12	1	0	0	0	7	1	13	0	37
	5:30 PM	1	2	0	27	0	2	0	0	9	1	39	0	81
	5:45 PM	0	1	3	22	0	0	1	1	11	1	13	0	53
	VOLUMES	3	36	15	238	1	18	6	14	80	9	256	0	676
	APPROACH %	6%	67%	28%	93%	0%	7%	6%	14%	80%	3%	97%	0%	
	APP/DEPART	54	/	42	257	/	90	100	/	267	265	/	277	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	2	21	10	156	0	14	3	10	40	6	180	0	442
	APPROACH %	6%	64%	30%	92%	0%	8%	6%	19%	75%	3%	97%	0%	
	PEAK HR FACTOR		0.750			0.599			0.883			0.517		0.682
	APP/DEPART	33	/	24	170	/	46	53	/	176	186	/	196	0

U-TURNS

NB 0	SB 0	EB 0	WB 0	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	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	1	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
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

I-15 NB Ramps

NORTH LEG

Stoddard Wells Rd WEST LEG EAST LEG **Stoddard Wells Rd**

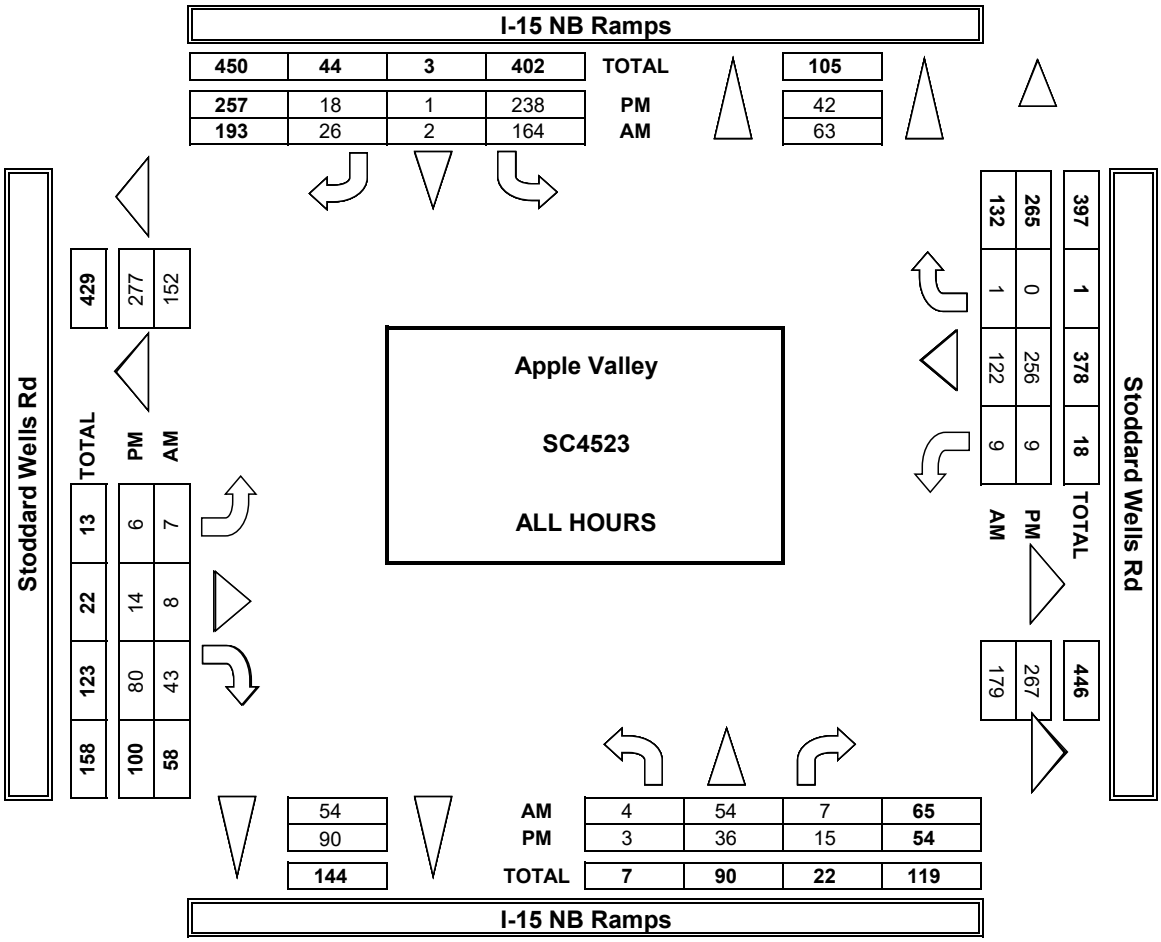
SOUTH LEG

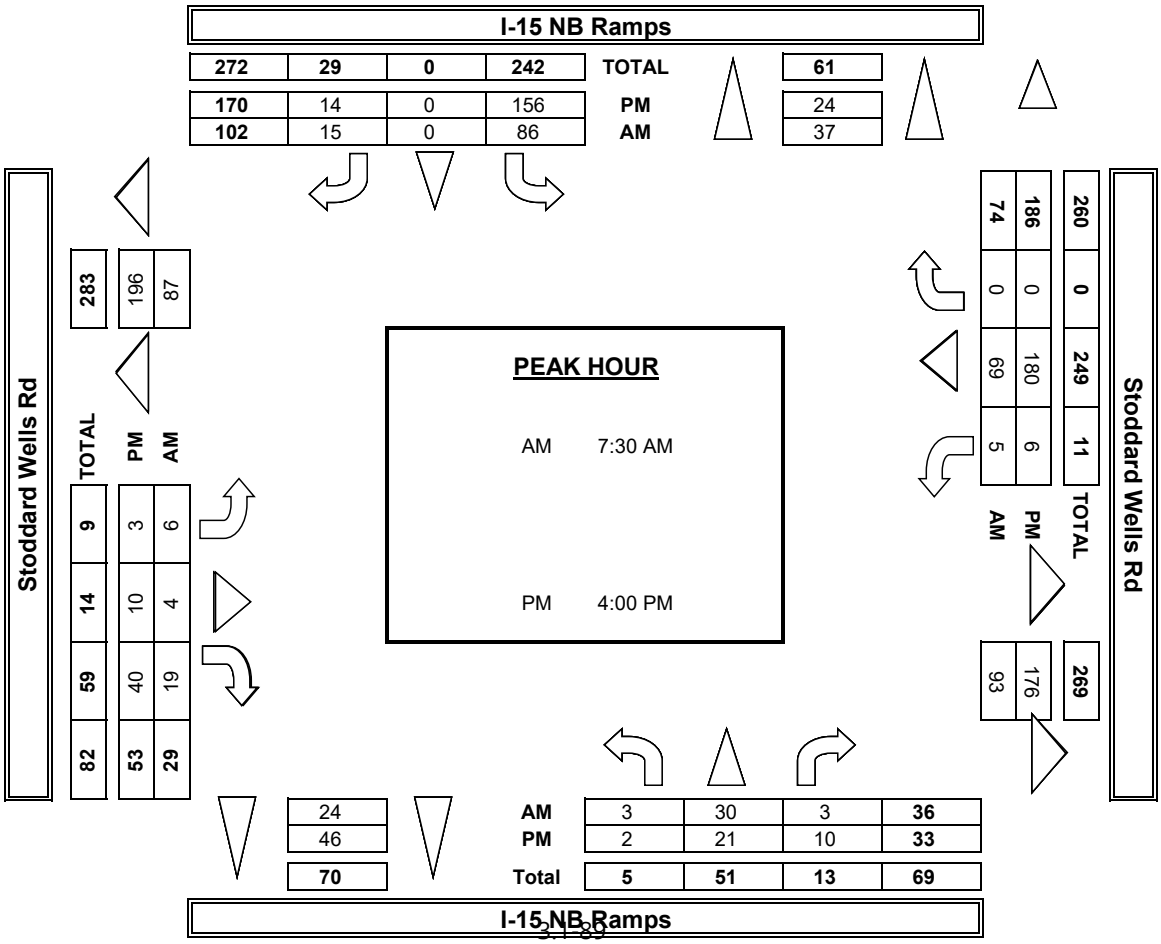
I-15 NB Ramps

	ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		E LEG	W LEG	S LEG	N LEG	TOTAL	E LEG	W LEG	S LEG	N LEG	TOTAL	EL	WL	SL	NL	TOTAL
AM	7:00 AM	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
	7:30 AM	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
	8:00 AM	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
	8:30 AM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	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
	4:30 PM	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
	5:00 PM	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
	5:30 PM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AimTD LLC

TURNING MOVEMENT COUNTS





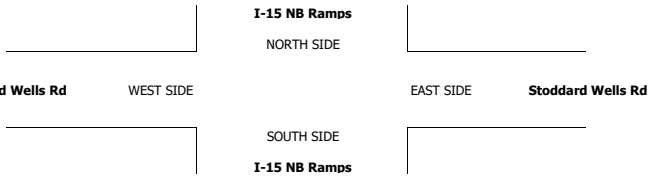
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 4/2/24 TUESDAY	LOCATION:	Apple Valley	PROJECT #:	SC4523
	NORTH & SOUTH:	I-15 NB Ramps	LOCATION #:	3
	EAST & WEST:	Stoddard Wells Rd	CONTROL:	STOP N/S

	NOTES:											
PCE Adjusted	Class	1	2	3	4	5	6		AM		▲ N	
	Factor	1	1.5	2	3	2	2		PM MD	◄ W		E ►
									OTHER		S ▼	
									OTHER			

		NORTHBOUND I-15 NB Ramps			SOUTHBOUND I-15 NB Ramps			EASTBOUND Stoddard Wells Rd			WESTBOUND Stoddard Wells Rd				U-TURNS				
	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
AM	7:00 AM	0	5	0	24	0	5	0	0	6	0	22	0	61					0
	7:15 AM	0	14	2	24	1	4	0	3	2	0	19	0	68					0
	7:30 AM	1	4	0	33	0	3	2	0	10	1	26	0	79					0
	7:45 AM	3	7	2	22	0	8	1	2	3	2	54	0	103					0
	8:00 AM	3	10	0	33	0	7	1	3	11	0	28	0	96					0
	8:15 AM	0	9	1	33	0	4	4	3	1	3	24	0	81					0
	8:30 AM	0	9	2	35	0	5	1	3	8	0	21	0	83					0
	8:45 AM	1	3	0	31	1	2	0	1	13	4	27	1	83					0
	VOLUMES	8	61	7	234	2	38	9	15	52	10	218	1	654	0	0	0	0	0
	APPROACH %	11%	80%	9%	86%	1%	14%	12%	20%	68%	4%	95%	0%						
	APP/DEPART	76	/	71	273	/	64	76	/	256	229	/	264	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	7	30	3	121	0	22	8	8	25	6	131	0	359					
	APPROACH %	18%	75%	8%	85%	0%	15%	20%	20%	60%	4%	96%	0%						
	PEAK HR FACTOR		0.769			0.888			0.675			0.615		0.871					
	APP/DEPART	40	/	38	142	/	30	41	/	132	137	/	160	0					
PM	4:00 PM	0	7	4	56	0	5	1	1	6	4	91	0	174					0
	4:15 PM	4	6	3	82	0	7	4	6	11	4	45	0	171					0
	4:30 PM	0	8	1	31	0	3	0	5	11	0	34	0	92					0
	4:45 PM	0	4	2	21	0	5	0	5	16	0	44	0	95					0
	5:00 PM	0	11	2	35	0	2	3	3	14	0	16	0	85					0
	5:15 PM	0	3	0	14	1	0	0	0	7	1	23	0	49					0
	5:30 PM	1	2	0	35	0	5	0	0	9	1	46	0	98					0
	5:45 PM	0	1	3	26	0	0	1	1	11	1	15	0	59					0
	VOLUMES	5	42	15	298	1	25	9	20	84	11	313	0	822	0	0	0	0	0
	APPROACH %	8%	68%	24%	92%	0%	8%	8%	17%	75%	3%	97%	0%						
	APP/DEPART	62	/	51	324	/	96	112	/	333	324	/	343	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	4	25	10	189	0	19	5	16	44	8	213	0	531					
	APPROACH %	10%	64%	26%	91%	0%	9%	8%	24%	68%	4%	96%	0%						
	PEAK HR FACTOR		0.750			0.586			0.780			0.583		0.763					
	APP/DEPART	39	/	30	208	/	52	64	/	215	221	/	235	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	I-15 NB Ramps	LOCATION #:	3
TUESDAY	EAST & WEST:	Stoddard Wells Rd	CONTROL:	STOP N/S

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

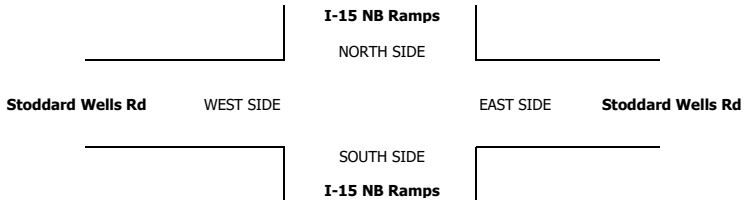
		NORTHBOUND (I-15 NB Ramps)			SOUTHBOUND (I-15 NB Ramps)			EASTBOUND (Stoddard Wells Rd)			WESTBOUND (Stoddard Wells Rd)			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	3	0	14	0	3	0	0	4	0	8	0	32
	7:15 AM	0	11	2	11	1	2	0	0	0	0	8	0	35
	7:30 AM	1	4	0	25	0	3	2	0	8	1	6	0	50
	7:45 AM	0	7	2	13	0	3	1	0	1	2	11	0	40
	8:00 AM	0	10	0	11	0	1	1	0	5	0	9	0	37
	8:15 AM	0	9	1	13	0	1	1	0	1	1	7	0	34
	8:30 AM	0	3	2	12	0	2	1	1	5	0	8	0	34
	8:45 AM	1	3	0	14	1	0	0	1	11	4	8	1	44
	VOLUMES	2	50	7	113	2	15	6	2	35	8	65	1	306
	APPROACH %	3%	85%	12%	87%	2%	12%	14%	5%	81%	11%	88%	1%	
	APP/DEPART	59	/	57	130	/	45	43	/	122	74	/	82	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	1	30	3	62	0	8	5	0	15	4	33	0	161
	APPROACH %	3%	88%	9%	89%	0%	11%	25%	0%	75%	11%	89%	0%	
	PEAK HR FACTOR		0.850			0.625			0.500			0.712		0.805
	APP/DEPART	34	/	35	70	/	19	20	/	65	37	/	42	0
PM	4:00 PM	0	7	4	43	0	3	1	1	6	4	83	0	152
	4:15 PM	1	3	3	56	0	4	1	1	9	1	32	0	111
	4:30 PM	0	5	1	23	0	1	0	3	11	0	21	0	65
	4:45 PM	0	4	2	13	0	0	0	0	10	0	22	0	51
	5:00 PM	0	8	2	13	0	2	1	3	12	0	8	0	49
	5:15 PM	0	3	0	11	1	0	0	0	7	1	7	0	30
	5:30 PM	1	2	0	22	0	0	0	0	9	1	34	0	69
	5:45 PM	0	1	3	20	0	0	1	1	11	1	12	0	50
	VOLUMES	2	33	15	201	1	10	4	9	75	8	219	0	577
	APPROACH %	4%	66%	30%	95%	0%	5%	5%	10%	85%	4%	96%	0%	
	APP/DEPART	50	/	37	212	/	84	88	/	225	227	/	231	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	1	19	10	135	0	8	2	5	36	5	158	0	379
	APPROACH %	3%	63%	33%	94%	0%	6%	5%	12%	84%	3%	97%	0%	
	PEAK HR FACTOR		0.682			0.596			0.768			0.468		0.623
	APP/DEPART	30	/	21	143	/	41	43	/	150	163	/	167	0

U-TURNS

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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR	SRR	ERR	WRR
X	X	X	X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	I-15 NB Ramps	LOCATION #:	3
TUESDAY	EAST & WEST:	Stoddard Wells Rd	CONTROL:	STOP N/S

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND I-15 NB Ramps			SOUTHBOUND I-15 NB Ramps			EASTBOUND Stoddard Wells Rd			WESTBOUND Stoddard Wells Rd				U-TURNS					RTOR			
	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	NRR X	SRR X	ERR X	WRR X
AM	7:00 AM	0	0	0	1	0	0	0	0	1	0	1	0	3	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	2	0	0	0	0	1	0	1	0	4	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	1	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	2	0	2	0	2	0	0	2	0	8	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	2	0	0	0	1	1	0	4	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	2	0	0	0	0	1	0	1	0	4	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	9	0	5	0	2	4	1	8	0	29	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	64%	0%	36%	0%	33%	67%	11%	89%	0%										
	APP/DEPART	0	/	0	14	/	5	6	/	11	9	/	13	0									
	BEGIN PEAK HR		7:30 AM																				
	VOLUMES	0	0	0	3	0	5	0	2	1	1	4	0	16	0	0	0	0		0	0	0	0
	APPROACH %	0%	0%	0%	38%	0%	63%	0%	67%	33%	20%	80%	0%										
	PEAK HR FACTOR		0.000			0.500			0.375			0.625		0.500									
	APP/DEPART	0	/	0	8	/	2	3	/	5	5	/	9	0									
PM	4:00 PM	0	0	0	2	0	1	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	1	0	2	0	1	1	0	0	0	5	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	1	0	1	0	0	1	0	3	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	1	0	1	0	1	2	0	1	0	6	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	1	0	0	1	0	1	0	0	0	3	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	0	0	0	0
	5:30 PM	0	0	0	1	0	1	0	0	0	0	2	0	4	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	0	0	0	0
	VOLUMES	0	0	0	6	0	6	1	3	4	0	5	0	25	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	50%	0%	50%	13%	38%	50%	0%	100%	0%										
	APP/DEPART	0	/	1	12	/	4	8	/	9	5	/	11	0									
	BEGIN PEAK HR		4:00 PM																				
	VOLUMES	0	0	0	4	0	5	0	3	3	0	3	0	18	0	0	0	0		0	0	0	0
	APPROACH %	0%	0%	0%	44%	0%	56%	0%	50%	50%	0%	100%	0%										
	PEAK HR FACTOR		0.000			0.750			0.500			0.750		0.750									
	APP/DEPART	0	/	0	9	/	3	6	/	7	3	/	8	0									

I-15 NB Ramps

NORTH SIDE

Stoddard Wells Rd WEST SIDE EAST SIDE **Stoddard Wells Rd**

SOUTH SIDE

I-15 NB Ramps

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	I-15 NB Ramps	LOCATION #:	3
TUESDAY	EAST & WEST:	Stoddard Wells Rd	CONTROL:	STOP N/S

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND I-15 NB Ramps			SOUTHBOUND I-15 NB Ramps			EASTBOUND Stoddard Wells Rd			WESTBOUND Stoddard Wells 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
AM	7:00 AM	0	1	0	1	0	1	0	0	0	0	0	0	3
	7:15 AM	0	0	0	2	0	1	0	0	0	0	0	0	3
	7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	7:45 AM	0	0	0	0	0	0	0	1	1	0	1	0	3
	8:00 AM	0	0	0	5	0	0	0	0	0	0	2	0	7
	8:15 AM	0	0	0	4	0	0	0	0	0	0	0	0	4
	8:30 AM	0	0	0	3	0	0	0	1	0	0	1	0	5
	8:45 AM	0	0	0	4	0	1	0	0	0	0	1	0	6
	VOLUMES	0	1	0	19	0	3	0	2	1	0	6	0	32
	APPROACH %	0%	100%	0%	86%	0%	14%	0%	67%	33%	0%	100%	0%	
	APP/DEPART	1	/	1	22	/	1	3	/	21	6	/	9	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	0	0	0	9	0	0	0	1	1	0	4	0	15
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	50%	50%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.450			0.250			0.500		0.536
	APP/DEPART	0	/	0	9	/	1	2	/	10	4	/	4	0
PM	4:00 PM	0	0	0	2	0	0	0	0	0	0	0	0	2
	4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
	4:30 PM	0	0	0	1	0	0	0	0	0	0	1	0	2
	4:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	4
	5:00 PM	0	0	0	1	0	0	0	0	0	0	1	0	2
	5:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
	5:30 PM	0	0	0	1	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
	VOLUMES	0	0	0	5	0	0	0	0	0	0	10	0	15
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	
	APP/DEPART	0	/	0	5	/	0	0	/	5	10	/	10	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	0	3	0	0	0	0	0	0	7	0	10
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	
	PEAK HR FACTOR		0.000			0.375			0.000			0.438		0.625
	APP/DEPART	0	/	0	3	/	0	0	/	3	7	/	7	0

U-TURNS					
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	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0		
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0		

RTOR			
NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

I-15 NB Ramps

NORTH SIDE

Stoddard Wells Rd WEST SIDE EAST SIDE **Stoddard Wells Rd**

SOUTH SIDE

I-15 NB Ramps

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	I-15 NB Ramps	LOCATION #:	3
TUESDAY	EAST & WEST:	Stoddard Wells Rd	CONTROL:	STOP N/S

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

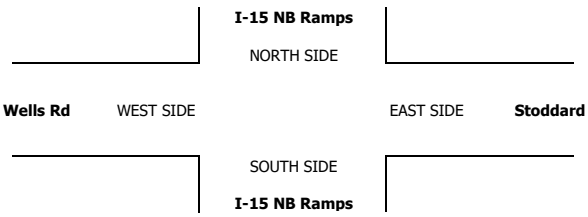
	NORTHBOUND I-15 NB Ramps			SOUTHBOUND I-15 NB Ramps			EASTBOUND Stoddard Wells Rd			WESTBOUND Stoddard Wells Rd			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
7:00 AM	0	0	0	2	0	0	0	0	0	0	4	0	6
7:15 AM	0	1	0	2	0	0	0	1	0	0	3	0	7
7:30 AM	0	0	0	2	0	0	0	0	0	0	6	0	8
7:45 AM	1	0	0	3	0	1	0	0	0	0	13	0	18
8:00 AM	1	0	0	3	0	1	0	0	2	0	4	0	11
8:15 AM	0	0	0	4	0	0	1	1	0	0	5	0	11
8:30 AM	0	2	0	5	0	1	0	0	1	0	3	0	12
8:45 AM	0	0	0	2	0	0	0	0	0	0	5	0	7
VOLUMES	2	3	0	23	0	3	1	2	3	0	43	0	81
APPROACH %	40%	60%	0%	85%	0%	11%	17%	33%	50%	0%	100%	0%	
APP/DEPART	5	/	5	27	/	3	6	/	25	43	/	48	0
BEGIN PEAK HR		7:30 AM											
VOLUMES	2	0	0	12	0	2	1	1	2	0	28	0	49
APPROACH %	100%	0%	0%	80%	0%	13%	25%	25%	50%	0%	100%	0%	
PEAK HR FACTOR		0.500			0.750			0.500			0.538		0.681
APP/DEPART	2	/	2	15	/	2	4	/	13	28	/	32	0
4:00 PM	0	0	0	2	0	0	0	0	0	0	2	0	4
4:15 PM	1	1	0	8	0	0	1	1	0	1	3	0	16
4:30 PM	0	1	0	2	0	0	0	0	0	0	3	0	6
4:45 PM	0	0	0	2	0	1	0	1	1	0	4	0	9
5:00 PM	0	1	0	6	0	0	0	0	0	0	2	0	9
5:15 PM	0	0	0	1	0	0	0	0	0	0	4	0	5
5:30 PM	0	0	0	3	0	1	0	0	0	0	3	0	7
5:45 PM	0	0	0	2	0	0	0	0	0	0	1	0	3
VOLUMES	1	3	0	26	0	2	1	2	1	1	22	0	59
APPROACH %	25%	75%	0%	93%	0%	7%	25%	50%	25%	4%	96%	0%	
APP/DEPART	4	/	4	28	/	2	4	/	28	23	/	25	0
BEGIN PEAK HR		4:00 PM											
VOLUMES	1	2	0	14	0	1	1	2	1	1	12	0	35
APPROACH %	33%	67%	0%	93%	0%	7%	25%	50%	25%	8%	92%	0%	
PEAK HR FACTOR		0.375			0.469			0.500			0.813		0.547
APP/DEPART	3	/	3	15	/	2	4	/	16	13	/	14	0

U-TURNS

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	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	1	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
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

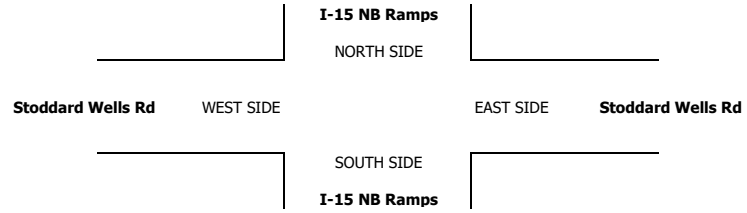
DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	I-15 NB Ramps	LOCATION #:	3
TUESDAY	EAST & WEST:	Stoddard Wells Rd	CONTROL:	STOP N/S

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND I-15 NB Ramps			SOUTHBOUND I-15 NB Ramps			EASTBOUND Stoddard Wells Rd			WESTBOUND Stoddard Wells Rd				U-TURNS					RTOR			
	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	NRR X	SRR X	ERR X	WRR X
AM	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
	7:15 AM	0	0	0	0	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	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	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	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	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
	8:45 AM	0	0	0	0	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	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		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									
PM	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
	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
	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
	4:45 PM	0	0	0	0	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	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	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
	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
	VOLUMES	0	0	0	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	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		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									



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	I-15 NB Ramps	LOCATION #:	3
TUESDAY	EAST & WEST:	Stoddard Wells Rd	CONTROL:	STOP N/S

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

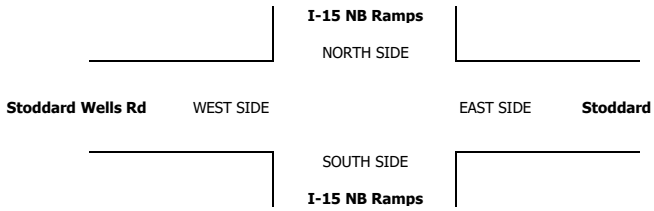
	NORTHBOUND I-15 NB Ramps			SOUTHBOUND I-15 NB Ramps			EASTBOUND Stoddard Wells Rd			WESTBOUND Stoddard Wells Rd			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	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
8:30 AM	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
AM VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
AM APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
AM APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR		7:30 AM											
AM VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 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
AM 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
4:15 PM	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
4:45 PM	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
5:15 PM	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
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
PM VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
PM APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PM APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR		4:00 PM											
PM VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 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
PM APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

U-TURNS

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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE: Tue, Apr 2, 24	LOCATION:	Apple Valley	PROJECT #: SC4523
	NORTH & SOUTH:	Quarry Rd	LOCATION #: 2
	EAST & WEST:	Stoddard Wells Rd	CONTROL: STOP S

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Quarry Rd			SOUTHBOUND Quarry Rd			EASTBOUND Stoddard Wells Rd			WESTBOUND Stoddard Wells Rd			
	LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 0	ET 1	ER X	WL X	WT 1	WR 1	TOTAL
AM	7:00 AM	0	0	0	4	0	0	0	0	0	0	3	13	20
	7:15 AM	0	0	0	1	0	1	0	1	0	0	6	11	20
	7:30 AM	0	0	0	8	0	0	1	3	0	0	4	12	28
	7:45 AM	0	0	0	2	0	0	0	2	0	0	12	18	34
	8:00 AM	0	0	0	8	0	1	0	2	0	0	6	18	35
	8:15 AM	0	0	0	1	0	0	0	3	0	0	4	11	19
	8:30 AM	0	0	0	6	0	0	2	3	0	0	1	14	26
	8:45 AM	0	0	0	12	0	1	2	1	0	0	6	13	35
	VOLUMES	0	0	0	42	0	3	5	15	0	0	42	110	217
	APPROACH %	0%	0%	0%	93%	0%	7%	25%	75%	0%	0%	28%	72%	
	APP/DEPART	0	/	115	45	/	0	20	/	57	152	/	45	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	0	0	19	0	2	1	8	0	0	28	59	117
	APPROACH %	0%	0%	0%	90%	0%	10%	11%	89%	0%	0%	32%	68%	
	PEAK HR FACTOR		0.000			0.583			0.563			0.725		0.836
	APP/DEPART	0	/	60	21	/	0	9	/	27	87	/	30	0
PM	4:00 PM	0	0	0	9	0	0	0	3	0	0	2	96	110
	4:15 PM	0	0	0	10	0	1	2	4	0	0	5	36	58
	4:30 PM	0	0	0	10	0	1	1	3	0	0	6	19	40
	4:45 PM	0	0	0	13	0	0	2	2	0	0	4	28	49
	5:00 PM	0	0	0	13	0	0	6	4	0	0	3	11	37
	5:15 PM	0	0	0	6	0	2	3	1	0	0	0	13	25
	5:30 PM	0	0	0	10	0	1	1	1	0	0	1	39	53
	5:45 PM	0	0	0	11	0	1	0	2	0	0	1	14	29
	VOLUMES	0	0	0	82	0	6	15	20	0	0	22	256	401
	APPROACH %	0%	0%	0%	93%	0%	7%	43%	57%	0%	0%	8%	92%	
	APP/DEPART	0	/	271	88	/	0	35	/	102	278	/	28	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	0	42	0	2	5	12	0	0	17	179	257
	APPROACH %	0%	0%	0%	95%	0%	5%	29%	71%	0%	0%	9%	91%	
	PEAK HR FACTOR		0.000			0.846			0.708			0.500		0.584
	APP/DEPART	0	/	184	44	/	0	17	/	54	196	/	19	0

U-TURNS

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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Quarry Rd

NORTH LEG

Stoddard Wells Rd WEST LEG EAST LEG **Stoddard Wells Rd**

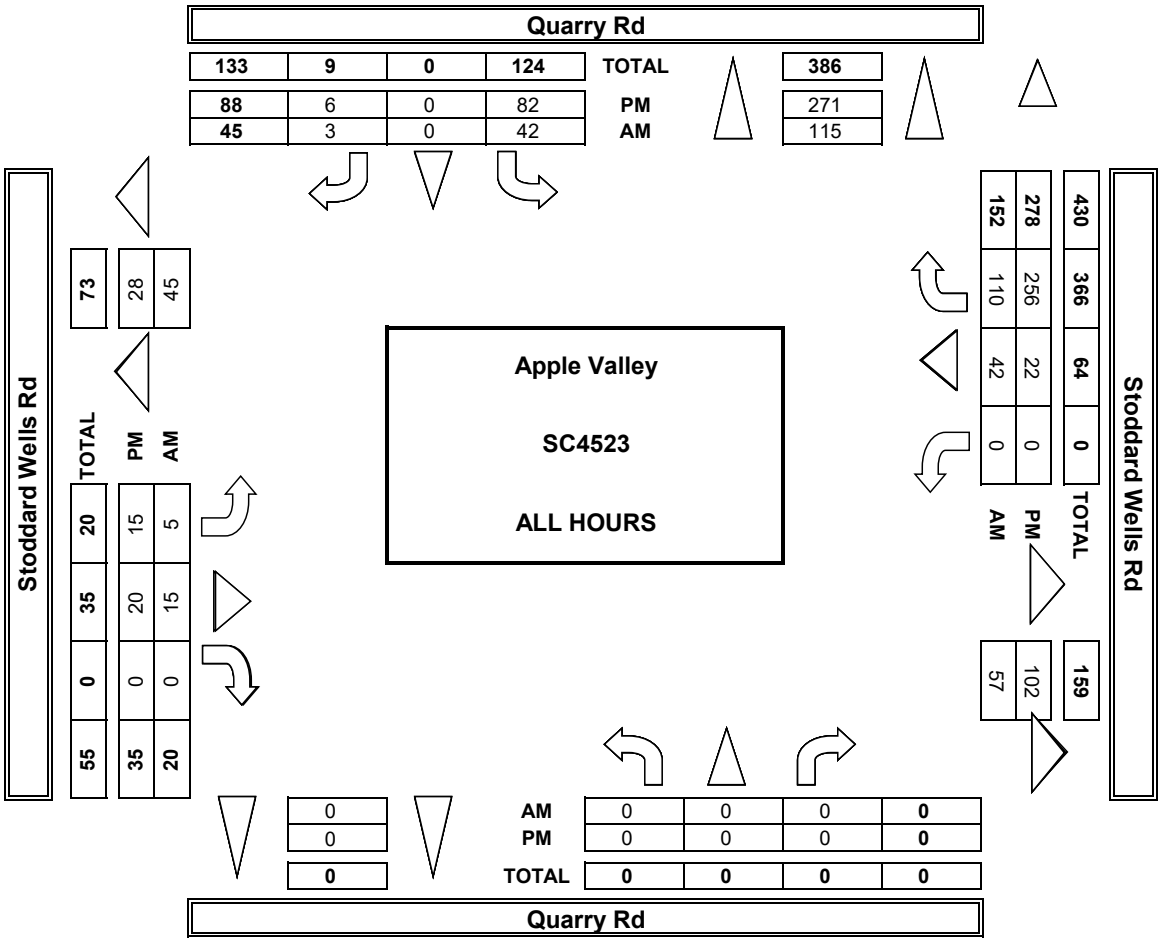
SOUTH LEG

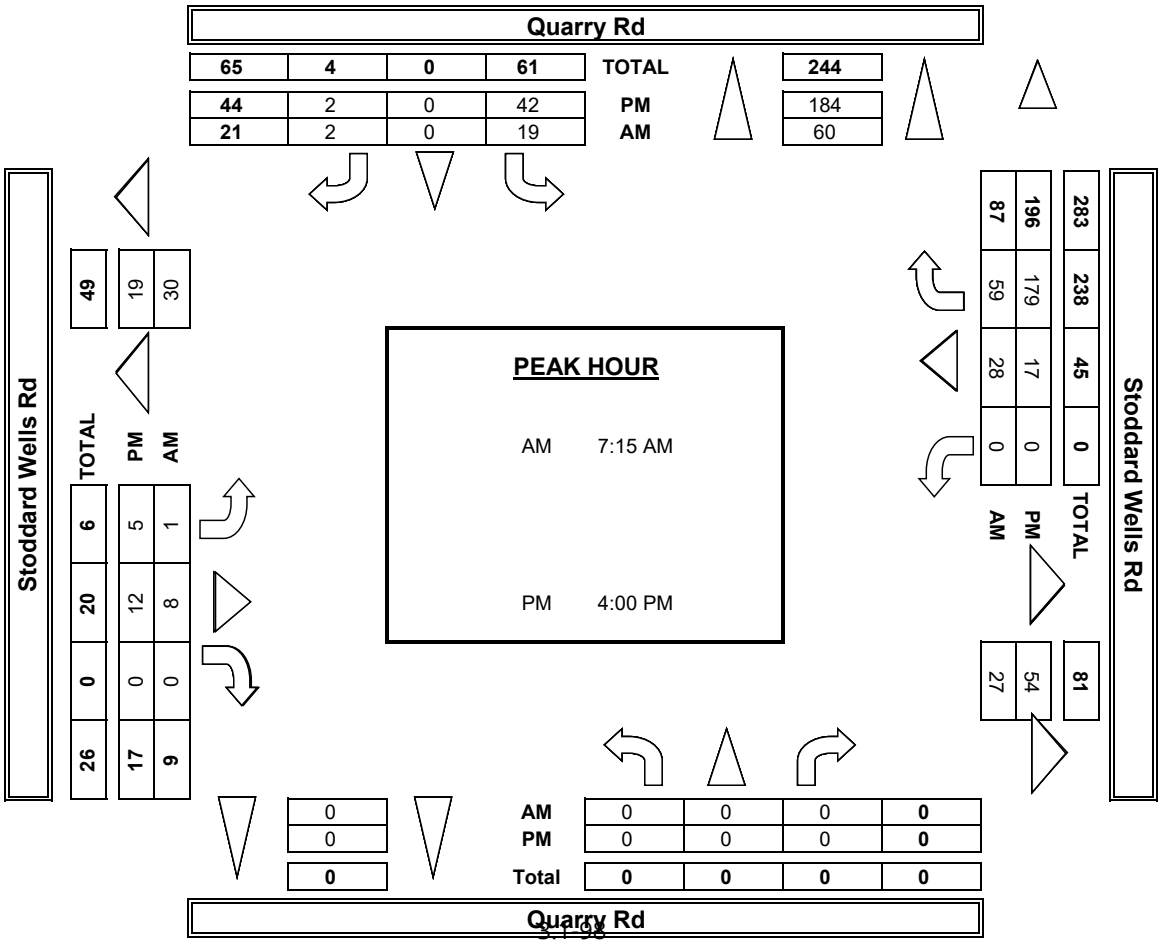
Quarry Rd

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		E LEG	W LEG	S LEG	N LEG	TOTAL	E LEG	W LEG	S LEG	N LEG	TOTAL	EL	WL	SL	NL	TOTAL
AM	7:00 AM	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
	7:30 AM	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
	8:00 AM	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
	8:30 AM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	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
	4:30 PM	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
	5:00 PM	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
	5:30 PM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

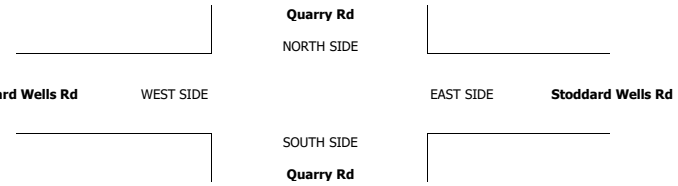
DATE: 4/2/24 TUESDAY	LOCATION:	Apple Valley	PROJECT #:	SC4523
	NORTH & SOUTH:	Quarry Rd	LOCATION #:	2
	EAST & WEST:	Stoddard Wells Rd	CONTROL:	STOP S

NOTES:

PCE Adjusted									
Class	1	2	3	4	5	6			
Factor	1	1.5	2	3	2	2			

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Quarry Rd			SOUTHBOUND Quarry Rd			EASTBOUND Stoddard Wells Rd			WESTBOUND Stoddard Wells Rd				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 0	ET 1	ER X	WL X	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	5	0	0	0	0	0	0	5	22	32					0
	7:15 AM	0	0	0	2	0	1	0	3	0	0	7	19	31					0
	7:30 AM	0	0	0	8	0	0	1	4	0	0	7	22	42					0
	7:45 AM	0	0	0	3	0	0	0	3	0	0	22	37	65					0
	8:00 AM	0	0	0	12	0	1	0	3	0	0	9	32	57					0
	8:15 AM	0	0	0	1	0	0	0	7	0	0	5	20	33					0
	8:30 AM	0	0	0	6	0	0	3	6	0	0	1	24	39					0
	8:45 AM	0	0	0	13	0	1	3	1	0	0	10	24	51					0
	VOLUMES	0	0	0	49	0	3	6	27	0	0	65	199	348	0	0	0	0	0
	APPROACH %	0%	0%	0%	94%	0%	6%	18%	82%	0%	0%	25%	75%						
	APP/DEPART	0	/	205	52	/	0	33	/	75	264	/	68	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	25	0	2	1	13	0	0	45	110	194					
	APPROACH %	0%	0%	0%	92%	0%	8%	7%	93%	0%	0%	29%	71%						
	PEAK HR FACTOR		0.000			0.510			0.750			0.658		0.752					
	APP/DEPART	0	/	111	27	/	0	14	/	37	154	/	47	0					
PM	4:00 PM	0	0	0	9	0	0	0	4	0	0	5	99	116					0
	4:15 PM	0	0	0	10	0	1	2	9	0	0	9	43	74					0
	4:30 PM	0	0	0	10	0	1	1	4	0	0	10	24	49					0
	4:45 PM	0	0	0	14	0	0	3	6	0	0	8	39	69					0
	5:00 PM	0	0	0	14	0	0	6	5	0	0	3	16	43					0
	5:15 PM	0	0	0	6	0	2	3	1	0	0	0	23	35					0
	5:30 PM	0	0	0	10	0	3	1	1	0	0	1	49	65					0
	5:45 PM	0	0	0	11	0	1	0	2	0	0	1	16	31					0
	VOLUMES	0	0	0	84	0	8	16	31	0	0	36	308	481	0	0	0	0	0
	APPROACH %	0%	0%	0%	91%	0%	9%	34%	66%	0%	0%	10%	90%						
	APP/DEPART	0	/	324	92	/	0	46	/	114	344	/	44	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	43	0	2	6	22	0	0	31	205	308					
	APPROACH %	0%	0%	0%	96%	0%	4%	20%	80%	0%	0%	13%	87%						
	PEAK HR FACTOR		0.000			0.804			0.625			0.568		0.663					
	APP/DEPART	0	/	210	45	/	0	28	/	65	235	/	33	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Quarry Rd	LOCATION #:	2
TUESDAY	EAST & WEST:	Stoddard Wells Rd	CONTROL:	STOP S

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

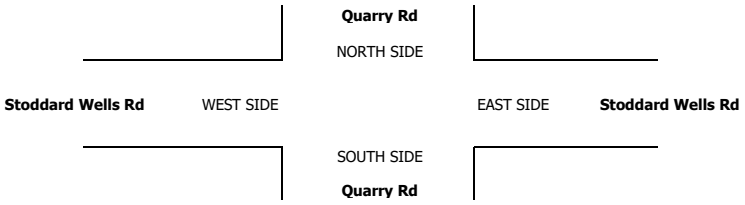
	NORTHBOUND (Quarry Rd)			SOUTHBOUND (Quarry Rd)			EASTBOUND (Stoddard Wells Rd)			WESTBOUND (Stoddard Wells Rd)			
LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 0	ET 1	ER X	WL X	WT 1	WR 1	TOTAL
7:00 AM	0	0	0	3	0	0	0	0	0	0	2	8	13
7:15 AM	0	0	0	0	0	1	0	0	0	0	4	6	11
7:30 AM	0	0	0	8	0	0	1	2	0	0	2	7	20
7:45 AM	0	0	0	1	0	0	0	1	0	0	5	8	15
8:00 AM	0	0	0	6	0	1	0	0	0	0	4	9	20
8:15 AM	0	0	0	1	0	0	0	1	0	0	2	6	10
8:30 AM	0	0	0	6	0	0	1	1	0	0	1	8	17
8:45 AM	0	0	0	11	0	1	1	1	0	0	3	7	24
VOLUMES	0	0	0	36	0	3	3	6	0	0	23	59	130
APPROACH %	0%	0%	0%	92%	0%	8%	33%	67%	0%	0%	28%	72%	
APP/DEPART	0	/	62	39	/	0	9	/	42	82	/	26	0
BEGIN PEAK HR		7:15 AM											
VOLUMES	0	0	0	15	0	2	1	3	0	0	15	30	66
APPROACH %	0%	0%	0%	88%	0%	12%	25%	75%	0%	0%	33%	67%	
PEAK HR FACTOR		0.000			0.531			0.333			0.865		0.825
APP/DEPART	0	/	31	17	/	0	4	/	18	45	/	17	0
4:00 PM	0	0	0	9	0	0	0	2	0	0	0	93	104
4:15 PM	0	0	0	10	0	1	2	0	0	0	2	32	47
4:30 PM	0	0	0	10	0	1	1	2	0	0	2	16	32
4:45 PM	0	0	0	11	0	0	1	0	0	0	1	21	34
5:00 PM	0	0	0	12	0	0	6	3	0	0	3	8	32
5:15 PM	0	0	0	6	0	2	3	1	0	0	0	7	19
5:30 PM	0	0	0	10	0	0	1	1	0	0	1	32	45
5:45 PM	0	0	0	11	0	1	0	2	0	0	1	13	28
VOLUMES	0	0	0	79	0	5	14	11	0	0	10	222	341
APPROACH %	0%	0%	0%	94%	0%	6%	56%	44%	0%	0%	4%	96%	
APP/DEPART	0	/	236	84	/	0	25	/	90	232	/	15	0
BEGIN PEAK HR		4:00 PM											
VOLUMES	0	0	0	40	0	2	4	4	0	0	5	162	217
APPROACH %	0%	0%	0%	95%	0%	5%	50%	50%	0%	0%	3%	97%	
PEAK HR FACTOR		0.000			0.955			0.667			0.449		0.522
APP/DEPART	0	/	166	42	/	0	8	/	44	167	/	7	0

U-TURNS

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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Quarry Rd	LOCATION #:	2
TUESDAY	EAST & WEST:	Stoddard Wells Rd	CONTROL:	STOP S

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Quarry Rd			SOUTHBOUND Quarry Rd			EASTBOUND Stoddard Wells Rd			WESTBOUND Stoddard Wells Rd			
	LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 0	ET 1	ER X	WL X	WT 1	WR 1	TOTAL
AM	7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
	7:15 AM	0	0	0	1	0	0	0	0	0	0	2	1	4
	7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
	8:00 AM	0	0	0	0	0	0	0	2	0	0	0	2	4
	8:15 AM	0	0	0	0	0	0	0	0	0	0	2	1	3
	8:30 AM	0	0	0	0	0	0	1	0	0	0	0	1	2
	8:45 AM	0	0	0	1	0	0	1	0	0	0	1	0	3
	VOLUMES	0	0	0	3	0	0	2	3	0	0	8	5	21
	APPROACH %	0%	0%	0%	100%	0%	0%	40%	60%	0%	0%	62%	38%	
	APP/DEPART	0	/	7	3	/	0	5	/	6	13	/	8	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	0	0	1	0	0	0	3	0	0	5	3	12
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	63%	38%	
	PEAK HR FACTOR		0.000			0.250			0.375			0.667		0.750
	APP/DEPART	0	/	3	1	/	0	3	/	4	8	/	5	0
PM	4:00 PM	0	0	0	0	0	0	0	1	0	0	1	2	4
	4:15 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
	4:30 PM	0	0	0	0	0	0	0	1	0	0	3	0	4
	4:45 PM	0	0	0	2	0	0	1	0	0	0	0	1	4
	5:00 PM	0	0	0	1	0	0	0	1	0	0	0	0	2
	5:15 PM	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	3	3
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	3	0	0	1	5	0	0	5	6	20
	APPROACH %	0%	0%	0%	100%	0%	0%	17%	83%	0%	0%	45%	55%	
	APP/DEPART	0	/	7	3	/	0	6	/	8	11	/	5	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	0	2	0	0	1	4	0	0	5	3	15
	APPROACH %	0%	0%	0%	100%	0%	0%	20%	80%	0%	0%	63%	38%	
	PEAK HR FACTOR		0.000			0.250			0.625			0.667		0.938
	APP/DEPART	0	/	4	2	/	0	5	/	6	8	/	5	0

U-TURNS

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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Quarry Rd

NORTH SIDE

Stoddard Wells Rd WEST SIDE EAST SIDE **Stoddard Wells Rd**

SOUTH SIDE

Quarry Rd

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Quarry Rd	LOCATION #:	2
TUESDAY	EAST & WEST:	Stoddard Wells Rd	CONTROL:	STOP S

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Quarry Rd			SOUTHBOUND Quarry Rd			EASTBOUND Stoddard Wells Rd			WESTBOUND Stoddard Wells Rd			
	LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 0	ET 1	ER X	WL X	WT 1	WR 1	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	7:45 AM	0	0	0	1	0	0	0	1	0	0	0	1	3
	8:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	2
	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	1	0	0	0	1	2
	8:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	2
	VOLUMES	0	0	0	1	0	0	0	2	0	0	3	6	12
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	33%	67%	
	APP/DEPART	0	/	6	1	/	0	2	/	3	9	/	3	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	0	0	1	0	0	0	1	0	0	2	3	7
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	40%	60%	
	PEAK HR FACTOR		0.000			0.250			0.250			0.625		0.583
	APP/DEPART	0	/	3	1	/	0	1	/	2	5	/	2	0
PM	4:00 PM	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	1	1	2
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	2	2	4
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	2
	5:30 PM	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
	VOLUMES	0	0	0	0	0	0	0	0	0	0	3	7	10
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%	70%	
	APP/DEPART	0	/	7	0	/	0	0	/	0	10	/	3	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	3	4	7
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	43%	57%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.438		0.438
	APP/DEPART	0	/	4	0	/	0	0	/	0	7	/	3	0

U-TURNS

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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Quarry Rd

NORTH SIDE

Stoddard Wells Rd WEST SIDE EAST SIDE **Stoddard Wells Rd**

SOUTH SIDE

Quarry Rd

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Quarry Rd	LOCATION #:	2
TUESDAY	EAST & WEST:	Stoddard Wells Rd	CONTROL:	STOP S

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Quarry Rd			SOUTHBOUND Quarry Rd			EASTBOUND Stoddard Wells Rd			WESTBOUND Stoddard Wells Rd			
	LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 0	ET 1	ER X	WL X	WT 1	WR 1	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	1	4	5
	7:15 AM	0	0	0	0	0	0	0	1	0	0	0	3	4
	7:30 AM	0	0	0	0	0	0	0	0	0	0	1	5	6
	7:45 AM	0	0	0	0	0	0	0	0	0	0	4	9	13
	8:00 AM	0	0	0	2	0	0	0	0	0	0	1	6	9
	8:15 AM	0	0	0	0	0	0	0	2	0	0	0	4	6
	8:30 AM	0	0	0	0	0	0	0	1	0	0	0	4	5
	8:45 AM	0	0	0	0	0	0	0	0	0	0	1	5	6
	VOLUMES	0	0	0	2	0	0	0	4	0	0	8	40	54
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	17%	83%	
	APP/DEPART	0	/	40	2	/	0	4	/	6	48	/	8	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	0	0	2	0	0	0	1	0	0	6	23	32
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	21%	79%	
	PEAK HR FACTOR		0.000			0.250			0.250			0.558		0.615
	APP/DEPART	0	/	23	2	/	0	1	/	3	29	/	6	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	2
	4:15 PM	0	0	0	0	0	0	0	2	0	0	1	3	6
	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	2	3
	4:45 PM	0	0	0	0	0	0	0	2	0	0	1	4	7
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	2
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	4
	5:30 PM	0	0	0	0	0	1	0	0	0	0	0	4	5
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
	VOLUMES	0	0	0	0	0	1	0	4	0	0	4	21	30
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	16%	84%	
	APP/DEPART	0	/	21	1	/	0	4	/	4	25	/	5	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	0	0	0	0	0	4	0	0	4	10	18
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	29%	71%	
	PEAK HR FACTOR		0.000			0.000			0.500			0.700		0.643
	APP/DEPART	0	/	10	0	/	0	4	/	4	14	/	4	0

U-TURNS

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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	
0	0	0	0	
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	
0	0	0	0	

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Quarry Rd

NORTH SIDE

Stoddard Wells Rd WEST SIDE EAST SIDE **Stoddard Wells Rd**

SOUTH SIDE

Quarry Rd

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Quarry Rd	LOCATION #:	2
TUESDAY	EAST & WEST:	Stoddard Wells Rd	CONTROL:	STOP S

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Quarry Rd			SOUTHBOUND Quarry Rd			EASTBOUND Stoddard Wells Rd			WESTBOUND Stoddard Wells Rd			
	LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 0	ET 1	ER X	WL X	WT 1	WR 1	TOTAL
AM	7:00 AM	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
	7:30 AM	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
	8:00 AM	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
	8:30 AM	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
	VOLUMES	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		7:15 AM											
	VOLUMES	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
PM	4:00 PM	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
	4:30 PM	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
	5:00 PM	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
	5:30 PM	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
	VOLUMES	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
	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

U-TURNS

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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Quarry Rd

NORTH SIDE

Stoddard Wells Rd WEST SIDE EAST SIDE **Stoddard Wells Rd**

SOUTH SIDE

Quarry Rd

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Quarry Rd	LOCATION #:	2
TUESDAY	EAST & WEST:	Stoddard Wells Rd	CONTROL:	STOP S

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Quarry Rd			SOUTHBOUND Quarry Rd			EASTBOUND Stoddard Wells Rd			WESTBOUND Stoddard Wells Rd			
	LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 0	ET 1	ER X	WL X	WT 1	WR 1	TOTAL
AM	7:00 AM	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
	7:30 AM	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
	8:00 AM	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
	8:30 AM	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
	VOLUMES	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		7:15 AM											
	VOLUMES	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
PM	4:00 PM	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
	4:30 PM	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
	5:00 PM	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
	5:30 PM	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
	VOLUMES	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
	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

U-TURNS					
	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	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0

RTOR				
	NRR X	SRR X	ERR X	WRR X
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0

Quarry Rd

NORTH SIDE

Stoddard Wells Rd WEST SIDE EAST SIDE **Stoddard Wells Rd**

SOUTH SIDE

Quarry Rd

INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE: Tue, Apr 2, 24	LOCATION:	Apple Valley	PROJECT #: SC4523
	NORTH & SOUTH:	Quarry Rd	LOCATION #: 1
	EAST & WEST:	I-15 SB Ramps	CONTROL: STOP W

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Quarry Rd			SOUTHBOUND Quarry Rd			EASTBOUND I-15 SB Ramps			WESTBOUND I-15 SB Ramps			
	LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL
AM	7:00 AM	0	0	12	0	0	0	0	0	0	3	0	0	15
	7:15 AM	0	0	12	0	0	0	0	0	0	2	0	0	14
	7:30 AM	0	1	12	1	0	0	0	0	0	8	0	1	23
	7:45 AM	0	0	17	0	0	0	0	0	0	2	0	0	19
	8:00 AM	0	0	19	0	1	0	0	0	0	9	0	0	29
	8:15 AM	0	0	11	0	0	0	0	0	0	0	0	0	11
	8:30 AM	0	1	14	1	1	0	0	0	0	5	0	1	23
	8:45 AM	0	0	16	0	0	0	0	0	0	13	0	0	29
	VOLUMES	0	2	113	2	2	0	0	0	0	42	0	2	164
	APPROACH %	0%	2%	98%	50%	50%	0%	0%	0%	0%	93%	0%	4%	
	APP/DEPART	115	/	4	4	/	44	0	/	116	45	/	0	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	0	1	60	1	2	0	0	0	0	27	0	1	92
	APPROACH %	0%	2%	98%	33%	67%	0%	0%	0%	0%	96%	0%	4%	
	PEAK HR FACTOR		0.803			0.375			0.000			0.538		0.793
	APP/DEPART	61	/	2	3	/	29	0	/	61	28	/	0	0
PM	4:00 PM	0	0	94	0	0	0	0	0	0	7	0	1	102
	4:15 PM	0	0	39	1	0	0	0	0	0	12	0	0	52
	4:30 PM	0	0	20	0	0	0	0	0	0	11	0	0	31
	4:45 PM	0	0	30	0	0	0	0	0	0	13	0	0	43
	5:00 PM	0	0	17	0	1	0	0	0	0	12	0	1	31
	5:15 PM	0	0	17	0	1	0	0	0	0	8	0	0	26
	5:30 PM	0	0	40	0	0	0	0	0	0	11	0	0	51
	5:45 PM	0	0	13	1	0	0	0	0	0	11	0	1	26
	VOLUMES	0	0	270	2	2	0	0	0	0	85	0	3	364
	APPROACH %	0%	0%	100%	50%	50%	0%	0%	0%	0%	94%	0%	3%	
	APP/DEPART	270	/	3	4	/	87	0	/	274	90	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	183	1	0	0	0	0	0	43	0	1	229
	APPROACH %	0%	0%	100%	100%	0%	0%	0%	0%	0%	96%	0%	2%	
	PEAK HR FACTOR		0.487			0.250			0.000			0.865		0.556
	APP/DEPART	183	/	1	1	/	43	0	/	185	45	/	0	0

U-TURNS

NB	SB	EB	WB	TTL
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	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	0	1	1
0	0	0	2	2
0	0	0	1	

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Quarry Rd

NORTH LEG

I-15 SB Ramps WEST LEG EAST LEG **I-15 SB Ramps**

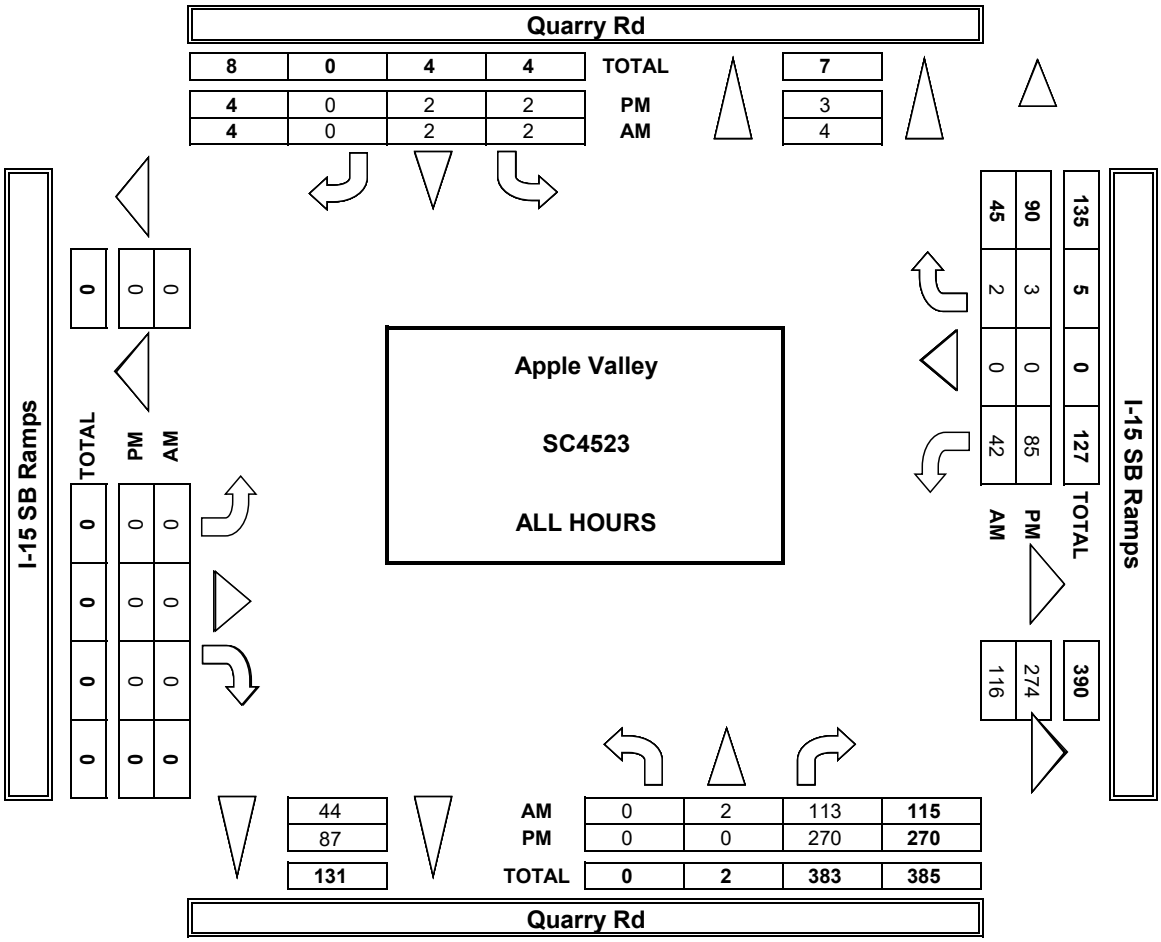
SOUTH LEG

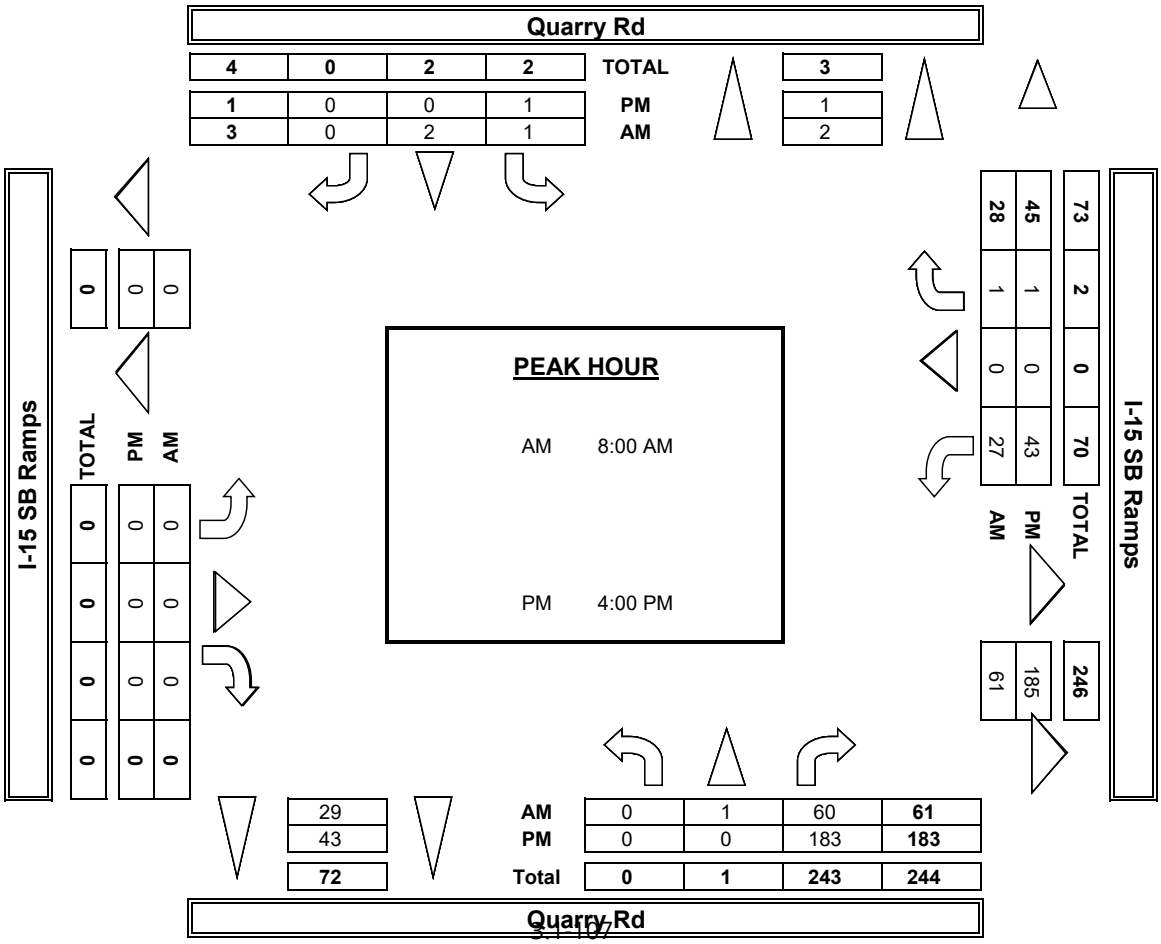
Quarry Rd

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		E LEG	W LEG	S LEG	N LEG	TOTAL	E LEG	W LEG	S LEG	N LEG	TOTAL	EL	WL	SL	NL	TOTAL
AM	7:00 AM	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
	7:30 AM	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
	8:00 AM	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
	8:30 AM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	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
	4:30 PM	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
	5:00 PM	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
	5:30 PM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AimTD LLC

TURNING MOVEMENT COUNTS





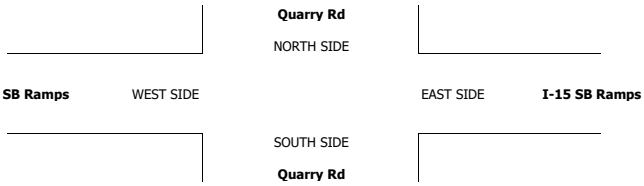
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 4/2/24 TUESDAY	LOCATION:	Apple Valley	PROJECT #: SC4523
	NORTH & SOUTH:	Quarry Rd	LOCATION #: 1
	EAST & WEST:	I-15 SB Ramps	CONTROL: STOP W

	NOTES:										
PCE Adjusted	Class	1	2	3	4	5	6			AM PM MD OTHER OTHER	▲ N ◄ W E ► S ▼
	Factor	1	1.5	2	3	2	2				

		NORTHBOUND Quarry Rd			SOUTHBOUND Quarry Rd			EASTBOUND I-15 SB Ramps			WESTBOUND I-15 SB Ramps				U-TURNS				
	LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	21	0	0	0	0	0	0	4	0	0	25					0
	7:15 AM	0	0	20	0	0	0	0	0	0	3	0	0	22					0
	7:30 AM	0	1	22	1	0	0	0	0	0	8	0	1	33					0
	7:45 AM	0	0	34	0	0	0	0	0	0	3	0	0	37					0
	8:00 AM	0	0	35	0	1	0	0	0	0	13	0	0	49					0
	8:15 AM	0	0	20	0	0	0	0	0	0	0	0	0	20					0
	8:30 AM	0	1	22	1	1	0	0	0	0	5	0	1	31					0
	8:45 AM	0	0	30	0	0	0	0	0	0	14	0	0	43					0
	VOLUMES	0	2	203	2	2	0	0	0	0	49	0	2	259	0	0	0	0	0
	APPROACH %	0%	1%	99%	50%	50%	0%	0%	0%	0%	96%	0%	4%						
	APP/DEPART	205	/	4	4	/	51	0	/	205	51	/	0	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	1	106	1	2	0	0	0	0	32	0	1	143					
	APPROACH %	0%	1%	99%	33%	67%	0%	0%	0%	0%	97%	0%	3%						
	PEAK HR FACTOR		0.764			0.375			0.000			0.602		0.727					
	APP/DEPART	107	/	2	3	/	34	0	/	107	33	/	0	0					
PM	4:00 PM	0	0	98	0	0	0	0	0	0	7	0	1	106					0
	4:15 PM	0	0	45	1	0	0	0	0	0	12	0	0	58					0
	4:30 PM	0	0	25	0	0	0	0	0	0	11	0	0	36					0
	4:45 PM	0	0	41	0	0	0	0	0	0	14	0	0	55					0
	5:00 PM	0	0	22	0	1	0	0	0	0	13	0	1	37					0
	5:15 PM	0	0	27	0	1	0	0	0	0	8	0	0	36					0
	5:30 PM	0	0	50	0	0	0	0	0	0	13	0	0	63					0
	5:45 PM	0	0	15	1	0	0	0	0	0	11	0	1	28					0
	VOLUMES	0	0	323	2	2	0	0	0	0	89	0	3	418	0	0	0	0	0
	APPROACH %	0%	0%	100%	50%	50%	0%	0%	0%	0%	97%	0%	3%						
	APP/DEPART	323	/	3	4	/	91	0	/	325	92	/	0	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	209	1	0	0	0	0	0	44	0	1	255					
	APPROACH %	0%	0%	100%	100%	0%	0%	0%	0%	0%	98%	0%	2%						
	PEAK HR FACTOR		0.533			0.250			0.000			0.804		0.601					
	APP/DEPART	209	/	1	1	/	44	0	/	210	45	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Quarry Rd	LOCATION #:	1
TUESDAY	EAST & WEST:	I-15 SB Ramps	CONTROL:	STOP W

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

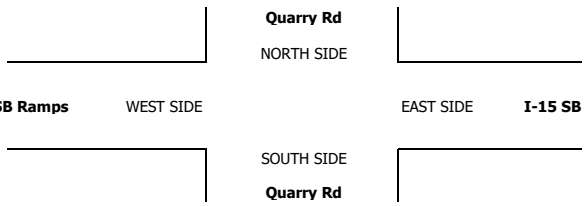
	NORTHBOUND (Quarry Rd)			SOUTHBOUND (Quarry Rd)			EASTBOUND (I-15 SB Ramps)			WESTBOUND (I-15 SB Ramps)			
LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL
7:00 AM	0	0	7	0	0	0	0	0	0	2	0	0	9
7:15 AM	0	0	7	0	0	0	0	0	0	1	0	0	8
7:30 AM	0	1	7	1	0	0	0	0	0	8	0	1	18
7:45 AM	0	0	8	0	0	0	0	0	0	1	0	0	9
8:00 AM	0	0	9	0	1	0	0	0	0	7	0	0	17
8:15 AM	0	0	6	0	0	0	0	0	0	0	0	0	6
8:30 AM	0	1	8	1	1	0	0	0	0	5	0	1	17
8:45 AM	0	0	8	0	0	0	0	0	0	12	0	0	20
VOLUMES	0	2	60	2	2	0	0	0	0	36	0	2	105
APPROACH %	0%	3%	97%	50%	50%	0%	0%	0%	0%	92%	0%	5%	
APP/DEPART	62	/	4	4	/	38	0	/	63	39	/	0	0
BEGIN PEAK HR		8:00 AM											
VOLUMES	0	1	31	1	2	0	0	0	0	24	0	1	60
APPROACH %	0%	3%	97%	33%	67%	0%	0%	0%	0%	96%	0%	4%	
PEAK HR FACTOR		0.889			0.375			0.000			0.521		0.750
APP/DEPART	32	/	2	3	/	26	0	/	32	25	/	0	0
4:00 PM	0	0	90	0	0	0	0	0	0	7	0	1	98
4:15 PM	0	0	36	1	0	0	0	0	0	12	0	0	49
4:30 PM	0	0	17	0	0	0	0	0	0	11	0	0	28
4:45 PM	0	0	22	0	0	0	0	0	0	11	0	0	33
5:00 PM	0	0	14	0	1	0	0	0	0	11	0	1	27
5:15 PM	0	0	11	0	1	0	0	0	0	8	0	0	20
5:30 PM	0	0	33	0	0	0	0	0	0	10	0	0	43
5:45 PM	0	0	12	1	0	0	0	0	0	11	0	1	25
VOLUMES	0	0	235	2	2	0	0	0	0	81	0	3	325
APPROACH %	0%	0%	100%	50%	50%	0%	0%	0%	0%	94%	0%	3%	
APP/DEPART	235	/	3	4	/	83	0	/	239	86	/	0	0
BEGIN PEAK HR		4:00 PM											
VOLUMES	0	0	165	1	0	0	0	0	0	41	0	1	209
APPROACH %	0%	0%	100%	100%	0%	0%	0%	0%	0%	95%	0%	2%	
PEAK HR FACTOR		0.458			0.250			0.000			0.896		0.528
APP/DEPART	165	/	1	1	/	41	0	/	167	43	/	0	0

U-TURNS

AM NB	AM SB	AM EB	AM WB	AM TTL	PM NB	PM SB	PM EB	PM WB	PM TTL	BEGIN PEAK HR NB	BEGIN PEAK HR SB	BEGIN PEAK HR EB	BEGIN PEAK HR WB
0	0	0	0	0	0	0	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	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	0	0	0	0	0	0				
0	0	0	0	0	0	0	0	0	0				
0	0	0	1	1	0	0	0	2	2				

RTOR

AM NRR	AM SRR	AM ERR	AM WRR	PM NRR	PM SRR	PM ERR	PM WRR	BEGIN PEAK HR NRR	BEGIN PEAK HR SRR	BEGIN PEAK HR ERR	BEGIN PEAK HR WRR
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0				
0	0	0	0	0	0	0	0				
0	0	0	0	0	0	0	0				
0	0	0	0	0	0	0	0				
0	0	0	0	0	0	0	0				
0	0	0	0	0	0	0	0				
0	0	0	0	0	0	0	0				
0	0	0	0	0	0	0	0				



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Quarry Rd	LOCATION #:	1
TUESDAY	EAST & WEST:	I-15 SB Ramps	CONTROL:	STOP W

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

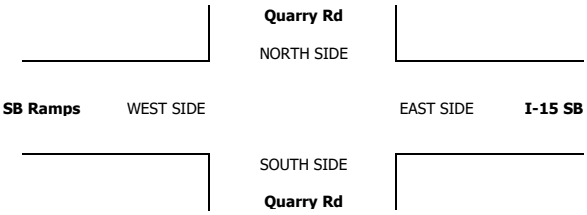
NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Quarry Rd			SOUTHBOUND Quarry Rd			EASTBOUND I-15 SB Ramps			WESTBOUND I-15 SB Ramps			
	LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
	7:15 AM	0	0	1	0	0	0	0	0	0	1	0	0	2
	7:30 AM	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
	8:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	2
	8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
	8:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	2
	8:45 AM	0	0	1	0	0	0	0	0	0	1	0	0	2
	VOLUMES	0	0	7	0	0	0	0	0	0	3	0	0	10
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	7	/	0	0	/	3	0	/	7	3	/	0	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	0	0	6	0	0	0	0	0	0	1	0	0	7
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR		0.750			0.000			0.000			0.250		0.875
	APP/DEPART	6	/	0	0	/	1	0	/	6	1	/	0	0
PM	4:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	2
	4:15 PM	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
	4:45 PM	0	0	2	0	0	0	0	0	0	2	0	0	4
	5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	3	0	0	0	0	0	0	0	0	0	3
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	7	0	0	0	0	0	0	3	0	0	10
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
	APP/DEPART	7	/	0	0	/	3	0	/	7	3	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	4	0	0	0	0	0	0	2	0	0	6
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR		0.500			0.000			0.000			0.250		0.375
	APP/DEPART	4	/	0	0	/	2	0	/	4	2	/	0	0

U-TURNS					
	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	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	
	0	0	0	0	
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	
	0	0	0	0	

RTOR				
	NRR X	SRR X	ERR X	WRR X
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0
	0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

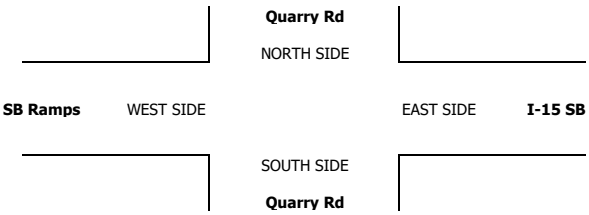
DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Quarry Rd	LOCATION #:	1
TUESDAY	EAST & WEST:	I-15 SB Ramps	CONTROL:	STOP W

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Quarry Rd			SOUTHBOUND Quarry Rd			EASTBOUND I-15 SB Ramps			WESTBOUND I-15 SB Ramps				U-TURNS					RTOR			
	LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL	NB	SB	EB	WB	TTL	NRR X	SRR X	ERR X	WRR X
AM	7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	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	0	0	0	0
	7:45 AM	0	0	1	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	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	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
	8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	6	0	0	0	0	0	0	1	0	0	7	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%										
	APP/DEPART	6	/	0	0	/	1	0	/	6	1	/	0	0									
	BEGIN PEAK HR		8:00 AM																				
	VOLUMES	0	0	3	0	0	0	0	0	0	0	0	0	3	0	0	0	0		0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
	PEAK HR FACTOR		0.750			0.000			0.000			0.000		0.750									
	APP/DEPART	3	/	0	0	/	0	0	/	3	0	/	0	0									
PM	4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	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	0	0	0	0
	4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	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	0	0	0	0
	5:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	2	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
	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
	VOLUMES	0	0	7	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
	APP/DEPART	7	/	0	0	/	0	0	/	7	0	/	0	0									
	BEGIN PEAK HR		4:00 PM																				
	VOLUMES	0	0	4	0	0	0	0	0	0	0	0	0	4	0	0	0	0		0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
	PEAK HR FACTOR		0.500			0.000			0.000			0.000		0.500									
	APP/DEPART	4	/	0	0	/	0	0	/	4	0	/	0	0									



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Quarry Rd	LOCATION #:	1
TUESDAY	EAST & WEST:	I-15 SB Ramps	CONTROL:	STOP W

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Quarry Rd			SOUTHBOUND Quarry Rd			EASTBOUND I-15 SB Ramps			WESTBOUND I-15 SB Ramps			
LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL
7:00 AM	0	0	4	0	0	0	0	0	0	0	0	0	4
7:15 AM	0	0	3	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	5	0	0	0	0	0	0	0	0	0	5
7:45 AM	0	0	8	0	0	0	0	0	0	0	0	0	8
8:00 AM	0	0	7	0	0	0	0	0	0	2	0	0	9
8:15 AM	0	0	4	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	0	3	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	6	0	0	0	0	0	0	0	0	0	6
AM VOLUMES	0	0	40	0	0	0	0	0	0	2	0	0	42
AM APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
AM APP/DEPART	40	/	0	0	/	2	0	/	40	2	/	0	0
BEGIN PEAK HR		8:00 AM											
AM VOLUMES	0	0	20	0	0	0	0	0	0	2	0	0	22
AM APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
AM PEAK HR FACTOR		0.714			0.000			0.000			0.250		0.611
AM APP/DEPART	20	/	0	0	/	2	0	/	20	2	/	0	0
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	3	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	4	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	4	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	0	4	0	0	0	0	0	0	1	0	0	5
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
PM VOLUMES	0	0	21	0	0	0	0	0	0	1	0	0	22
PM APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	
PM APP/DEPART	21	/	0	0	/	1	0	/	21	1	/	0	0
BEGIN PEAK HR		4:00 PM											
PM VOLUMES	0	0	10	0	0	0	0	0	0	0	0	0	10
PM APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PM PEAK HR FACTOR		0.625			0.000			0.000			0.000		0.625
PM APP/DEPART	10	/	0	0	/	0	0	/	10	0	/	0	0

U-TURNS

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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	
0	0	0	0	0

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Quarry Rd

NORTH SIDE

I-15 SB Ramps WEST SIDE EAST SIDE **I-15 SB Ramps**

SOUTH SIDE

Quarry Rd

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Quarry Rd	LOCATION #:	1
TUESDAY	EAST & WEST:	I-15 SB Ramps	CONTROL:	STOP W

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND (Quarry Rd)			SOUTHBOUND (Quarry Rd)			EASTBOUND (I-15 SB Ramps)			WESTBOUND (I-15 SB Ramps)			
LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL
AM													
7:00 AM	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
7:30 AM	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
8:00 AM	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
8:30 AM	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
VOLUMES	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		8:00 AM											
VOLUMES	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
PM													
4:00 PM	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
4:30 PM	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
5:00 PM	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
5:30 PM	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
VOLUMES	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
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

U-TURNS

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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Quarry Rd

NORTH SIDE

I-15 SB Ramps WEST SIDE EAST SIDE **I-15 SB Ramps**

SOUTH SIDE

Quarry Rd

INTERSECTION TURNING MOVEMENT COUNTS

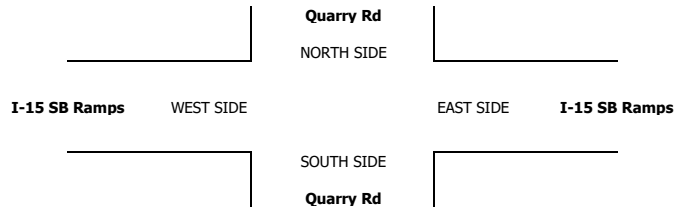
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Quarry Rd	LOCATION #:	1
TUESDAY	EAST & WEST:	I-15 SB Ramps	CONTROL:	STOP W

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Quarry Rd			SOUTHBOUND Quarry Rd			EASTBOUND I-15 SB Ramps			WESTBOUND I-15 SB Ramps				U-TURNS					RTOR			
	LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL	NB	SB	EB	WB	TTL	NRR X	SRR X	ERR X	WRR X
AM	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
	7:15 AM	0	0	0	0	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	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	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	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	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
	8:45 AM	0	0	0	0	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	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		8:00 AM																				
	VOLUMES	0	0	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%										
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000									
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0									
PM	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
	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
	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
	4:45 PM	0	0	0	0	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	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	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
	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
	VOLUMES	0	0	0	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	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		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									



INTERSECTION TURNING MOVEMENT COUNTS

T020624

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

DATE: Tue, Apr 2, 24	LOCATION:	Apple Valley	PROJECT #: SC4523
	NORTH & SOUTH:	Dale Evans Pkwy	LOCATION #: 10
	EAST & WEST:	Corwin Rd	CONTROL: STOP ALL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Dale Evans Pkwy			SOUTHBOUND Dale Evans Pkwy			EASTBOUND Corwin Rd			WESTBOUND Corwin Rd				U-TURNS					RTOR			
	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 0	SB 0	EB 0	WB 0	TTL	NRR X	SRR X	ERR X	WRR X
AM	7:00 AM	0	33	4	0	12	3	3	3	0	1	0	0	59	0	0	0	0	0	0	0	0	0
	7:15 AM	0	41	1	0	16	1	7	3	0	1	0	1	71	0	0	0	0	0	0	0	0	0
	7:30 AM	0	31	6	0	9	4	5	2	1	1	0	0	59	0	0	0	0	0	0	0	0	0
	7:45 AM	4	32	8	1	12	0	3	2	0	3	0	1	66	0	0	0	0	0	0	0	0	0
	8:00 AM	0	24	4	0	4	0	7	1	0	2	2	0	44	0	0	0	0	0	0	0	0	0
	8:15 AM	0	20	4	1	8	6	4	3	1	4	4	0	55	0	0	0	0	0	0	0	0	0
	8:30 AM	1	24	4	0	9	6	5	1	1	1	1	1	54	0	0	0	0	0	0	0	0	0
	8:45 AM	1	20	1	0	19	4	1	2	0	1	0	0	49	0	0	0	0	0	0	0	0	0
	VOLUMES	6	225	32	2	89	24	35	17	3	14	7	3	457	0	0	0	0	0	0	0	0	0
	APPROACH %	2%	86%	12%	2%	77%	21%	64%	31%	5%	58%	29%	13%										
	APP/DEPART	263	/	263	115	/	106	55	/	51	24	/	37	0									
	BEGIN PEAK HR		7:00 AM																				
	VOLUMES	4	137	19	1	49	8	18	10	1	6	0	2	255	0	0	0	0		0	0	0	0
	APPROACH %	3%	86%	12%	2%	84%	14%	62%	34%	3%	75%	0%	25%										
	PEAK HR FACTOR		0.909			0.853			0.725			0.500		0.898									
	APP/DEPART	160	/	157	58	/	56	29	/	30	8	/	12	0									
PM	4:00 PM	0	25	4	0	53	16	5	3	1	6	7	0	120	0	0	0	0	0	0	0	0	0
	4:15 PM	1	34	5	1	44	9	11	0	0	5	4	0	114	0	0	0	0	0	0	0	0	0
	4:30 PM	1	21	3	1	52	11	4	2	0	8	3	2	108	0	0	0	0	0	0	0	0	0
	4:45 PM	1	28	3	1	50	9	2	1	1	6	2	0	104	0	0	0	0	0	0	0	0	0
	5:00 PM	0	13	1	1	50	12	2	1	0	6	2	0	88	0	0	0	0	0	0	0	0	0
	5:15 PM	0	14	2	0	42	3	5	1	0	2	2	0	71	0	0	0	0	0	0	0	0	0
	5:30 PM	0	17	1	1	36	8	0	0	0	3	1	0	67	0	0	0	0	0	0	0	0	0
	5:45 PM	1	17	3	0	35	4	2	2	0	5	1	0	70	0	0	1	0	1	0	0	0	0
	VOLUMES	4	169	22	5	362	72	31	10	2	41	22	2	743	0	0	1	0	1	0	0	0	0
	APPROACH %	2%	87%	11%	1%	82%	16%	70%	23%	5%	63%	34%	3%										
	APP/DEPART	195	/	202	439	/	405	44	/	37	65	/	99	0									
	BEGIN PEAK HR		4:00 PM																				
	VOLUMES	3	108	15	3	199	45	22	6	2	25	16	2	446	0	0	0	0		0	0	0	0
	APPROACH %	2%	86%	12%	1%	81%	18%	73%	20%	7%	58%	37%	5%										
	PEAK HR FACTOR		0.788			0.895			0.682			0.827		0.929									
	APP/DEPART	126	/	132	247	/	226	30	/	24	43	/	64	0									

Dale Evans Pkwy

NORTH LEG

Corwin Rd WEST LEG EAST LEG **Corwin Rd**

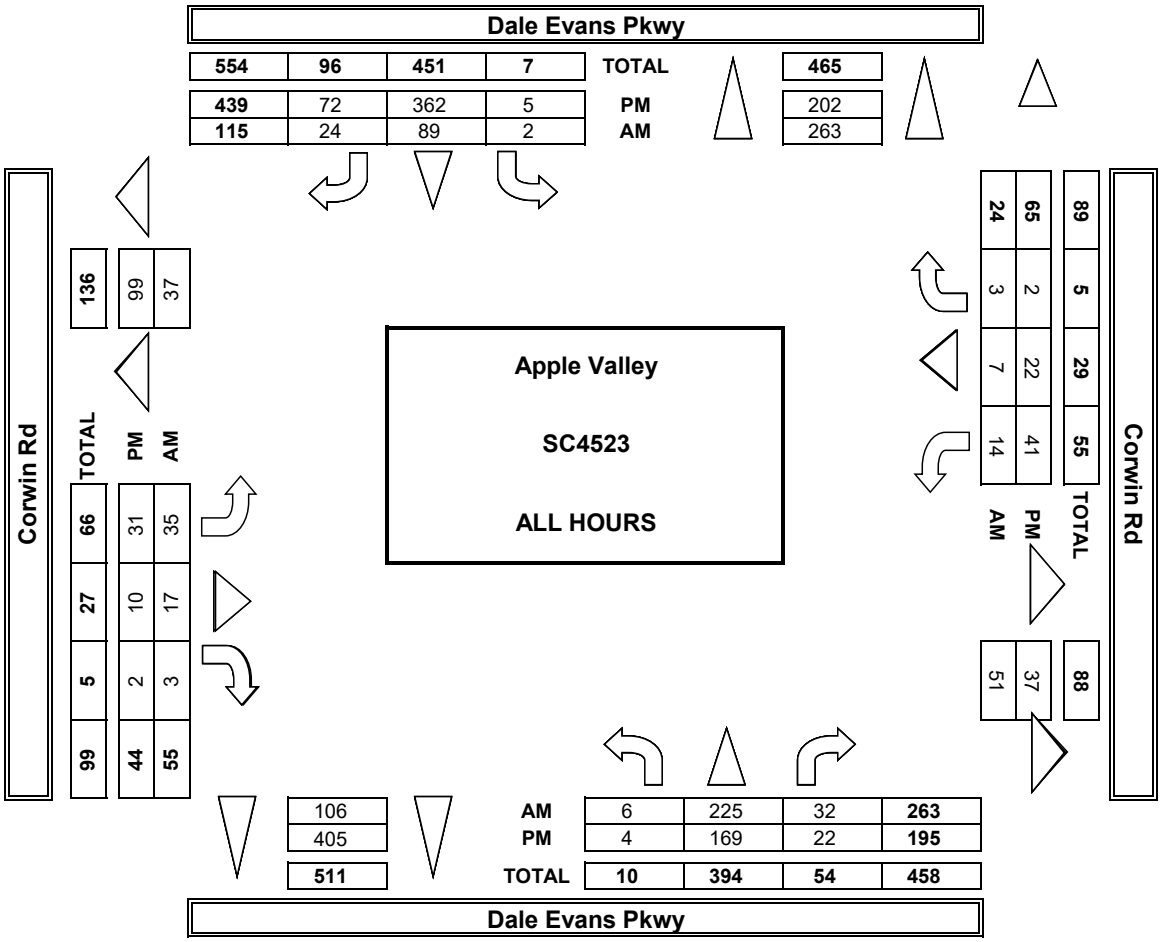
SOUTH LEG

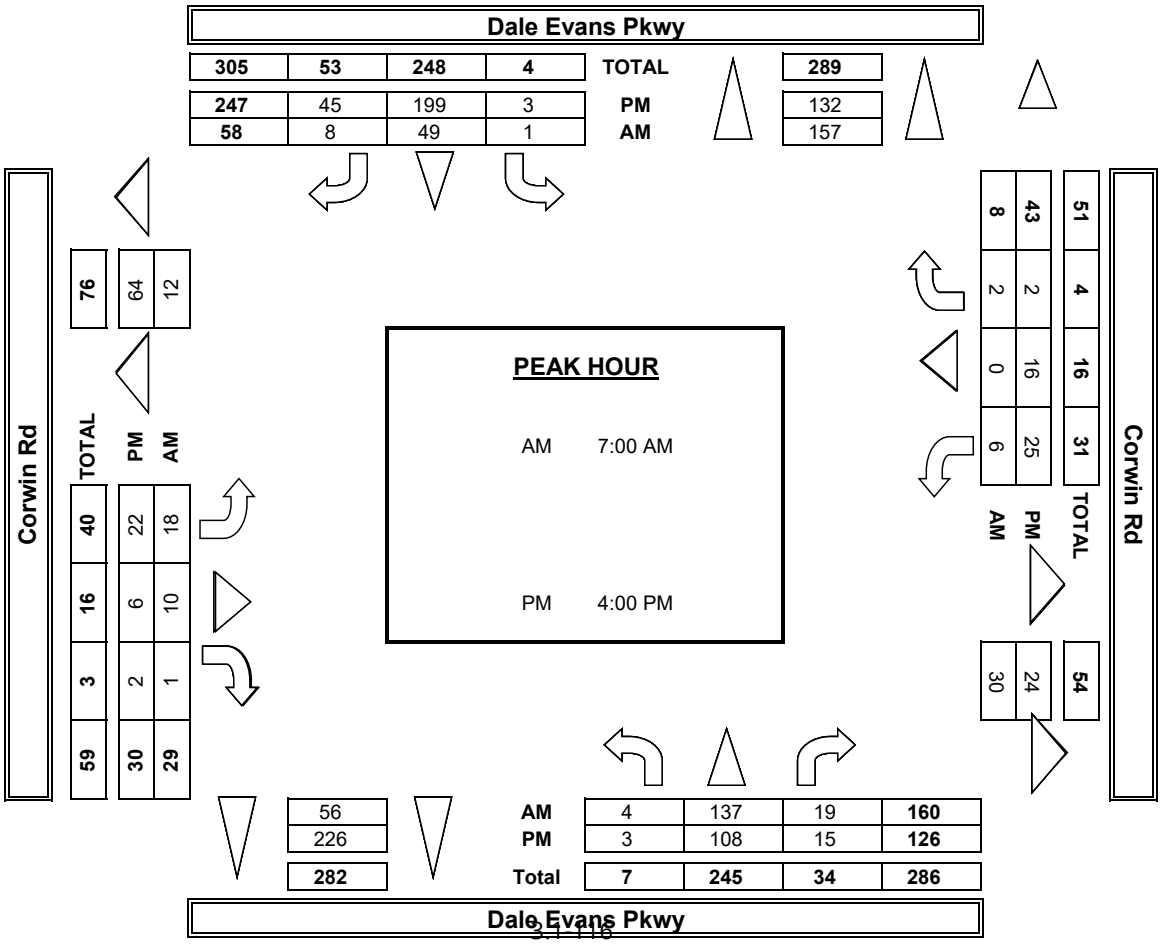
Dale Evans Pkwy

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		E LEG	W LEG	S LEG	N LEG	TOTAL	E LEG	W LEG	S LEG	N LEG	TOTAL	EL	WL	SL	NL	TOTAL
AM	7:00 AM	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
	7:30 AM	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
	8:00 AM	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
	8:30 AM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
	4:30 PM	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
	5:00 PM	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
	5:30 PM	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
	TOTAL	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1

AimTD LLC

TURNING MOVEMENT COUNTS





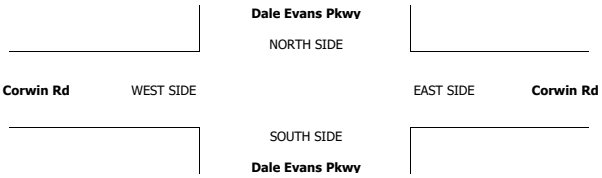
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 4/2/24 TUESDAY	LOCATION:	Apple Valley	PROJECT #:	SC4523
	NORTH & SOUTH:	Dale Evans Pkwy	LOCATION #:	10
	EAST & WEST:	Corwin Rd	CONTROL:	STOP ALL

	NOTES:											
PCE Adjusted	Class	1	2	3	4	5	6			AM PM MD OTHER OTHER	▲ N ◄ W E ► S ▼	
	Factor	1	1.5	2	3	2	2					

	NORTHBOUND Dale Evans Pkwy			SOUTHBOUND Dale Evans Pkwy			EASTBOUND Corwin Rd			WESTBOUND Corwin Rd				U-TURNS				
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	37	4	0	13	3	3	4	0	1	0	0	64					0
7:15 AM	0	48	1	0	16	1	7	4	0	2	0	2	79					0
7:30 AM	0	36	6	0	11	6	7	2	2	1	0	0	71					0
7:45 AM	7	32	9	1	14	0	3	2	0	3	0	1	72					0
8:00 AM	0	28	4	0	7	0	7	1	0	2	4	0	53					0
8:15 AM	0	21	5	1	10	6	6	3	1	4	5	0	60					0
8:30 AM	1	28	4	0	11	9	5	1	1	1	1	1	63					0
8:45 AM	2	26	1	0	20	4	1	2	0	1	0	0	57					0
AM VOLUMES	10	254	33	2	101	29	39	18	4	15	10	4	517	0	0	0	0	0
AM APPROACH %	3%	86%	11%	2%	76%	22%	64%	30%	7%	53%	35%	13%						
AM APP/DEPART	297	/	297	132	/	119	61	/	53	28	/	49	0					
AM BEGIN PEAK HR		7:00 AM																
AM VOLUMES	7	152	20	1	54	10	20	11	2	7	0	3	285					
AM APPROACH %	4%	85%	11%	2%	83%	16%	61%	33%	6%	72%	0%	28%						
AM PEAK HR FACTOR		0.918			0.949			0.750			0.563		0.900					
AM APP/DEPART	178	/	174	65	/	62	33	/	32	9	/	17	0					
4:00 PM	0	27	4	0	54	16	5	4	1	6	7	0	124					0
4:15 PM	1	35	5	1	46	9	11	0	0	5	4	0	117					0
4:30 PM	1	23	4	2	54	12	5	2	0	8	3	2	114					0
4:45 PM	2	28	3	1	56	10	2	1	1	8	2	0	113					0
5:00 PM	0	15	1	1	54	12	2	1	0	6	2	0	94					0
5:15 PM	0	18	3	0	43	3	5	1	0	2	2	0	76					0
5:30 PM	0	19	1	1	38	9	0	0	0	3	1	0	72					0
5:45 PM	2	17	3	0	35	4	2	2	0	5	1	0	71					0
PM VOLUMES	6	182	23	6	379	75	32	11	2	43	22	2	780	0	0	0	0	0
PM APPROACH %	3%	86%	11%	1%	83%	16%	71%	25%	4%	64%	33%	3%						
PM APP/DEPART	211	/	215	459	/	423	45	/	40	67	/	103	0					
PM BEGIN PEAK HR		4:00 PM																
PM VOLUMES	4	113	16	4	209	47	23	7	2	27	16	2	468					
PM APPROACH %	3%	85%	12%	1%	81%	18%	71%	22%	6%	60%	36%	4%						
PM PEAK HR FACTOR		0.808			0.932			0.716			0.856		0.946					
PM APP/DEPART	133	/	138	259	/	238	32	/	26	45	/	67	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Dale Evans Pkwy	LOCATION #:	10
TUESDAY	EAST & WEST:	Corwin Rd	CONTROL:	STOP ALL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

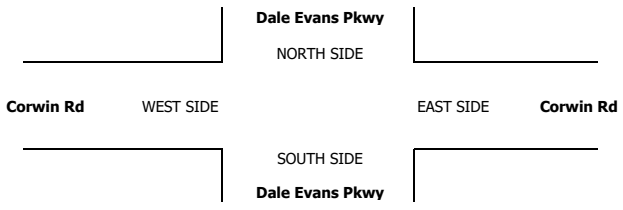
		NORTHBOUND (Dale Evans Pkwy)			SOUTHBOUND (Dale Evans Pkwy)			EASTBOUND (Corwin Rd)			WESTBOUND (Corwin Rd)			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	27	4	0	11	3	3	2	0	1	0	0	51
	7:15 AM	0	37	1	0	16	1	7	2	0	0	0	0	64
	7:30 AM	0	26	6	0	8	2	4	2	0	1	0	0	49
	7:45 AM	2	32	7	1	10	0	3	2	0	3	0	1	61
	8:00 AM	0	19	4	0	2	0	7	1	0	2	1	0	36
	8:15 AM	0	19	3	1	5	6	3	3	1	4	3	0	48
	8:30 AM	1	22	4	0	7	4	5	1	1	1	1	1	48
	8:45 AM	0	15	1	0	18	4	1	2	0	1	0	0	42
	VOLUMES	3	197	30	2	77	20	33	15	2	13	5	2	399
	APPROACH %	1%	86%	13%	2%	78%	20%	66%	30%	4%	65%	25%	10%	
	APP/DEPART	230	/	232	99	/	92	50	/	47	20	/	28	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	2	122	18	1	45	6	17	8	0	5	0	1	225
	APPROACH %	1%	86%	13%	2%	87%	12%	68%	32%	0%	83%	0%	17%	
	PEAK HR FACTOR		0.866			0.765			0.694			0.375		0.879
	APP/DEPART	142	/	140	52	/	50	25	/	27	6	/	8	0
PM	4:00 PM	0	22	4	0	52	16	5	2	1	6	7	0	115
	4:15 PM	1	33	5	1	41	9	11	0	0	5	4	0	110
	4:30 PM	1	20	2	0	51	10	3	2	0	8	3	2	102
	4:45 PM	0	28	3	1	45	8	2	1	1	3	2	0	94
	5:00 PM	0	12	1	1	48	12	2	1	0	6	2	0	85
	5:15 PM	0	11	1	0	41	3	5	1	0	2	2	0	66
	5:30 PM	0	16	1	1	35	7	0	0	0	3	1	0	64
	5:45 PM	0	17	3	0	35	4	2	2	0	5	1	0	69
	VOLUMES	2	159	20	4	348	69	30	9	2	38	22	2	706
	APPROACH %	1%	88%	11%	1%	83%	16%	71%	21%	5%	61%	35%	3%	
	APP/DEPART	181	/	191	421	/	388	42	/	33	62	/	94	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	2	103	14	2	189	43	21	5	2	22	16	2	421
	APPROACH %	2%	87%	12%	1%	81%	18%	75%	18%	7%	55%	40%	5%	
	PEAK HR FACTOR		0.763			0.860			0.636			0.769		0.915
	APP/DEPART	119	/	126	234	/	213	28	/	21	40	/	61	0

U-TURNS

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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	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
0	0	0	0	0

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Dale Evans Pkwy	LOCATION #:	10
TUESDAY	EAST & WEST:	Corwin Rd	CONTROL:	STOP ALL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

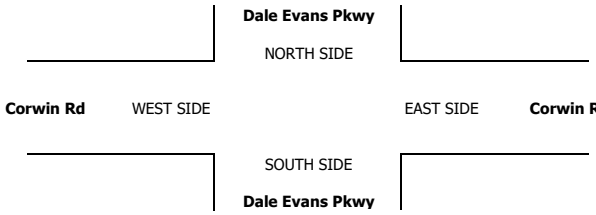
		NORTHBOUND Dale Evans Pkwy			SOUTHBOUND Dale Evans Pkwy			EASTBOUND Corwin Rd			WESTBOUND Corwin Rd			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	5	0	0	1	0	0	1	0	0	0	0	7
	7:15 AM	0	1	0	0	0	0	0	1	0	1	0	1	4
	7:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
	7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
	8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
	8:15 AM	0	1	1	0	3	0	0	0	0	0	1	0	6
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
	VOLUMES	0	14	2	0	5	0	0	2	0	1	1	1	26
	APPROACH %	0%	88%	13%	0%	100%	0%	0%	100%	0%	33%	33%	33%	
	APP/DEPART	16	/	15	5	/	6	2	/	4	3	/	1	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	9	1	0	1	0	0	2	0	1	0	1	15
	APPROACH %	0%	90%	10%	0%	100%	0%	0%	100%	0%	50%	0%	50%	
	PEAK HR FACTOR		0.500			0.250			0.500			0.250		0.536
	APP/DEPART	10	/	10	1	/	2	2	/	3	2	/	0	0
PM	4:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
	4:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
	4:30 PM	0	0	1	1	0	1	1	0	0	0	0	0	4
	4:45 PM	0	0	0	0	3	0	0	0	0	3	0	0	6
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	1	1	0	1	0	0	0	0	0	0	0	3
	5:30 PM	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
	VOLUMES	0	3	2	1	7	1	1	0	0	3	0	0	18
	APPROACH %	0%	60%	40%	11%	78%	11%	100%	0%	0%	100%	0%	0%	
	APP/DEPART	5	/	4	9	/	10	1	/	3	3	/	1	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	2	1	1	6	1	1	0	0	3	0	0	15
	APPROACH %	0%	67%	33%	13%	75%	13%	100%	0%	0%	100%	0%	0%	
	PEAK HR FACTOR		0.375			0.667			0.250			0.250		0.625
	APP/DEPART	3	/	3	8	/	9	1	/	2	3	/	1	0

U-TURNS

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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



INTERSECTION TURNING MOVEMENT COUNTS

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

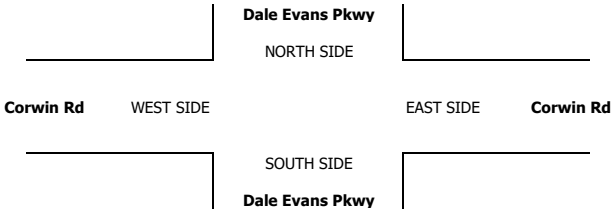
DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Dale Evans Pkwy	LOCATION #:	10
TUESDAY	EAST & WEST:	Corwin Rd	CONTROL:	STOP ALL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Dale Evans Pkwy			SOUTHBOUND Dale Evans Pkwy			EASTBOUND Corwin Rd			WESTBOUND Corwin Rd				U-TURNS					RTOR			
	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	NRR X	SRR X	ERR X	WRR X
AM	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
	7:15 AM	0	0	0	0	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	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	0	0	0	0
	8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	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	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
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%										
	APP/DEPART	1	/	1	1	/	2	1	/	0	0	/	0	0									
	BEGIN PEAK HR		7:00 AM																				
	VOLUMES	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0		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									
	APP/DEPART	0	/	0	0	/	1	1	/	0	0	/	0	0									
PM	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
	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
	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
	4:45 PM	0	0	0	0	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	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	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
	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
	VOLUMES	0	0	0	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	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		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									



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Dale Evans Pkwy	LOCATION #:	10
TUESDAY	EAST & WEST:	Corwin Rd	CONTROL:	STOP ALL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM PM MD OTHER OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Dale Evans Pkwy			SOUTHBOUND Dale Evans Pkwy			EASTBOUND Corwin Rd			WESTBOUND Corwin Rd				U-TURNS					RTOR			
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL	NB	SB	EB	WB	TTL	NRR	SRR	ERR	WRR
	LANES:	0	1	0	0	1	0	0	1	0	0	1	0							X	X	X	X
AM	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
	7:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
	7:30 AM	0	1	0	0	1	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
	7:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	8:30 AM	0	2	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
	8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
	VOLUMES	1	8	0	0	2	1	2	0	0	0	1	0	15	0	0	0	0	0	0	0	0	0
	APPROACH %	11%	89%	0%	0%	67%	33%	100%	0%	0%	0%	100%	0%										
	APP/DEPART	9	/	10	3	/	2	2	/	0	1	/	3	0									
	BEGIN PEAK HR		7:00 AM																				
	VOLUMES	1	4	0	0	1	0	1	0	0	0	0	0	7	0	0	0	0		0	0	0	0
	APPROACH %	20%	80%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%										
	PEAK HR FACTOR		0.417			0.250			0.250			0.000		0.583									
	APP/DEPART	5	/	5	1	/	1	1	/	0	0	/	1	0									
PM	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
	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
	4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
	5:00 PM	0	1	0	0	2	0	0	0	0	0	0	0	3	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	0	0	0	0	0
	5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	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	0	0	0	0
	VOLUMES	0	4	0	0	6	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%										
	APP/DEPART	4	/	4	6	/	6	0	/	0	0	/	0	0									
	BEGIN PEAK HR		4:00 PM																				
	VOLUMES	0	1	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0		0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%										
	PEAK HR FACTOR		0.250			0.375			0.000			0.000		0.500									
	APP/DEPART	1	/	1	3	/	3	0	/	0	0	/	0	0									

Dale Evans Pkwy

NORTH SIDE

Corwin Rd WEST SIDE

EAST SIDE **Corwin Rd**

SOUTH SIDE

Dale Evans Pkwy

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Dale Evans Pkwy	LOCATION #:	10
TUESDAY	EAST & WEST:	Corwin Rd	CONTROL:	STOP ALL

CLASS 5: RV

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Dale Evans Pkwy			SOUTHBOUND Dale Evans Pkwy			EASTBOUND Corwin Rd			WESTBOUND Corwin 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
AM	7:00 AM	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
	7:30 AM	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
	8:00 AM	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
	8:30 AM	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
	VOLUMES	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
	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
PM	4:00 PM	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
	4:30 PM	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
	5:00 PM	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
	5:30 PM	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
	VOLUMES	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
	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

U-TURNS

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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Dale Evans Pkwy

NORTH SIDE

Corwin Rd WEST SIDE EAST SIDE **Corwin Rd**

SOUTH SIDE

Dale Evans Pkwy

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Apple Valley	PROJECT #:	SC4523
4/2/24	NORTH & SOUTH:	Dale Evans Pkwy	LOCATION #:	10
TUESDAY	EAST & WEST:	Corwin Rd	CONTROL:	STOP ALL

CLASS 6: BUSES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

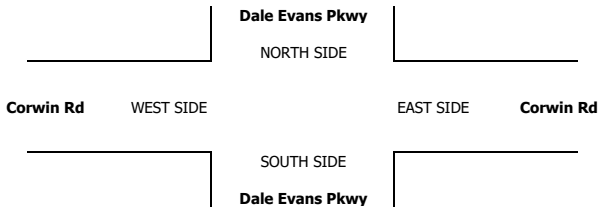
	NORTHBOUND Dale Evans Pkwy			SOUTHBOUND Dale Evans Pkwy			EASTBOUND Corwin Rd			WESTBOUND Corwin Rd			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	2	0	0	0	0	0	0	3
7:45 AM	1	0	0	0	2	0	0	0	0	0	0	0	3
8:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	2
8:45 AM	1	1	0	0	0	0	0	0	0	0	0	0	2
AM VOLUMES	2	5	0	0	4	3	0	0	0	0	0	0	14
AM APPROACH %	29%	71%	0%	0%	57%	43%	0%	0%	0%	0%	0%	0%	
AM APP/DEPART	7	/	5	7	/	4	0	/	0	0	/	5	0
BEGIN PEAK HR		7:00 AM											
PEAK HR VOLUMES	1	2	0	0	2	2	0	0	0	0	0	0	7
PEAK HR APPROACH %	33%	67%	0%	0%	50%	50%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR		0.750			0.500			0.000			0.000		0.583
AM PEAK HR APP/DEPART	3	/	2	4	/	2	0	/	0	0	/	3	0
4:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	2
5:00 PM	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
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
PM VOLUMES	2	3	0	0	1	2	0	1	0	0	0	0	9
PM APPROACH %	40%	60%	0%	0%	33%	67%	0%	100%	0%	0%	0%	0%	
PM APP/DEPART	5	/	3	3	/	1	1	/	1	0	/	4	0
BEGIN PEAK HR		4:00 PM											
PEAK HR VOLUMES	1	2	0	0	1	1	0	1	0	0	0	0	6
PEAK HR APPROACH %	33%	67%	0%	0%	50%	50%	0%	100%	0%	0%	0%	0%	
PEAK HR FACTOR		0.750			0.500			0.250			0.000		0.750
PM PEAK HR APP/DEPART	3	/	2	2	/	1	1	/	1	0	/	2	0

U-TURNS

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	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR X	SRR X	ERR X	WRR X
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



A102423

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, April 02, 2024 **CITY:** Apple Valley

JOB #: SC4523 **LOCATION:** CLASS4 Stoddard Wells Rd east of I-15 NB Ramps

AM TIME	EB 1	2	3	4	5	6	TOTAL
0:00	1	0	0	0	0	0	1
0:15	3	0	0	1	0	0	4
0:30	2	0	1	0	0	0	3
0:45	2	0	1	1	0	0	4
1:00	0	0	0	2	0	0	2
1:15	2	0	1	1	0	0	4
1:30	5	0	0	0	0	0	5
1:45	5	0	0	0	0	0	5
2:00	2	0	1	1	0	0	4
2:15	2	0	0	0	0	0	2
2:30	4	0	0	1	0	0	5
2:45	8	0	0	0	0	0	8
3:00	7	0	0	0	0	0	7
3:15	6	0	0	0	0	0	6
3:30	15	0	0	1	0	0	16
3:45	17	0	0	2	0	0	19
4:00	18	0	0	0	0	0	18
4:15	25	0	1	0	0	0	26
4:30	33	0	0	2	0	0	35
4:45	63	0	0	3	0	0	66
5:00	29	0	1	3	0	0	33
5:15	60	1	0	3	0	0	64
5:30	32	2	1	4	0	0	39
5:45	34	0	0	2	0	0	36
6:00	20	0	2	6	0	0	28
6:15	23	2	2	0	0	0	27
6:30	17	3	1	2	0	0	23
6:45	14	2	1	3	0	0	20
7:00	14	1	1	2	0	0	18
7:15	13	2	2	3	0	0	20
7:30	25	1	0	2	0	0	28
7:45	15	0	1	3	0	0	19
8:00	11	4	5	3	0	0	23
8:15	14	0	4	5	0	0	23
8:30	15	1	4	5	0	0	25
8:45	15	2	4	2	0	0	23
9:00	13	0	1	9	0	0	23
9:15	6	2	3	8	0	0	19
9:30	10	4	3	3	0	0	20
9:45	4	2	1	3	0	0	10
10:00	10	1	7	10	0	0	28
10:15	6	4	2	4	0	0	16
10:30	11	2	6	10	0	0	29
10:45	5	4	3	3	0	0	15
11:00	8	6	2	6	0	0	22
11:15	6	1	1	4	0	0	12
11:30	7	1	5	4	0	0	17
11:45	8	1	3	7	0	0	19
TOTAL	665	49	71	134	0	0	919

AM PEAK HOUR	4:45 AM
AM PEAK VOLUME	202

PM Time	EB 1	2	3	4	5	6	TOTAL
12:00	3	2	5	4	0	0	14
12:15	5	0	2	4	0	0	11
12:30	8	1	2	7	0	0	18
12:45	4	0	2	8	0	0	14
13:00	9	2	1	3	0	0	15
13:15	7	1	2	3	0	0	13
13:30	10	1	6	6	0	0	23
13:45	13	1	3	3	0	0	20
14:00	10	0	2	5	0	0	17
14:15	21	4	1	4	0	0	30
14:30	18	1	2	3	0	0	24
14:45	13	0	1	5	0	0	19
15:00	17	1	1	6	0	0	25
15:15	31	1	4	5	0	0	41
15:30	27	4	2	8	0	0	41
15:45	52	1	0	4	0	0	57
16:00	48	2	2	2	0	0	54
16:15	60	2	0	9	0	0	71
16:30	27	1	1	2	0	0	31
16:45	15	2	0	3	0	0	20
17:00	18	1	1	6	0	0	26
17:15	11	0	0	1	0	0	12
17:30	22	1	1	3	0	0	27
17:45	24	0	0	2	0	0	26
18:00	10	1	2	5	0	0	18
18:15	12	0	0	9	0	0	21
18:30	12	0	3	4	0	0	19
18:45	10	0	0	3	0	0	13
19:00	10	0	1	0	0	0	11
19:15	9	0	0	0	0	0	9
19:30	11	1	0	5	0	0	17
19:45	7	0	2	3	0	0	12
20:00	8	0	0	2	0	0	10
20:15	6	0	0	6	0	0	12
20:30	11	0	0	5	0	0	16
20:45	9	0	3	1	1	0	14
21:00	4	0	0	0	0	0	4
21:15	4	0	1	2	0	0	7
21:30	1	0	0	0	0	0	1
21:45	7	0	0	2	0	0	9
22:00	3	0	0	2	0	0	5
22:15	5	0	0	1	0	0	6
22:30	2	0	1	0	0	0	3
22:45	3	0	2	2	0	0	7
23:00	0	0	0	1	0	0	1
23:15	1	0	0	0	0	0	1
23:30	0	0	1	2	0	0	3
23:45	1	0	0	3	0	0	4
TOTAL	619	31	57	164	1	0	872

AM PEAK HOUR	3:30 PM
AM PEAK VOLUME	223

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	1,284	80	128	298	1	0	1,791
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	71.7%	4.5%	7.1%	16.6%	0.1%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	2,346	148	191	678	1	0	3,364
CLASS 6	Buses	% OF TOTAL	69.7%	4.4%	5.7%	20.2%	0.0%	0.0%	100.0%

A102423

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, April 02, 2024
JOB #: SC4523
CITY: Apple Valley
LOCATION: CLASS4 Stoddard Wells Rd east of I-15 NB Ramps

AM	WB						
TIME	1	2	3	4	5	6	TOTAL
0:00	2	0	1	2	0	0	5
0:15	1	0	0	2	0	0	3
0:30	2	0	0	2	0	0	4
0:45	2	0	0	2	0	0	4
1:00	9	0	0	1	0	0	10
1:15	7	0	0	0	0	0	7
1:30	7	0	0	3	0	0	10
1:45	2	0	0	1	0	0	3
2:00	9	0	0	1	0	0	10
2:15	4	0	0	1	0	0	5
2:30	11	1	0	6	0	0	18
2:45	11	0	0	1	0	0	12
3:00	29	0	0	1	0	0	30
3:15	19	0	0	2	0	0	21
3:30	15	0	0	1	0	0	16
3:45	19	0	0	2	0	0	21
4:00	5	0	0	1	0	0	6
4:15	1	0	1	0	0	0	2
4:30	3	0	0	2	0	0	5
4:45	5	0	0	3	0	0	8
5:00	7	0	0	2	0	0	9
5:15	3	0	0	1	0	0	4
5:30	8	2	0	0	0	0	10
5:45	6	1	1	2	0	0	10
6:00	13	0	0	4	0	0	17
6:15	5	0	0	2	0	0	7
6:30	8	0	0	4	0	0	12
6:45	6	0	0	7	0	0	13
7:00	8	1	0	4	0	0	13
7:15	8	1	0	3	0	0	12
7:30	7	0	1	6	0	0	14
7:45	13	1	1	13	0	0	28
8:00	9	2	2	4	0	0	17
8:15	8	2	0	5	0	0	15
8:30	8	1	1	3	0	0	13
8:45	13	1	1	5	0	0	20
9:00	10	0	0	7	0	0	17
9:15	7	1	3	5	0	0	16
9:30	3	0	0	9	0	0	12
9:45	4	3	1	5	0	0	13
10:00	6	1	4	6	0	0	17
10:15	7	1	2	10	0	0	20
10:30	3	0	1	11	0	0	15
10:45	6	5	1	9	0	0	21
11:00	8	2	1	9	0	0	20
11:15	2	1	2	12	0	0	17
11:30	11	6	1	10	0	0	28
11:45	8	4	2	4	0	0	18
TOTAL	368	37	27	196	0	0	628

AM PEAK HOUR	3:00 AM
AM PEAK VOLUME	88

PM	WB						
Time	1	2	3	4	5	6	TOTAL
12:00	10	2	2	3	0	0	17
12:15	4	1	3	6	0	0	14
12:30	6	2	1	7	0	0	16
12:45	7	3	0	8	0	0	18
13:00	10	1	0	8	0	0	19
13:15	10	1	2	8	0	0	21
13:30	20	1	1	6	0	0	28
13:45	30	1	0	3	0	0	34
14:00	14	1	1	5	0	0	21
14:15	7	1	0	7	0	0	15
14:30	34	0	0	4	0	0	38
14:45	14	0	1	4	0	0	19
15:00	21	1	3	9	0	0	34
15:15	18	2	1	4	0	0	25
15:30	61	4	0	9	0	0	74
15:45	31	1	1	4	0	0	37
16:00	87	1	0	2	0	0	90
16:15	33	0	2	4	0	0	39
16:30	21	1	1	3	0	0	26
16:45	22	1	4	4	0	0	31
17:00	8	0	1	2	0	0	11
17:15	8	0	2	4	0	0	14
17:30	35	2	0	3	0	0	40
17:45	13	0	0	1	0	0	14
18:00	6	0	0	1	0	0	7
18:15	11	1	2	3	0	0	17
18:30	20	0	0	1	0	0	21
18:45	13	0	0	10	0	0	23
19:00	9	0	0	6	0	0	15
19:15	10	0	1	5	0	0	16
19:30	10	0	0	3	0	0	13
19:45	9	0	1	0	0	0	10
20:00	3	2	0	3	0	0	8
20:15	7	0	0	4	0	0	11
20:30	9	0	1	3	0	0	13
20:45	12	1	0	5	0	0	18
21:00	13	0	0	3	0	0	16
21:15	8	0	0	0	0	0	8
21:30	4	0	0	3	0	0	7
21:45	2	0	0	0	0	0	2
22:00	6	0	0	4	0	0	10
22:15	3	0	0	1	0	0	4
22:30	8	0	1	0	0	0	9
22:45	3	0	0	2	0	0	5
23:00	1	0	1	1	0	0	3
23:15	0	0	1	1	0	0	2
23:30	2	0	1	6	0	0	9
23:45	1	0	1	1	0	0	3
TOTAL	694	31	36	184	0	0	945

AM PEAK HOUR	3:30 PM
AM PEAK VOLUME	240

TOTAL: AM+PM	1,062	68	63	380	0	0	1,573
% OF TOTAL	67.5%	4.3%	4.0%	24.2%	0.0%	0.0%	100.0%

CLASS 1	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

A102423

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, April 02, 2024 **CITY:** Apple Valley

JOB #: SC4523 **LOCATION:** CLASS4 Stoddard Wells Rd east of I-15 NB Ramps

AM TIME	COMBINED 1	2	3	4	5	6	TOTAL	PM Time	COMBINED 1	2	3	4	5	6	TOTAL
0:00	3	0	1	2	0	0	6	12:00	13	4	7	7	0	0	31
0:15	4	0	0	3	0	0	7	12:15	9	1	5	10	0	0	25
0:30	4	0	1	2	0	0	7	12:30	14	3	3	14	0	0	34
0:45	4	0	1	3	0	0	8	12:45	11	3	2	16	0	0	32
1:00	9	0	0	3	0	0	12	13:00	19	3	1	11	0	0	34
1:15	9	0	1	1	0	0	11	13:15	17	2	4	11	0	0	34
1:30	12	0	0	3	0	0	15	13:30	30	2	7	12	0	0	51
1:45	7	0	0	1	0	0	8	13:45	43	2	3	6	0	0	54
2:00	11	0	1	2	0	0	14	14:00	24	1	3	10	0	0	38
2:15	6	0	0	1	0	0	7	14:15	28	5	1	11	0	0	45
2:30	15	1	0	7	0	0	23	14:30	52	1	2	7	0	0	62
2:45	19	0	0	1	0	0	20	14:45	27	0	2	9	0	0	38
3:00	36	0	0	1	0	0	37	15:00	38	2	4	15	0	0	59
3:15	25	0	0	2	0	0	27	15:15	49	3	5	9	0	0	66
3:30	30	0	0	2	0	0	32	15:30	88	8	2	17	0	0	115
3:45	36	0	0	4	0	0	40	15:45	83	2	1	8	0	0	94
4:00	23	0	0	1	0	0	24	16:00	135	3	2	4	0	0	144
4:15	26	0	2	0	0	0	28	16:15	93	2	2	13	0	0	110
4:30	36	0	0	4	0	0	40	16:30	48	2	2	5	0	0	57
4:45	68	0	0	6	0	0	74	16:45	37	3	4	7	0	0	51
5:00	36	0	1	5	0	0	42	17:00	26	1	2	8	0	0	37
5:15	63	1	0	4	0	0	68	17:15	19	0	2	5	0	0	26
5:30	40	4	1	4	0	0	49	17:30	57	3	1	6	0	0	67
5:45	40	1	1	4	0	0	46	17:45	37	0	0	3	0	0	40
6:00	33	0	2	10	0	0	45	18:00	16	1	2	6	0	0	25
6:15	28	2	2	2	0	0	34	18:15	23	1	2	12	0	0	38
6:30	25	3	1	6	0	0	35	18:30	32	0	3	5	0	0	40
6:45	20	2	1	10	0	0	33	18:45	23	0	0	13	0	0	36
7:00	22	2	1	6	0	0	31	19:00	19	0	1	6	0	0	26
7:15	21	3	2	6	0	0	32	19:15	19	0	1	5	0	0	25
7:30	32	1	1	8	0	0	42	19:30	21	1	0	8	0	0	30
7:45	28	1	2	16	0	0	47	19:45	16	0	3	3	0	0	22
8:00	20	6	7	7	0	0	40	20:00	11	2	0	5	0	0	18
8:15	22	2	4	10	0	0	38	20:15	13	0	0	10	0	0	23
8:30	23	2	5	8	0	0	38	20:30	20	0	1	8	0	0	29
8:45	28	3	5	7	0	0	43	20:45	21	1	3	6	1	0	32
9:00	23	0	1	16	0	0	40	21:00	17	0	0	3	0	0	20
9:15	13	3	6	13	0	0	35	21:15	12	0	1	2	0	0	15
9:30	13	4	3	12	0	0	32	21:30	5	0	0	3	0	0	8
9:45	8	5	2	8	0	0	23	21:45	9	0	0	2	0	0	11
10:00	16	2	11	16	0	0	45	22:00	9	0	0	6	0	0	15
10:15	13	5	4	14	0	0	36	22:15	8	0	0	2	0	0	10
10:30	14	2	7	21	0	0	44	22:30	10	0	2	0	0	0	12
10:45	11	9	4	12	0	0	36	22:45	6	0	2	4	0	0	12
11:00	16	8	3	15	0	0	42	23:00	1	0	1	2	0	0	4
11:15	8	2	3	16	0	0	29	23:15	1	0	1	1	0	0	3
11:30	18	7	6	14	0	0	45	23:30	2	0	2	8	0	0	12
11:45	16	5	5	11	0	0	37	23:45	2	0	1	4	0	0	7
TOTAL	1,033	86	98	330	0	0	1,547	TOTAL	1,313	62	93	348	1	0	1,817

AM PEAK HOUR	4:45 AM
AM PEAK VOLUME	233

AM PEAK HOUR	3:30 PM
AM PEAK VOLUME	463

CLASS 1	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

	1	2	3	4	5	6	TOTAL
TOTAL: AM+PM	2,346	148	191	678	1	0	3,364
% OF TOTAL	69.7%	4.4%	5.7%	20.2%	0.0%	0.0%	100.0%

31124

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, April 02, 2024 **CITY:** Apple Valley

JOB #: SC4523 **LOCATION:** CLASS2 Johnson Rd west of Navajo Rd

AM	EB							PM	EB						
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	3	3	0	1	0	0	7	12:00	6	2	0	1	0	1	10
0:15	3	0	0	0	0	0	3	12:15	1	1	0	0	0	0	2
0:30	1	1	1	1	0	0	4	12:30	0	1	0	0	0	0	1
0:45	2	0	1	1	0	0	4	12:45	1	0	0	3	0	0	4
1:00	2	0	0	0	0	0	2	13:00	3	2	1	5	0	1	12
1:15	1	0	1	1	0	0	3	13:15	3	3	0	0	0	0	6
1:30	2	0	0	0	0	0	2	13:30	3	4	0	1	0	0	8
1:45	2	0	0	1	0	0	3	13:45	4	0	0	3	0	0	7
2:00	5	1	0	0	0	0	6	14:00	10	2	0	2	0	1	15
2:15	0	1	1	1	0	0	3	14:15	13	3	0	3	0	0	19
2:30	1	0	1	2	0	0	4	14:30	7	1	0	2	0	0	10
2:45	4	0	0	0	0	0	4	14:45	12	3	0	0	0	0	15
3:00	17	4	0	0	0	0	21	15:00	10	4	0	1	0	0	15
3:15	2	0	0	1	0	0	3	15:15	16	9	0	1	0	1	27
3:30	4	1	0	1	0	0	6	15:30	13	10	0	4	0	0	27
3:45	0	1	0	1	0	0	2	15:45	22	8	0	1	0	0	31
4:00	2	1	0	1	0	0	4	16:00	29	0	0	0	0	0	29
4:15	0	1	0	0	0	0	1	16:15	16	2	1	3	0	1	23
4:30	3	1	0	0	0	0	4	16:30	18	1	0	0	0	0	19
4:45	9	1	0	1	0	0	11	16:45	21	0	0	0	0	0	21
5:00	2	0	1	1	0	0	4	17:00	14	2	0	1	0	0	17
5:15	3	1	0	0	0	0	4	17:15	16	0	1	0	0	1	18
5:30	9	0	0	3	0	0	12	17:30	13	0	1	1	0	0	15
5:45	12	1	0	2	0	0	15	17:45	18	1	0	1	0	0	20
6:00	8	3	0	0	0	0	11	18:00	8	3	1	0	0	0	12
6:15	1	1	0	2	0	0	4	18:15	2	4	0	2	0	1	9
6:30	4	2	0	0	0	1	7	18:30	4	1	0	1	0	0	6
6:45	4	2	0	2	0	0	8	18:45	7	2	0	0	0	0	9
7:00	4	1	0	1	0	1	7	19:00	2	3	0	1	0	1	7
7:15	8	0	0	0	0	0	8	19:15	7	2	0	2	0	0	11
7:30	18	0	0	0	0	0	18	19:30	8	0	0	0	0	0	8
7:45	11	0	0	1	0	0	12	19:45	6	1	0	1	0	0	8
8:00	3	0	0	1	0	1	5	20:00	4	0	0	1	0	1	6
8:15	9	1	0	2	0	0	12	20:15	4	1	0	0	0	0	5
8:30	8	1	0	1	0	0	10	20:30	7	0	0	2	0	0	9
8:45	16	0	0	2	0	0	18	20:45	4	1	1	0	0	1	7
9:00	6	2	0	2	0	1	11	21:00	2	0	0	0	0	0	2
9:15	5	1	0	0	0	0	6	21:15	1	1	0	1	0	0	3
9:30	2	2	0	3	0	0	7	21:30	2	1	0	1	0	0	4
9:45	3	1	0	1	0	0	5	21:45	5	1	0	1	0	0	7
10:00	1	2	1	3	0	0	7	22:00	2	4	0	1	0	0	7
10:15	3	3	2	1	0	1	10	22:15	2	1	0	2	0	0	5
10:30	7	1	1	2	0	0	11	22:30	1	0	0	1	0	0	2
10:45	3	1	1	0	0	0	5	22:45	1	0	0	0	0	0	1
11:00	1	6	0	2	0	2	11	23:00	0	0	0	1	0	0	1
11:15	3	0	0	1	0	0	4	23:15	3	0	1	1	0	0	5
11:30	1	1	0	0	0	0	2	23:30	0	1	1	0	0	0	2
11:45	2	2	0	1	0	0	5	23:45	1	1	0	2	0	0	4
TOTAL	220	51	11	47	0	7	336	TOTAL	352	87	8	54	0	10	511

AM PEAK HOUR	8:15 AM
AM PEAK VOLUME	51

AM PEAK HOUR	3:15 PM
AM PEAK VOLUME	114

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	572	138	19	101	0	17	847
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	67.5%	16.3%	2.2%	11.9%	0.0%	2.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	980	279	37	201	0	37	1,534
CLASS 6	Buses	% OF TOTAL	63.9%	18.2%	2.4%	13.1%	0.0%	2.4%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, April 02, 2024
JOB #: SC4523
CITY: Apple Valley
LOCATION: CLASS2 Johnson Rd west of Navajo Rd

AM TIME	WB 1	2	3	4	5	6	TOTAL	PM Time	WB 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	2	2	1	0	0	0	5
0:15	0	0	1	1	0	0	2	12:15	1	1	0	0	0	0	2
0:30	0	0	0	1	0	0	1	12:30	2	0	0	2	0	1	5
0:45	0	1	0	1	0	0	2	12:45	1	2	0	0	0	0	3
1:00	0	1	0	2	0	0	3	13:00	1	1	0	2	0	0	4
1:15	3	1	0	2	0	0	6	13:15	5	2	1	1	0	0	9
1:30	3	1	0	1	0	0	5	13:30	5	1	0	1	0	1	8
1:45	1	1	0	1	0	0	3	13:45	4	2	0	1	0	1	8
2:00	2	1	0	0	0	0	3	14:00	3	3	0	0	0	0	6
2:15	2	2	0	0	0	0	4	14:15	5	1	0	1	0	0	7
2:30	2	3	0	3	0	0	8	14:30	8	1	0	2	0	1	12
2:45	0	0	0	2	0	0	2	14:45	1	3	0	1	0	0	5
3:00	2	1	0	0	0	0	3	15:00	5	3	1	2	0	0	11
3:15	2	0	0	1	0	0	3	15:15	1	2	0	0	0	0	3
3:30	6	2	0	2	0	0	10	15:30	6	2	0	0	0	1	9
3:45	3	0	0	1	0	0	4	15:45	6	3	0	3	0	0	12
4:00	2	1	0	1	0	0	4	16:00	17	0	1	1	0	0	19
4:15	6	2	1	0	0	0	9	16:15	31	0	0	0	0	0	31
4:30	2	3	0	2	0	0	7	16:30	9	1	1	2	0	1	14
4:45	5	4	1	2	0	0	12	16:45	6	1	2	1	0	0	10
5:00	9	6	0	0	0	1	16	17:00	2	0	0	4	0	0	6
5:15	9	6	0	0	0	0	15	17:15	4	0	0	1	0	0	5
5:30	2	7	0	0	0	0	9	17:30	27	0	0	0	0	1	28
5:45	5	2	0	0	0	0	7	17:45	3	0	0	2	0	0	5
6:00	9	2	0	0	0	1	12	18:00	4	1	0	1	0	0	6
6:15	5	3	0	2	0	0	10	18:15	8	5	0	1	0	0	14
6:30	4	1	0	1	0	1	7	18:30	6	1	0	1	0	1	9
6:45	1	2	0	0	0	0	3	18:45	8	1	0	3	0	0	12
7:00	5	1	0	2	0	0	8	19:00	4	3	0	1	0	0	8
7:15	3	0	0	1	0	1	5	19:15	5	1	0	0	0	0	6
7:30	8	0	1	2	0	1	12	19:30	5	0	0	1	0	1	7
7:45	9	1	0	0	0	0	10	19:45	4	1	0	0	0	0	5
8:00	2	3	0	1	0	0	6	20:00	0	0	0	1	0	0	1
8:15	5	1	0	2	0	0	8	20:15	2	3	0	1	0	0	6
8:30	6	1	1	1	0	1	10	20:30	14	1	0	0	0	1	16
8:45	2	0	0	3	0	0	5	20:45	10	5	0	0	0	0	15
9:00	7	1	1	3	0	0	12	21:00	7	3	0	0	0	0	10
9:15	5	0	0	1	0	0	6	21:15	3	2	0	1	0	0	6
9:30	0	2	0	3	0	2	7	21:30	1	0	0	1	0	0	2
9:45	0	0	0	2	0	0	2	21:45	3	0	0	1	0	0	4
10:00	1	1	0	2	0	0	4	22:00	5	1	0	1	0	0	7
10:15	1	1	1	0	0	0	3	22:15	0	1	0	1	0	0	2
10:30	3	1	0	1	0	1	6	22:30	1	1	0	1	0	0	3
10:45	6	4	0	1	0	0	11	22:45	0	0	1	0	0	0	1
11:00	9	1	0	1	0	0	11	23:00	0	0	0	0	0	0	0
11:15	2	1	0	1	0	0	4	23:15	1	1	1	0	0	0	3
11:30	2	4	1	1	0	1	9	23:30	0	0	0	1	0	0	1
11:45	1	3	1	1	0	0	6	23:45	0	0	0	1	0	0	1
TOTAL	162	79	9	55	0	10	315	**TOTAL**	246	62	9	45	0	10	372
				AM PEAK HOUR			4:45 AM					**AM PEAK HOUR**			3:45 PM
				AM PEAK VOLUME			52					**AM PEAK VOLUME**			76

CLASS 1	PASSENGER VEHICLES	**TOTAL: AM+PM**	408	141	18	100	0	20	687
CLASS 2	2-AXLE TRUCKS	**% OF TOTAL**	59.4%	20.5%	2.6%	14.6%	0.0%	2.9%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	BUS								

31124

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, April 02, 2024 **CITY:** Apple Valley

JOB #: SC4523 **LOCATION:** CLASS2 Johnson Rd west of Navajo Rd

AM	COMBINED							PM	COMBINED						
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	3	3	0	1	0	0	7	12:00	8	4	1	1	0	1	15
0:15	3	0	1	1	0	0	5	12:15	2	2	0	0	0	0	4
0:30	1	1	1	2	0	0	5	12:30	2	1	0	2	0	1	6
0:45	2	1	1	2	0	0	6	12:45	2	2	0	3	0	0	7
1:00	2	1	0	2	0	0	5	13:00	4	3	1	7	0	1	16
1:15	4	1	1	3	0	0	9	13:15	8	5	1	1	0	0	15
1:30	5	1	0	1	0	0	7	13:30	8	5	0	2	0	1	16
1:45	3	1	0	2	0	0	6	13:45	8	2	0	4	0	1	15
2:00	7	2	0	0	0	0	9	14:00	13	5	0	2	0	1	21
2:15	2	3	1	1	0	0	7	14:15	18	4	0	4	0	0	26
2:30	3	3	1	5	0	0	12	14:30	15	2	0	4	0	1	22
2:45	4	0	0	2	0	0	6	14:45	13	6	0	1	0	0	20
3:00	19	5	0	0	0	0	24	15:00	15	7	1	3	0	0	26
3:15	4	0	0	2	0	0	6	15:15	17	11	0	1	0	1	30
3:30	10	3	0	3	0	0	16	15:30	19	12	0	4	0	1	36
3:45	3	1	0	2	0	0	6	15:45	28	11	0	4	0	0	43
4:00	4	2	0	2	0	0	8	16:00	46	0	1	1	0	0	48
4:15	6	3	1	0	0	0	10	16:15	47	2	1	3	0	1	54
4:30	5	4	0	2	0	0	11	16:30	27	2	1	2	0	1	33
4:45	14	5	1	3	0	0	23	16:45	27	1	2	1	0	0	31
5:00	11	6	1	1	0	1	20	17:00	16	2	0	5	0	0	23
5:15	12	7	0	0	0	0	19	17:15	20	0	1	1	0	1	23
5:30	11	7	0	3	0	0	21	17:30	40	0	1	1	0	1	43
5:45	17	3	0	2	0	0	22	17:45	21	1	0	3	0	0	25
6:00	17	5	0	0	0	1	23	18:00	12	4	1	1	0	0	18
6:15	6	4	0	4	0	0	14	18:15	10	9	0	3	0	1	23
6:30	8	3	0	1	0	2	14	18:30	10	2	0	2	0	1	15
6:45	5	4	0	2	0	0	11	18:45	15	3	0	3	0	0	21
7:00	9	2	0	3	0	1	15	19:00	6	6	0	2	0	1	15
7:15	11	0	0	1	0	1	13	19:15	12	3	0	2	0	0	17
7:30	26	0	1	2	0	1	30	19:30	13	0	0	1	0	1	15
7:45	20	1	0	1	0	0	22	19:45	10	2	0	1	0	0	13
8:00	5	3	0	2	0	1	11	20:00	4	0	0	2	0	1	7
8:15	14	2	0	4	0	0	20	20:15	6	4	0	1	0	0	11
8:30	14	2	1	2	0	1	20	20:30	21	1	0	2	0	1	25
8:45	18	0	0	5	0	0	23	20:45	14	6	1	0	0	1	22
9:00	13	3	1	5	0	1	23	21:00	9	3	0	0	0	0	12
9:15	10	1	0	1	0	0	12	21:15	4	3	0	2	0	0	9
9:30	2	4	0	6	0	2	14	21:30	3	1	0	2	0	0	6
9:45	3	1	0	3	0	0	7	21:45	8	1	0	2	0	0	11
10:00	2	3	1	5	0	0	11	22:00	7	5	0	2	0	0	14
10:15	4	4	3	1	0	1	13	22:15	2	2	0	3	0	0	7
10:30	10	2	1	3	0	1	17	22:30	2	1	0	2	0	0	5
10:45	9	5	1	1	0	0	16	22:45	1	0	1	0	0	0	2
11:00	10	7	0	3	0	2	22	23:00	0	0	0	1	0	0	1
11:15	5	1	0	2	0	0	8	23:15	4	1	2	1	0	0	8
11:30	3	5	1	1	0	1	11	23:30	0	1	1	1	0	0	3
11:45	3	5	1	2	0	0	11	23:45	1	1	0	3	0	0	5
TOTAL	382	130	20	102	0	17	651	TOTAL	598	149	17	99	0	20	883

AM PEAK HOUR	8:15 AM
AM PEAK VOLUME	86

AM PEAK HOUR	3:30 PM
AM PEAK VOLUME	181

TOTAL: AM+PM	980	279	37	201	0	37	1,534		
% OF TOTAL	63.9%	18.2%	2.4%	13.1%	0.0%	2.4%	100.0%		

CLASS 1	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

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

Town of Apple Valley
Johnson Road
W/ Central Road
24 Hour Directional Classification Count

APV003
Site Code: 051-24070

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/30/24	0	10	0	0	0	0	0	0	0	0	0	0	0	10
01:00	0	13	0	0	0	0	0	0	1	0	0	0	0	14
02:00	0	5	0	0	0	0	0	0	1	0	0	0	0	6
03:00	0	**17**	2	0	0	0	0	0	0	0	0	0	0	**19**
04:00	0	7	1	0	0	0	0	0	1	0	0	0	0	9
05:00	0	7	1	0	0	0	0	**1**	1	0	0	0	0	10
06:00	0	11	6	0	0	**1**	0	1	0	0	0	0	0	19
07:00	0	7	4	0	0	0	0	0	1	0	0	0	0	12
08:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
09:00	0	6	1	0	0	1	0	0	0	0	0	0	0	8
10:00	**1**	9	5	0	0	0	0	0	**2**	0	0	0	0	17
11:00	0	2	**8**	0	**1**	0	0	1	2	0	0	0	0	14
12 PM	0	18	5	0	**2**	0	0	0	0	0	0	0	0	25
13:00	0	20	8	0	1	0	0	0	**1**	0	0	0	0	30
14:00	0	21	9	0	1	0	0	**1**	0	0	0	0	0	32
15:00	**1**	52	17	0	2	0	0	1	1	0	0	0	0	74
16:00	0	**56**	**25**	0	0	**1**	0	0	0	0	0	0	0	**82**
17:00	0	43	11	0	0	0	0	0	1	0	0	0	0	55
18:00	0	26	2	0	0	0	0	1	1	0	0	0	0	30
19:00	0	14	0	0	0	0	0	0	1	0	0	0	0	15
20:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Total	2	386	107	0	7	3	0	6	14	0	0	0	0	525
Percent	0.4%	73.5%	20.4%	0.0%	1.3%	0.6%	0.0%	1.1%	2.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	03:00	11:00		11:00	06:00		05:00	10:00					03:00
Vol.	1	17	8		1	1		1	2					19
PM Peak	15:00	16:00	16:00		12:00	16:00		14:00	13:00					16:00
Vol.	1	56	25		2	1		1	1					82
Grand Total	2	386	107	0	7	3	0	6	14	0	0	0	0	525
Percent	0.4%	73.5%	20.4%	0.0%	1.3%	0.6%	0.0%	1.1%	2.7%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

Town of Apple Valley
Johnson Road
W/ Central Road
24 Hour Directional Classification Count

APV003
Site Code: 051-24070

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/30/24	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
04:00	0	32	7	0	0	0	0	**1**	0	0	0	0	0	40
05:00	0	**42**	**14**	0	0	0	0	0	0	0	0	0	0	**56**
06:00	0	28	5	1	0	0	0	0	**1**	0	0	0	0	35
07:00	0	31	5	1	0	0	0	0	1	0	0	0	0	38
08:00	0	17	6	**2**	1	0	0	0	1	0	0	0	0	27
09:00	0	16	3	0	0	0	0	1	0	0	0	0	0	20
10:00	**1**	9	3	0	2	0	0	0	0	0	0	0	0	15
11:00	1	8	2	0	**3**	0	0	0	1	0	0	0	0	15
12 PM	0	13	6	0	0	0	0	0	**2**	0	0	0	0	21
13:00	**1**	13	**9**	0	0	0	0	0	0	0	0	0	0	23
14:00	0	10	6	0	**1**	0	0	0	1	0	0	0	0	18
15:00	0	18	9	**1**	0	1	0	0	1	0	0	0	0	30
16:00	0	**40**	9	0	1	**2**	0	**2**	1	0	0	0	0	**55**
17:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
18:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
19:00	1	7	0	0	0	0	0	0	2	0	0	0	0	10
20:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	4	324	87	5	9	3	0	4	11	0	0	0	0	447
Percent	0.9%	72.5%	19.5%	1.1%	2.0%	0.7%	0.0%	0.9%	2.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	05:00	05:00	08:00	11:00			04:00	06:00					05:00
Vol.	1	42	14	2	3			1	1					56
PM Peak	13:00	16:00	13:00	15:00	14:00	16:00		16:00	12:00					16:00
Vol.	1	40	9	1	1	2		2	2					55
Grand Total	4	324	87	5	9	3	0	4	11	0	0	0	0	447
Percent	0.9%	72.5%	19.5%	1.1%	2.0%	0.7%	0.0%	0.9%	2.5%	0.0%	0.0%	0.0%	0.0%	

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Town of Apple Valley
Johnson Road
W/ Central Road
24 Hour Directional Classification Count

APV003
Site Code: 051-24070

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
01/30/24	0	11	0	0	0	0	0	0	0	0	0	0	0	11
01:00	0	13	0	0	1	0	0	0	1	0	0	0	0	15
02:00	0	9	0	0	0	0	0	0	1	0	0	0	0	10
03:00	0	23	3	0	0	0	0	0	0	0	0	0	0	26
04:00	0	39	8	0	0	0	0	**1**	1	0	0	0	0	49
05:00	0	**49**	**15**	0	0	0	0	1	1	0	0	0	0	**66**
06:00	0	39	11	1	0	**1**	0	1	1	0	0	0	0	54
07:00	0	38	9	1	0	0	0	0	2	0	0	0	0	50
08:00	0	26	8	**2**	1	0	0	0	1	0	0	0	0	38
09:00	0	22	4	0	0	1	0	1	0	0	0	0	0	28
10:00	**2**	18	8	0	2	0	0	0	2	0	0	0	0	32
11:00	1	10	10	0	**4**	0	0	1	**3**	0	0	0	0	29
12 PM	0	31	11	0	**2**	0	0	0	2	0	0	0	0	46
13:00	**1**	33	17	0	1	0	0	0	1	0	0	0	0	53
14:00	0	31	15	0	2	0	0	1	1	0	0	0	0	50
15:00	1	70	26	**1**	2	1	0	1	2	0	0	0	0	104
16:00	0	**96**	**34**	0	1	**3**	0	**2**	1	0	0	0	0	**137**
17:00	0	56	13	0	0	0	0	0	1	0	0	0	0	70
18:00	0	30	2	0	0	0	0	1	1	0	0	0	0	34
19:00	1	21	0	0	0	0	0	0	**3**	0	0	0	0	25
20:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
21:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
22:00	0	17	0	0	0	0	0	0	0	0	0	0	0	17
23:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
Total	6	710	194	5	16	6	0	10	25	0	0	0	0	972
Percent	0.6%	73.0%	20.0%	0.5%	1.6%	0.6%	0.0%	1.0%	2.6%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	05:00	05:00	08:00	11:00	06:00		04:00	11:00					05:00
Vol.	2	49	15	2	4	1		1	3					66
PM Peak	13:00	16:00	16:00	15:00	12:00	16:00		16:00	19:00					16:00
Vol.	1	96	34	1	2	3		2	3					137
Grand Total	6	710	194	5	16	6	0	10	25	0	0	0	0	972
Percent	0.6%	73.0%	20.0%	0.5%	1.6%	0.6%	0.0%	1.0%	2.6%	0.0%	0.0%	0.0%	0.0%	

A102423

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, April 02, 2024 **CITY:** Apple Valley

JOB #: SC4523 **LOCATION:** CLASS3 Dale Evans Pkwy south of Johnson Rd

AM	NB						
TIME	1	2	3	4	5	6	TOTAL
0:00	3	0	0	1	0	0	4
0:15	6	0	0	0	0	0	6
0:30	2	0	0	0	0	0	2
0:45	5	0	0	0	0	0	5
1:00	1	0	0	1	0	0	2
1:15	2	0	0	0	0	0	2
1:30	4	0	0	0	0	0	4
1:45	0	0	0	0	0	0	0
2:00	6	0	0	0	0	0	6
2:15	1	0	0	0	0	0	1
2:30	9	0	0	1	0	0	10
2:45	10	0	0	0	0	0	10
3:00	2	1	0	0	0	0	3
3:15	11	0	0	0	0	0	11
3:30	10	0	0	0	0	0	10
3:45	10	0	0	0	0	0	10
4:00	11	0	0	0	0	0	11
4:15	19	0	0	0	0	0	19
4:30	19	0	0	1	0	0	20
4:45	33	0	0	1	0	0	34
5:00	35	1	0	0	0	0	36
5:15	49	5	0	0	0	0	54
5:30	52	0	0	0	0	0	52
5:45	29	1	0	0	0	0	30
6:00	22	0	1	2	0	0	25
6:15	33	1	0	0	0	1	35
6:30	33	1	0	0	0	0	34
6:45	26	1	1	1	0	0	29
7:00	25	6	0	0	0	1	32
7:15	37	2	0	2	0	0	41
7:30	34	2	1	2	0	1	40
7:45	27	2	0	1	0	0	30
8:00	26	1	1	0	0	1	29
8:15	19	2	1	0	0	1	23
8:30	22	0	1	1	0	0	24
8:45	21	1	0	1	0	1	24
9:00	17	1	0	4	0	1	23
9:15	14	2	2	3	0	0	21
9:30	16	2	1	1	0	0	20
9:45	23	3	0	2	0	0	28
10:00	16	1	1	0	1	1	20
10:15	15	2	1	2	0	0	20
10:30	12	2	2	1	0	0	17
10:45	17	1	0	2	0	0	20
11:00	9	2	0	0	0	1	12
11:15	11	1	0	0	0	0	12
11:30	15	3	0	1	0	0	19
11:45	23	1	2	0	0	0	26
TOTAL	842	48	15	31	1	9	946

AM PEAK HOUR	4:45 AM
AM PEAK VOLUME	176

PM	NB						
Time	1	2	3	4	5	6	TOTAL
12:00	25	2	1	0	0	1	29
12:15	20	0	1	1	0	0	22
12:30	15	1	0	1	0	0	17
12:45	20	1	1	3	0	0	25
13:00	17	0	0	1	0	1	19
13:15	25	1	1	1	0	0	28
13:30	26	1	0	1	0	1	29
13:45	23	1	0	2	0	0	26
14:00	31	2	0	0	1	1	35
14:15	34	1	0	2	0	1	38
14:30	33	0	0	0	0	2	35
14:45	18	2	0	1	0	0	21
15:00	18	1	2	0	0	2	23
15:15	23	0	0	0	0	1	24
15:30	39	1	0	1	0	0	41
15:45	22	0	0	1	0	0	23
16:00	26	0	0	1	0	0	27
16:15	42	0	0	1	0	1	44
16:30	28	0	0	2	0	0	30
16:45	30	0	1	0	0	0	31
17:00	13	0	0	1	0	0	14
17:15	11	1	0	1	0	1	14
17:30	16	0	0	1	0	0	17
17:45	23	0	0	0	0	0	23
18:00	12	0	0	0	0	0	12
18:15	13	1	0	1	0	1	16
18:30	14	0	0	1	1	0	16
18:45	9	0	0	1	0	0	10
19:00	7	0	0	0	0	1	8
19:15	10	0	0	1	0	0	11
19:30	11	0	1	1	0	0	13
19:45	8	0	1	2	0	0	11
20:00	11	0	0	1	0	1	13
20:15	16	0	0	0	0	0	16
20:30	12	1	1	0	0	0	14
20:45	6	0	0	0	0	0	6
21:00	11	0	0	0	0	0	11
21:15	13	0	0	0	0	0	13
21:30	5	0	0	0	0	0	5
21:45	8	0	0	0	0	0	8
22:00	12	0	0	0	0	0	12
22:15	6	0	0	0	0	0	6
22:30	4	0	0	1	0	0	5
22:45	3	0	0	0	0	0	3
23:00	0	0	0	0	0	0	0
23:15	5	0	0	0	0	0	5
23:30	5	0	0	0	0	0	5
23:45	2	0	0	0	0	0	2
TOTAL	781	17	10	31	2	15	856

AM PEAK HOUR	3:30 PM
AM PEAK VOLUME	135

CLASS 1	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

TOTAL: AM+PM	1,623	65	25	62	3	24	1,802
% OF TOTAL	90.1%	3.6%	1.4%	3.4%	0.2%	1.3%	100.0%
TOTAL: ALL	3,407	137	55	124	4	52	3,779
% OF TOTAL	90.2%	3.6%	1.5%	3.3%	0.1%	1.4%	100.0%

A102423

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, April 02, 2024
JOB #: SC4523
CITY: Apple Valley
LOCATION: CLASS3 Dale Evans Pkwy south of Johnson Rd

AM TIME	SB 1	2	3	4	5	6	TOTAL
0:00	7	0	0	0	0	0	7
0:15	0	0	0	0	0	0	0
0:30	5	0	0	0	0	0	5
0:45	7	1	0	2	0	0	10
1:00	9	0	0	0	0	0	9
1:15	6	0	0	0	0	0	6
1:30	2	0	0	0	0	0	2
1:45	3	0	0	0	0	0	3
2:00	4	1	0	0	0	0	5
2:15	4	0	0	0	0	0	4
2:30	2	0	0	0	0	0	2
2:45	16	0	0	1	0	0	17
3:00	29	0	0	1	0	0	30
3:15	10	0	0	0	0	0	10
3:30	10	0	0	0	0	0	10
3:45	14	0	0	0	0	0	14
4:00	9	0	0	0	0	0	9
4:15	6	0	0	0	0	0	6
4:30	7	0	0	0	0	0	7
4:45	26	1	0	1	0	0	28
5:00	7	0	0	1	0	0	8
5:15	10	0	0	0	0	0	10
5:30	16	1	0	1	0	0	18
5:45	18	0	0	0	0	0	18
6:00	7	0	0	0	0	0	7
6:15	9	1	0	1	0	1	12
6:30	11	0	1	0	0	1	13
6:45	6	0	0	0	0	0	6
7:00	13	1	0	0	0	0	14
7:15	17	0	0	1	0	0	18
7:30	13	0	1	0	0	2	16
7:45	11	1	0	2	0	2	16
8:00	5	2	0	0	0	2	9
8:15	11	2	0	0	0	0	13
8:30	15	0	2	2	0	2	21
8:45	18	1	0	0	0	0	19
9:00	12	1	0	2	0	0	15
9:15	15	0	1	1	0	0	17
9:30	19	1	0	0	0	1	21
9:45	12	1	0	1	0	0	14
10:00	17	1	2	1	0	0	21
10:15	14	3	0	1	0	0	18
10:30	22	0	2	4	0	1	29
10:45	17	1	0	1	0	0	19
11:00	21	1	0	1	0	0	23
11:15	16	2	0	1	0	0	19
11:30	22	0	2	1	0	1	26
11:45	23	1	1	1	0	0	26
TOTAL	573	24	12	28	0	13	650

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	94

PM Time	SB 1	2	3	4	5	6	TOTAL
12:00	23	1	3	1	0	0	28
12:15	23	1	1	1	0	0	26
12:30	23	0	1	3	0	1	28
12:45	22	2	0	2	0	0	26
13:00	16	3	0	1	0	0	20
13:15	14	1	0	1	0	0	16
13:30	25	1	1	2	0	1	30
13:45	21	2	0	0	0	1	24
14:00	18	2	2	0	1	1	24
14:15	26	0	2	0	0	0	28
14:30	31	1	0	1	0	2	35
14:45	37	2	1	2	0	1	43
15:00	29	2	1	2	0	0	34
15:15	44	4	0	1	0	1	50
15:30	51	3	0	0	0	1	55
15:45	53	5	1	0	0	0	59
16:00	67	2	1	0	0	1	71
16:15	52	4	0	0	0	0	56
16:30	57	2	0	2	0	1	62
16:45	55	1	1	2	0	0	59
17:00	56	1	0	1	0	0	58
17:15	45	2	0	1	0	0	48
17:30	38	0	1	0	0	1	40
17:45	38	2	0	0	0	0	40
18:00	31	1	0	1	0	0	33
18:15	28	0	0	0	0	0	28
18:30	25	1	0	0	0	1	27
18:45	20	0	0	2	0	0	22
19:00	27	0	1	0	0	0	28
19:15	18	0	0	1	0	0	19
19:30	18	1	0	0	0	1	20
19:45	21	1	0	0	0	0	22
20:00	13	0	0	0	0	0	13
20:15	13	0	0	0	0	0	13
20:30	16	0	0	1	0	1	18
20:45	19	0	0	1	0	0	20
21:00	15	0	1	0	0	0	16
21:15	12	0	0	1	0	0	13
21:30	9	0	0	0	0	0	9
21:45	5	0	0	0	0	0	5
22:00	7	0	0	2	0	0	9
22:15	2	0	0	1	0	0	3
22:30	8	0	0	0	0	0	8
22:45	9	0	0	0	0	0	9
23:00	10	0	0	0	0	0	10
23:15	13	0	0	0	0	0	13
23:30	7	0	0	0	0	0	7
23:45	1	0	0	1	0	0	2
TOTAL	1,211	48	18	34	1	15	1,327

AM PEAK HOUR	4:00 PM
AM PEAK VOLUME	248

TOTAL: AM+PM	1,784	72	30	62	1	28	1,977
% OF TOTAL	90.2%	3.6%	1.5%	3.1%	0.1%	1.4%	100.0%

CLASS 1	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

A102423

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, April 02, 2024 **CITY:** Apple Valley

JOB #: SC4523 **LOCATION:** CLASS3 Dale Evans Pkwy south of Johnson Rd

AM TIME	COMBINED 1	2	3	4	5	6	TOTAL	PM Time	COMBINED 1	2	3	4	5	6	TOTAL
0:00	10	0	0	1	0	0	11	12:00	48	3	4	1	0	1	57
0:15	6	0	0	0	0	0	6	12:15	43	1	2	2	0	0	48
0:30	7	0	0	0	0	0	7	12:30	38	1	1	4	0	1	45
0:45	12	1	0	2	0	0	15	12:45	42	3	1	5	0	0	51
1:00	10	0	0	1	0	0	11	13:00	33	3	0	2	0	1	39
1:15	8	0	0	0	0	0	8	13:15	39	2	1	2	0	0	44
1:30	6	0	0	0	0	0	6	13:30	51	2	1	3	0	2	59
1:45	3	0	0	0	0	0	3	13:45	44	3	0	2	0	1	50
2:00	10	1	0	0	0	0	11	14:00	49	4	2	0	2	2	59
2:15	5	0	0	0	0	0	5	14:15	60	1	2	2	0	1	66
2:30	11	0	0	1	0	0	12	14:30	64	1	0	1	0	4	70
2:45	26	0	0	1	0	0	27	14:45	55	4	1	3	0	1	64
3:00	31	1	0	1	0	0	33	15:00	47	3	3	2	0	2	57
3:15	21	0	0	0	0	0	21	15:15	67	4	0	1	0	2	74
3:30	20	0	0	0	0	0	20	15:30	90	4	0	1	0	1	96
3:45	24	0	0	0	0	0	24	15:45	75	5	1	1	0	0	82
4:00	20	0	0	0	0	0	20	16:00	93	2	1	1	0	1	98
4:15	25	0	0	0	0	0	25	16:15	94	4	0	1	0	1	100
4:30	26	0	0	1	0	0	27	16:30	85	2	0	4	0	1	92
4:45	59	1	0	2	0	0	62	16:45	85	1	2	2	0	0	90
5:00	42	1	0	1	0	0	44	17:00	69	1	0	2	0	0	72
5:15	59	5	0	0	0	0	64	17:15	56	3	0	2	0	1	62
5:30	68	1	0	1	0	0	70	17:30	54	0	1	1	0	1	57
5:45	47	1	0	0	0	0	48	17:45	61	2	0	0	0	0	63
6:00	29	0	1	2	0	0	32	18:00	43	1	0	1	0	0	45
6:15	42	2	0	1	0	2	47	18:15	41	1	0	1	0	1	44
6:30	44	1	1	0	0	1	47	18:30	39	1	0	1	1	1	43
6:45	32	1	1	1	0	0	35	18:45	29	0	0	3	0	0	32
7:00	38	7	0	0	0	1	46	19:00	34	0	1	0	0	1	36
7:15	54	2	0	3	0	0	59	19:15	28	0	0	2	0	0	30
7:30	47	2	2	2	0	3	56	19:30	29	1	1	1	0	1	33
7:45	38	3	0	3	0	2	46	19:45	29	1	1	2	0	0	33
8:00	31	3	1	0	0	3	38	20:00	24	0	0	1	0	1	26
8:15	30	4	1	0	0	1	36	20:15	29	0	0	0	0	0	29
8:30	37	0	3	3	0	2	45	20:30	28	1	1	1	0	1	32
8:45	39	2	0	1	0	1	43	20:45	25	0	0	1	0	0	26
9:00	29	2	0	6	0	1	38	21:00	26	0	1	0	0	0	27
9:15	29	2	3	4	0	0	38	21:15	25	0	0	1	0	0	26
9:30	35	3	1	1	0	1	41	21:30	14	0	0	0	0	0	14
9:45	35	4	0	3	0	0	42	21:45	13	0	0	0	0	0	13
10:00	33	2	3	1	1	1	41	22:00	19	0	0	2	0	0	21
10:15	29	5	1	3	0	0	38	22:15	8	0	0	1	0	0	9
10:30	34	2	4	5	0	1	46	22:30	12	0	0	1	0	0	13
10:45	34	2	0	3	0	0	39	22:45	12	0	0	0	0	0	12
11:00	30	3	0	1	0	1	35	23:00	10	0	0	0	0	0	10
11:15	27	3	0	1	0	0	31	23:15	18	0	0	0	0	0	18
11:30	37	3	2	2	0	1	45	23:30	12	0	0	0	0	0	12
11:45	46	2	3	1	0	0	52	23:45	3	0	0	1	0	0	4
TOTAL	1,415	72	27	59	1	22	1,596	TOTAL	1,992	65	28	65	3	30	2,183

AM PEAK HOUR	4:45 AM	PM PEAK HOUR	4:00 PM
AM PEAK VOLUME	240	AM PEAK VOLUME	380

TOTAL: AM+PM	3,407	137	55	124	4	52	3,779
% OF TOTAL	90.2%	3.6%	1.5%	3.3%	0.1%	1.4%	100.0%

CLASS 1	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

31124

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, April 02, 2024 **CITY:** Apple Valley

JOB #: SC4523 **LOCATION:** CLASS1 Navajo Rd north of Los Padres Rd

AM TIME	NB 1	2	3	4	5	6	TOTAL
0:00	1	0	0	0	0	0	1
0:15	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0
1:45	1	0	0	0	0	0	1
2:00	1	0	0	0	0	0	1
2:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0
3:00	1	0	0	0	0	0	1
3:15	0	0	0	0	0	0	0
3:30	3	0	0	0	0	0	3
3:45	1	0	0	0	0	0	1
4:00	1	0	0	0	0	0	1
4:15	2	0	0	0	0	0	2
4:30	6	1	0	0	0	0	7
4:45	8	0	0	0	0	0	8
5:00	0	0	0	0	0	0	0
5:15	3	1	0	0	0	0	4
5:30	0	0	0	0	0	0	0
5:45	2	1	0	0	0	0	3
6:00	2	0	0	0	0	0	2
6:15	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0
6:45	1	0	0	0	0	0	1
7:00	1	0	0	0	0	0	1
7:15	0	1	0	0	0	0	1
7:30	1	0	0	0	0	0	1
7:45	1	0	0	0	0	0	1
8:00	0	0	0	0	0	0	0
8:15	2	0	0	0	0	0	2
8:30	1	0	0	0	0	0	1
8:45	2	0	0	0	0	0	2
9:00	1	2	0	0	0	0	3
9:15	2	0	1	0	0	0	3
9:30	3	1	0	0	0	0	4
9:45	4	0	0	0	0	0	4
10:00	2	0	0	0	0	0	2
10:15	1	1	0	0	0	0	2
10:30	2	0	0	0	0	0	2
10:45	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0
11:15	1	0	0	0	0	0	1
11:30	1	1	0	0	0	0	2
11:45	2	0	0	0	0	0	2
TOTAL	60	9	1	0	0	0	70

AM PEAK HOUR	4:30 AM
AM PEAK VOLUME	19

PM Time	NB 1	2	3	4	5	6	TOTAL
12:00	0	0	0	0	0	0	0
12:15	1	0	0	0	0	0	1
12:30	0	1	0	0	0	0	1
12:45	0	1	0	0	0	0	1
13:00	1	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0
13:30	3	0	0	0	0	0	3
13:45	2	1	0	0	0	0	3
14:00	0	1	0	0	0	0	1
14:15	4	0	0	0	0	0	4
14:30	3	0	0	0	0	0	3
14:45	2	2	0	0	0	0	4
15:00	0	0	0	1	0	0	1
15:15	8	4	1	0	0	0	13
15:30	3	2	0	0	0	0	5
15:45	4	0	0	0	0	0	4
16:00	3	2	0	0	0	0	5
16:15	5	0	1	0	0	0	6
16:30	2	0	0	0	0	0	2
16:45	2	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	1
17:45	1	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	1
18:30	1	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0
19:00	1	0	0	0	0	0	1
19:15	1	1	0	0	0	0	2
19:30	1	0	0	0	0	0	1
19:45	0	1	0	0	0	0	1
20:00	0	0	0	0	0	0	0
20:15	2	0	0	0	0	0	2
20:30	1	0	0	0	0	0	1
20:45	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0
21:15	2	0	0	0	0	0	2
21:30	1	0	0	0	0	0	1
21:45	1	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0
TOTAL	57	16	2	1	0	0	76

AM PEAK HOUR	3:15 PM
AM PEAK VOLUME	27

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	117	25	3	1	0	0	146
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	80.1%	17.1%	2.1%	0.7%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	305	66	4	2	0	0	377
CLASS 6	Buses	% OF TOTAL	80.9%	17.5%	1.1%	0.5%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, April 02, 2024
JOB #: SC4523
CITY: Apple Valley
LOCATION: CLASS1 Navajo Rd north of Los Padres Rd

AM TIME	SB 1	2	3	4	5	6	TOTAL	PM Time	SB 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	1	0	0	0	0	0	1	12:15	1	0	0	0	0	0	1
0:30	1	1	0	0	0	0	2	12:30	1	2	0	0	0	0	3
0:45	0	0	0	0	0	0	0	12:45	3	0	0	0	0	0	3
1:00	2	0	0	0	0	0	2	13:00	1	0	0	0	0	0	1
1:15	0	0	0	0	0	0	0	13:15	1	1	0	0	0	0	2
1:30	1	0	0	0	0	0	1	13:30	7	2	0	0	0	0	9
1:45	2	0	0	0	0	0	2	13:45	6	1	0	0	0	0	7
2:00	2	0	0	0	0	0	2	14:00	3	0	0	0	0	0	3
2:15	1	0	0	0	0	0	1	14:15	5	1	0	0	0	0	6
2:30	0	0	0	0	0	0	0	14:30	10	3	0	0	0	0	13
2:45	0	0	0	0	0	0	0	14:45	5	1	0	0	0	0	6
3:00	5	1	0	0	0	0	6	15:00	4	0	0	1	0	0	5
3:15	4	0	0	0	0	0	4	15:15	5	1	0	0	0	0	6
3:30	3	0	0	0	0	0	3	15:30	10	0	0	0	0	0	10
3:45	4	0	0	0	0	0	4	15:45	2	0	0	0	0	0	2
4:00	4	0	0	0	0	0	4	16:00	4	5	0	0	0	0	9
4:15	1	0	0	0	0	0	1	16:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	16:30	4	0	0	0	0	0	4
4:45	2	0	0	0	0	0	2	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	2	0	0	0	0	2	17:15	2	0	0	0	0	0	2
5:30	1	0	0	0	0	0	1	17:30	5	0	0	0	0	0	5
5:45	1	1	0	0	0	0	2	17:45	5	1	0	0	0	0	6
6:00	0	0	0	0	0	0	0	18:00	1	1	0	0	0	0	2
6:15	0	0	0	0	0	0	0	18:15	1	0	0	0	0	0	1
6:30	0	0	0	0	0	0	0	18:30	7	1	0	0	0	0	8
6:45	0	0	0	0	0	0	0	18:45	5	0	0	0	0	0	5
7:00	0	0	0	0	0	0	0	19:00	0	1	0	0	0	0	1
7:15	0	0	0	0	0	0	0	19:15	0	0	0	0	0	0	0
7:30	1	1	0	0	0	0	2	19:30	1	0	0	0	0	0	1
7:45	1	1	0	0	0	0	2	19:45	1	0	0	0	0	0	1
8:00	2	4	0	0	0	0	6	20:00	5	0	0	0	0	0	5
8:15	1	0	0	0	0	0	1	20:15	2	1	0	0	0	0	3
8:30	1	0	1	0	0	0	2	20:30	2	0	0	0	0	0	2
8:45	2	1	0	0	0	0	3	20:45	0	0	0	0	0	0	0
9:00	2	1	0	0	0	0	3	21:00	4	0	0	0	0	0	4
9:15	2	0	0	0	0	0	2	21:15	1	0	0	0	0	0	1
9:30	3	0	0	0	0	0	3	21:30	0	0	0	0	0	0	0
9:45	2	0	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	4	1	0	0	0	0	5	22:15	0	0	0	0	0	0	0
10:30	1	0	0	0	0	0	1	22:30	3	0	0	0	0	0	3
10:45	2	0	0	0	0	0	2	22:45	0	0	0	0	0	0	0
11:00	3	1	0	0	0	0	4	23:00	0	0	0	0	0	0	0
11:15	2	1	0	0	0	0	3	23:15	0	0	0	0	0	0	0
11:30	2	2	0	0	0	0	4	23:30	0	0	0	0	0	0	0
11:45	2	0	0	0	0	0	2	23:45	1	0	0	0	0	0	1
TOTAL	69	19	1	0	0	0	89	**TOTAL**	119	22	0	1	0	0	142
	AM PEAK HOUR						3:00 AM					**AM PEAK HOUR**			2:30 PM
	AM PEAK VOLUME						17					**AM PEAK VOLUME**			30

TOTAL: AM+PM	188	41	1	1	0	0	231
% OF TOTAL	81.4%	17.7%	0.4%	0.4%	0.0%	0.0%	100.0%

CLASS 1	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

31124

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, April 02, 2024 **CITY:** Apple Valley

JOB #: SC4523 **LOCATION:** CLASS1 Navajo Rd north of Los Padres Rd

AM TIME	COMBINED 1	2	3	4	5	6	TOTAL	PM Time	COMBINED 1	2	3	4	5	6	TOTAL
0:00	1	0	0	0	0	0	1	12:00	0	0	0	0	0	0	0
0:15	1	0	0	0	0	0	1	12:15	2	0	0	0	0	0	2
0:30	1	1	0	0	0	0	2	12:30	1	3	0	0	0	0	4
0:45	0	0	0	0	0	0	0	12:45	3	1	0	0	0	0	4
1:00	2	0	0	0	0	0	2	13:00	2	0	0	0	0	0	2
1:15	0	0	0	0	0	0	0	13:15	1	1	0	0	0	0	2
1:30	1	0	0	0	0	0	1	13:30	10	2	0	0	0	0	12
1:45	3	0	0	0	0	0	3	13:45	8	2	0	0	0	0	10
2:00	3	0	0	0	0	0	3	14:00	3	1	0	0	0	0	4
2:15	1	0	0	0	0	0	1	14:15	9	1	0	0	0	0	10
2:30	0	0	0	0	0	0	0	14:30	13	3	0	0	0	0	16
2:45	0	0	0	0	0	0	0	14:45	7	3	0	0	0	0	10
3:00	6	1	0	0	0	0	7	15:00	4	0	0	2	0	0	6
3:15	4	0	0	0	0	0	4	15:15	13	5	1	0	0	0	19
3:30	6	0	0	0	0	0	6	15:30	13	2	0	0	0	0	15
3:45	5	0	0	0	0	0	5	15:45	6	0	0	0	0	0	6
4:00	5	0	0	0	0	0	5	16:00	7	7	0	0	0	0	14
4:15	3	0	0	0	0	0	3	16:15	5	0	1	0	0	0	6
4:30	6	1	0	0	0	0	7	16:30	6	0	0	0	0	0	6
4:45	10	0	0	0	0	0	10	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	3	3	0	0	0	0	6	17:15	2	0	0	0	0	0	2
5:30	1	0	0	0	0	0	1	17:30	6	0	0	0	0	0	6
5:45	3	2	0	0	0	0	5	17:45	6	1	0	0	0	0	7
6:00	2	0	0	0	0	0	2	18:00	1	1	0	0	0	0	2
6:15	0	0	0	0	0	0	0	18:15	2	0	0	0	0	0	2
6:30	0	0	0	0	0	0	0	18:30	8	1	0	0	0	0	9
6:45	1	0	0	0	0	0	1	18:45	5	0	0	0	0	0	5
7:00	1	0	0	0	0	0	1	19:00	1	1	0	0	0	0	2
7:15	0	1	0	0	0	0	1	19:15	1	1	0	0	0	0	2
7:30	2	1	0	0	0	0	3	19:30	2	0	0	0	0	0	2
7:45	2	1	0	0	0	0	3	19:45	1	1	0	0	0	0	2
8:00	2	4	0	0	0	0	6	20:00	5	0	0	0	0	0	5
8:15	3	0	0	0	0	0	3	20:15	4	1	0	0	0	0	5
8:30	2	0	1	0	0	0	3	20:30	3	0	0	0	0	0	3
8:45	4	1	0	0	0	0	5	20:45	0	0	0	0	0	0	0
9:00	3	3	0	0	0	0	6	21:00	4	0	0	0	0	0	4
9:15	4	0	1	0	0	0	5	21:15	3	0	0	0	0	0	3
9:30	6	1	0	0	0	0	7	21:30	1	0	0	0	0	0	1
9:45	6	0	0	0	0	0	6	21:45	1	0	0	0	0	0	1
10:00	3	1	0	0	0	0	4	22:00	0	0	0	0	0	0	0
10:15	5	2	0	0	0	0	7	22:15	0	0	0	0	0	0	0
10:30	3	0	0	0	0	0	3	22:30	3	0	0	0	0	0	3
10:45	2	0	0	0	0	0	2	22:45	0	0	0	0	0	0	0
11:00	3	1	0	0	0	0	4	23:00	0	0	0	0	0	0	0
11:15	3	1	0	0	0	0	4	23:15	0	0	0	0	0	0	0
11:30	3	3	0	0	0	0	6	23:30	0	0	0	0	0	0	0
11:45	4	0	0	0	0	0	4	23:45	1	0	0	0	0	0	1
TOTAL	129	28	2	0	0	0	159	TOTAL	176	38	2	2	0	0	218
				AM PEAK HOUR			4:00 AM					AM PEAK HOUR			3:15 PM
				AM PEAK VOLUME			25					AM PEAK VOLUME			54

TOTAL: AM+PM	305	66	4	2	0	0	377
% OF TOTAL	80.9%	17.5%	1.1%	0.5%	0.0%	0.0%	100.0%

CLASS 1	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

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

City of Apple Valley
Dakota Avenue
N/ Corwin Road
24 Hour Directional Classification Count

APV001
Site Code: 051-24741

Northbound

Start Time	Motorcy	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/27/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	8	0	0	0	**1**	0	0	0	0	0	0	0	9
04:00	0	**19**	1	0	0	0	0	0	0	0	0	0	0	**20**
05:00	0	13	**2**	0	0	0	0	0	0	0	0	0	0	15
06:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
07:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
08:00	0	6	1	0	**1**	0	0	0	0	0	0	0	0	8
09:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
10:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12 PM	0	0	2	0	**1**	0	0	0	0	0	0	0	0	3
13:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5
14:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
15:00	0	8	1	0	1	0	0	0	0	0	0	0	0	10
16:00	0	**15**	**4**	0	0	0	0	0	0	0	0	0	0	**19**
17:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
18:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
19:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	115	18	0	4	1	0	0	0	0	0	0	0	138
Percent	0.0%	83.3%	13.0%	0.0%	2.9%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		04:00	05:00		08:00	03:00								04:00
Vol.		19	2		1	1								20
PM Peak		16:00	16:00		12:00									16:00
Vol.		15	4		1									19
Grand Total	0	115	18	0	4	1	0	0	0	0	0	0	0	138
Percent	0.0%	83.3%	13.0%	0.0%	2.9%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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APV001
Site Code: 051-24741

Southbound

Start Time	Motorcy	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/27/24	0	0	**2**	0	0	0	0	0	0	0	0	0	0	2
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
05:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
06:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
07:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
08:00	0	5	0	0	**1**	0	0	0	0	0	0	0	0	6
09:00	0	**9**	1	0	1	0	0	0	0	0	0	0	0	**11**
10:00	0	3	1	0	0	0	0	**1**	0	0	0	0	0	5
11:00	0	6	1	0	1	0	0	0	**1**	0	0	0	0	9
12 PM	0	**18**	1	0	1	**1**	0	0	**1**	0	0	0	0	**22**
13:00	0	11	1	0	**2**	0	0	0	0	0	0	0	0	14
14:00	0	14	2	0	1	0	0	0	0	0	0	0	0	17
15:00	0	6	2	0	2	0	0	0	0	0	0	0	0	10
16:00	0	17	4	0	1	0	0	0	0	0	0	0	0	22
17:00	0	7	**5**	0	1	0	0	0	0	0	0	0	0	13
18:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
19:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
20:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	153	25	0	11	1	0	1	2	0	0	0	0	193
Percent	0.0%	79.3%	13.0%	0.0%	5.7%	0.5%	0.0%	0.5%	1.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		09:00	00:00		08:00			10:00	11:00					09:00
Vol.		9	2		1			1	1					11
PM Peak		12:00	17:00		13:00	12:00			12:00					12:00
Vol.		18	5		2	1			1					22
Grand Total	0	153	25	0	11	1	0	1	2	0	0	0	0	193
Percent	0.0%	79.3%	13.0%	0.0%	5.7%	0.5%	0.0%	0.5%	1.0%	0.0%	0.0%	0.0%	0.0%	

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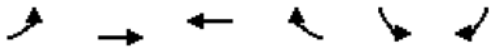
Northbound, Southbound

Start Time	Motorcy	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
08/27/24	0	0	2	0	0	0	0	0	0	0	0	0	0	2
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	15	0	0	0	**1**	0	0	0	0	0	0	0	16
04:00	0	**26**	1	0	0	0	0	0	0	0	0	0	0	**27**
05:00	0	19	**3**	0	0	0	0	0	0	0	0	0	0	22
06:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
07:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
08:00	0	11	1	0	**2**	0	0	0	0	0	0	0	0	14
09:00	0	15	1	0	1	0	0	0	0	0	0	0	0	17
10:00	0	5	3	0	0	0	0	**1**	0	0	0	0	0	9
11:00	0	7	1	0	1	0	0	0	**1**	0	0	0	0	10
12 PM	0	18	3	0	2	**1**	0	0	**1**	0	0	0	0	25
13:00	0	15	1	0	**3**	0	0	0	0	0	0	0	0	19
14:00	0	18	2	0	1	0	0	0	0	0	0	0	0	21
15:00	0	14	3	0	3	0	0	0	0	0	0	0	0	20
16:00	0	**32**	**8**	0	1	0	0	0	0	0	0	0	0	**41**
17:00	0	9	5	0	1	0	0	0	0	0	0	0	0	15
18:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
19:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
20:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
21:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
22:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	268	43	0	15	2	0	1	2	0	0	0	0	331
Percent	0.0%	81.0%	13.0%	0.0%	4.5%	0.6%	0.0%	0.3%	0.6%	0.0%	0.0%	0.0%	0.0%	
AM Peak		04:00	05:00		08:00	03:00		10:00	11:00					04:00
Vol.		26	3		2	1		1	1					27
PM Peak		16:00	16:00		13:00	12:00			12:00					16:00
Vol.		32	8		3	1			1					41
Grand Total	0	268	43	0	15	2	0	1	2	0	0	0	0	331
Percent	0.0%	81.0%	13.0%	0.0%	4.5%	0.6%	0.0%	0.3%	0.6%	0.0%	0.0%	0.0%	0.0%	

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APPENDIX 3.2: EXISTING (2024) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	9	14	7	1	1	6
Future Volume (vph)	9	14	7	1	1	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		55	55		45	
Link Distance (ft)		3330	1344		1769	
Travel Time (s)		41.3	16.7		26.8	
Peak Hour Factor	0.64	0.64	0.64	0.64	0.64	0.64
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

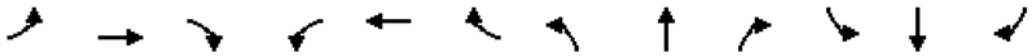
Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	14	7	1	1	6
Future Vol, veh/h	9	14	7	1	1	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	22	11	2	2	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	13	0	-	0	62	12
Stage 1	-	-	-	-	12	-
Stage 2	-	-	-	-	50	-
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	1619	-	-	-	950	1075
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	978	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1619	-	-	-	941	1075
Mov Cap-2 Maneuver	-	-	-	-	941	-
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	978	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.83	0	8.45
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	704	-	-	-	1054
HCM Lane V/C Ratio	0.009	-	-	-	0.01
HCM Control Delay (s/veh)	7.2	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	1	0	0	0	0	1	0	0	0
Future Volume (vph)	0	0	0	1	0	0	0	0	1	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1354			321			1023			285	
Travel Time (s)		20.5			4.9			15.5			4.3	
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	1	0	0	0	0	1	0	0	0
Future Vol, veh/h	0	0	0	1	0	0	0	0	1	0	0	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	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	2	0	0	0	0	2	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2	4	2	3	3	1	2	0	0	2	0	0
Stage 1	2	2	-	1	1	-	-	-	-	-	-	-
Stage 2	0	2	-	2	2	-	-	-	-	-	-	-
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	1026	896	1088	1024	897	1090	1634	-	-	1634	-	-
Stage 1	1026	898	-	1027	899	-	-	-	-	-	-	-
Stage 2	-	898	-	1026	898	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	1026	896	1088	1024	897	1090	1634	-	-	1634	-	-
Mov Cap-2 Maneuver	1026	896	-	1024	897	-	-	-	-	-	-	-
Stage 1	1026	898	-	1027	899	-	-	-	-	-	-	-
Stage 2	-	898	-	1026	898	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	8.52	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1634	-	-	-	1024	1634	-	-
HCM Lane V/C Ratio	-	-	-	-	0.002	-	-	-
HCM Control Delay (s/veh)	0	-	-	0	8.5	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	4	5	2	1	4	4
Future Volume (vph)	4	5	2	1	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			55	55	
Link Distance (ft)	2664			475	6664	
Travel Time (s)	60.5			5.9	82.6	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	5	2	1	4	4
Future Vol, veh/h	4	5	2	1	4	4
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	71	71	71	71	71	71
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	6	7	3	1	6	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	15	8	11	0	-	0
Stage 1	8	-	-	-	-	-
Stage 2	7	-	-	-	-	-
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	1008	1079	1621	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	1021	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1006	1079	1621	-	-	-
Mov Cap-2 Maneuver	1006	-	-	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	1021	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.49	4.82	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1200	-	1046	-	-
HCM Lane V/C Ratio	0.002	-	0.012	-	-
HCM Control Delay (s/veh)	7.2	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	19	40	18	34	19	1
Future Volume (vph)	19	40	18	34	19	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0	100
Storage Lanes		0	0		1	0
Taper Length (ft)			90		90	
Link Speed (mph)	45			45	55	
Link Distance (ft)	5327			1321	6664	
Travel Time (s)	80.7			20.0	82.6	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	19	40	18	34	19	1
Future Vol, veh/h	19	40	18	34	19	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	-	-	-	-	0	-
Veh in Median Storage, #	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	25	53	24	45	25	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	78	0	143	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	92	-
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	-	-	1534	-	854	1022
Stage 1	-	-	-	-	976	-
Stage 2	-	-	-	-	937	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1534	-	840	1022
Mov Cap-2 Maneuver	-	-	-	-	840	-
Stage 1	-	-	-	-	976	-
Stage 2	-	-	-	-	922	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.56	9.38
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	848	-	-	623	-
HCM Lane V/C Ratio	0.031	-	-	0.015	-
HCM Control Delay (s/veh)	9.4	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	97	11	7	74	61	22	134	13	28	58	1
Future Volume (vph)	1	97	11	7	74	61	22	134	13	28	58	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		165	100		0	325		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	90			90			90			90		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		7616			5327			4005			1074	
Travel Time (s)		115.4			80.7			49.6			13.3	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	97	11	7	74	61	22	134	13	28	58	1
Future Vol, veh/h	1	97	11	7	74	61	22	134	13	28	58	1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	120	14	9	91	75	27	165	16	35	72	1
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	1
HCM Control Delay, s/veh	10.2	9.2	10.1	9.6
HCM LOS	B	A	B	A

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	1%	9%	0%	100%	0%
Vol Thru, %	0%	100%	0%	89%	91%	0%	0%	98%
Vol Right, %	0%	0%	100%	10%	0%	100%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	134	13	109	81	61	28	59
LT Vol	22	0	0	1	7	0	28	0
Through Vol	0	134	0	97	74	0	0	58
RT Vol	0	0	13	11	0	61	0	1
Lane Flow Rate	27	165	16	135	100	75	35	73
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.047	0.264	0.023	0.218	0.163	0.107	0.062	0.121
Departure Headway (Hd)	6.26	5.755	5.049	5.823	5.869	5.122	6.493	5.975
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	573	625	710	618	612	700	553	601
Service Time	3.984	3.479	2.772	3.549	3.594	2.847	4.22	3.701
HCM Lane V/C Ratio	0.047	0.264	0.023	0.218	0.163	0.107	0.063	0.121
HCM Control Delay, s/veh	9.3	10.5	7.9	10.2	9.7	8.5	9.7	9.5
HCM Lane LOS	A	B	A	B	A	A	A	A
HCM 95th-tile Q	0.1	1.1	0.1	0.8	0.6	0.4	0.2	0.4



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	96	1	28	108	1	52
Future Volume (vph)	96	1	28	108	1	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45		45			45
Link Distance (ft)	7616		549			661
Travel Time (s)	115.4		8.3			10.0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

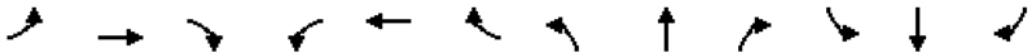
Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	96	1	28	108	1	52
Future Vol, veh/h	96	1	28	108	1	52
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	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	112	1	33	126	1	60

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	158	95	0	0	158	0
Stage 1	95	-	-	-	-	-
Stage 2	63	-	-	-	-	-
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	838	967	-	-	1434	-
Stage 1	933	-	-	-	-	-
Stage 2	965	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	837	967	-	-	1434	-
Mov Cap-2 Maneuver	837	-	-	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	964	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.96	0	0.14
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	838	34	-
HCM Lane V/C Ratio	-	-	0.135	0.001	-
HCM Control Delay (s/veh)	-	-	10	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	10	28	6	142	1	7	30	3	123	0	22
Future Volume (vph)	9	10	28	6	142	1	7	30	3	123	0	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		889			1144			979			330	
Travel Time (s)		13.5			17.3			22.3			7.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

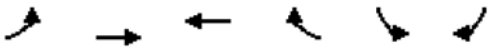
Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	10	28	6	142	1	7	30	3	123	0	22
Future Vol, veh/h	9	10	28	6	142	1	7	30	3	123	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	10	29	6	148	1	7	31	3	128	0	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	149	0	0	40	0	0	204	205	25	206	219	148
Stage 1	-	-	-	-	-	-	44	44	-	161	161	-
Stage 2	-	-	-	-	-	-	160	161	-	45	58	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1445	-	-	1583	-	-	758	695	1057	756	683	904
Stage 1	-	-	-	-	-	-	976	862	-	846	769	-
Stage 2	-	-	-	-	-	-	846	768	-	974	850	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1445	-	-	1583	-	-	731	687	1057	712	675	904
Mov Cap-2 Maneuver	-	-	-	-	-	-	731	687	-	712	675	-
Stage 1	-	-	-	-	-	-	969	857	-	842	765	-
Stage 2	-	-	-	-	-	-	821	765	-	930	845	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.44	0.29	10.36	11.15
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	713	300	-	-	72	-	-	736
HCM Lane V/C Ratio	0.058	0.006	-	-	0.004	-	-	0.205
HCM Control Delay (s/veh)	10.4	7.5	0	-	7.3	0	-	11.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.8



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	13	47	124	34	3
Future Volume (vph)	1	13	47	124	34	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	25
Storage Lanes	0			0	1	0
Taper Length (ft)	90				90	
Link Speed (mph)		45	45		45	
Link Distance (ft)		1552	889		1482	
Travel Time (s)		23.5	13.5		22.5	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	13	47	124	34	3
Future Vol, veh/h	1	13	47	124	34	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	15	56	148	40	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	56	0	-	0	148	130
Stage 1	-	-	-	-	130	-
Stage 2	-	-	-	-	18	-
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	1562	-	-	-	849	925
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1562	-	-	-	849	925
Mov Cap-2 Maneuver	-	-	-	-	849	-
Stage 1	-	-	-	-	900	-
Stage 2	-	-	-	-	1010	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.52	0	9.44
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	129	-	-	-	854
HCM Lane V/C Ratio	0.001	-	-	-	0.052
HCM Control Delay (s/veh)	7.3	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	35	1	1	124	1	2
Future Volume (vph)	35	1	1	124	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	263		1482			525
Travel Time (s)	6.0		22.5			8.0
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

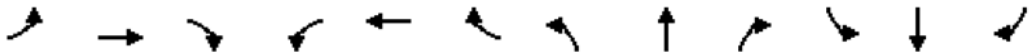
Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	1	1	124	1	2
Future Vol, veh/h	35	1	1	124	1	2
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	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	44	1	1	157	1	3

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	85	80	0	0	158	0
Stage 1	80	-	-	-	-	-
Stage 2	5	-	-	-	-	-
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	922	986	-	-	1434	-
Stage 1	948	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	921	986	-	-	1434	-
Mov Cap-2 Maneuver	921	-	-	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.11	0	2.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	922	600	-
HCM Lane V/C Ratio	-	-	0.049	0.001	-
HCM Control Delay (s/veh)	-	-	9.1	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	11	2	7	1	3	6	150	20	1	52	8
Future Volume (vph)	20	11	2	7	1	3	6	150	20	1	52	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1375			3330			1135			747	
Travel Time (s)		17.0			41.3			14.1			9.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other

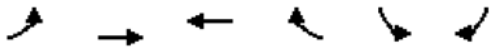
Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	11	2	7	1	3	6	150	20	1	52	8
Future Vol, veh/h	20	11	2	7	1	3	6	150	20	1	52	8
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	22	12	2	8	1	3	7	167	22	1	58	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.8	7.5	8.1	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	61%	64%	2%
Vol Thru, %	85%	33%	9%	85%
Vol Right, %	11%	6%	27%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	176	33	11	61
LT Vol	6	20	7	1
Through Vol	150	11	1	52
RT Vol	20	2	3	8
Lane Flow Rate	196	37	12	68
Geometry Grp	1	1	1	1
Degree of Util (X)	0.216	0.046	0.015	0.076
Departure Headway (Hd)	3.976	4.561	4.468	4.059
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	898	790	806	873
Service Time	2.023	2.561	2.469	2.129
HCM Lane V/C Ratio	0.218	0.047	0.015	0.078
HCM Control Delay, s/veh	8.1	7.8	7.5	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.1	0	0.2



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	21	5	19	1	1	24
Future Volume (vph)	21	5	19	1	1	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		55	55		45	
Link Distance (ft)		3330	1344		1769	
Travel Time (s)		41.3	16.7		26.8	
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

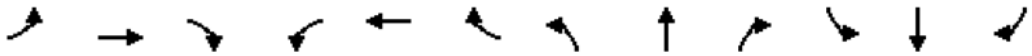
Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	5	19	1	1	24
Future Vol, veh/h	21	5	19	1	1	24
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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	30	7	28	1	1	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	29	0	-	0	96	28
Stage 1	-	-	-	-	28	-
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	1597	-	-	-	908	1053
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	960	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1597	-	-	-	890	1053
Mov Cap-2 Maneuver	-	-	-	-	890	-
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	960	-

Approach	EB	WB	SB
HCM Control Delay, s/v	5.89	0	8.57
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1454	-	-	-	1045
HCM Lane V/C Ratio	0.019	-	-	-	0.035
HCM Control Delay (s/veh)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	2	0	0	0	0	1	0	0	0
Future Volume (vph)	0	0	0	2	0	0	0	0	1	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1354			321			1023			285	
Travel Time (s)		20.5			4.9			15.5			4.3	
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	2	0	0	0	0	1	0	0	0
Future Vol, veh/h	0	0	0	2	0	0	0	0	1	0	0	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	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	4	0	0	0	0	2	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2	4	2	3	3	1	2	0	0	2	0	0
Stage 1	2	2	-	1	1	-	-	-	-	-	-	-
Stage 2	0	2	-	2	2	-	-	-	-	-	-	-
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	1026	896	1088	1024	897	1090	1634	-	-	1634	-	-
Stage 1	1026	898	-	1027	899	-	-	-	-	-	-	-
Stage 2	-	898	-	1026	898	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	1026	896	1088	1024	897	1090	1634	-	-	1634	-	-
Mov Cap-2 Maneuver	1026	896	-	1024	897	-	-	-	-	-	-	-
Stage 1	1026	898	-	1027	899	-	-	-	-	-	-	-
Stage 2	-	898	-	1026	898	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	8.53	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1634	-	-	-	1024	1634	-	-
HCM Lane V/C Ratio	-	-	-	-	0.004	-	-	-
HCM Control Delay (s/veh)	0	-	-	0	8.5	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	1	2	1	3	22
Future Volume (vph)	20	1	2	1	3	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			55	55	
Link Distance (ft)	2664			475	6664	
Travel Time (s)	60.5			5.9	82.6	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

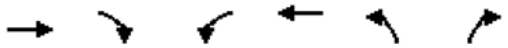
Intersection	
Int Delay, s/veh	4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	1	2	1	3	22
Future Vol, veh/h	20	1	2	1	3	22
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	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	27	1	3	1	4	30

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	26	19	34	0	-	0
Stage 1	19	-	-	-	-	-
Stage 2	7	-	-	-	-	-
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	995	1065	1590	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	1021	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	993	1065	1590	-	-	-
Mov Cap-2 Maneuver	993	-	-	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	1021	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.72	4.85	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1200	-	996	-	-
HCM Lane V/C Ratio	0.002	-	0.029	-	-
HCM Control Delay (s/veh)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	68	41	17	46	43	12
Future Volume (vph)	68	41	17	46	43	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0	100
Storage Lanes		0	0		1	0
Taper Length (ft)			90		90	
Link Speed (mph)	45			45	55	
Link Distance (ft)	5327			1835	6664	
Travel Time (s)	80.7			27.8	82.6	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	68	41	17	46	43	12
Future Vol, veh/h	68	41	17	46	43	12
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	-
Veh in Median Storage, #	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	54	22	61	57	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	143	0	222	116
Stage 1	-	-	-	-	116	-
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	-	-	1452	-	771	941
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	924	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1452	-	759	941
Mov Cap-2 Maneuver	-	-	-	-	759	-
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	909	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.03	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	792	-	-	486	-
HCM Lane V/C Ratio	0.091	-	-	0.015	-
HCM Control Delay (s/veh)	10	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	179	35	43	168	42	29	69	48	75	197	1
Future Volume (vph)	1	179	35	43	168	42	29	69	48	75	197	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		165	100		0	325		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	90			90			90			90		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		7616			5327			4005			1074	
Travel Time (s)		115.4			80.7			49.6			13.3	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	16.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	179	35	43	168	42	29	69	48	75	197	1
Future Vol, veh/h	1	179	35	43	168	42	29	69	48	75	197	1
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	224	44	54	210	53	36	86	60	94	246	1
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	1
HCM Control Delay, s/veh	18.7	17.4	11.9	16.3
HCM LOS	C	C	B	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	0%	20%	0%	100%	0%
Vol Thru, %	0%	100%	0%	83%	80%	0%	0%	99%
Vol Right, %	0%	0%	100%	16%	0%	100%	0%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	69	48	215	211	42	75	198
LT Vol	29	0	0	1	43	0	75	0
Through Vol	0	69	0	179	168	0	0	197
RT Vol	0	0	48	35	0	42	0	1
Lane Flow Rate	36	86	60	269	264	53	94	248
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.085	0.189	0.119	0.548	0.547	0.097	0.206	0.509
Departure Headway (Hd)	8.395	7.88	7.16	7.335	7.462	6.646	7.925	7.407
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	426	454	499	492	483	538	452	485
Service Time	6.166	5.651	4.93	5.096	5.223	4.406	5.689	5.171
HCM Lane V/C Ratio	0.085	0.189	0.12	0.547	0.547	0.099	0.208	0.511
HCM Control Delay, s/veh	12	12.5	10.9	18.7	18.9	10.1	12.7	17.7
HCM Lane LOS	B	B	B	C	C	B	B	C
HCM 95th-tile Q	0.3	0.7	0.4	3.3	3.2	0.3	0.8	2.8



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	194	3	12	212	2	27
Future Volume (vph)	194	3	12	212	2	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45		45			45
Link Distance (ft)	7616		549			661
Travel Time (s)	115.4		8.3			10.0
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	5.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	194	3	12	212	2	27
Future Vol, veh/h	194	3	12	212	2	27
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	67	67	67	67	67	67
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	290	4	18	316	3	40

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	222	176	0	0	334	0
Stage 1	176	-	-	-	-	-
Stage 2	46	-	-	-	-	-
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	770	872	-	-	1236	-
Stage 1	859	-	-	-	-	-
Stage 2	981	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	768	872	-	-	1236	-
Mov Cap-2 Maneuver	768	-	-	-	-	-
Stage 1	859	-	-	-	-	-
Stage 2	979	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.54	0	0.55
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	770	124	-
HCM Lane V/C Ratio	-	-	0.382	0.002	-
HCM Control Delay (s/veh)	-	-	12.5	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.8	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	16	45	8	213	1	4	25	10	198	0	19
Future Volume (vph)	5	16	45	8	213	1	4	25	10	198	0	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		889			1144			979			330	
Travel Time (s)		13.5			17.3			22.3			7.5	
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

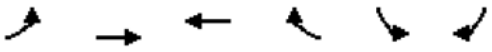
Intersection	
Int Delay, s/veh	9.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	16	45	8	213	1	4	25	10	198	0	19
Future Vol, veh/h	5	16	45	8	213	1	4	25	10	198	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	68	68	68	68	68	68	68	68	68
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	24	66	12	313	1	6	37	15	291	0	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	315	0	0	90	0	0	408	410	57	394	442	314
Stage 1	-	-	-	-	-	-	71	71	-	337	337	-
Stage 2	-	-	-	-	-	-	337	338	-	57	104	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1257	-	-	1518	-	-	557	535	1015	569	513	731
Stage 1	-	-	-	-	-	-	943	839	-	681	644	-
Stage 2	-	-	-	-	-	-	682	644	-	960	813	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1257	-	-	1518	-	-	528	526	1015	514	505	731
Mov Cap-2 Maneuver	-	-	-	-	-	-	528	526	-	514	505	-
Stage 1	-	-	-	-	-	-	938	834	-	675	638	-
Stage 2	-	-	-	-	-	-	649	638	-	899	808	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.6	0.27	11.62	21.7
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	601	119	-	-	65	-	-	528
HCM Lane V/C Ratio	0.095	0.006	-	-	0.008	-	-	0.605
HCM Control Delay (s/veh)	11.6	7.9	0	-	7.4	0	-	21.7
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	4



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	6	22	31	205	43	2
Future Volume (vph)	6	22	31	205	43	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	25
Storage Lanes	0			0	1	0
Taper Length (ft)	90				90	
Link Speed (mph)		45	45		45	
Link Distance (ft)		1552	889		1482	
Travel Time (s)		23.5	13.5		22.5	
Peak Hour Factor	0.58	0.58	0.58	0.58	0.58	0.58
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	22	31	205	43	2
Future Vol, veh/h	6	22	31	205	43	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
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	10	38	53	353	74	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	53	0	-	0	289	230
Stage 1	-	-	-	-	230	-
Stage 2	-	-	-	-	59	-
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	1565	-	-	-	706	814
Stage 1	-	-	-	-	813	-
Stage 2	-	-	-	-	969	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1565	-	-	-	701	814
Mov Cap-2 Maneuver	-	-	-	-	701	-
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	969	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.57	0	10.73
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	386	-	-	-	706
HCM Lane V/C Ratio	0.007	-	-	-	0.11
HCM Control Delay (s/veh)	7.3	0	-	-	10.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	45	1	1	210	1	1
Future Volume (vph)	45	1	1	210	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	263		1482			525
Travel Time (s)	6.0		22.5			8.0
Peak Hour Factor	0.56	0.56	0.56	0.56	0.56	0.56
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

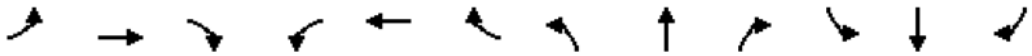
Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	45	1	1	210	1	1
Future Vol, veh/h	45	1	1	210	1	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	56	56	56	56	56	56
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	80	2	2	375	2	2

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	195	189	0	0	377	0
Stage 1	189	-	-	-	-	-
Stage 2	5	-	-	-	-	-
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	799	858	-	-	1193	-
Stage 1	848	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	798	858	-	-	1193	-
Mov Cap-2 Maneuver	798	-	-	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	1021	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.02	0	4.01
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	799	900	-
HCM Lane V/C Ratio	-	-	0.103	0.001	-
HCM Control Delay (s/veh)	-	-	10	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	6	2	27	16	2	3	111	16	4	208	46
Future Volume (vph)	23	6	2	27	16	2	3	111	16	4	208	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1375			3330			1135			747	
Travel Time (s)		17.0			41.3			14.1			9.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	6	2	27	16	2	3	111	16	4	208	46
Future Vol, veh/h	23	6	2	27	16	2	3	111	16	4	208	46
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	25	6	2	29	17	2	3	119	17	4	224	49
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.2	8.3	8.2	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	74%	60%	2%
Vol Thru, %	85%	19%	36%	81%
Vol Right, %	12%	6%	4%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	130	31	45	258
LT Vol	3	23	27	4
Through Vol	111	6	16	208
RT Vol	16	2	2	46
Lane Flow Rate	140	33	48	277
Geometry Grp	1	1	1	1
Degree of Util (X)	0.168	0.046	0.066	0.32
Departure Headway (Hd)	4.315	4.976	4.938	4.149
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	833	720	726	868
Service Time	2.331	3.002	2.964	2.162
HCM Lane V/C Ratio	0.168	0.046	0.066	0.319
HCM Control Delay, s/veh	8.2	8.2	8.3	9.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.1	0.2	1.4

APPENDIX 3.3: EXISTING (2024) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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(FHWA's MUTCD 2009, as amended for use in California)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

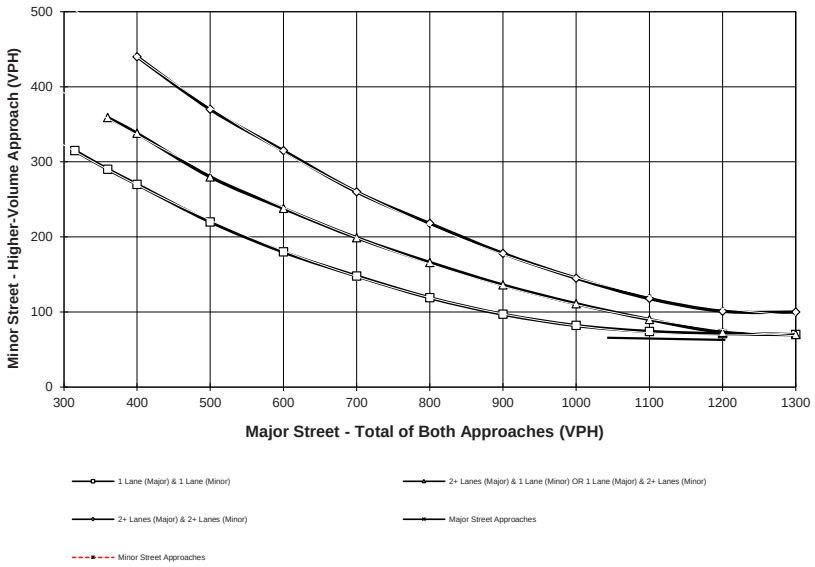
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2024) AM Peak Hour Warrants**

Major Street Name = **Corwin Rd.** Total of Both Approaches (VPH) = **31**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Dakota Av.** High Volume Approach (VPH) = **7**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #1

F:\UXRjobs_15600_16000_16000\16091\02_LOS\Warrants\01 - Existing\01R_AM.xls\Fig 4C-4 (Rural Peak)

California MUTCD 2016 Edition
(FHWA's MUTCD 2009, as amended for use in California)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

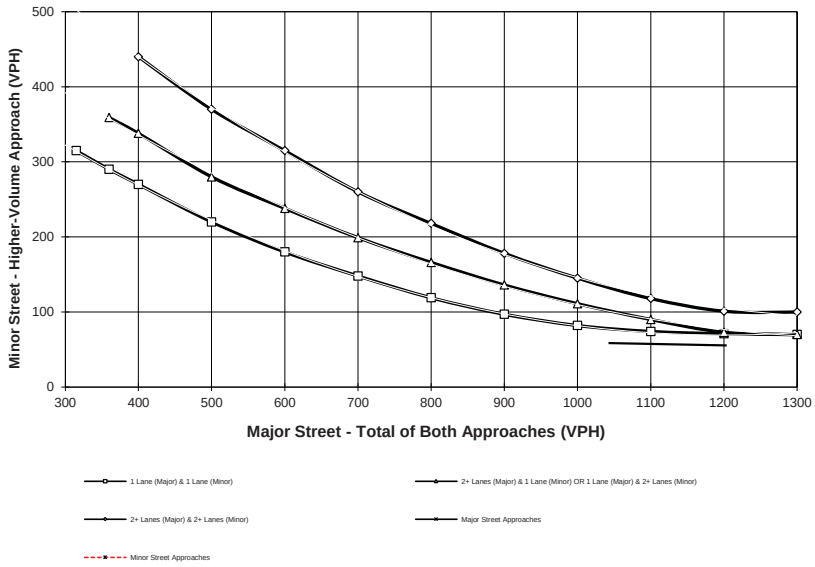
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2024) PM Peak Hour Warrants**

Major Street Name = **Corwin Rd.** Total of Both Approaches (VPH) = **46**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Dakota Av.** High Volume Approach (VPH) = **25**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #1

F:\UXRjobs_15600_16000_16000\16091\02_LOS\Warrants\01 - Existing\01R_PM.xls\Fig 4C-4 (Rural Peak)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

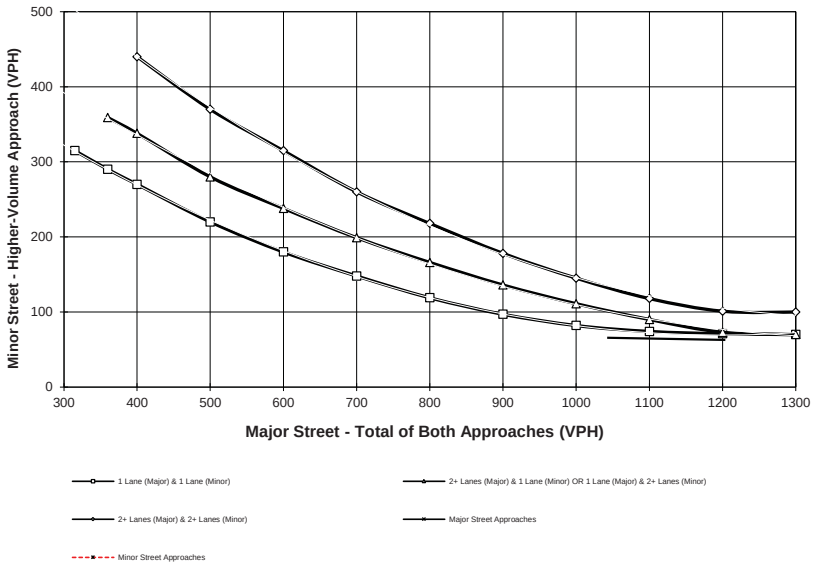
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2024) AM Peak Hour Warrants**

Major Street Name = **Ramona Rd.** Total of Both Approaches (VPH) = **1**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Fresno Rd.** High Volume Approach (VPH) = **1**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #2

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

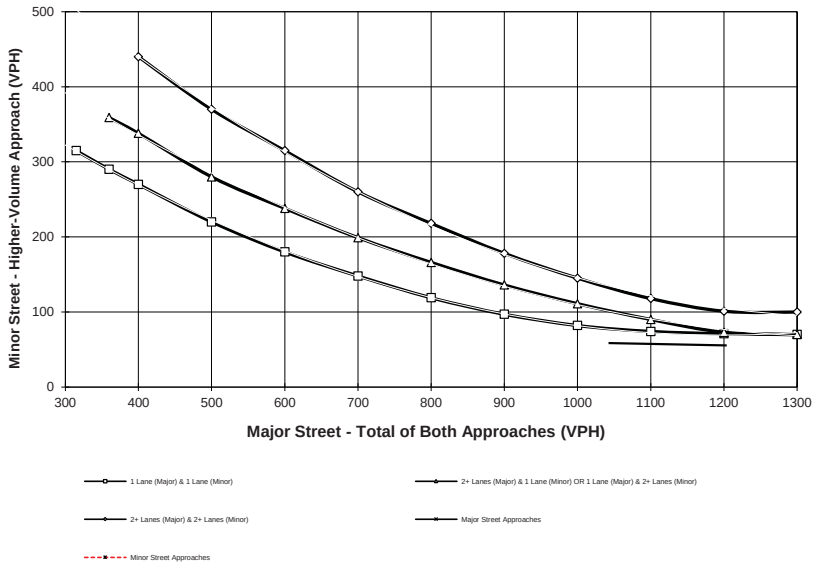
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2024) PM Peak Hour Warrants**

Major Street Name = **Fresno Rd.** Total of Both Approaches (VPH) = **2**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Ramona Rd.** High Volume Approach (VPH) = **1**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #2

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

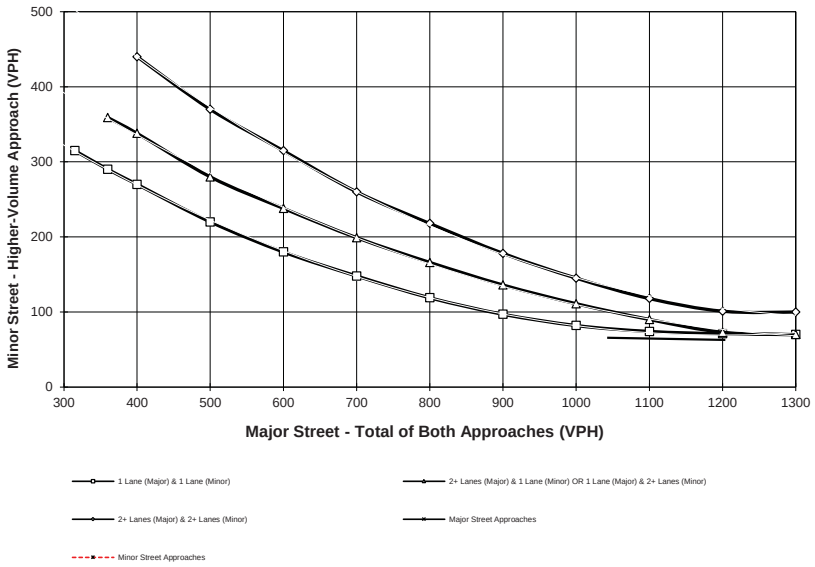
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2024) AM Peak Hour Warrants**

Major Street Name = **Navajo Rd.** Total of Both Approaches (VPH) = **11**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Altadena St.** High Volume Approach (VPH) = **9**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #3

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

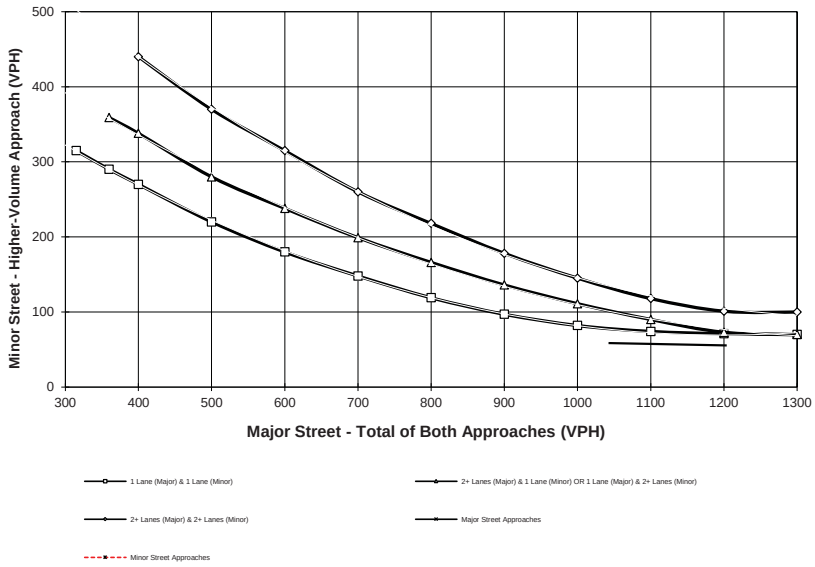
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2024) PM Peak Hour Warrants**

Major Street Name = **Navajo Rd.** Total of Both Approaches (VPH) = **28**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Altadena St.** High Volume Approach (VPH) = **21**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #3

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

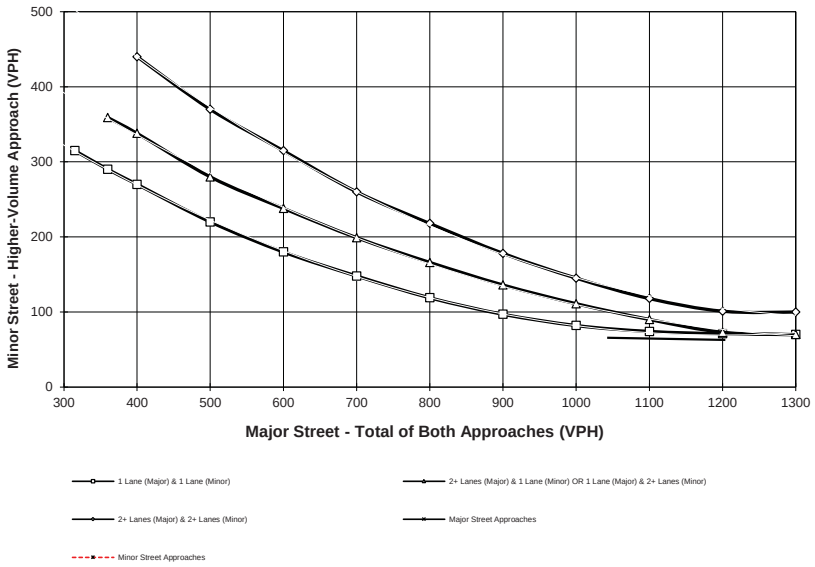
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2024) AM Peak Hour Warrants**

Major Street Name = **Johnson Rd.** Total of Both Approaches (VPH) = **111**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Navajo Rd.** High Volume Approach (VPH) = **20**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #4

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

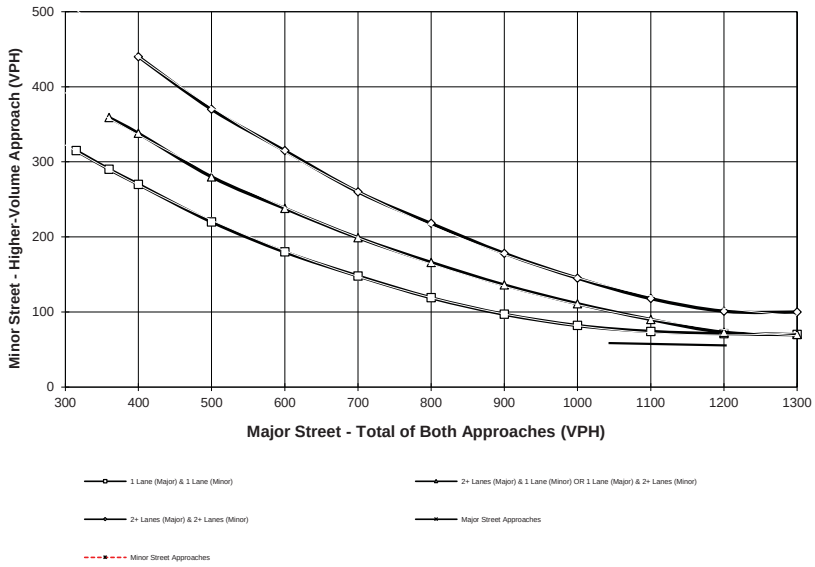
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2024) PM Peak Hour Warrants**

Major Street Name = **Johnson Rd.** Total of Both Approaches (VPH) = **172**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Navajo Rd.** High Volume Approach (VPH) = **55**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #4

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

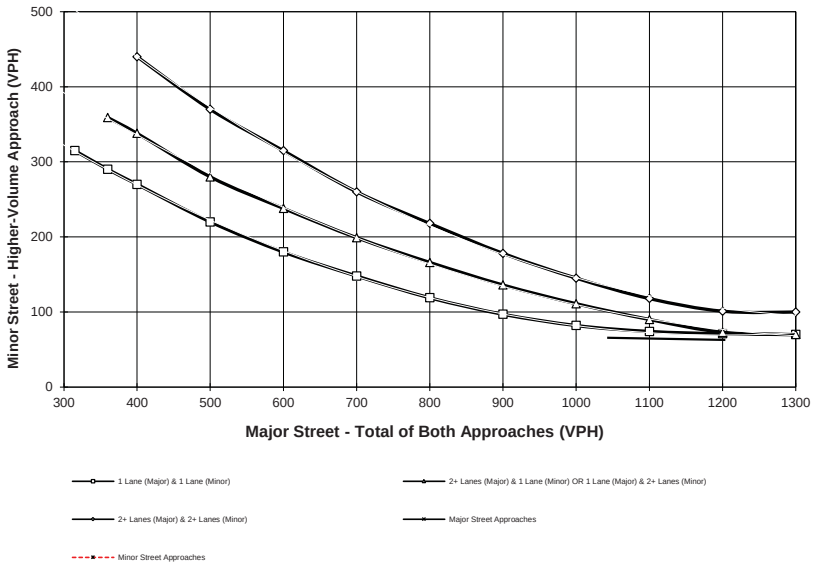
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2024) AM Peak Hour Warrants**

Major Street Name = **Dale Evans Pkwy.** Total of Both Approaches (VPH) = **256**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Johnson Rd.** High Volume Approach (VPH) = **142**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #5

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

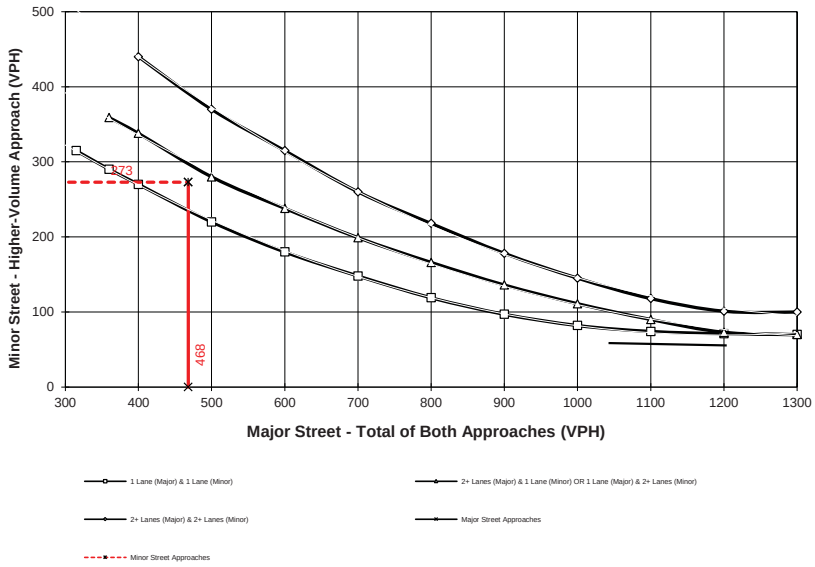
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2024) PM Peak Hour Warrants**

Major Street Name = **Johnson Rd.** Total of Both Approaches (VPH) = **468**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Dale Evans Pkwy.** High Volume Approach (VPH) = **273**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #5

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

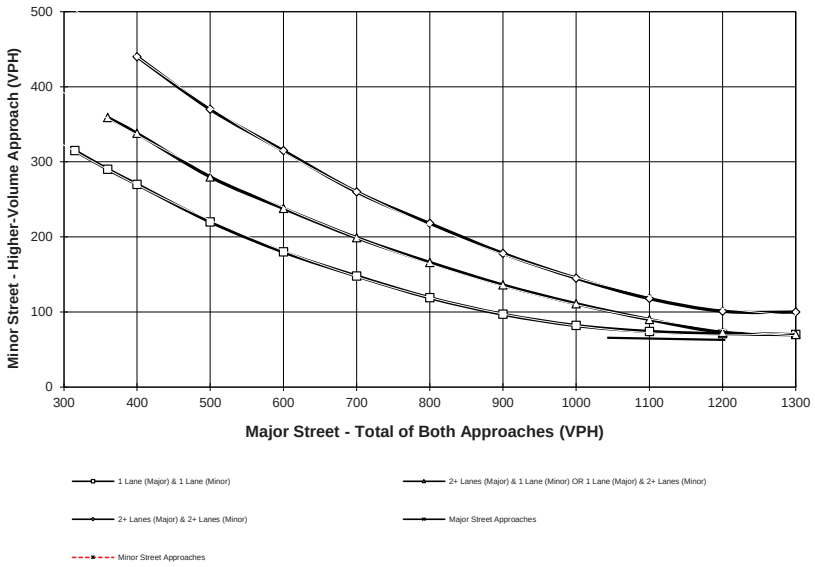
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2024) AM Peak Hour Warrants**

Major Street Name = **Stoddard Wells Rd.** Total of Both Approaches (VPH) = **189**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Johnson Rd.** High Volume Approach (VPH) = **97**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #6

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

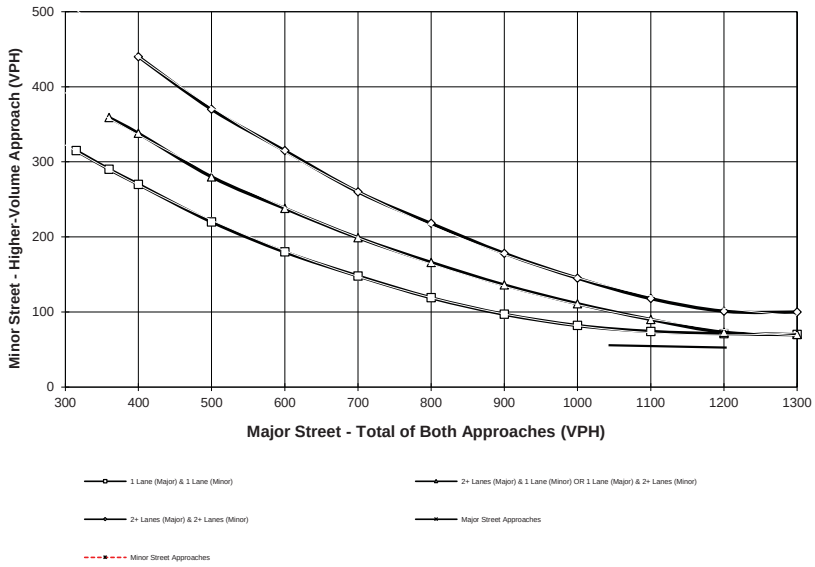
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2024) PM Peak Hour Warrants**

Major Street Name = **Stoddard Wells Rd.** Total of Both Approaches (VPH) = **253**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Johnson Rd.** High Volume Approach (VPH) = **197**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #6

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

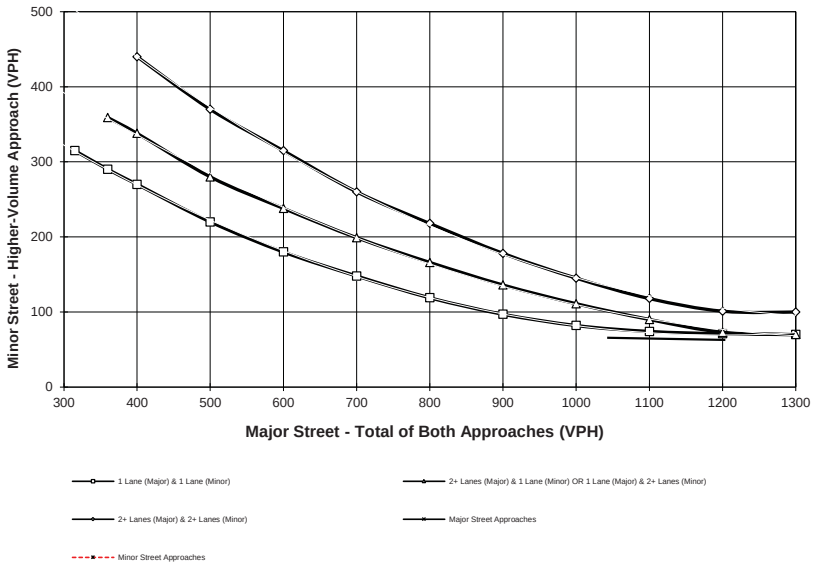
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2024) AM Peak Hour Warrants**

Major Street Name = **Stoddard Wells Rd.** Total of Both Approaches (VPH) = **196**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-15 NB Ramps - Outer Hwy. 15** High Volume Approach (VPH) = **145**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #7

California MUTCD 2016 Edition
(FHWA's MUTCD 2009, as amended for use in California)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

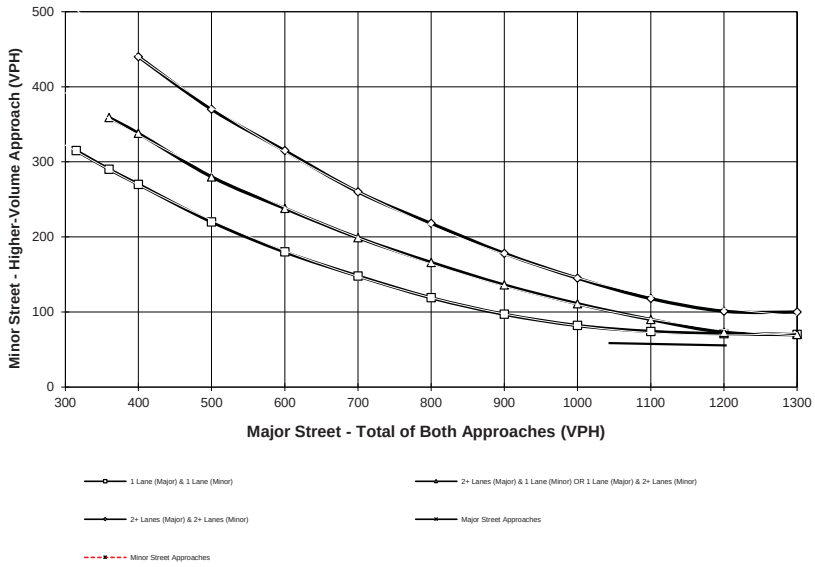
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2024) PM Peak Hour Warrants**

Major Street Name = **Stoddard Wells Rd.** Total of Both Approaches (VPH) = **288**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-15 NB Ramps - Outer Hwy. 15** High Volume Approach (VPH) = **217**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #7

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

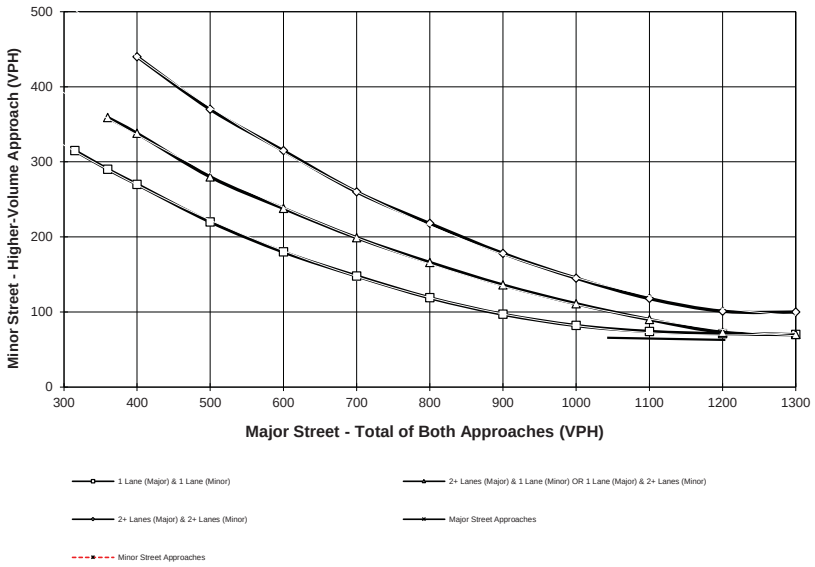
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2024) AM Peak Hour Warrants**

Major Street Name = **Stoddard Wells Rd.** Total of Both Approaches (VPH) = **185**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Quarry Rd.** High Volume Approach (VPH) = **37**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #8

California MUTCD 2016 Edition
(FHWA's MUTCD 2009, as amended for use in California)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

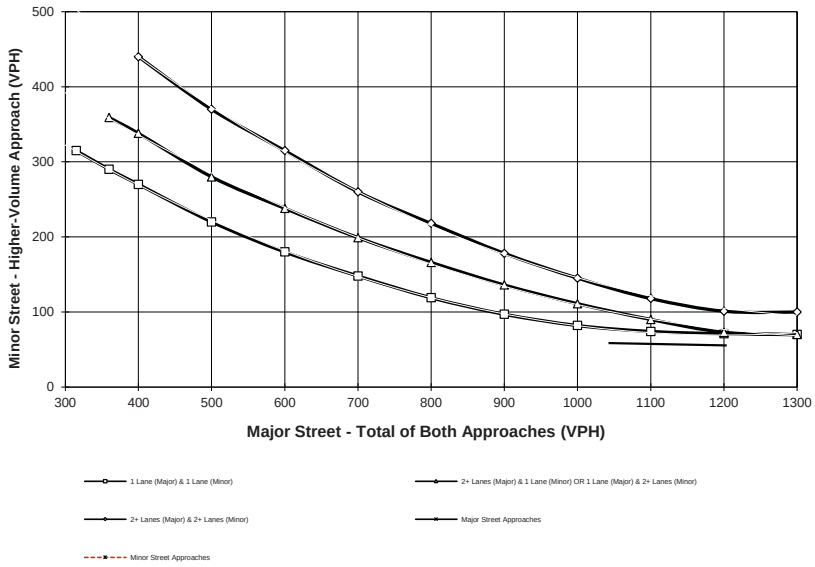
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2024) PM Peak Hour Warrants**

Major Street Name = **Stoddard Wells Rd.** Total of Both Approaches (VPH) = **264**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Quarry Rd.** High Volume Approach (VPH) = **45**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #8

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

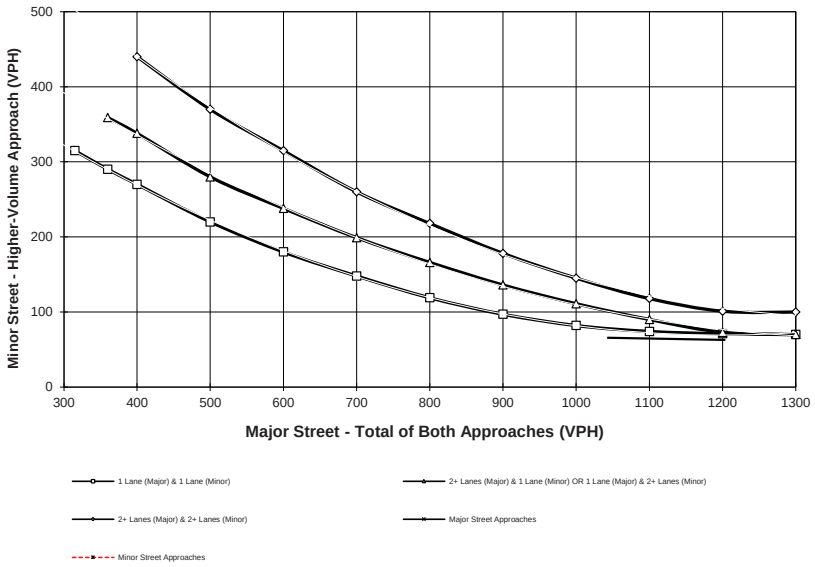
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2024) AM Peak Hour Warrants**

Major Street Name = **Quarry Rd.** Total of Both Approaches (VPH) = **128**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-15 SB Ramps** High Volume Approach (VPH) = **36**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #9

California MUTCD 2016 Edition
(FHWA's MUTCD 2009, as amended for use in California)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

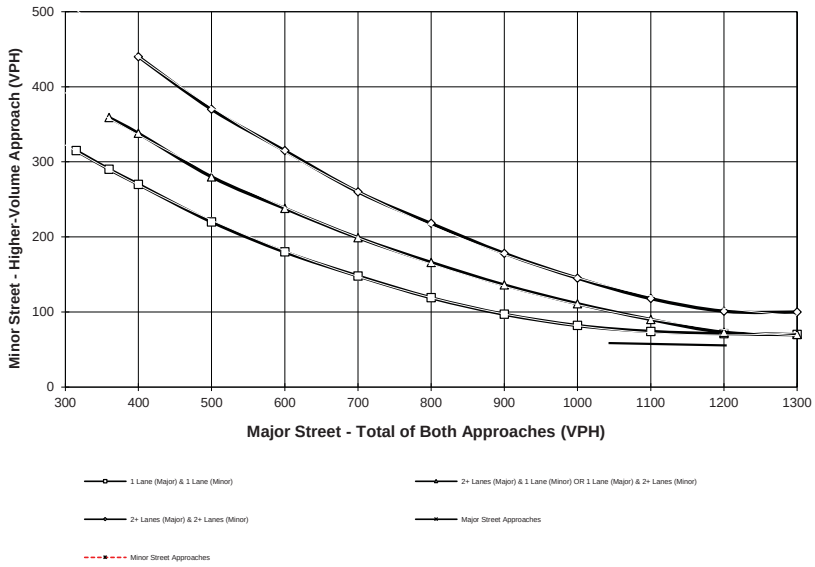
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2024) PM Peak Hour Warrants**

Major Street Name = **Quarry Rd.** Total of Both Approaches (VPH) = **213**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-15 SB Ramps** High Volume Approach (VPH) = **46**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #9

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

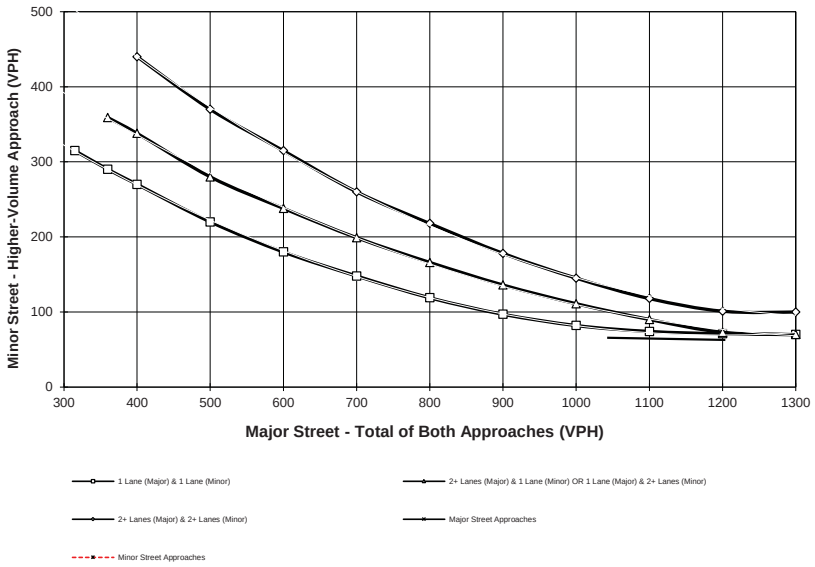
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2024) AM Peak Hour Warrants**

Major Street Name = **Dale Evans Pkwy.** Total of Both Approaches (VPH) = **237**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Corwin Rd.** High Volume Approach (VPH) = **33**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #10

California MUTCD 2016 Edition
(FHWA's MUTCD 2009, as amended for use in California)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

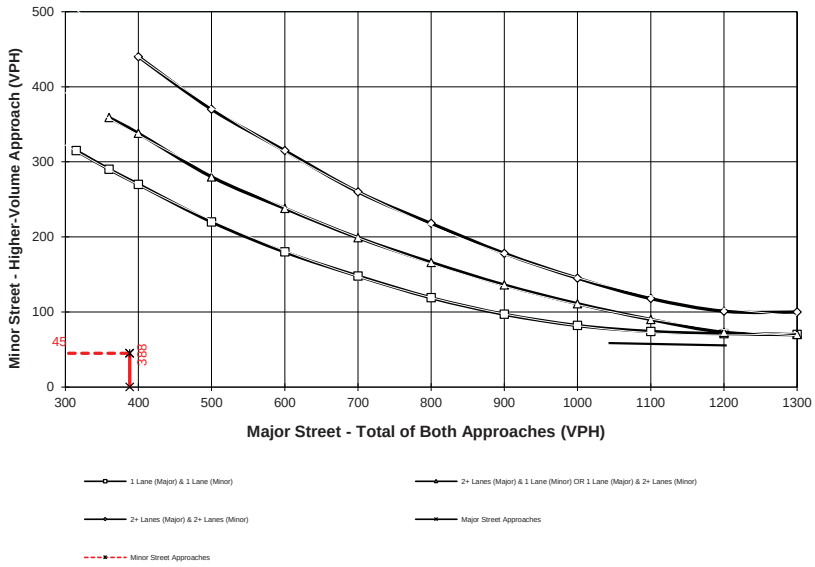
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EXISTING (2024) PM Peak Hour Warrants**

Major Street Name = **Dale Evans Pkwy.** Total of Both Approaches (VPH) = **388**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Corwin Rd.** High Volume Approach (VPH) = **45**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #10

APPENDIX 3.4: EXISTING (2024) CONDITIONS QUEUING ANALYSIS WORKSHEETS

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Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	10	28	6	142	1	7	30	3	123	0	22
Future Vol, veh/h	9	10	28	6	142	1	7	30	3	123	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	10	29	6	148	1	7	31	3	128	0	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	149	0	0	40	0	0	204	205	25	206	219	148
Stage 1	-	-	-	-	-	-	44	44	-	161	161	-
Stage 2	-	-	-	-	-	-	160	161	-	45	58	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1445	-	-	1583	-	-	758	695	1057	756	683	904
Stage 1	-	-	-	-	-	-	976	862	-	846	769	-
Stage 2	-	-	-	-	-	-	846	768	-	974	850	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1445	-	-	1583	-	-	731	687	1057	712	675	904
Mov Cap-2 Maneuver	-	-	-	-	-	-	731	687	-	712	675	-
Stage 1	-	-	-	-	-	-	969	857	-	842	765	-
Stage 2	-	-	-	-	-	-	821	765	-	930	845	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.44	0.29	10.36	11.15
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	713	300	-	-	72	-	-	736
HCM Lane V/C Ratio	0.058	0.006	-	-	0.004	-	-	0.205
HCM Control Delay (s/veh)	10.4	7.5	0	-	7.3	0	-	11.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	1	1	124	1	2
Future Vol, veh/h	35	1	1	124	1	2
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	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	44	1	1	157	1	3

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	85	80	0	0	158	0
Stage 1	80	-	-	-	-	-
Stage 2	5	-	-	-	-	-
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	922	986	-	-	1434	-
Stage 1	948	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	921	986	-	-	1434	-
Mov Cap-2 Maneuver	921	-	-	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.11	0	2.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	922	600	-
HCM Lane V/C Ratio	-	-	0.049	0.001	-
HCM Control Delay (s/veh)	-	-	9.1	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	9.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	16	45	8	213	1	4	25	10	198	0	19
Future Vol, veh/h	5	16	45	8	213	1	4	25	10	198	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	68	68	68	68	68	68	68	68	68
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	24	66	12	313	1	6	37	15	291	0	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	315	0	0	90	0	0	408	410	57	394	442	314
Stage 1	-	-	-	-	-	-	71	71	-	337	337	-
Stage 2	-	-	-	-	-	-	337	338	-	57	104	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1257	-	-	1518	-	-	557	535	1015	569	513	731
Stage 1	-	-	-	-	-	-	943	839	-	681	644	-
Stage 2	-	-	-	-	-	-	682	644	-	960	813	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1257	-	-	1518	-	-	528	526	1015	514	505	731
Mov Cap-2 Maneuver	-	-	-	-	-	-	528	526	-	514	505	-
Stage 1	-	-	-	-	-	-	938	834	-	675	638	-
Stage 2	-	-	-	-	-	-	649	638	-	899	808	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.6	0.27	11.62	21.7
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	601	119	-	-	65	-	-	528
HCM Lane V/C Ratio	0.095	0.006	-	-	0.008	-	-	0.605
HCM Control Delay (s/veh)	11.6	7.9	0	-	7.4	0	-	21.7
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	4

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	45	1	1	210	1	1
Future Vol, veh/h	45	1	1	210	1	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	56	56	56	56	56	56
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	80	2	2	375	2	2

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	195	189	0	0	377	0
Stage 1	189	-	-	-	-	-
Stage 2	5	-	-	-	-	-
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	799	858	-	-	1193	-
Stage 1	848	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	798	858	-	-	1193	-
Mov Cap-2 Maneuver	798	-	-	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	1021	-	-	-	-	-

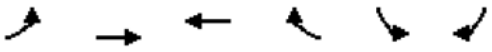
Approach	WB	NB	SB
HCM Control Delay, s/v	10.02	0	4.01
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	799	900	-
HCM Lane V/C Ratio	-	-	0.103	0.001	-
HCM Control Delay (s/veh)	-	-	10	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

APPENDIX 5.1: OPENING YEAR CUMULATIVE (2027) WITHOUT PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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1: Corwin Rd. & Dakota Av.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	10	15	7	2	2	6
Future Volume (vph)	10	15	7	2	2	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		55	55		45	
Link Distance (ft)		3330	1344		1769	
Travel Time (s)		41.3	16.7		26.8	
Peak Hour Factor	0.64	0.64	0.64	0.64	0.64	0.64
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	3.3

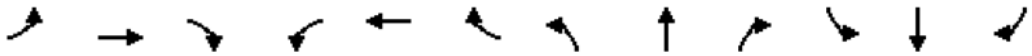
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	15	7	2	2	6
Future Vol, veh/h	10	15	7	2	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	16	23	11	3	3	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	14	0	-	0	67	13
Stage 1	-	-	-	-	13	-
Stage 2	-	-	-	-	55	-
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	1617	-	-	-	943	1074
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	973	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1617	-	-	-	934	1074
Mov Cap-2 Maneuver	-	-	-	-	934	-
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	973	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.9	0	8.52
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	720	-	-	-	1035
HCM Lane V/C Ratio	0.01	-	-	-	0.012
HCM Control Delay (s/veh)	7.2	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

2: Ramona Rd. & Fresno Rd.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	1	0	0	0	1	1	0	0	0
Future Volume (vph)	0	0	0	1	0	0	0	1	1	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1354			321			1023			285	
Travel Time (s)		20.5			4.9			15.5			4.3	
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	1	0	0	0	1	1	0	0	0
Future Vol, veh/h	0	0	0	1	0	0	0	1	1	0	0	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	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	2	0	0	0	2	2	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	4	6	2	5	5	3	2	0	0	4	0	0
Stage 1	2	2	-	3	3	-	-	-	-	-	-	-
Stage 2	2	4	-	2	2	-	-	-	-	-	-	-
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	1022	893	1088	1021	894	1087	1634	-	-	1631	-	-
Stage 1	1026	898	-	1025	897	-	-	-	-	-	-	-
Stage 2	1026	897	-	1026	898	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	1022	893	1088	1021	894	1087	1634	-	-	1631	-	-
Mov Cap-2 Maneuver	1022	893	-	1021	894	-	-	-	-	-	-	-
Stage 1	1026	898	-	1025	897	-	-	-	-	-	-	-
Stage 2	1026	897	-	1026	898	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	8.53	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1634	-	-	-	1021	1631	-	-
HCM Lane V/C Ratio	-	-	-	-	0.002	-	-	-
HCM Control Delay (s/veh)	0	-	-	0	8.5	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	4	5	2	1	4	4
Future Volume (vph)	4	5	2	1	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			55	55	
Link Distance (ft)	2664			475	6664	
Travel Time (s)	60.5			5.9	82.6	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

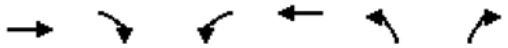
Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	5	2	1	4	4
Future Vol, veh/h	4	5	2	1	4	4
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	71	71	71	71	71	71
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	6	7	3	1	6	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	15	8	11	0	-	0
Stage 1	8	-	-	-	-	-
Stage 2	7	-	-	-	-	-
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	1008	1079	1621	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	1021	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1006	1079	1621	-	-	-
Mov Cap-2 Maneuver	1006	-	-	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	1021	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.49	4.82	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1200	-	1046	-	-
HCM Lane V/C Ratio	0.002	-	0.012	-	-
HCM Control Delay (s/veh)	7.2	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1128	234	58	391	93	11
Future Volume (vph)	1128	234	58	391	93	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0	100
Storage Lanes		0	0		1	0
Taper Length (ft)			90		90	
Link Speed (mph)	45			45	55	
Link Distance (ft)	5327			1835	6664	
Travel Time (s)	80.7			27.8	82.6	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	93

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1128	234	58	391	93	11
Future Vol, veh/h	1128	234	58	391	93	11
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	-
Veh in Median Storage, #	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	1484	308	76	514	122	14

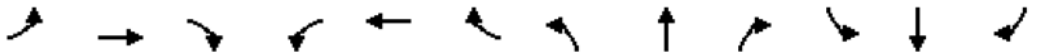
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1792	0	2305	1638
Stage 1	-	-	-	-	1638	-
Stage 2	-	-	-	-	667	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	350	-	~ 43	125
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	514	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	350	-	~ 30	125
Mov Cap-2 Maneuver	-	-	-	-	~ 30	-
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	357	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.34	$ 1703.09
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	32	-	-	233	-
HCM Lane V/C Ratio	4.23	-	-	0.218	-
HCM Control Delay (s/veh)	$ 1703.1	-	-	18.1	0
HCM Lane LOS	F	-	-	C	A
HCM 95th %tile Q(veh)	16.2	-	-	0.8	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

5: Dale Evans Pkwy. & Johnson Rd.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	1201	100	91	442	176	50	149	282	406	85	7
Future Volume (vph)	17	1201	100	91	442	176	50	149	282	406	85	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		165	100		0	325		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	90			90			90			90		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		7616			5327			4005			1074	
Travel Time (s)		115.4			80.7			49.6			13.3	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	985.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	1201	100	91	442	176	50	149	282	406	85	7
Future Vol, veh/h	17	1201	100	91	442	176	50	149	282	406	85	7
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	21	1483	123	112	546	217	62	184	348	501	105	9
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	1
HCM Control Delay, s/veh	1885.2	403.7	94.6	292.3
HCM LOS	F	F	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	1%	17%	0%	100%	0%
Vol Thru, %	0%	100%	0%	91%	83%	0%	0%	92%
Vol Right, %	0%	0%	100%	8%	0%	100%	0%	8%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	149	282	1318	533	176	406	92
LT Vol	50	0	0	17	91	0	406	0
Through Vol	0	149	0	1201	442	0	0	85
RT Vol	0	0	282	100	0	176	0	7
Lane Flow Rate	62	184	348	1627	658	217	501	114
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.194	0.554	0.981	5.113	2.006	0.615	1.613	0.348
Departure Headway (Hd)	25.59	25.017	24.214	14.204	22.581	21.656	22.265	21.601
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	141	147	153	277	171	169	170	168
Service Time	23.29	22.717	21.914	11.904	20.281	19.356	19.965	19.301
HCM Lane V/C Ratio	0.44	1.252	2.275	5.874	3.848	1.284	2.947	0.679
HCM Control Delay, s/veh	34.3	55.1	126.1	1885.2	519.2	53.9	350.5	35.4
HCM Lane LOS	D	F	F	F	F	F	F	E
HCM 95th-tile Q	0.7	2.8	7.2	133.9	24.9	3.4	17.9	1.4



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	497	1	30	1317	1	55
Future Volume (vph)	497	1	30	1317	1	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45		45			45
Link Distance (ft)	7616		549			661
Travel Time (s)	115.4		8.3			10.0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	102.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	497	1	30	1317	1	55
Future Vol, veh/h	497	1	30	1317	1	55
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	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	578	1	35	1531	1	64

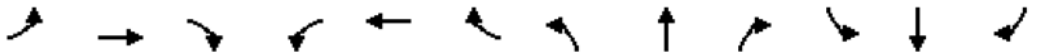
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	867	801	0	0	1566	0
Stage 1	801	-	-	-	-	-
Stage 2	66	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 326	388	-	-	427	-
Stage 1	~ 445	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 325	388	-	-	427	-
Mov Cap-2 Maneuver	~ 325	-	-	-	-	-
Stage 1	~ 445	-	-	-	-	-
Stage 2	959	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	$ 391.13	0	0.24
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	325	32	-
HCM Lane V/C Ratio	-	-	1.781	0.003	-
HCM Control Delay (s/veh)	-	-	$ 391.1	13.5	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	37.5	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

7: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	87	85	25	614	56	7	48	45	1354	0	23
Future Volume (vph)	10	87	85	25	614	56	7	48	45	1354	0	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		889			1144			979			330	
Travel Time (s)		13.5			17.3			22.3			7.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1562

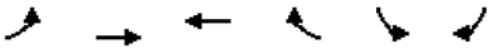
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	87	85	25	614	56	7	48	45	1354	0	23
Future Vol, veh/h	10	87	85	25	614	56	7	48	45	1354	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	91	89	26	640	58	7	50	47	1410	0	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	698	0	0	179	0	0	847	906	135	857	921	669
Stage 1	-	-	-	-	-	-	156	156	-	721	721	-
Stage 2	-	-	-	-	-	-	692	750	-	136	200	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	908	-	-	1409	-	-	284	278	919	~ 280	273	461
Stage 1	-	-	-	-	-	-	851	773	-	~ 422	435	-
Stage 2	-	-	-	-	-	-	438	422	-	~ 872	739	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	908	-	-	1409	-	-	258	266	919	~ 208	261	461
Mov Cap-2 Maneuver	-	-	-	-	-	-	258	266	-	~ 208	261	-
Stage 1	-	-	-	-	-	-	840	763	-	~ 409	422	-
Stage 2	-	-	-	-	-	-	402	409	-	~ 763	730	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.5	0.27	17.56	$ 2668.72
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	390	90	-	-	64	-	-	210
HCM Lane V/C Ratio	0.267	0.011	-	-	0.018	-	-	6.837
HCM Control Delay (s/veh)	17.6	9	0	-	7.6	0	-	$ 2668.7
HCM Lane LOS	C	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1.1	0	-	-	0.1	-	-	156.5

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	36	58	587	144	3
Future Volume (vph)	1	36	58	587	144	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	25
Storage Lanes	0			0	1	0
Taper Length (ft)	90				90	
Link Speed (mph)		45	45		45	
Link Distance (ft)		1552	889		1482	
Travel Time (s)		23.5	13.5		22.5	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	36	58	587	144	3
Future Vol, veh/h	1	36	58	587	144	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	43	69	699	171	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	69	0	-	0	464	418
Stage 1	-	-	-	-	418	-
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	-	-	-	560	639
Stage 1	-	-	-	-	668	-
Stage 2	-	-	-	-	982	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1545	-	-	-	560	639
Mov Cap-2 Maneuver	-	-	-	-	560	-
Stage 1	-	-	-	-	668	-
Stage 2	-	-	-	-	982	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.2	0	14.29
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	49	-	-	-	561
HCM Lane V/C Ratio	0.001	-	-	-	0.312
HCM Control Delay (s/veh)	7.3	0	-	-	14.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	1.3



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	145	1	1	587	1	2
Future Volume (vph)	145	1	1	587	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	263		1482			525
Travel Time (s)	6.0		22.5			8.0
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

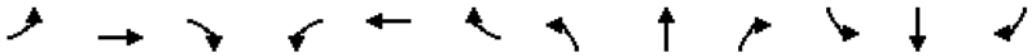
Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	145	1	1	587	1	2
Future Vol, veh/h	145	1	1	587	1	2
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	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	184	1	1	743	1	3

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	378	373	0	0	744	0
Stage 1	373	-	-	-	-	-
Stage 2	5	-	-	-	-	-
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	628	678	-	-	873	-
Stage 1	701	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	627	678	-	-	873	-
Mov Cap-2 Maneuver	627	-	-	-	-	-
Stage 1	701	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.12	0	3.04
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	627	600	-
HCM Lane V/C Ratio	-	-	0.295	0.001	-
HCM Control Delay (s/veh)	-	-	13.1	9.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.2	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	169	12	2	7	1	3	6	345	21	1	109	58
Future Volume (vph)	169	12	2	7	1	3	6	345	21	1	109	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1375			3330			1135			747	
Travel Time (s)		17.0			41.3			14.1			9.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other

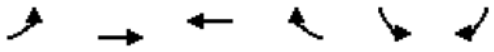
Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	169	12	2	7	1	3	6	345	21	1	109	58
Future Vol, veh/h	169	12	2	7	1	3	6	345	21	1	109	58
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	188	13	2	8	1	3	7	383	23	1	121	64
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	11	8.8	13.1	9.4
HCM LOS	B	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	92%	64%	1%
Vol Thru, %	93%	7%	9%	65%
Vol Right, %	6%	1%	27%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	372	183	11	168
LT Vol	6	169	7	1
Through Vol	345	12	1	109
RT Vol	21	2	3	58
Lane Flow Rate	413	203	12	187
Geometry Grp	1	1	1	1
Degree of Util (X)	0.538	0.308	0.019	0.248
Departure Headway (Hd)	4.685	5.459	5.713	4.776
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	765	651	630	745
Service Time	2.749	3.554	3.713	2.856
HCM Lane V/C Ratio	0.54	0.312	0.019	0.251
HCM Control Delay, s/veh	13.1	11	8.8	9.4
HCM Lane LOS	B	B	A	A
HCM 95th-tile Q	3.3	1.3	0.1	1



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	22	5	20	2	2	25
Future Volume (vph)	22	5	20	2	2	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		55	55		45	
Link Distance (ft)		3330	1344		1769	
Travel Time (s)		41.3	16.7		26.8	
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	5.2

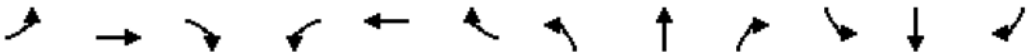
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	5	20	2	2	25
Future Vol, veh/h	22	5	20	2	2	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	32	7	29	3	3	36

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	32	0	-	0	101	30
Stage 1	-	-	-	-	30	-
Stage 2	-	-	-	-	71	-
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	1593	-	-	-	902	1050
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	957	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1593	-	-	-	884	1050
Mov Cap-2 Maneuver	-	-	-	-	884	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	957	-

Approach	EB	WB	SB
HCM Control Delay, s/v	5.95	0	8.61
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1467	-	-	-	1035
HCM Lane V/C Ratio	0.02	-	-	-	0.038
HCM Control Delay (s/veh)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

2: Ramona Rd. & Fresno Rd.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	2	0	0	0	1	1	0	0	0
Future Volume (vph)	0	0	0	2	0	0	0	1	1	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1354			321			1023			285	
Travel Time (s)		20.5			4.9			15.5			4.3	
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	2	0	0	0	1	1	0	0	0
Future Vol, veh/h	0	0	0	2	0	0	0	1	1	0	0	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	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	4	0	0	0	2	2	0	0	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	4	6	2	5	5	3	2	0	0	4	0	0
Stage 1	2	2	-	3	3	-	-	-	-	-	-	-
Stage 2	2	4	-	2	2	-	-	-	-	-	-	-
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	1022	893	1088	1021	894	1087	1634	-	-	1631	-	-
Stage 1	1026	898	-	1025	897	-	-	-	-	-	-	-
Stage 2	1026	897	-	1026	898	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	1022	893	1088	1021	894	1087	1634	-	-	1631	-	-
Mov Cap-2 Maneuver	1022	893	-	1021	894	-	-	-	-	-	-	-
Stage 1	1026	898	-	1025	897	-	-	-	-	-	-	-
Stage 2	1026	897	-	1026	898	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	8.54	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1634	-	-	-	1021	1631	-	-
HCM Lane V/C Ratio	-	-	-	-	0.004	-	-	-
HCM Control Delay (s/veh)	0	-	-	0	8.5	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	21	1	2	1	3	23
Future Volume (vph)	21	1	2	1	3	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			55	55	
Link Distance (ft)	2664			475	6664	
Travel Time (s)	60.5			5.9	82.6	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

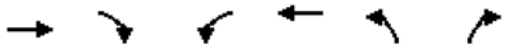
Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	1	2	1	3	23
Future Vol, veh/h	21	1	2	1	3	23
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	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	29	1	3	1	4	32

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	27	20	36	0	-	0
Stage 1	20	-	-	-	-	-
Stage 2	7	-	-	-	-	-
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	994	1064	1588	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	1021	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	992	1064	1588	-	-	-
Mov Cap-2 Maneuver	992	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	1021	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.73	4.85	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1200	-	995	-	-
HCM Lane V/C Ratio	0.002	-	0.03	-	-
HCM Control Delay (s/veh)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	689	144	38	1026	282	43
Future Volume (vph)	689	144	38	1026	282	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0	100
Storage Lanes		0	0		1	0
Taper Length (ft)			90		90	
Link Speed (mph)	45			45	55	
Link Distance (ft)	5327			1835	6664	
Travel Time (s)	80.7			27.8	82.6	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1011.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	689	144	38	1026	282	43
Future Vol, veh/h	689	144	38	1026	282	43
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	-
Veh in Median Storage, #	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	907	189	50	1350	371	57

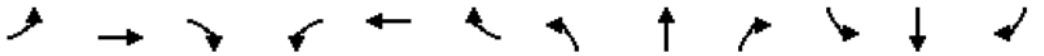
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1096	0	2451	1001
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	1450	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	644	-	~ 35	297
Stage 1	-	-	-	-	~ 358	-
Stage 2	-	-	-	-	~ 218	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	644	-	~ 24	297
Mov Cap-2 Maneuver	-	-	-	-	~ 24	-
Stage 1	-	-	-	-	~ 358	-
Stage 2	-	-	-	-	~ 150	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.39	$ 6913.96
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	27	-	-	64	-
HCM Lane V/C Ratio	15.75	-	-	0.078	-
HCM Control Delay (s/veh)	$ 6914	-	-	11.1	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	53.1	-	-	0.3	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

5: Dale Evans Pkwy. & Johnson Rd.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	759	79	313	1257	361	139	101	181	263	220	17
Future Volume (vph)	9	759	79	313	1257	361	139	101	181	263	220	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		165	100		0	325		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	90			90			90			90		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		7616			5327			4005			1074	
Travel Time (s)		115.4			80.7			49.6			13.3	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	1309.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	759	79	313	1257	361	139	101	181	263	220	17
Future Vol, veh/h	9	759	79	313	1257	361	139	101	181	263	220	17
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	11	949	99	391	1571	451	174	126	226	329	275	21
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	1
HCM Control Delay, s/veh	1190.2	1957.1	6.8	105.3
HCM LOS	F	F	A	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	1%	20%	0%	100%	0%
Vol Thru, %	0%	100%	0%	90%	80%	0%	0%	93%
Vol Right, %	0%	0%	100%	9%	0%	100%	0%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	139	101	181	847	1570	361	263	237
LT Vol	139	0	0	9	313	0	263	0
Through Vol	0	101	0	759	1257	0	0	220
RT Vol	0	0	181	79	0	361	0	17
Lane Flow Rate	174	126	226	1059	1963	451	329	296
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.572	0.398	0.67	3.554	6.154	1.315	1.078	0.926
Departure Headway (Hd)	2.453	1.897	1.12	16.164	16.876	15.979	15.871	15.248
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	1470	1900	3217	244	236	230	230	240
Service Time	0.153	-0.403	-1.18	13.864	14.576	13.679	13.571	12.948
HCM Lane V/C Ratio	0.118	0.066	0.07	4.34	8.318	1.961	1.43	1.233
HCM Control Delay, s/veh	8.4	5.8	6.1	1190.2	2358.9	209.9	125.6	82.7
HCM Lane LOS	A	A	A	F	F	F	F	F
HCM 95th-tile Q	3.8	2	5.8	75.1	140.9	15.9	10.7	8

6: Stoddard Wells Rd. & Johnson Rd.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1410	3	13	845	2	29
Future Volume (vph)	1410	3	13	845	2	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45		45			45
Link Distance (ft)	7616		549			661
Travel Time (s)	115.4		8.3			10.0
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1171.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1410	3	13	845	2	29
Future Vol, veh/h	1410	3	13	845	2	29
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	67	67	67	67	67	67
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2104	4	19	1261	3	43

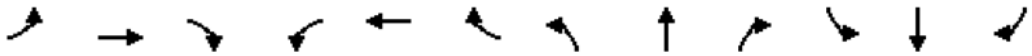
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	699	650	0	0	1281	0
Stage 1	650	-	-	-	-	-
Stage 2	49	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 409	473	-	-	549	-
Stage 1	~ 523	-	-	-	-	-
Stage 2	~ 978	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 407	473	-	-	549	-
Mov Cap-2 Maneuver	~ 407	-	-	-	-	-
Stage 1	~ 523	-	-	-	-	-
Stage 2	~ 973	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	$ 1907.84	0	0.75
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	407	116	-
HCM Lane V/C Ratio	-	-	5.185	0.005	-
HCM Control Delay (s/veh)	-	-	$ 1907.8	11.6	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	216.4	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

7: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	93	69	49	1484	61	4	79	39	889	0	20
Future Volume (vph)	5	93	69	49	1484	61	4	79	39	889	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		889			1144			979			330	
Travel Time (s)		13.5			17.3			22.3			7.5	
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	12514

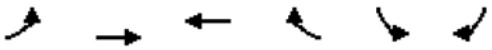
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	93	69	49	1484	61	4	79	39	889	0	20
Future Vol, veh/h	5	93	69	49	1484	61	4	79	39	889	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	68	68	68	68	68	68	68	68	68
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	137	101	72	2182	90	6	116	57	1307	0	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2272	0	0	238	0	0	2529	2618	188	2581	2624	2227
Stage 1	-	-	-	-	-	-	202	202	-	2371	2371	-
Stage 2	-	-	-	-	-	-	2326	2416	-	210	253	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	228	-	-	1341	-	-	19	~ 25	860	~ 17	24	55
Stage 1	-	-	-	-	-	-	804	738	-	~ 47	68	-
Stage 2	-	-	-	-	-	-	50	~ 65	-	~ 797	701	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	228	-	-	1341	-	-	8	~ 24	860	~ 16	23	55
Mov Cap-2 Maneuver	-	-	-	-	-	-	8	~ 24	-	~ 16	23	-
Stage 1	-	-	-	-	-	-	774	710	-	~ 47	68	-
Stage 2	-	-	-	-	-	-	24	~ 65	-	~ 599	675	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.64	0.24	$ 2358.55	$ 38119.68
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	32	50	-	-	~ 55	-	-	16
HCM Lane V/C Ratio	5.687	0.032	-	-	0.054	-	-	84.683
HCM Control Delay (s/veh)	$ 2358.6	21.3	0	-	7.8	0	-	$ 38119.7
HCM Lane LOS	F	C	A	-	A	A	-	F
HCM 95th %tile Q(veh)	21.6	0.1	-	-	0.2	-	-	168.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	6	36	54	1455	130	2
Future Volume (vph)	6	36	54	1455	130	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	25
Storage Lanes	0			0	1	0
Taper Length (ft)	90				90	
Link Speed (mph)		45	45		45	
Link Distance (ft)		1552	889		1482	
Travel Time (s)		23.5	13.5		22.5	
Peak Hour Factor	0.58	0.58	0.58	0.58	0.58	0.58
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	25.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	36	54	1455	130	2
Future Vol, veh/h	6	36	54	1455	130	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
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	10	62	93	2509	224	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	93	0	-	0	1430	1347
Stage 1	-	-	-	-	1347	-
Stage 2	-	-	-	-	83	-
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	1514	-	-	-	~ 150	187
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	946	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1514	-	-	-	~ 149	187
Mov Cap-2 Maneuver	-	-	-	-	~ 149	-
Stage 1	-	-	-	-	243	-
Stage 2	-	-	-	-	946	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.06	0	$ 322.07
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	257	-	-	-	149
HCM Lane V/C Ratio	0.007	-	-	-	1.525
HCM Control Delay (s/veh)	7.4	0	-	-	$ 322.1
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	15.4

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	132	1	1	1460	1	1
Future Volume (vph)	132	1	1	1460	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	263		1482			525
Travel Time (s)	6.0		22.5			8.0
Peak Hour Factor	0.56	0.56	0.56	0.56	0.56	0.56
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	20.3

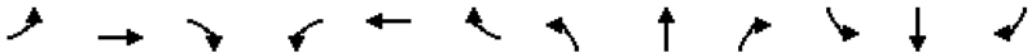
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	132	1	1	1460	1	1
Future Vol, veh/h	132	1	1	1460	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	56	56	56	56	56	56
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	236	2	2	2607	2	2

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1311	1305	0	0	2609	0
Stage 1	1305	-	-	-	-	-
Stage 2	5	-	-	-	-	-
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	~ 177	198	-	-	168	-
Stage 1	256	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 175	198	-	-	168	-
Mov Cap-2 Maneuver	~ 175	-	-	-	-	-
Stage 1	256	-	-	-	-	-
Stage 2	1012	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/veh	242.95	0	13.35
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	175	168	-
HCM Lane V/C Ratio	-	-	1.355	0.011	-
HCM Control Delay (s/veh)	-	-	242.9	26.7	0
HCM Lane LOS	-	-	F	D	A
HCM 95th %tile Q(veh)	-	-	14.1	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	6	2	29	17	2	3	212	17	4	418	197
Future Volume (vph)	92	6	2	29	17	2	3	212	17	4	418	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1375			3330			1135			747	
Travel Time (s)		17.0			41.3			14.1			9.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	21.3
Intersection LOS	C

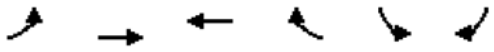
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	92	6	2	29	17	2	3	212	17	4	418	197
Future Vol, veh/h	92	6	2	29	17	2	3	212	17	4	418	197
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	99	6	2	31	18	2	3	228	18	4	449	212
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.9	10.1	11.1	27.7
HCM LOS	B	B	B	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	92%	60%	1%
Vol Thru, %	91%	6%	35%	68%
Vol Right, %	7%	2%	4%	32%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	232	100	48	619
LT Vol	3	92	29	4
Through Vol	212	6	17	418
RT Vol	17	2	2	197
Lane Flow Rate	249	108	52	666
Geometry Grp	1	1	1	1
Degree of Util (X)	0.36	0.189	0.092	0.85
Departure Headway (Hd)	5.188	6.337	6.416	4.597
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	694	566	557	792
Service Time	3.223	4.388	4.471	2.597
HCM Lane V/C Ratio	0.359	0.191	0.093	0.841
HCM Control Delay, s/veh	11.1	10.9	10.1	27.7
HCM Lane LOS	B	B	B	D
HCM 95th-tile Q	1.6	0.7	0.3	10.1

APPENDIX 5.2: OPENING YEAR CUMULATIVE (2027) WITH PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	45	36	13	1	1	17
Future Volume (vph)	45	36	13	1	1	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		55	55		45	
Link Distance (ft)		3330	1344		1769	
Travel Time (s)		41.3	16.7		26.8	
Peak Hour Factor	0.64	0.64	0.64	0.64	0.64	0.64
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

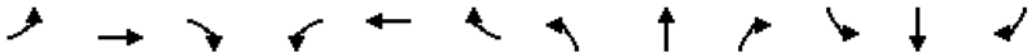
Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	45	36	13	1	1	17
Future Vol, veh/h	45	36	13	1	1	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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	70	56	20	2	2	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	22	0	-	0	218	21
Stage 1	-	-	-	-	21	-
Stage 2	-	-	-	-	197	-
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	1607	-	-	-	775	1062
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	841	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1607	-	-	-	740	1062
Mov Cap-2 Maneuver	-	-	-	-	740	-
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	841	-

Approach	EB	WB	SB
HCM Control Delay, s/v	4.08	0	8.57
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1000	-	-	-	1037
HCM Lane V/C Ratio	0.044	-	-	-	0.027
HCM Control Delay (s/veh)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	1	1	1	1	21	1	1	6	1
Future Volume (vph)	1	1	1	1	1	1	1	21	1	1	6	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1354			321			1023			285	
Travel Time (s)		20.5			4.9			15.5			4.3	
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	1	1	1	1	21	1	1	6	1
Future Vol, veh/h	1	1	1	1	1	1	1	21	1	1	6	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	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	2	2	2	2	2	2	42	2	2	12	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	64	65	13	64	65	43	14	0	0	44	0	0
Stage 1	17	17	-	47	47	-	-	-	-	-	-	-
Stage 2	47	48	-	17	18	-	-	-	-	-	-	-
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	935	830	1073	935	830	1033	1617	-	-	1577	-	-
Stage 1	1008	885	-	972	860	-	-	-	-	-	-	-
Stage 2	972	859	-	1008	884	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	929	827	1073	929	827	1033	1617	-	-	1577	-	-
Mov Cap-2 Maneuver	929	827	-	929	827	-	-	-	-	-	-	-
Stage 1	1006	884	-	970	859	-	-	-	-	-	-	-
Stage 2	966	858	-	1002	883	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.89	8.93	0.31	0.91
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	78	-	-	932	922	219	-	-
HCM Lane V/C Ratio	0.001	-	-	0.006	0.007	0.001	-	-
HCM Control Delay (s/veh)	7.2	0	-	8.9	8.9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	16	5	2	1	4	43
Future Volume (vph)	16	5	2	1	4	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			55	55	
Link Distance (ft)	2664			475	6664	
Travel Time (s)	60.5			5.9	82.6	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	5	2	1	4	43
Future Vol, veh/h	16	5	2	1	4	43
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	71	71	71	71	71	71
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	7	3	1	6	61

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	43	36	66	0	-	0
Stage 1	36	-	-	-	-	-
Stage 2	7	-	-	-	-	-
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	973	1042	1548	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	1021	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	971	1042	1548	-	-	-
Mov Cap-2 Maneuver	971	-	-	-	-	-
Stage 1	990	-	-	-	-	-
Stage 2	1021	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.76	4.89	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1200	-	987	-	-
HCM Lane V/C Ratio	0.002	-	0.03	-	-
HCM Control Delay (s/veh)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1128	265	65	391	103	13
Future Volume (vph)	1128	265	65	391	103	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0	100
Storage Lanes		0	0		1	0
Taper Length (ft)			90		90	
Link Speed (mph)	45			45	55	
Link Distance (ft)	5327			1835	6664	
Travel Time (s)	80.7			27.8	82.6	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	132

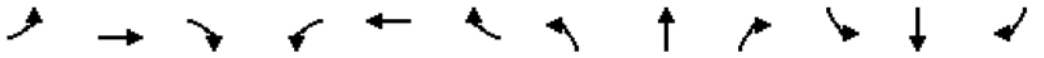
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1128	265	65	391	103	13
Future Vol, veh/h	1128	265	65	391	103	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	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	1484	349	86	514	136	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1833	0	2344	1659
Stage 1	-	-	-	-	1659	-
Stage 2	-	-	-	-	686	-
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	-	-	337	-	~ 40	122
Stage 1	-	-	-	-	172	-
Stage 2	-	-	-	-	504	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	337	-	~ 26	122
Mov Cap-2 Maneuver	-	-	-	-	~ 26	-
Stage 1	-	-	-	-	172	-
Stage 2	-	-	-	-	325	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.75	$ 2224.75
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	29	-	-	241	-
HCM Lane V/C Ratio	5.333	-	-	0.254	-
HCM Control Delay (s/veh)	$ 2224.7	-	-	19.3	0
HCM Lane LOS	F	-	-	C	A
HCM 95th %tile Q(veh)	18.6	-	-	1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	1232	116	91	452	176	55	151	282	406	93	7
Future Volume (vph)	17	1232	116	91	452	176	55	151	282	406	93	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		165	100		0	325		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	90			90			90			90		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		7616			5327			4005			1074	
Travel Time (s)		115.4			80.7			49.6			13.3	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	1038.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	1232	116	91	452	176	55	151	282	406	93	7
Future Vol, veh/h	17	1232	116	91	452	176	55	151	282	406	93	7
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	21	1521	143	112	558	217	68	186	348	501	115	9
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	1
HCM Control Delay, s/veh	1978.5	421.8	95.5	290.9
HCM LOS	F	F	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	1%	17%	0%	100%	0%
Vol Thru, %	0%	100%	0%	90%	83%	0%	0%	93%
Vol Right, %	0%	0%	100%	8%	0%	100%	0%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	55	151	282	1365	543	176	406	100
LT Vol	55	0	0	17	91	0	406	0
Through Vol	0	151	0	1232	452	0	0	93
RT Vol	0	0	282	116	0	176	0	7
Lane Flow Rate	68	186	348	1685	670	217	501	123
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.214	0.563	0.983	5.32	2.053	0.618	1.617	0.38
Departure Headway (Hd)	25.994	25.419	24.614	14.304	22.965	22.038	22.673	22.012
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	139	144	153	270	168	167	165	165
Service Time	23.694	23.119	22.314	12.004	20.665	19.738	20.373	19.712
HCM Lane V/C Ratio	0.489	1.292	2.275	6.241	3.988	1.299	3.036	0.745
HCM Control Delay, s/veh	35.6	56.7	127.9	1978.5	540.7	55	353.3	37.6
HCM Lane LOS	E	F	F	F	F	F	F	E
HCM 95th-tile Q	0.8	2.8	7.2	139.5	25.4	3.4	17.7	1.6

6: Stoddard Wells Rd. & Johnson Rd.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	512	1	30	1364	1	55
Future Volume (vph)	512	1	30	1364	1	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45		45			45
Link Distance (ft)	7616		549			661
Travel Time (s)	115.4		8.3			10.0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	116.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	512	1	30	1364	1	55
Future Vol, veh/h	512	1	30	1364	1	55
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	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	595	1	35	1586	1	64

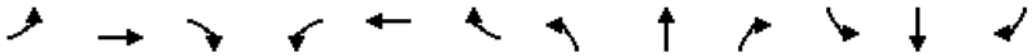
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	894	828	0	0	1621	0
Stage 1	828	-	-	-	-	-
Stage 2	66	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 314	374	-	-	407	-
Stage 1	~ 433	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 313	374	-	-	407	-
Mov Cap-2 Maneuver	~ 313	-	-	-	-	-
Stage 1	~ 433	-	-	-	-	-
Stage 2	959	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	$ 446.33	0	0.25
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	313	32	-
HCM Lane V/C Ratio	-	-	1.904	0.003	-
HCM Control Delay (s/veh)	-	-	$ 446.3	13.9	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	40.9	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

7: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	87	85	25	629	56	7	48	45	1401	0	23
Future Volume (vph)	10	87	85	25	629	56	7	48	45	1401	0	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		889			1144			979			330	
Travel Time (s)		13.5			17.3			22.3			7.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1693.2

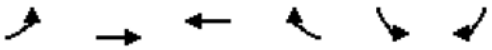
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	87	85	25	629	56	7	48	45	1401	0	23
Future Vol, veh/h	10	87	85	25	629	56	7	48	45	1401	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	91	89	26	655	58	7	50	47	1459	0	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	714	0	0	179	0	0	863	921	135	873	936	684
Stage 1	-	-	-	-	-	-	156	156	-	736	736	-
Stage 2	-	-	-	-	-	-	707	766	-	136	200	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	896	-	-	1409	-	-	277	272	919	~ 273	267	452
Stage 1	-	-	-	-	-	-	851	773	-	~ 414	428	-
Stage 2	-	-	-	-	-	-	429	415	-	~ 872	739	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	896	-	-	1409	-	-	251	261	919	~ 202	255	452
Mov Cap-2 Maneuver	-	-	-	-	-	-	251	261	-	~ 202	255	-
Stage 1	-	-	-	-	-	-	840	762	-	~ 401	415	-
Stage 2	-	-	-	-	-	-	394	402	-	~ 763	730	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.5	0.27	17.87	$ 2871.26
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	383	90	-	-	62	-	-	204
HCM Lane V/C Ratio	0.272	0.012	-	-	0.018	-	-	7.285
HCM Control Delay (s/veh)	17.9	9.1	0	-	7.6	0	-	$ 2871.3
HCM Lane LOS	C	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1.1	0	-	-	0.1	-	-	163.4

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	36	58	602	144	3
Future Volume (vph)	1	36	58	602	144	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	25
Storage Lanes	0			0	1	0
Taper Length (ft)	90				90	
Link Speed (mph)		45	45		45	
Link Distance (ft)		1552	889		1482	
Travel Time (s)		23.5	13.5		22.5	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	36	58	602	144	3
Future Vol, veh/h	1	36	58	602	144	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	43	69	717	171	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	69	0	-	0	473	427
Stage 1	-	-	-	-	427	-
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	-	-	-	554	632
Stage 1	-	-	-	-	662	-
Stage 2	-	-	-	-	982	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1545	-	-	-	553	632
Mov Cap-2 Maneuver	-	-	-	-	553	-
Stage 1	-	-	-	-	662	-
Stage 2	-	-	-	-	982	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.2	0	14.45
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	49	-	-	-	555
HCM Lane V/C Ratio	0.001	-	-	-	0.315
HCM Control Delay (s/veh)	7.3	0	-	-	14.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	1.3



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	145	1	1	602	1	2
Future Volume (vph)	145	1	1	602	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	263		1482			525
Travel Time (s)	6.0		22.5			8.0
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.6

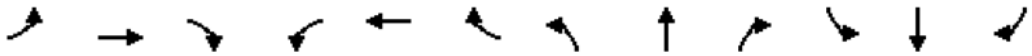
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	145	1	1	602	1	2
Future Vol, veh/h	145	1	1	602	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	184	1	1	762	1	3

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	387	382	0	0	763	0
Stage 1	382	-	-	-	-	-
Stage 2	5	-	-	-	-	-
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	620	669	-	-	858	-
Stage 1	694	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	619	669	-	-	858	-
Mov Cap-2 Maneuver	619	-	-	-	-	-
Stage 1	694	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.26	0	3.07
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	619	600	-
HCM Lane V/C Ratio	-	-	0.298	0.001	-
HCM Control Delay (s/veh)	-	-	13.3	9.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.2	0	-

10: Dale Evans Pkwy. & Corwin Rd.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	169	29	2	12	6	10	6	345	36	25	109	58
Future Volume (vph)	169	29	2	12	6	10	6	345	36	25	109	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1375			3330			1135			747	
Travel Time (s)		17.0			41.3			14.1			9.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	12.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	169	29	2	12	6	10	6	345	36	25	109	58
Future Vol, veh/h	169	29	2	12	6	10	6	345	36	25	109	58
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	188	32	2	13	7	11	7	383	40	28	121	64
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	11.9	9.2	14.8	10.3
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	85%	43%	13%
Vol Thru, %	89%	15%	21%	57%
Vol Right, %	9%	1%	36%	30%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	387	200	28	192
LT Vol	6	169	12	25
Through Vol	345	29	6	109
RT Vol	36	2	10	58
Lane Flow Rate	430	222	31	213
Geometry Grp	1	1	1	1
Degree of Util (X)	0.589	0.353	0.05	0.302
Departure Headway (Hd)	4.934	5.723	5.833	5.091
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	735	629	612	706
Service Time	2.934	3.759	3.884	3.124
HCM Lane V/C Ratio	0.585	0.353	0.051	0.302
HCM Control Delay, s/veh	14.8	11.9	9.2	10.3
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	3.9	1.6	0.2	1.3

11: Dachshund Av. & Gustine Rd.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	5	18	1	17	29
Future Volume (vph)	1	5	18	1	17	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45		45			45
Link Distance (ft)	1365		225			1301
Travel Time (s)	20.7		3.4			19.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	5	18	1	17	29
Future Vol, veh/h	1	5	18	1	17	29
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	5	20	1	18	32

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	89	20	0	0	21	0
Stage 1	20	-	-	-	-	-
Stage 2	68	-	-	-	-	-
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	917	1064	-	-	1608	-
Stage 1	1008	-	-	-	-	-
Stage 2	959	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	906	1064	-	-	1608	-
Mov Cap-2 Maneuver	906	-	-	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	948	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.5	0	2.68
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1034	665	-
HCM Lane V/C Ratio	-	-	0.006	0.011	-
HCM Control Delay (s/veh)	-	-	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	5	13	14	15	14
Future Volume (vph)	4	5	13	14	15	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	352		891			225
Travel Time (s)	8.0		13.5			3.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	5	13	14	15	14
Future Vol, veh/h	4	5	13	14	15	14
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	5	14	15	16	15

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	70	22	0	0	29	0
Stage 1	22	-	-	-	-	-
Stage 2	48	-	-	-	-	-
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	940	1061	-	-	1597	-
Stage 1	1006	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	930	1061	-	-	1597	-
Mov Cap-2 Maneuver	930	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	970	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.64	0	3.76
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	999	931	-
HCM Lane V/C Ratio	-	-	0.01	0.01	-
HCM Control Delay (s/veh)	-	-	8.6	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

13: Dachshund Av. & Access 2



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	2	25	21	7	11
Future Volume (vph)	7	2	25	21	7	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	362		283			891
Travel Time (s)	8.2		4.3			13.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	2	25	21	7	11
Future Vol, veh/h	7	2	25	21	7	11
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	2	27	23	8	12

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	66	39	0	0	50	0
Stage 1	39	-	-	-	-	-
Stage 2	27	-	-	-	-	-
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	945	1039	-	-	1570	-
Stage 1	989	-	-	-	-	-
Stage 2	1001	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	940	1039	-	-	1570	-
Mov Cap-2 Maneuver	940	-	-	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	996	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.79	0	2.84
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	960	700	-
HCM Lane V/C Ratio	-	-	0.01	0.005	-
HCM Control Delay (s/veh)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

14: Dakota Av./Dachshund Av. & Fresno Rd.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	1	46	1	1	18
Future Volume (vph)	1	1	46	1	1	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45		45			45
Link Distance (ft)	1354		1769			283
Travel Time (s)	20.5		26.8			4.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	46	1	1	18
Future Vol, veh/h	1	1	46	1	1	18
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	1	50	1	1	20

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	72	51	0	0	51	0
Stage 1	51	-	-	-	-	-
Stage 2	22	-	-	-	-	-
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	937	1023	-	-	1568	-
Stage 1	977	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	936	1023	-	-	1568	-
Mov Cap-2 Maneuver	936	-	-	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	1005	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.69	0	0.38
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	978	95	-
HCM Lane V/C Ratio	-	-	0.002	0.001	-
HCM Control Delay (s/veh)	-	-	8.7	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	17	5	0	0	0
Future Volume (vph)	0	17	5	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	30	
Link Distance (ft)	1365			207	187	
Travel Time (s)	20.7			3.1	4.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	17	5	0	0	0
Future Vol, veh/h	0	17	5	0	0	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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	18	5	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	12	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	11	-	-	-	-	-
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	1013	1089	1635	-	-	-
Stage 1	1027	-	-	-	-	-
Stage 2	1017	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1009	1089	1635	-	-	-
Mov Cap-2 Maneuver	1009	-	-	-	-	-
Stage 1	1024	-	-	-	-	-
Stage 2	1017	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.36	7.21	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1635	-	1089	-	-
HCM Lane V/C Ratio	0.003	-	0.017	-	-
HCM Control Delay (s/veh)	7.2	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	4	1	5	1	3	14
Future Volume (vph)	4	1	5	1	3	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			45	45	
Link Distance (ft)	342			891	207	
Travel Time (s)	7.8			13.5	3.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	1	5	1	3	14
Future Vol, veh/h	4	1	5	1	3	14
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	1	5	1	3	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	23	11	18	0	-	0
Stage 1	11	-	-	-	-	-
Stage 2	12	-	-	-	-	-
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	999	1076	1611	-	-	-
Stage 1	1017	-	-	-	-	-
Stage 2	1016	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	995	1076	1611	-	-	-
Mov Cap-2 Maneuver	995	-	-	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	1016	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.58	6.03	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1500	-	1010	-	-
HCM Lane V/C Ratio	0.003	-	0.005	-	-
HCM Control Delay (s/veh)	7.2	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	16	5	1	3
Future Volume (vph)	1	5	16	5	1	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			45	45	
Link Distance (ft)	367			285	891	
Travel Time (s)	8.3			4.3	13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

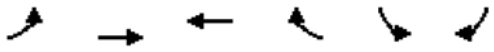
Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	16	5	1	3
Future Vol, veh/h	1	5	16	5	1	3
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	5	17	5	1	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	43	3	4	0	-	0
Stage 1	3	-	-	-	-	-
Stage 2	40	-	-	-	-	-
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	973	1087	1630	-	-	-
Stage 1	1026	-	-	-	-	-
Stage 2	987	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	963	1087	1630	-	-	-
Mov Cap-2 Maneuver	963	-	-	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	987	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.4	5.51	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1371	-	1064	-	-
HCM Lane V/C Ratio	0.011	-	0.006	-	-
HCM Control Delay (s/veh)	7.2	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	40	15	47	1	1	69
Future Volume (vph)	40	15	47	1	1	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		55	55		45	
Link Distance (ft)		3330	1344		1769	
Travel Time (s)		41.3	16.7		26.8	
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	15	47	1	1	69
Future Vol, veh/h	40	15	47	1	1	69
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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	58	22	68	1	1	100

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	70	0	-	0	207	69
Stage 1	-	-	-	-	69	-
Stage 2	-	-	-	-	138	-
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	1544	-	-	-	786	1000
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	894	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1544	-	-	-	757	1000
Mov Cap-2 Maneuver	-	-	-	-	757	-
Stage 1	-	-	-	-	923	-
Stage 2	-	-	-	-	894	-

Approach	EB	WB	SB
HCM Control Delay, s/v	5.4	0	9.03
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1309	-	-	-	995
HCM Lane V/C Ratio	0.038	-	-	-	0.102
HCM Control Delay (s/veh)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	2	1	1	1	10	1	1	27	1
Future Volume (vph)	1	1	1	2	1	1	1	10	1	1	27	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1354			321			1023			285	
Travel Time (s)		20.5			4.9			15.5			4.3	
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	2	1	1	1	10	1	1	27	1
Future Vol, veh/h	1	1	1	2	1	1	1	10	1	1	27	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	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	2	2	4	2	2	2	20	2	2	54	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	84	85	55	84	85	21	56	0	0	22	0	0
Stage 1	59	59	-	25	25	-	-	-	-	-	-	-
Stage 2	25	26	-	59	60	-	-	-	-	-	-	-
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	908	809	1018	908	809	1062	1562	-	-	1607	-	-
Stage 1	958	850	-	998	878	-	-	-	-	-	-	-
Stage 2	998	878	-	958	849	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	901	807	1018	901	807	1062	1562	-	-	1607	-	-
Mov Cap-2 Maneuver	901	807	-	901	807	-	-	-	-	-	-	-
Stage 1	956	849	-	997	877	-	-	-	-	-	-	-
Stage 2	993	876	-	952	848	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.02	8.99	0.61	0.25
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	147	-	-	900	909	62	-	-
HCM Lane V/C Ratio	0.001	-	-	0.007	0.009	0.001	-	-
HCM Control Delay (s/veh)	7.3	0	-	9	9	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	71	1	2	1	3	42
Future Volume (vph)	71	1	2	1	3	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			55	55	
Link Distance (ft)	2664			475	6664	
Travel Time (s)	60.5			5.9	82.6	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

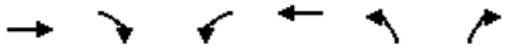
Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	71	1	2	1	3	42
Future Vol, veh/h	71	1	2	1	3	42
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	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	97	1	3	1	4	58

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	40	33	62	0	-	0
Stage 1	33	-	-	-	-	-
Stage 2	7	-	-	-	-	-
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	977	1046	1554	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	1021	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	975	1046	1554	-	-	-
Mov Cap-2 Maneuver	975	-	-	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	1021	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.1	4.88	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1200	-	976	-	-
HCM Lane V/C Ratio	0.002	-	0.101	-	-
HCM Control Delay (s/veh)	7.3	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	689	160	42	1026	322	52
Future Volume (vph)	689	160	42	1026	322	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0	100
Storage Lanes		0	0		1	0
Taper Length (ft)			90		90	
Link Speed (mph)	45			45	55	
Link Distance (ft)	5327			1835	6664	
Travel Time (s)	80.7			27.8	82.6	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1419.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	689	160	42	1026	322	52
Future Vol, veh/h	689	160	42	1026	322	52
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	-
Veh in Median Storage, #	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	907	211	55	1350	424	68

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1117	0	2472	1012
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1461	-
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	-	-	633	-	~ 34	293
Stage 1	-	-	-	-	~ 354	-
Stage 2	-	-	-	-	~ 215	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	633	-	~ 22	293
Mov Cap-2 Maneuver	-	-	-	-	~ 22	-
Stage 1	-	-	-	-	~ 354	-
Stage 2	-	-	-	-	~ 140	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.44	$ 8693.38
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	25	-	-	71	-
HCM Lane V/C Ratio	19.657	-	-	0.087	-
HCM Control Delay (s/veh)	$ 8693.4	-	-	11.2	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	61.4	-	-	0.3	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

5: Dale Evans Pkwy. & Johnson Rd.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	775	87	313	1297	361	159	111	181	263	224	17
Future Volume (vph)	9	775	87	313	1297	361	159	111	181	263	224	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		165	100		0	325		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	90			90			90			90		
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		7616			5327			4005			1074	
Travel Time (s)		115.4			80.7			49.6			13.3	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Intersection Delay, s/veh	1371.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	775	87	313	1297	361	159	111	181	263	224	17
Future Vol, veh/h	9	775	87	313	1297	361	159	111	181	263	224	17
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	11	969	109	391	1621	451	199	139	226	329	280	21
Number of Lanes	0	1	0	0	1	1	1	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	2	1
HCM Control Delay, s/veh	1260.8	2059	+	104.8
HCM LOS	F	F	-	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	1%	19%	0%	100%	0%
Vol Thru, %	0%	100%	0%	89%	81%	0%	0%	93%
Vol Right, %	0%	0%	100%	10%	0%	100%	0%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	159	111	181	871	1610	361	263	241
LT Vol	159	0	0	9	313	0	263	0
Through Vol	0	111	0	775	1297	0	0	224
RT Vol	0	0	181	87	0	361	0	17
Lane Flow Rate	199	139	226	1089	2013	451	329	301
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	-	-	-	3.709	6.403	1.336	1.091	0.954
Departure Headway (Hd)	-	-	-	16.667	17.205	16.307	14.408	13.783
Convergence, Y/N	-	-	-	Yes	Yes	Yes	Yes	Yes
Cap	-	-	-	229	242	226	256	265
Service Time	-	-	-	14.367	14.905	14.007	12.108	11.483
HCM Lane V/C Ratio	-	-	-	4.755	8.318	1.996	1.285	1.136
HCM Control Delay, s/veh	+	+	+	1260.8	2471.5	219.2	124.1	83.7
HCM Lane LOS	-	-	-	F	F	F	F	F
HCM 95th-tile Q	-	-	-	77	144.8	16.1	11.6	8.9

Notes
HCM 7th Edition AWSC methodology error - negative departure headway

6: Stoddard Wells Rd. & Johnson Rd.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1470	3	13	869	2	29
Future Volume (vph)	1470	3	13	869	2	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45		45			45
Link Distance (ft)	7616		549			661
Travel Time (s)	115.4		8.3			10.0
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1276.1

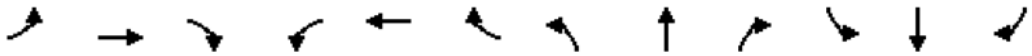
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1470	3	13	869	2	29
Future Vol, veh/h	1470	3	13	869	2	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	67	67	67	67	67	67
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2194	4	19	1297	3	43

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	717	668	0	0	1316	0
Stage 1	668	-	-	-	-	-
Stage 2	49	-	-	-	-	-
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	~ 399	462	-	-	532	-
Stage 1	~ 513	-	-	-	-	-
Stage 2	~ 978	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 397	462	-	-	532	-
Mov Cap-2 Maneuver	~ 397	-	-	-	-	-
Stage 1	~ 513	-	-	-	-	-
Stage 2	~ 973	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	$ 2067.09	0	0.76
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	397	116	-
HCM Lane V/C Ratio	-	-	5.538	0.006	-
HCM Control Delay (s/veh)	-	-	$ 2067.1	11.8	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	228.8	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	93	69	49	1544	61	4	79	39	913	0	20
Future Volume (vph)	5	93	69	49	1544	61	4	79	39	913	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		889			1144			979			330	
Travel Time (s)		13.5			17.3			22.3			7.5	
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	14907.8

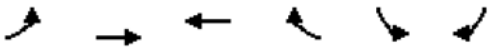
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	93	69	49	1544	61	4	79	39	913	0	20
Future Vol, veh/h	5	93	69	49	1544	61	4	79	39	913	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	68	68	68	68	68	68	68	68	68
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	137	101	72	2271	90	6	116	57	1343	0	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2360	0	0	238	0	0	2617	2707	188	2669	2713	2315
Stage 1	-	-	-	-	-	-	202	202	-	2460	2460	-
Stage 2	-	-	-	-	-	-	2415	2504	-	210	253	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	210	-	-	1341	-	-	16	~ 21	860	~ 15	21	49
Stage 1	-	-	-	-	-	-	804	738	-	~ 42	61	-
Stage 2	-	-	-	-	-	-	45	~ 58	-	~ 797	701	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	210	-	-	1341	-	-	6	~ 21	860	~ 13	20	49
Mov Cap-2 Maneuver	-	-	-	-	-	-	6	~ 21	-	~ 13	20	-
Stage 1	-	-	-	-	-	-	771	708	-	~ 42	61	-
Stage 2	-	-	-	-	-	-	18	~ 58	-	~ 596	673	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.68	0.23	$ 2831.17	$ 45582.89
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	27	50	-	-	~ 53	-	-	14
HCM Lane V/C Ratio	6.654	0.035	-	-	0.054	-	-	101.103
HCM Control Delay (s/veh)	$ 2831.2	22.7	0	-	7.8	0	-	$ 45582.9
HCM Lane LOS	F	C	A	-	A	A	-	F
HCM 95th %tile Q(veh)	22.1	0.1	-	-	0.2	-	-	172.8

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	6	36	54	1515	130	2
Future Volume (vph)	6	36	54	1515	130	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	25
Storage Lanes	0			0	1	0
Taper Length (ft)	90				90	
Link Speed (mph)		45	45		45	
Link Distance (ft)		1552	889		1482	
Travel Time (s)		23.5	13.5		22.5	
Peak Hour Factor	0.58	0.58	0.58	0.58	0.58	0.58
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	28.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	36	54	1515	130	2
Future Vol, veh/h	6	36	54	1515	130	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	-	-	-	-	0	-
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	10	62	93	2612	224	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	93	0	-	0	1482	1399
Stage 1	-	-	-	-	1399	-
Stage 2	-	-	-	-	83	-
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	1514	-	-	-	~ 139	174
Stage 1	-	-	-	-	231	-
Stage 2	-	-	-	-	946	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1514	-	-	-	~ 138	174
Mov Cap-2 Maneuver	-	-	-	-	~ 138	-
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	946	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.06	0	$ 374.69
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	257	-	-	-	139
HCM Lane V/C Ratio	0.007	-	-	-	1.64
HCM Control Delay (s/veh)	7.4	0	-	-	$ 374.7
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	16.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	132	1	1	1520	1	1
Future Volume (vph)	132	1	1	1520	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	263		1482			525
Travel Time (s)	6.0		22.5			8.0
Peak Hour Factor	0.56	0.56	0.56	0.56	0.56	0.56
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	23.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	132	1	1	1520	1	1
Future Vol, veh/h	132	1	1	1520	1	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	56	56	56	56	56	56
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	236	2	2	2714	2	2

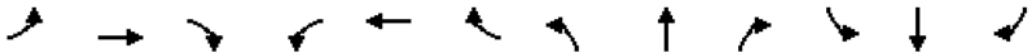
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1364	1359	0	0	2716	0
Stage 1	1359	-	-	-	-	-
Stage 2	5	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 164	184	-	-	152	-
Stage 1	241	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 162	184	-	-	152	-
Mov Cap-2 Maneuver	~ 162	-	-	-	-	-
Stage 1	241	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/veh	$290.34	0	14.47
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	162	152	-
HCM Lane V/C Ratio	-	-	1.462	0.012	-
HCM Control Delay (s/veh)	-	-	290.3	28.9	0
HCM Lane LOS	-	-	F	D	A
HCM 95th %tile Q(veh)	-	-	15.2	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

10: Dale Evans Pkwy. & Corwin Rd.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	14	2	48	39	32	3	212	25	16	418	197
Future Volume (vph)	92	14	2	48	39	32	3	212	25	16	418	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1375			3330			1135			747	
Travel Time (s)		17.0			41.3			14.1			9.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	28.6
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	92	14	2	48	39	32	3	212	25	16	418	197
Future Vol, veh/h	92	14	2	48	39	32	3	212	25	16	418	197
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	99	15	2	52	42	34	3	228	27	17	449	212
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	11.7	11.5	12.4	40.8
HCM LOS	B	B	B	E

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	85%	40%	3%
Vol Thru, %	88%	13%	33%	66%
Vol Right, %	10%	2%	27%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	240	108	119	631
LT Vol	3	92	48	16
Through Vol	212	14	39	418
RT Vol	25	2	32	197
Lane Flow Rate	258	116	128	678
Geometry Grp	1	1	1	1
Degree of Util (X)	0.402	0.217	0.23	0.931
Departure Headway (Hd)	5.611	6.734	6.468	4.94
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	637	530	551	733
Service Time	3.682	4.826	4.556	2.99
HCM Lane V/C Ratio	0.405	0.219	0.232	0.925
HCM Control Delay, s/veh	12.4	11.7	11.5	40.8
HCM Lane LOS	B	B	B	E
HCM 95th-tile Q	1.9	0.8	0.9	13.1

11: Dachshund Av. & Gustine Rd.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	21	51	1	8	38
Future Volume (vph)	1	21	51	1	8	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45		45			45
Link Distance (ft)	1365		225			1301
Travel Time (s)	20.7		3.4			19.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	21	51	1	8	38
Future Vol, veh/h	1	21	51	1	8	38
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	23	55	1	9	41

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	115	56	0	0	57	0
Stage 1	56	-	-	-	-	-
Stage 2	59	-	-	-	-	-
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	887	1016	-	-	1561	-
Stage 1	972	-	-	-	-	-
Stage 2	969	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	881	1016	-	-	1561	-
Mov Cap-2 Maneuver	881	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	963	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.65	0	1.27
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1009	313	-
HCM Lane V/C Ratio	-	-	0.024	0.006	-
HCM Control Delay (s/veh)	-	-	8.7	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	17	19	32	7	7	31
Future Volume (vph)	17	19	32	7	7	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	352		891			225
Travel Time (s)	8.0		13.5			3.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	19	32	7	7	31
Future Vol, veh/h	17	19	32	7	7	31
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	18	21	35	8	8	34

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	88	39	0	0	42	0
Stage 1	39	-	-	-	-	-
Stage 2	49	-	-	-	-	-
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	918	1039	-	-	1580	-
Stage 1	989	-	-	-	-	-
Stage 2	979	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	914	1039	-	-	1580	-
Mov Cap-2 Maneuver	914	-	-	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	974	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.84	0	1.34
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	976	332	-
HCM Lane V/C Ratio	-	-	0.04	0.005	-
HCM Control Delay (s/veh)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

13: Dachshund Av. & Access 2



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	27	9	30	11	4	44
Future Volume (vph)	27	9	30	11	4	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30		45			45
Link Distance (ft)	362		283			891
Travel Time (s)	8.2		4.3			13.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	9	30	11	4	44
Future Vol, veh/h	27	9	30	11	4	44
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	29	10	33	12	4	48

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	95	39	0	0	45	0
Stage 1	39	-	-	-	-	-
Stage 2	57	-	-	-	-	-
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	909	1039	-	-	1577	-
Stage 1	989	-	-	-	-	-
Stage 2	971	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	907	1039	-	-	1577	-
Mov Cap-2 Maneuver	907	-	-	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	968	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.01	0	0.61
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	937	150	-
HCM Lane V/C Ratio	-	-	0.042	0.003	-
HCM Control Delay (s/veh)	-	-	9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

14: Dakota Av./Dachshund Av. & Fresno Rd.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	1	41	1	1	71
Future Volume (vph)	1	1	41	1	1	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45		45			45
Link Distance (ft)	1354		1769			283
Travel Time (s)	20.5		26.8			4.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	41	1	1	71
Future Vol, veh/h	1	1	41	1	1	71
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	1	45	1	1	77

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	124	45	0	0	46	0
Stage 1	45	-	-	-	-	-
Stage 2	79	-	-	-	-	-
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	875	1030	-	-	1575	-
Stage 1	983	-	-	-	-	-
Stage 2	949	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	875	1030	-	-	1575	-
Mov Cap-2 Maneuver	875	-	-	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	948	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.81	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	946	25	-
HCM Lane V/C Ratio	-	-	0.002	0.001	-
HCM Control Delay (s/veh)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	8	21	0	0	0
Future Volume (vph)	0	8	21	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	30	
Link Distance (ft)	1365			207	165	
Travel Time (s)	20.7			3.1	3.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	8	21	0	0	0
Future Vol, veh/h	0	8	21	0	0	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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	9	23	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	47	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	46	-	-	-	-	-
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	968	1089	1635	-	-	-
Stage 1	1027	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	955	1089	1635	-	-	-
Mov Cap-2 Maneuver	955	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	982	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.33	7.23	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1635	-	1089	-	-
HCM Lane V/C Ratio	0.014	-	0.008	-	-
HCM Control Delay (s/veh)	7.2	0	8.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	18	6	2	3	1	7
Future Volume (vph)	18	6	2	3	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			45	45	
Link Distance (ft)	342			891	207	
Travel Time (s)	7.8			13.5	3.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	6	2	3	1	7
Future Vol, veh/h	18	6	2	3	1	7
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	20	7	2	3	1	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	13	5	9	0	-	0
Stage 1	5	-	-	-	-	-
Stage 2	8	-	-	-	-	-
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	1012	1084	1625	-	-	-
Stage 1	1023	-	-	-	-	-
Stage 2	1021	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1011	1084	1625	-	-	-
Mov Cap-2 Maneuver	1011	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	1021	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.59	2.89	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	720	-	1028	-	-
HCM Lane V/C Ratio	0.001	-	0.025	-	-
HCM Control Delay (s/veh)	7.2	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	3	21	8	2	6	1
Future Volume (vph)	3	21	8	2	6	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			45	45	
Link Distance (ft)	367			285	891	
Travel Time (s)	8.3			4.3	13.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	21	8	2	6	1
Future Vol, veh/h	3	21	8	2	6	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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	23	9	2	7	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	27	7	8	0	-	0
Stage 1	7	-	-	-	-	-
Stage 2	20	-	-	-	-	-
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	994	1081	1626	-	-	-
Stage 1	1021	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	988	1081	1626	-	-	-
Mov Cap-2 Maneuver	988	-	-	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	1008	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.45	5.78	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1440	-	1069	-	-
HCM Lane V/C Ratio	0.005	-	0.024	-	-
HCM Control Delay (s/veh)	7.2	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

APPENDIX 5.3: OPENING YEAR CUMULATIVE (2027) WITHOUT PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

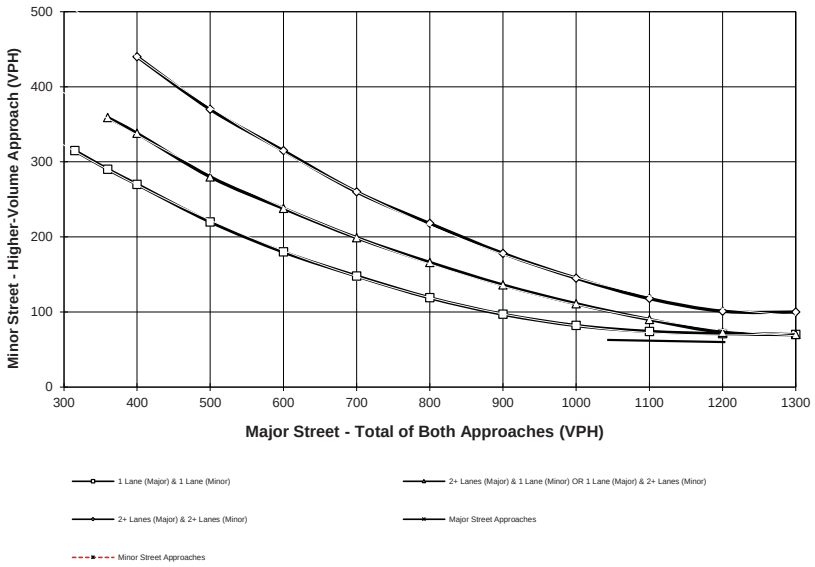
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC AM PEAK HOUR WARRANTS**

Major Street Name = **Corwin Rd.**
Total of Both Approaches (VPH) = **34**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Dakota Av.**
High Volume Approach (VPH) = **8**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #1

California MUTCD 2016 Edition
(FHWA's MUTCD 2009, as amended for use in California)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

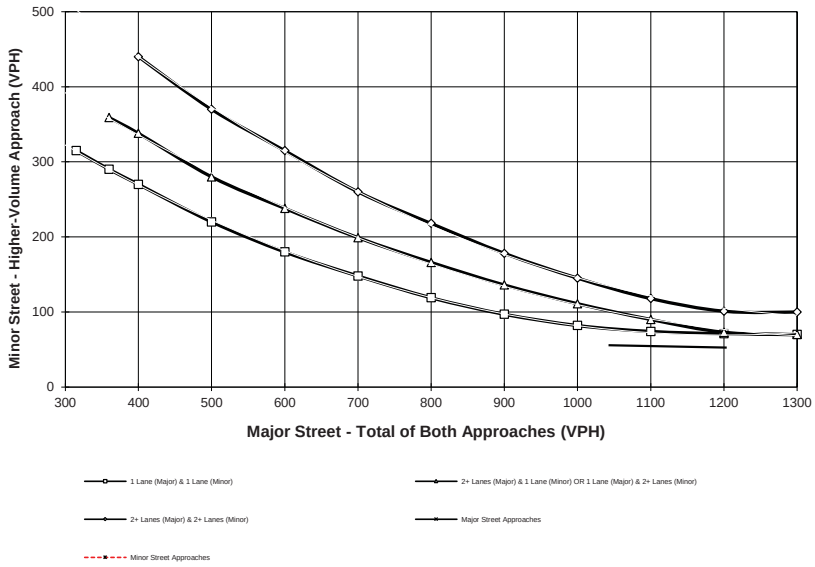
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC PM PEAK HOUR WARRANTS**

Major Street Name = **Corwin Rd.**
Total of Both Approaches (VPH) = **49**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Dakota Av.**
High Volume Approach (VPH) = **27**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #1

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

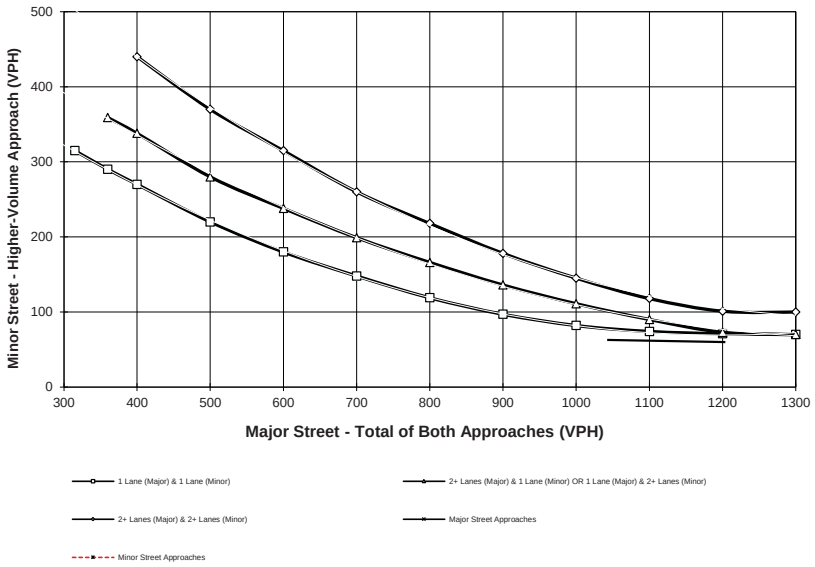
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC AM PEAK HOUR WARRANTS**

Major Street Name = **Ramona Rd.**
Total of Both Approaches (VPH) = **2**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Fresno Rd.**
High Volume Approach (VPH) = **1**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #2

F:\UXRjobs_15600_16000_16000\16091\02_LOS\Warrants\02 - EAC\02R_AM.xls\Fig 4C-4 (Rural Peak)

California MUTCD 2016 Edition
(FHWA's MUTCD 2009, as amended for use in California)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

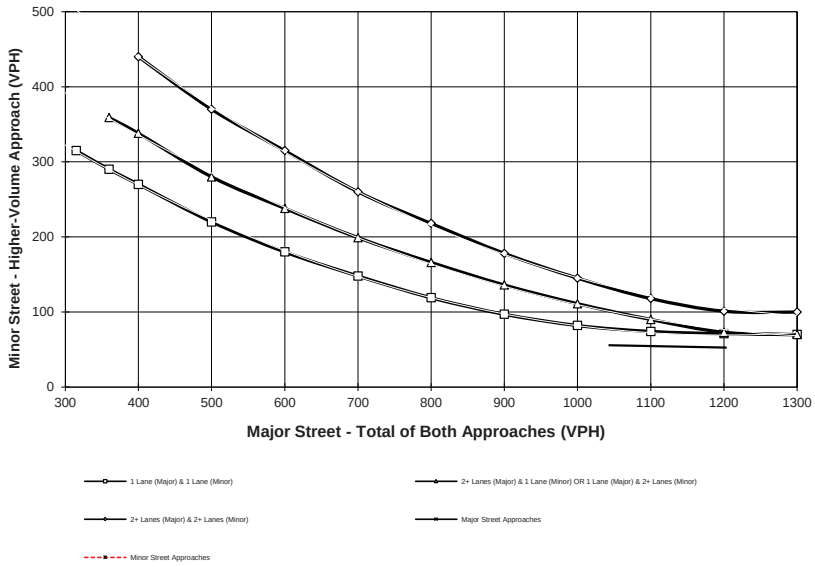
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC PM PEAK HOUR WARRANTS**

Major Street Name = **Ramona Rd.**
Total of Both Approaches (VPH) = **2**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Fresno Rd.**
High Volume Approach (VPH) = **2**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #2

F:\UXRjobs_15600_16000_16000\16091\02_LOS\Warrants\02 - EAC\02R_PM.xls\Fig 4C-4 (Rural Peak)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

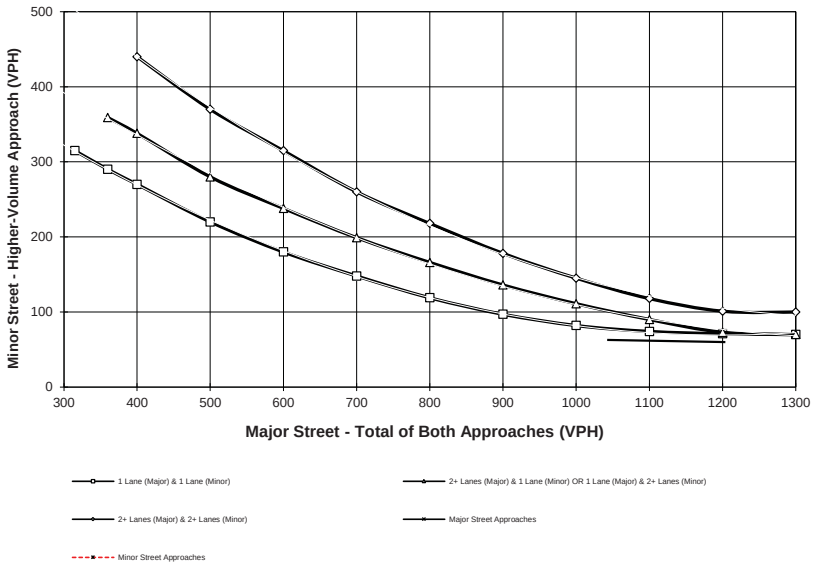
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC AM PEAK HOUR WARRANTS**

Major Street Name = **Navajo Rd.**
Total of Both Approaches (VPH) = **11**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Altadena St.**
High Volume Approach (VPH) = **9**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #3

California MUTCD 2016 Edition
(FHWA's MUTCD 2009, as amended for use in California)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

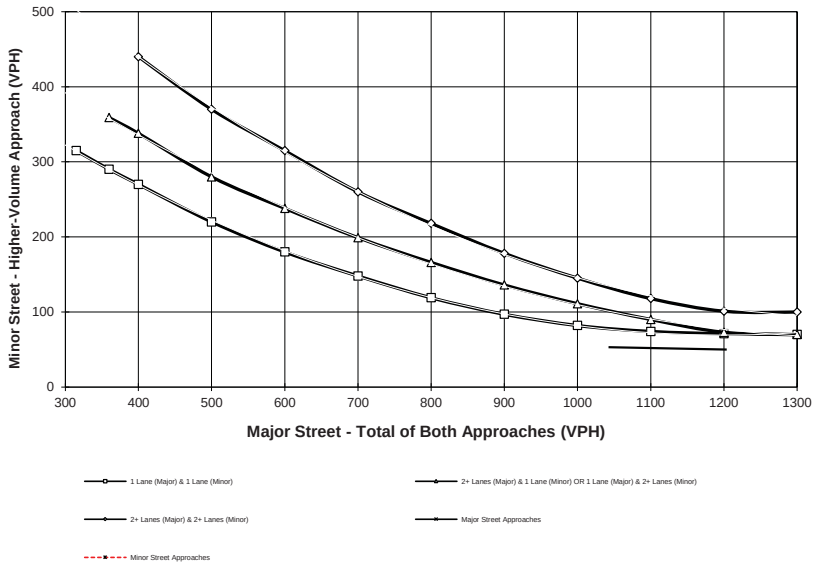
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC PM PEAK HOUR WARRANTS**

Major Street Name = **Navajo Rd.**
Total of Both Approaches (VPH) = **29**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Altadena St.**
High Volume Approach (VPH) = **22**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #3

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

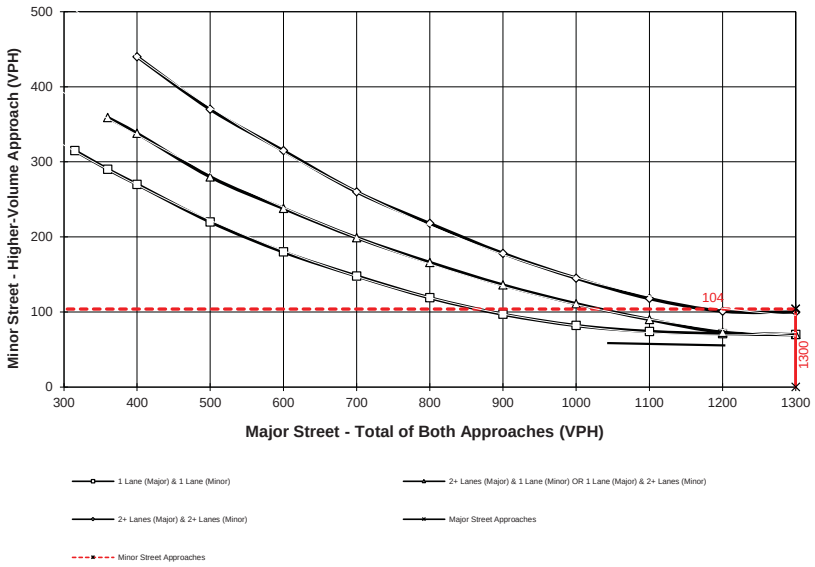
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC AM PEAK HOUR WARRANTS**

Major Street Name = **Johnson Rd.**
Total of Both Approaches (VPH) = **2,041**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Navajo Rd.**
High Volume Approach (VPH) = **104**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #4

California MUTCD 2016 Edition
(FHWA's MUTCD 2009, as amended for use in California)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

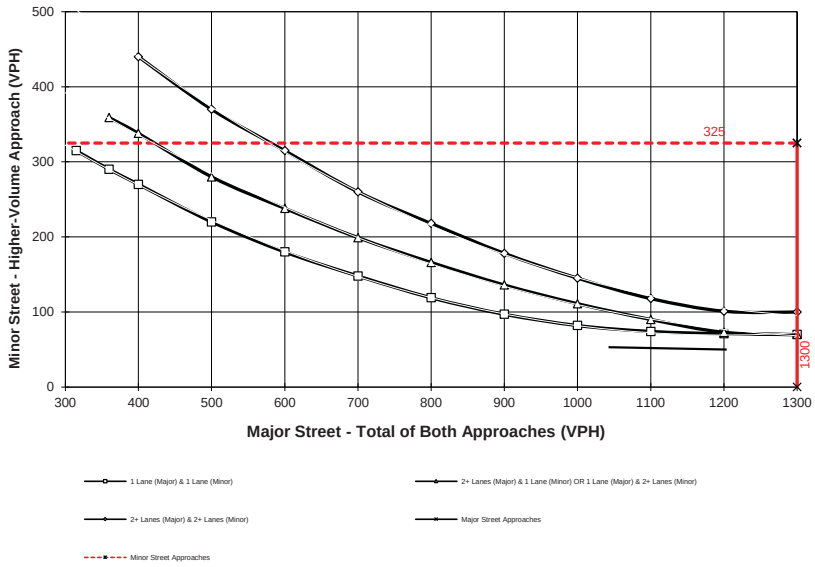
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC PM PEAK HOUR WARRANTS**

Major Street Name = **Johnson Rd.**
Total of Both Approaches (VPH) = **1,984**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Navajo Rd.**
High Volume Approach (VPH) = **325**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #4

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

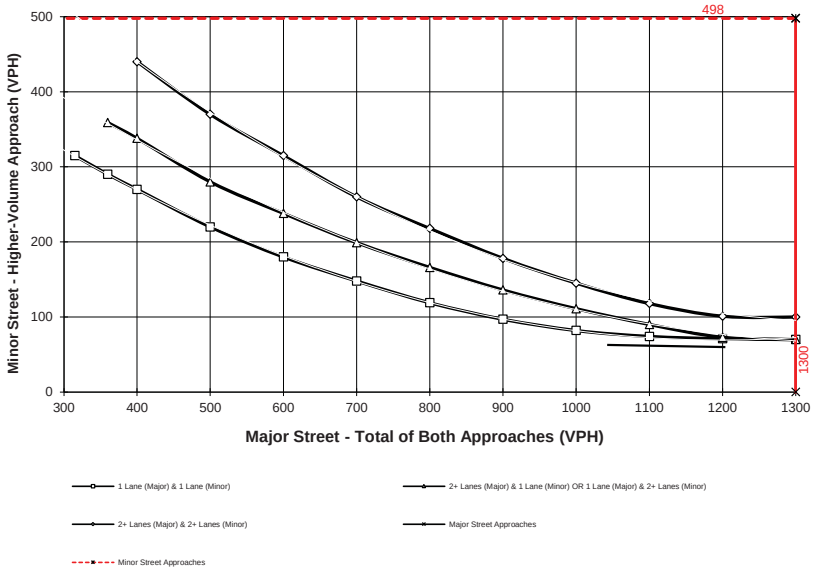
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC AM PEAK HOUR WARRANTS**

Major Street Name = **Stoddard Wells Rd.** Total of Both Approaches (VPH) = **1,403**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Johnson Rd.** High Volume Approach (VPH) = **498**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #6

F:\UXRjobs_15600_16000_16000\16091\02_LOS\Warrants\02 - EAC\06R_AM.xls\Fig 4C-4 (Rural Peak)

California MUTCD 2016 Edition
(FHWA's MUTCD 2009, as amended for use in California)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

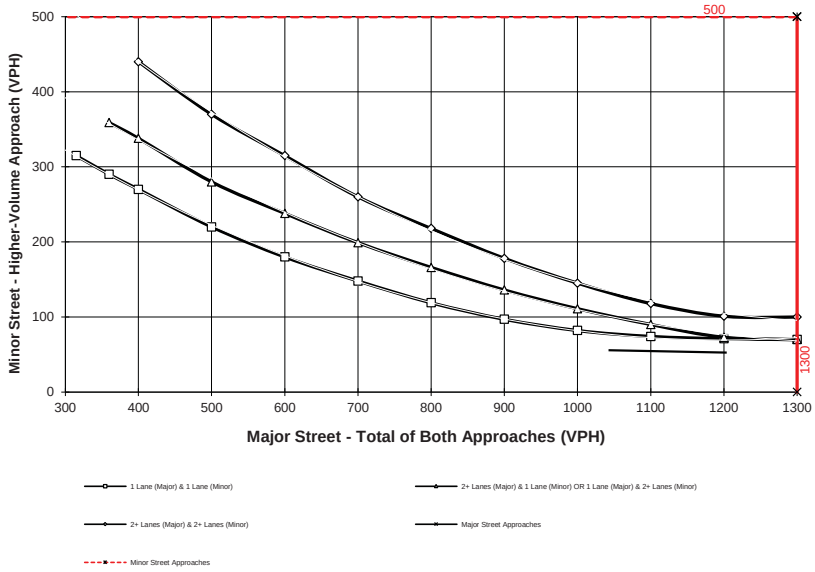
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC PM PEAK HOUR WARRANTS**

Major Street Name = **Johnson Rd.** Total of Both Approaches (VPH) = **1,413**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Stoddard Wells Rd.** High Volume Approach (VPH) = **858**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #6

F:\UXRjobs_15600_16000_16000\16091\02_LOS\Warrants\02 - EAC\06R_PM.xls\Fig 4C-4 (Rural Peak)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

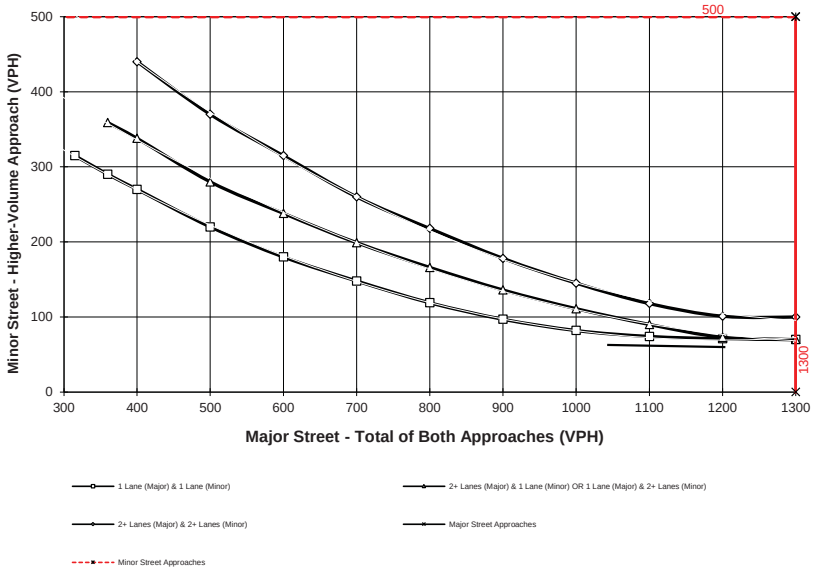
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC AM PEAK HOUR WARRANTS**

Major Street Name = **I-15 NB Ramps - Outer Hwy. 15** Total of Both Approaches (VPH) = **1,477**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Stoddard Wells Rd.** High Volume Approach (VPH) = **695**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #7

F:\UXRjobs_15600_16000_16000\16091\02_LOS\Warrants\02 - EAC\07R_AM.xls\Fig 4C-4 (Rural Peak)

California MUTCD 2016 Edition
(FHWA's MUTCD 2009, as amended for use in California)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

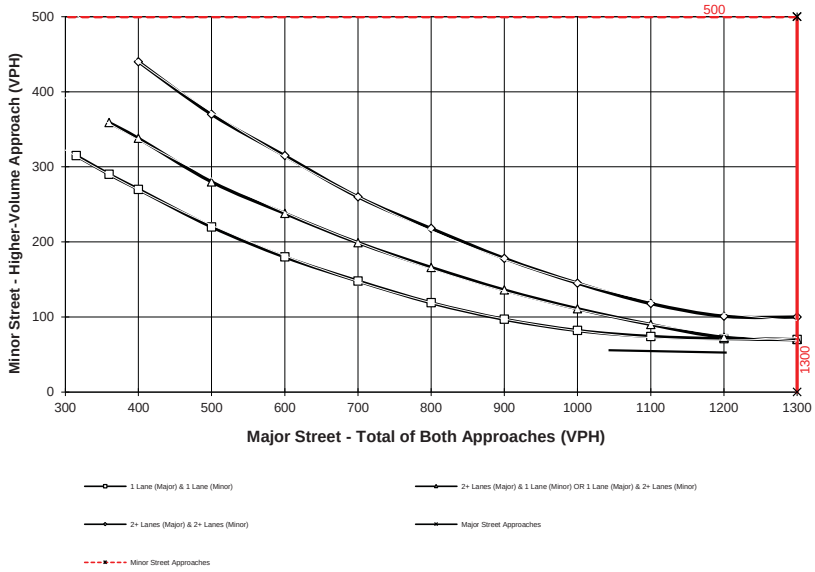
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC PM PEAK HOUR WARRANTS**

Major Street Name = **Stoddard Wells Rd.** Total of Both Approaches (VPH) = **1,761**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-15 NB Ramps - Outer Hwy. 15** High Volume Approach (VPH) = **909**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #7

F:\UXRjobs_15600_16000_16000\16091\02_LOS\Warrants\02 - EAC\07R_PM.xls\Fig 4C-4 (Rural Peak)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

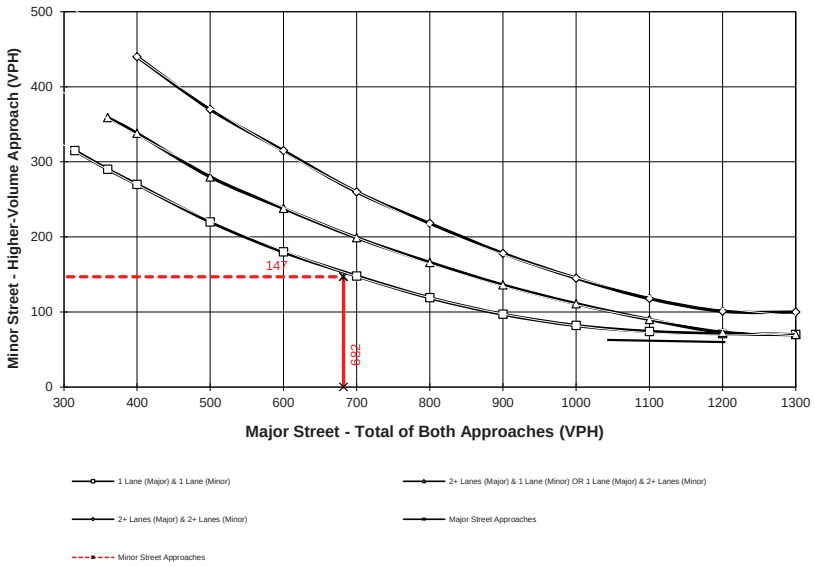
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC AM PEAK HOUR WARRANTS**

Major Street Name = **Stoddard Wells Rd.** Total of Both Approaches (VPH) = **682**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Quarry Rd.** High Volume Approach (VPH) = **147**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #8

F:\UXRjobs_15600_16000_16000\16091\02_LOS\Warrants\02 - EAC\08R_AM.xls\Fig 4C-4 (Rural Peak)

California MUTCD 2016 Edition
(FHWA's MUTCD 2009, as amended for use in California)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

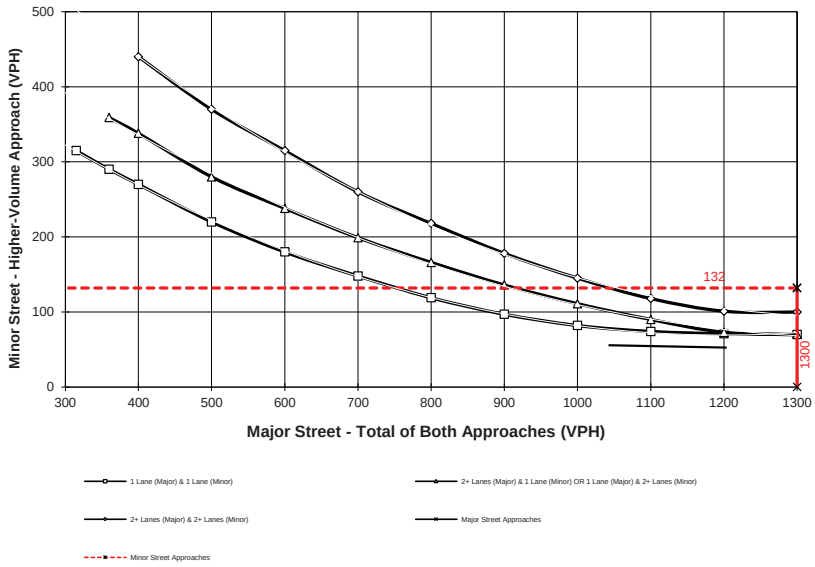
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC PM PEAK HOUR WARRANTS**

Major Street Name = **Stoddard Wells Rd.** Total of Both Approaches (VPH) = **1,551**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Quarry Rd.** High Volume Approach (VPH) = **132**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #8

F:\UXRjobs_15600_16000_16000\16091\02_LOS\Warrants\02 - EAC\08R_PM.xls\Fig 4C-4 (Rural Peak)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

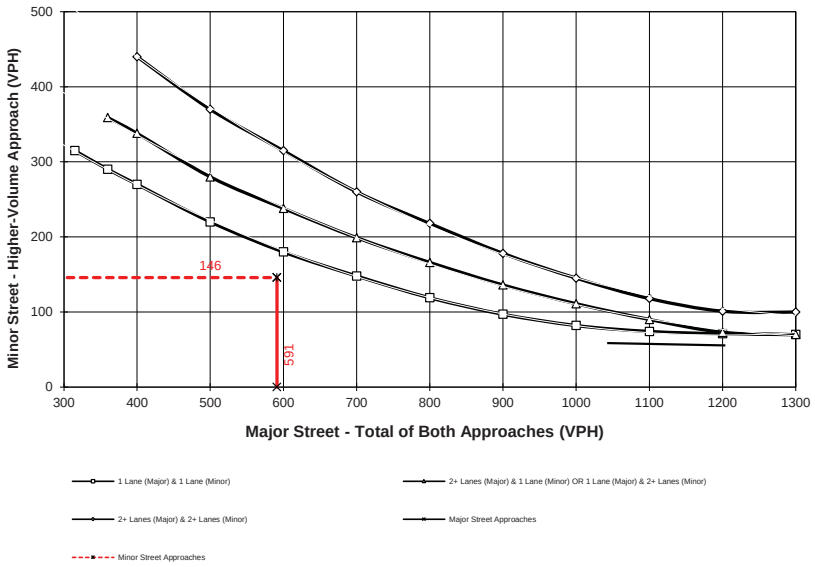
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC AM PEAK HOUR WARRANTS**

Major Street Name = **Quarry Rd.** Total of Both Approaches (VPH) = **591**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-15 SB Ramps** High Volume Approach (VPH) = **146**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #9

F:\UXRjobs_15600_16000_16000\16091\02_LOS\Warrants\02 - EAC\09R_AM.xls\Fig 4C-4 (Rural Peak)

California MUTCD 2016 Edition
(FHWA's MUTCD 2009, as amended for use in California)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

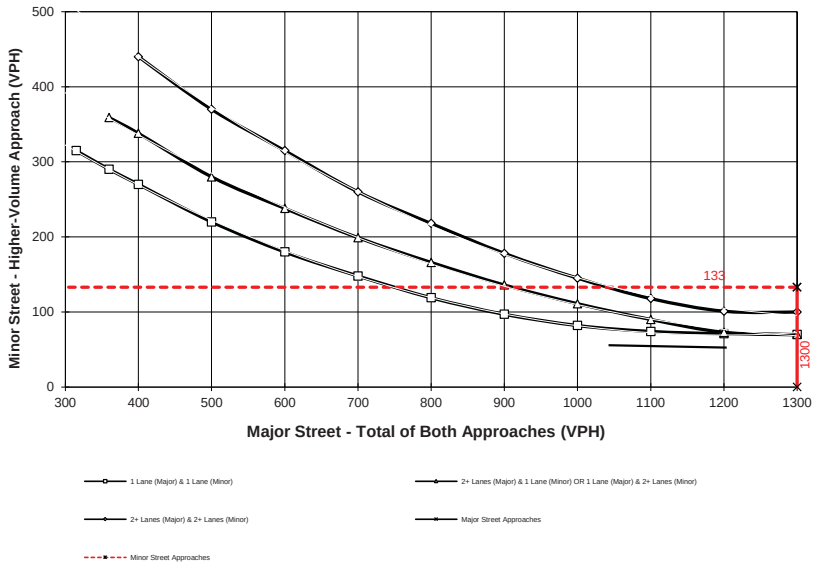
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC PM PEAK HOUR WARRANTS**

Major Street Name = **Quarry Rd.** Total of Both Approaches (VPH) = **1,463**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **I-15 SB Ramps** High Volume Approach (VPH) = **133**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #9

F:\UXRjobs_15600_16000_16000\16091\02_LOS\Warrants\02 - EAC\09R_PM.xls\Fig 4C-4 (Rural Peak)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

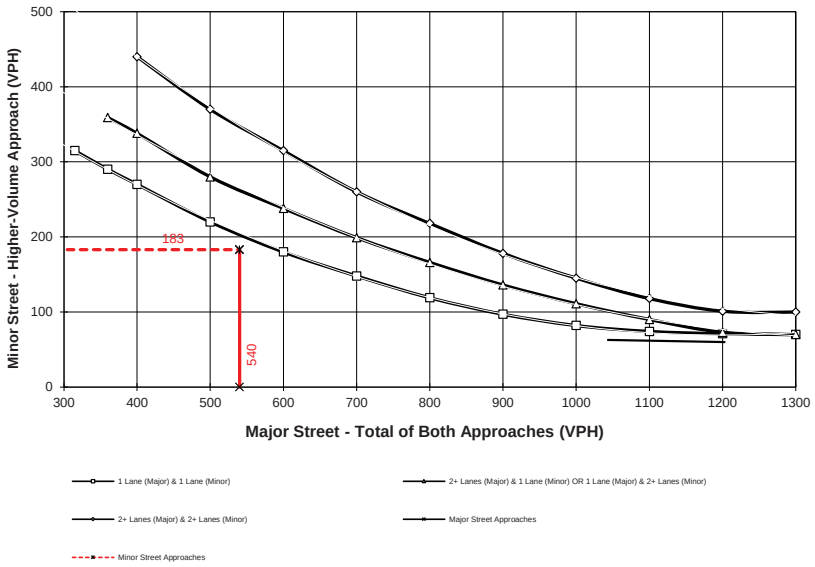
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC AM PEAK HOUR WARRANTS**

Major Street Name = **Dale Evans Pkwy.** Total of Both Approaches (VPH) = **540**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Corwin Rd.** High Volume Approach (VPH) = **183**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #10

F:\UXRjobs_15600_16000_16000\16091\02_LOS\Warrants\02 - EAC\10R_AM.xls\Fig 4C-4 (Rural Peak)

California MUTCD 2016 Edition
(FHWA's MUTCD 2009, as amended for use in California)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

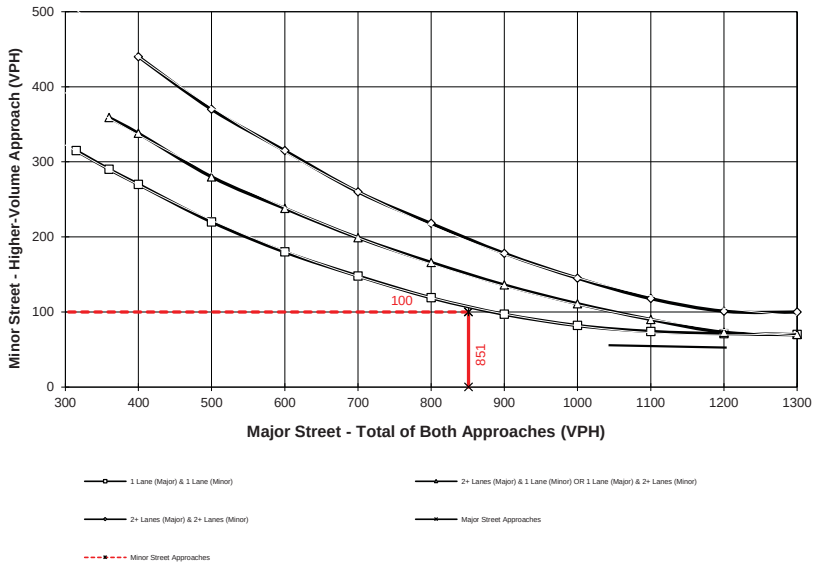
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAC PM PEAK HOUR WARRANTS**

Major Street Name = **Dale Evans Pkwy.** Total of Both Approaches (VPH) = **851**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Corwin Rd.** High Volume Approach (VPH) = **100**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #10

F:\UXRjobs_15600_16000_16000\16091\02_LOS\Warrants\02 - EAC\10R_PM.xls\Fig 4C-4 (Rural Peak)

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APPENDIX 5.4: OPENING YEAR CUMULATIVE (2027) WITH PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

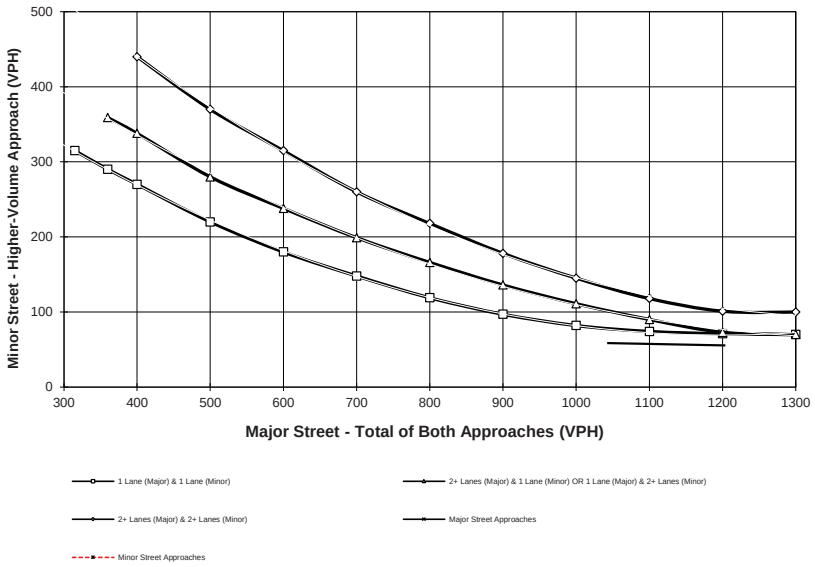
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAPC (2027) AM PEAK HOUR WARRANTS**

Major Street Name = **Corwin Rd.** Total of Both Approaches (VPH) = **95**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Dakota Av.** High Volume Approach (VPH) = **18**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #1

California MUTCD 2016 Edition
(FHWA's MUTCD 2009, as amended for use in California)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

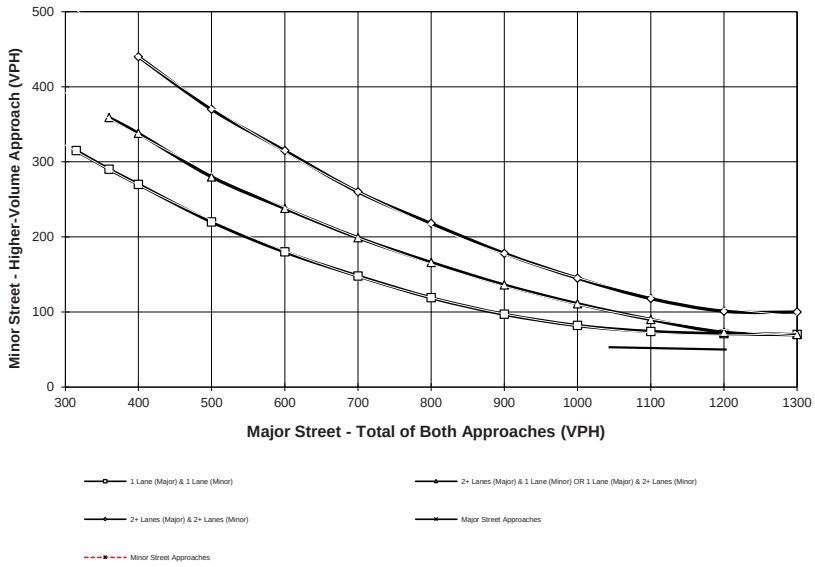
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAPC (2027) PM PEAK HOUR WARRANTS**

Major Street Name = **Corwin Rd.** Total of Both Approaches (VPH) = **103**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Dakota Av.** High Volume Approach (VPH) = **70**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #1

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

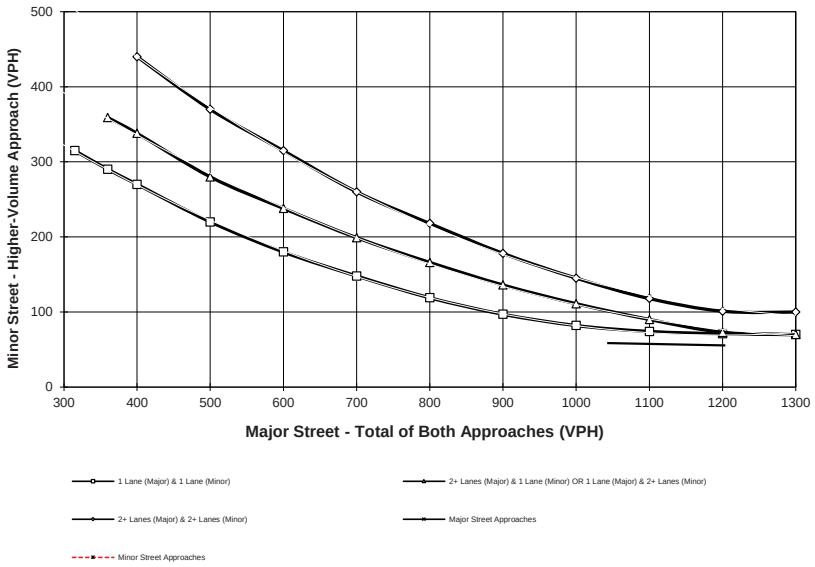
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAPC (2027) AM PEAK HOUR WARRANTS**

Major Street Name = **Ramona Rd.**
Total of Both Approaches (VPH) = **31**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Fresno Rd.**
High Volume Approach (VPH) = **3**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #2

F:\UXRjobs_15600_16000_16000\16091\02_LOS\Warrants\03 - EAPC\02R_AM.xls\Fig 4C-4 (Rural Peak)

California MUTCD 2016 Edition
(FHWA's MUTCD 2009, as amended for use in California)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

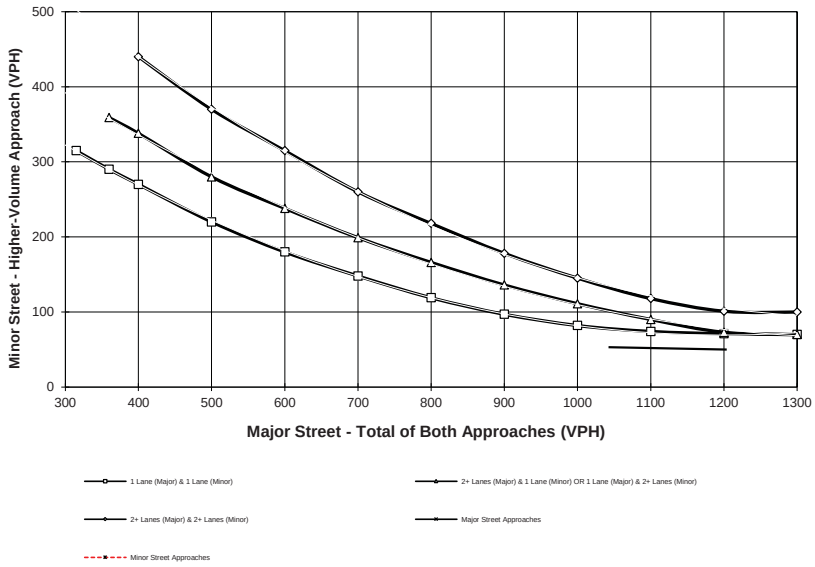
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAPC (2027) PM PEAK HOUR WARRANTS**

Major Street Name = **Ramona Rd.**
Total of Both Approaches (VPH) = **41**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Fresno Rd.**
High Volume Approach (VPH) = **4**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #2

F:\UXRjobs_15600_16000_16000\16091\02_LOS\Warrants\03 - EAPC\02R_PM.xls\Fig 4C-4 (Rural Peak)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

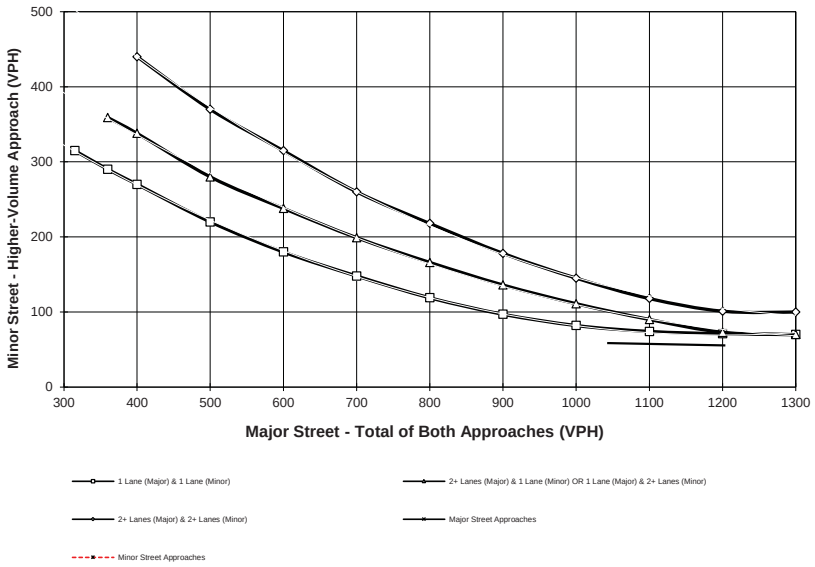
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAPC (2027) AM PEAK HOUR WARRANTS**

Major Street Name = **Navajo Rd.** Total of Both Approaches (VPH) = **50**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Altadena St.** High Volume Approach (VPH) = **21**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #3

F:\UXRjobs_15600_16000_16000\16091\02_LOS\Warrants\03 - EAPC\03R_AM.xls\Fig 4C-4 (Rural Peak)

California MUTCD 2016 Edition
(FHWA's MUTCD 2009, as amended for use in California)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

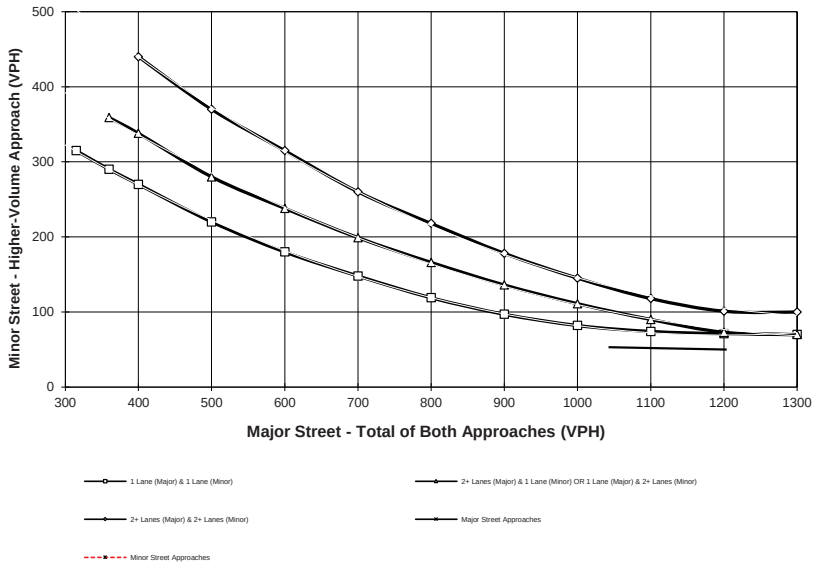
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAPC (2027) PM PEAK HOUR WARRANTS**

Major Street Name = **Altadena St.** Total of Both Approaches (VPH) = **72**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Navajo Rd.** High Volume Approach (VPH) = **45**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #3

F:\UXRjobs_15600_16000_16000\16091\02_LOS\Warrants\03 - EAPC\03R_PM.xls\Fig 4C-4 (Rural Peak)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

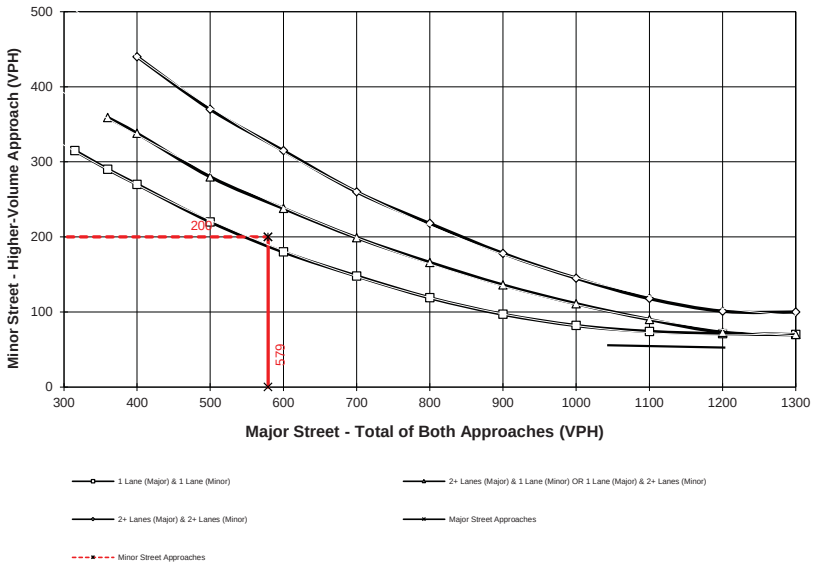
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAPC (2027) AM PEAK HOUR WARRANTS**

Major Street Name = **Dale Evans Pkwy.** Total of Both Approaches (VPH) = **579**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Corwin Rd.** High Volume Approach (VPH) = **200**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #10

F:\UXRjobs_15600_16000_16000\16091\02_LOS\Warrants\03 - EAPC\10R_AM.xls\Fig 4C-4 (Rural Peak)

California MUTCD 2016 Edition
(FHWA's MUTCD 2009, as amended for use in California)

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

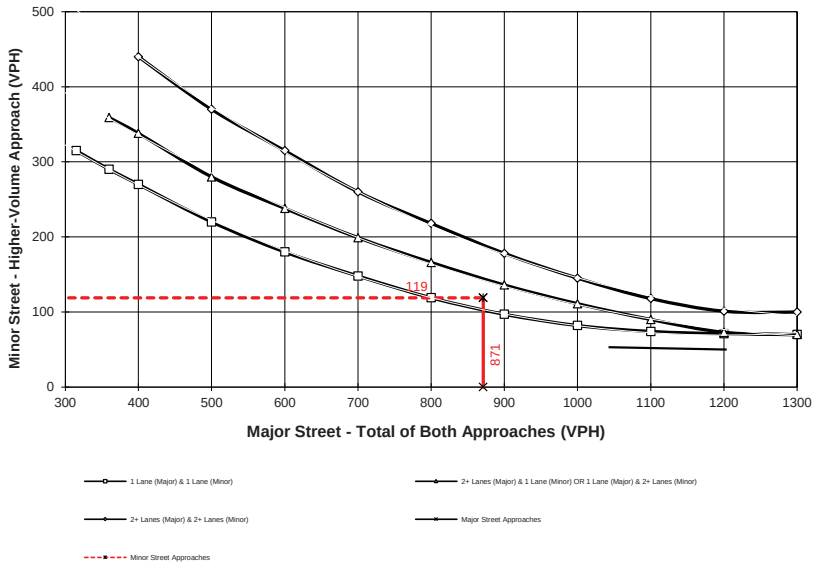
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **EAPC (2027) PM PEAK HOUR WARRANTS**

Major Street Name = **Dale Evans Pkwy.** Total of Both Approaches (VPH) = **871**
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Corwin Rd.** High Volume Approach (VPH) = **119**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

Intersection ID: #10

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Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	EAPC (2027)
				CALC JC	DATE 10/07/24
				CHK	DATE

Jurisdiction: **Town of Apple Valley**

Major Street: **Dachshund Av.** — Critical Approach Speed (Major) 45 mph

Minor Street: **Gustine Rd.** — Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane — Minor Street Approach Lanes **1** lane

Major Street Future ADT = **1,091** vpd — Minor Street Future ADT = **190** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ……... [√]

or

In built up area of isolated community of < 10,000 population …….. [ ]

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL — XX

CONDITION A - Minimum Vehicular Volume

Satisfied / Not Satisfied — XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements ADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **1,091**	1 **190**	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied / Not Satisfied — XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **1,091**	1 **190**	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied / Not Satisfied — XX

No one condition satisfied, but following conditions fulfilled 80% of more ….. **A** 11% **B** 13%

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	EAPC (2027)
				CALC JC	DATE 10/07/24
				CHK	DATE

Jurisdiction: **Town of Apple Valley**

Major Street: **Dachshund Av.** — Critical Approach Speed (Major) 45 mph

Minor Street: **Access 1** — Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane — Minor Street Approach Lanes **1** lane

Major Street Future ADT = **888** vpd — Minor Street Future ADT = **321** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ……... [√]

or

In built up area of isolated community of < 10,000 population …….. [ ]

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL — XX

CONDITION A - Minimum Vehicular Volume

Satisfied / Not Satisfied — XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements ADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **888**	1 **321**	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied / Not Satisfied — XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **888**	1 **321**	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied / Not Satisfied — XX

No one condition satisfied, but following conditions fulfilled 80% of more ….. **A** 16% **B** 11%

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	EAPC (2027)
				CALC JC	DATE 10/07/24
				CHK	DATE

Jurisdiction: **Town of Apple Valley**

Major Street: **Dachshund Av.** — Critical Approach Speed (Major) 45 mph

Minor Street: **Access 2** — Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane — Minor Street Approach Lanes **1** lane

Major Street Future ADT = **1,028** vpd — Minor Street Future ADT = **321** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ……... [√]

or

In built up area of isolated community of < 10,000 population …….. [ ]

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL: XX

CONDITION A - Minimum Vehicular Volume

Satisfied / Not Satisfied: XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements ADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **1,028**	1 **321**	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied / Not Satisfied: XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **1,028**	1 **321**	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied / Not Satisfied: XX

No one condition satisfied, but following conditions fulfilled 80% of more ….. **A** 18% **B** 12%

2 CONDITIONS 80%

2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	EAPC (2027)
				CALC JC	DATE 10/07/24
Jurisdiction: **Town of Apple Valley**				CHK	DATE
Major Street: **Dachshund Av.**				Critical Approach Speed (Major)	45 mph
Minor Street: **Fresno Rd.**				Critical Approach Speed (Minor)	35 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **1,181** vpd Minor Street Future ADT = **0** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); …….. √

or

In built up area of isolated community of < 10,000 population ……..

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN RURAL
XX

CONDITION A - Minimum Vehicular Volume

Satisfied Not Satisfied
XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements ADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **1,181**	*1* **0**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied Not Satisfied
XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **1,181**	*1* **0**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,400	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied Not Satisfied
XX

No one condition satisfied, but following conditions fulfilled 80% of more ….. **A** 21% **B** 14%

2 CONDITIONS 80% 2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	EAPC (2027)
				CALC JC	DATE 10/07/24
				CHK	DATE

Jurisdiction: **Town of Apple Valley**

Major Street: **Ramona Rd.** — Critical Approach Speed (Major) 45 mph

Minor Street: **Gustine Rd.** — Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane — Minor Street Approach Lanes **1** lane

Major Street Future ADT = **190** vpd — Minor Street Future ADT = **190** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ……... [√]

or **RURAL (R)**

In built up area of isolated community of < 10,000 population …….. [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Number of lanes for moving traffic on each approach: Major Street	Minor Street	Minimum Requirements ADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
CONDITION A - Minimum Vehicular Volume						
Satisfied / Not Satisfied XX						
	1 **190**	*1* **190**	8,000	5,600	2,400	1,680
	2 +	*1*	9,600	6,720	2,400	1,680
	2 +	*2* +	9,600	6,720	3,200	2,240
	1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic						
Satisfied / Not Satisfied XX						
	1 **190**	*1* **190**	12,000	8,400	1,200	850
	2 +	*1*	14,400	10,080	1,200	850
	2 +	*2* +	14,400	10,080	1,600	1,120
	1	*2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B						
Satisfied / Not Satisfied XX			2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more …..	**A** 3%	**B** 2%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	EAPC (2027)
				CALC JC	DATE 10/07/24
				CHK	DATE

Jurisdiction: **Town of Apple Valley**
Major Street: **Ramona Rd.** — Critical Approach Speed (Major) 45 mph
Minor Street: **Access 3** — Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane — Minor Street Approach Lanes **1** lane

Major Street Future ADT = **273** vpd — Minor Street Future ADT = **213** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ……... [√]

or **RURAL (R)**

In built up area of isolated community of < 10,000 population …….. [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements ADT			
	XX				
CONDITION A - Minimum Vehicular Volume		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **273**	*1* **213**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Not Satisfied XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **273**	*1* **213**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,400	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more …..	**A** 5% **B** 3%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	EAPC (2027)
				CALC JC	DATE 10/07/24
				CHK	DATE

Jurisdiction: **Town of Apple Valley**

Major Street: **Ramona Rd.** — Critical Approach Speed (Major) 45 mph

Minor Street: **Access 4** — Critical Approach Speed (Minor) 35 mph

Major Street Approach Lanes = **1** lane — Minor Street Approach Lanes **1** lane

Major Street Future ADT = **320** vpd — Minor Street Future ADT = **214** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ……... [√]

or **RURAL (R)**

In built up area of isolated community of < 10,000 population …….. [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL: XX

CONDITION A - Minimum Vehicular Volume

Satisfied / Not Satisfied: XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Minimum Requirements ADT: Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **320**	*1* **214**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied / Not Satisfied: XX

Number of lanes for moving traffic on each approach

Major Street	Minor Street	Vehicles Per Day on Major Street (Total of Both Approaches) Urban	Rural	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only) Urban	Rural
1 **320**	*1* **214**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,400	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied / Not Satisfied: XX

No one condition satisfied, but following conditions fulfilled 80% of more ….. **A** 6% **B** 4%

2 CONDITIONS 80% (Urban) — 2 CONDITIONS 80% (Rural)

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

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APPENDIX 5.5: OPENING YEAR CUMULATIVE (2027) WITHOUT PROJECT CONDITIONS OFF-RAMP QUEUEING ANALYSIS WORKSHEETS

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Intersection	
Int Delay, s/veh	1562

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	87	85	25	614	56	7	48	45	1354	0	23
Future Vol, veh/h	10	87	85	25	614	56	7	48	45	1354	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	91	89	26	640	58	7	50	47	1410	0	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	698	0	0	179	0	0	847	906	135	857	921	669
Stage 1	-	-	-	-	-	-	156	156	-	721	721	-
Stage 2	-	-	-	-	-	-	692	750	-	136	200	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	908	-	-	1409	-	-	284	278	919	~ 280	273	461
Stage 1	-	-	-	-	-	-	851	773	-	~ 422	435	-
Stage 2	-	-	-	-	-	-	438	422	-	~ 872	739	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	908	-	-	1409	-	-	258	266	919	~ 208	261	461
Mov Cap-2 Maneuver	-	-	-	-	-	-	258	266	-	~ 208	261	-
Stage 1	-	-	-	-	-	-	840	763	-	~ 409	422	-
Stage 2	-	-	-	-	-	-	402	409	-	~ 763	730	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.5	0.27	17.56	$ 2668.72
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	390	90	-	-	64	-	-	210
HCM Lane V/C Ratio	0.267	0.011	-	-	0.018	-	-	6.837
HCM Control Delay (s/veh)	17.6	9	0	-	7.6	0	-	$ 2668.7
HCM Lane LOS	C	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1.1	0	-	-	0.1	-	-	156.5

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	145	1	1	587	1	2
Future Vol, veh/h	145	1	1	587	1	2
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	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	184	1	1	743	1	3

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	378	373	0	0	744	0
Stage 1	373	-	-	-	-	-
Stage 2	5	-	-	-	-	-
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	628	678	-	-	873	-
Stage 1	701	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	627	678	-	-	873	-
Mov Cap-2 Maneuver	627	-	-	-	-	-
Stage 1	701	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.12	0	3.04
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	627	600	-
HCM Lane V/C Ratio	-	-	0.295	0.001	-
HCM Control Delay (s/veh)	-	-	13.1	9.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.2	0	-

Intersection	
Int Delay, s/veh	12514

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	93	69	49	1484	61	4	79	39	889	0	20
Future Vol, veh/h	5	93	69	49	1484	61	4	79	39	889	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	68	68	68	68	68	68	68	68	68
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	137	101	72	2182	90	6	116	57	1307	0	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2272	0	0	238	0	0	2529	2618	188	2581	2624	2227
Stage 1	-	-	-	-	-	-	202	202	-	2371	2371	-
Stage 2	-	-	-	-	-	-	2326	2416	-	210	253	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	228	-	-	1341	-	-	19	~ 25	860	~ 17	24	55
Stage 1	-	-	-	-	-	-	804	738	-	~ 47	68	-
Stage 2	-	-	-	-	-	-	50	~ 65	-	~ 797	701	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	228	-	-	1341	-	-	8	~ 24	860	~ 16	23	55
Mov Cap-2 Maneuver	-	-	-	-	-	-	8	~ 24	-	~ 16	23	-
Stage 1	-	-	-	-	-	-	774	710	-	~ 47	68	-
Stage 2	-	-	-	-	-	-	24	~ 65	-	~ 599	675	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.64	0.24	$ 2358.55	$ 38119.68
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	32	50	-	-	~ 55	-	-	16
HCM Lane V/C Ratio	5.687	0.032	-	-	0.054	-	-	84.683
HCM Control Delay (s/veh)	$ 2358.6	21.3	0	-	7.8	0	-	$ 38119.7
HCM Lane LOS	F	C	A	-	A	A	-	F
HCM 95th %tile Q(veh)	21.6	0.1	-	-	0.2	-	-	168.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	20.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	132	1	1	1460	1	1
Future Vol, veh/h	132	1	1	1460	1	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	56	56	56	56	56	56
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	236	2	2	2607	2	2

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1311	1305	0	0	2609	0
Stage 1	1305	-	-	-	-	-
Stage 2	5	-	-	-	-	-
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	~ 177	198	-	-	168	-
Stage 1	256	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 175	198	-	-	168	-
Mov Cap-2 Maneuver	~ 175	-	-	-	-	-
Stage 1	256	-	-	-	-	-
Stage 2	1012	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/veh	242.95	0	13.35
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	175	168	-
HCM Lane V/C Ratio	-	-	1.355	0.011	-
HCM Control Delay (s/veh)	-	-	242.9	26.7	0
HCM Lane LOS	-	-	F	D	A
HCM 95th %tile Q(veh)	-	-	14.1	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

APPENDIX 5.6: OPENING YEAR CUMULATIVE (2027) WITH PROJECT CONDITIONS OFF-RAMP QUEUEING ANALYSIS WORKSHEETS

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Intersection	
Int Delay, s/veh	1693.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	87	85	25	629	56	7	48	45	1401	0	23
Future Vol, veh/h	10	87	85	25	629	56	7	48	45	1401	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	91	89	26	655	58	7	50	47	1459	0	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	714	0	0	179	0	0	863	921	135	873	936	684
Stage 1	-	-	-	-	-	-	156	156	-	736	736	-
Stage 2	-	-	-	-	-	-	707	766	-	136	200	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	896	-	-	1409	-	-	277	272	919	~ 273	267	452
Stage 1	-	-	-	-	-	-	851	773	-	~ 414	428	-
Stage 2	-	-	-	-	-	-	429	415	-	~ 872	739	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	896	-	-	1409	-	-	251	261	919	~ 202	255	452
Mov Cap-2 Maneuver	-	-	-	-	-	-	251	261	-	~ 202	255	-
Stage 1	-	-	-	-	-	-	840	762	-	~ 401	415	-
Stage 2	-	-	-	-	-	-	394	402	-	~ 763	730	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.5	0.27	17.87	$ 2871.26
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	383	90	-	-	62	-	-	204
HCM Lane V/C Ratio	0.272	0.012	-	-	0.018	-	-	7.285
HCM Control Delay (s/veh)	17.9	9.1	0	-	7.6	0	-	$ 2871.3
HCM Lane LOS	C	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1.1	0	-	-	0.1	-	-	163.4

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	145	1	1	602	1	2
Future Vol, veh/h	145	1	1	602	1	2
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	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	184	1	1	762	1	3

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	387	382	0	0	763	0
Stage 1	382	-	-	-	-	-
Stage 2	5	-	-	-	-	-
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	620	669	-	-	858	-
Stage 1	694	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	619	669	-	-	858	-
Mov Cap-2 Maneuver	619	-	-	-	-	-
Stage 1	694	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.26	0	3.07
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	619	600	-
HCM Lane V/C Ratio	-	-	0.298	0.001	-
HCM Control Delay (s/veh)	-	-	13.3	9.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.2	0	-

Intersection	
Int Delay, s/veh	14907.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	93	69	49	1544	61	4	79	39	913	0	20
Future Vol, veh/h	5	93	69	49	1544	61	4	79	39	913	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	68	68	68	68	68	68	68	68	68
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	137	101	72	2271	90	6	116	57	1343	0	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2360	0	0	238	0	0	2617	2707	188	2669	2713	2315
Stage 1	-	-	-	-	-	-	202	202	-	2460	2460	-
Stage 2	-	-	-	-	-	-	2415	2504	-	210	253	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	210	-	-	1341	-	-	16	~ 21	860	~ 15	21	49
Stage 1	-	-	-	-	-	-	804	738	-	~ 42	61	-
Stage 2	-	-	-	-	-	-	45	~ 58	-	~ 797	701	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	210	-	-	1341	-	-	6	~ 21	860	~ 13	20	49
Mov Cap-2 Maneuver	-	-	-	-	-	-	6	~ 21	-	~ 13	20	-
Stage 1	-	-	-	-	-	-	771	708	-	~ 42	61	-
Stage 2	-	-	-	-	-	-	18	~ 58	-	~ 596	673	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.68	0.23	$ 2831.17	$ 45582.89
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	27	50	-	-	~ 53	-	-	14
HCM Lane V/C Ratio	6.654	0.035	-	-	0.054	-	-	101.103
HCM Control Delay (s/veh)	$ 2831.2	22.7	0	-	7.8	0	-	$ 45582.9
HCM Lane LOS	F	C	A	-	A	A	-	F
HCM 95th %tile Q(veh)	22.1	0.1	-	-	0.2	-	-	172.8

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	23.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	132	1	1	1520	1	1
Future Vol, veh/h	132	1	1	1520	1	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	56	56	56	56	56	56
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	236	2	2	2714	2	2

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1364	1359	0	0	2716	0
Stage 1	1359	-	-	-	-	-
Stage 2	5	-	-	-	-	-
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	~ 164	184	-	-	152	-
Stage 1	241	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 162	184	-	-	152	-
Mov Cap-2 Maneuver	~ 162	-	-	-	-	-
Stage 1	241	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/veh	$290.34	0	14.47
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	162	152	-
HCM Lane V/C Ratio	-	-	1.462	0.012	-
HCM Control Delay (s/veh)	-	-	290.3	28.9	0
HCM Lane LOS	-	-	F	D	A
HCM 95th %tile Q(veh)	-	-	15.2	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

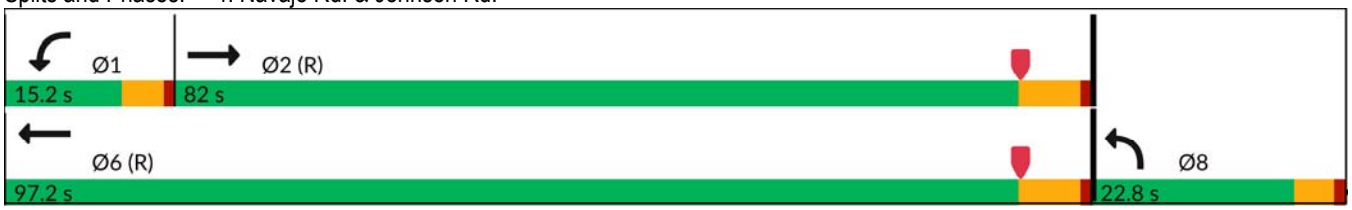
APPENDIX 5.7: OPENING YEAR CUMULATIVE (2027) WITH PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS

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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1128	265	65	391	103	13
Future Volume (vph)	1128	265	65	391	103	13
Ideal Flow (vphpl)	1800	1800	1700	1800	1700	1800
Storage Length (ft)		0	150		200	0
Storage Lanes		0	1		1	0
Taper Length (ft)			90		90	
Right Turn on Red		Yes				Yes
Link Speed (mph)	45			45	55	
Link Distance (ft)	5327			1835	6664	
Travel Time (s)	80.7			27.8	82.6	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Shared Lane Traffic (%)						
Turn Type	NA		Prot	NA	Prot	
Protected Phases	2		1	6	8	
Permitted Phases						
Detector Phase	2		1	6	8	
Switch Phase						
Minimum Initial (s)	10.0		5.0	10.0	5.0	
Minimum Split (s)	24.5		9.6	24.5	22.6	
Total Split (s)	82.0		15.2	97.2	22.8	
Total Split (%)	68.3%		12.7%	81.0%	19.0%	
Maximum Green (s)	75.5		10.6	90.7	18.2	
Yellow Time (s)	5.5		3.6	5.5	3.6	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.5		4.6	6.5	4.6	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		2.0	3.0	2.0	
Recall Mode	C-Max		None	C-Max	None	
Walk Time (s)	7.0			7.0	7.0	
Flash Don't Walk (s)	11.0			11.0	11.0	
Pedestrian Calls (#/hr)	10			10	10	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 14.7 (12%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	

Splits and Phases: 4: Navajo Rd. & Johnson Rd.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1128	265	65	391	103	13
Future Volume (veh/h)	1128	265	65	391	103	13
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1800	1800	1700	1800	1700	1800
Adj Flow Rate, veh/h	1484	217	86	514	146	0
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2226	321	106	1522	200	94
Arrive On Green	0.74	0.74	0.07	0.85	0.06	0.00
Sat Flow, veh/h	3090	433	1619	1800	3238	1525
Grp Volume(v), veh/h	837	864	86	514	146	0
Grp Sat Flow(s),veh/h/ln	1710	1722	1619	1800	1619	1525
Q Serve(g_s), s	29.7	31.2	6.3	7.4	5.3	0.0
Cycle Q Clear(g_c), s	29.7	31.2	6.3	7.4	5.3	0.0
Prop In Lane		0.25	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1269	1278	106	1522	200	94
V/C Ratio(X)	0.66	0.68	0.81	0.34	0.73	0.00
Avail Cap(c_a), veh/h	1269	1278	143	1522	491	231
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	7.8	8.0	55.4	2.0	55.3	0.0
Incr Delay (d2), s/veh	0.2	0.3	16.5	0.6	1.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	8.9	3.0	1.4	2.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	8.1	8.3	71.9	2.6	57.2	0.0
LnGrp LOS	A	A	E	A	E	
Approach Vol, veh/h	1701			600	146	
Approach Delay, s/veh	8.2			12.5	57.2	
Approach LOS	A			B	E	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.4	95.6				108.0	12.0
Change Period (Y+Rc), s	4.6	6.5				6.5	4.6
Max Green Setting (Gmax), s	10.6	75.5				90.7	18.2
Max Q Clear Time (g_c+I1), s	8.3	33.2				9.4	7.3
Green Ext Time (p_c), s	0.0	17.3				3.3	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	12.2
HCM 7th LOS	B

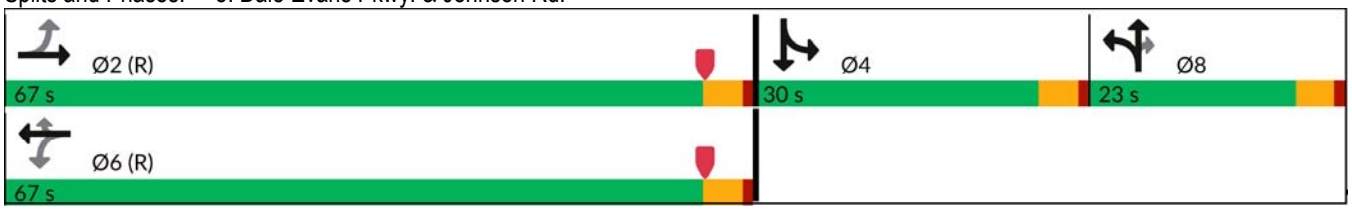
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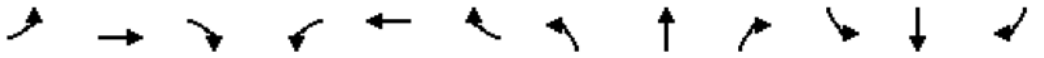
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	1232	116	91	452	176	55	151	282	406	93	7
Future Volume (vph)	17	1232	116	91	452	176	55	151	282	406	93	7
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Storage Length (ft)	150		0	300		165	100		150	325		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	90			120			90			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		7616			5327			4005			1074	
Travel Time (s)		115.4			80.7			49.6			13.3	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases		2			6		8	8		4	4	
Permitted Phases	2			6		6			8			
Detector Phase	2	2		6	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	
Total Split (s)	67.0	67.0		67.0	67.0	67.0	23.0	23.0	23.0	30.0	30.0	
Total Split (%)	55.8%	55.8%		55.8%	55.8%	55.8%	19.2%	19.2%	19.2%	25.0%	25.0%	
Maximum Green (s)	62.5	62.5		62.5	62.5	62.5	18.5	18.5	18.5	25.5	25.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max	Max	Max	Max	Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Don't Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0	0	0	0	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	

Splits and Phases: 5: Dale Evans Pkwy. & Johnson Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	1232	116	91	452	176	55	151	282	406	93	7
Future Volume (veh/h)	17	1232	116	91	452	176	55	151	282	406	93	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	21	1521	81	112	558	118	68	186	175	501	115	9
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	388	1720	91	115	1781	794	250	527	235	344	683	53
Arrive On Green	0.78	0.78	0.78	0.78	0.78	0.78	0.23	0.31	0.23	0.43	0.32	0.32
Sat Flow, veh/h	693	3303	175	288	3420	1525	1619	3420	1525	1619	3216	249
Grp Volume(v), veh/h	21	785	817	112	558	118	68	186	175	501	61	63
Grp Sat Flow(s),veh/h/ln	693	1710	1768	288	1710	1525	1619	1710	1525	1619	1710	1755
Q Serve(g_s), s	1.1	38.6	39.6	22.9	5.7	2.3	4.1	5.1	12.8	25.5	3.1	3.1
Cycle Q Clear(g_c), s	6.8	38.6	39.6	62.5	5.7	2.3	4.1	5.1	12.8	25.5	3.1	3.1
Prop In Lane	1.00		0.10	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	388	891	921	115	1781	794	250	527	235	344	363	373
V/C Ratio(X)	0.05	0.88	0.89	0.97	0.31	0.15	0.27	0.35	0.74	1.46	0.17	0.17
Avail Cap(c_a), veh/h	388	891	921	115	1781	794	250	527	235	344	363	373
HCM Platoon Ratio	1.50	1.50	1.50	1.50	1.50	1.50	1.50	2.00	1.50	2.00	1.50	1.50
Upstream Filter(I)	0.09	0.09	0.09	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.9	10.5	10.6	38.7	6.9	6.5	40.6	36.9	43.9	34.5	33.2	33.3
Incr Delay (d2), s/veh	0.0	1.3	1.4	74.0	0.4	0.4	2.7	1.8	19.1	220.8	1.0	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	5.9	6.2	5.5	1.8	0.8	1.7	2.1	5.5	27.8	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.9	11.8	12.0	112.7	7.3	6.9	43.3	38.7	63.0	255.3	34.2	34.2
LnGrp LOS	A	B	B	F	A	A	D	D	E	F	C	C
Approach Vol, veh/h		1623			788			429			625	
Approach Delay, s/veh		11.8			22.2			49.3			211.5	
Approach LOS		B			C			D			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		67.0		30.0		67.0		23.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		62.5		25.5		62.5		18.5				
Max Q Clear Time (g_c+I1), s		41.6		27.5		64.5		14.8				
Green Ext Time (p_c), s		11.3		0.0		0.0		0.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			54.9									
HCM 7th LOS			D									

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	512	1	30	1364	1	55
Future Volume (vph)	512	1	30	1364	1	55
Ideal Flow (vphpl)	1700	1800	1800	1800	1800	1800
Right Turn on Red		Yes		Yes		
Link Speed (mph)	45		45			45
Link Distance (ft)	7616		549			661
Travel Time (s)	115.4		8.3			10.0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Shared Lane Traffic (%)						
Turn Type	Prot		NA	pm+ov	Perm	NA
Protected Phases	8		2	8		6
Permitted Phases				2	6	
Detector Phase	8		2	8	6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5		22.5	22.5	22.5	22.5
Total Split (s)	96.0		24.0	96.0	24.0	24.0
Total Split (%)	80.0%		20.0%	80.0%	20.0%	20.0%
Maximum Green (s)	91.5		19.5	91.5	19.5	19.5
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5		4.5	4.5		4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		C-Max	None	C-Max	C-Max
Walk Time (s)	7.0		7.0	7.0	7.0	7.0
Flash Don't Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	

Splits and Phases: 6: Stoddard Wells Rd. & Johnson Rd.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	512	1	30	1364	1	55
Future Volume (veh/h)	512	1	30	1364	1	55
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1700	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	596	0	35	772	1	64
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	688	324	1282	1411	36	1268
Arrive On Green	0.21	0.00	0.71	0.71	0.71	0.71
Sat Flow, veh/h	3238	1525	1800	1525	7	1780
Grp Volume(v), veh/h	596	0	35	772	65	0
Grp Sat Flow(s),veh/h/ln	1619	1525	1800	1525	1787	0
Q Serve(g_s), s	21.3	0.0	0.7	9.2	0.0	0.0
Cycle Q Clear(g_c), s	21.3	0.0	0.7	9.2	1.3	0.0
Prop In Lane	1.00	1.00		1.00	0.02	
Lane Grp Cap(c), veh/h	688	324	1282	1411	1303	0
V/C Ratio(X)	0.87	0.00	0.03	0.55	0.05	0.00
Avail Cap(c_a), veh/h	2469	1163	1282	1411	1303	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	45.6	0.0	5.1	0.7	5.1	0.0
Incr Delay (d2), s/veh	3.3	0.0	0.0	1.5	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	0.0	0.2	10.0	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	48.9	0.0	5.1	2.2	5.2	0.0
LnGrp LOS	D		A	A	A	
Approach Vol, veh/h	596		807			65
Approach Delay, s/veh	48.9		2.3			5.2
Approach LOS	D		A			A

Timer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		90.0				90.0	30.0
Change Period (Y+Rc), s		4.5				4.5	4.5
Max Green Setting (Gmax), s		19.5				19.5	91.5
Max Q Clear Time (g_c+I1), s		11.2				3.3	23.3
Green Ext Time (p_c), s		2.3				0.2	2.2

Intersection Summary	
HCM 7th Control Delay, s/veh	21.4
HCM 7th LOS	C

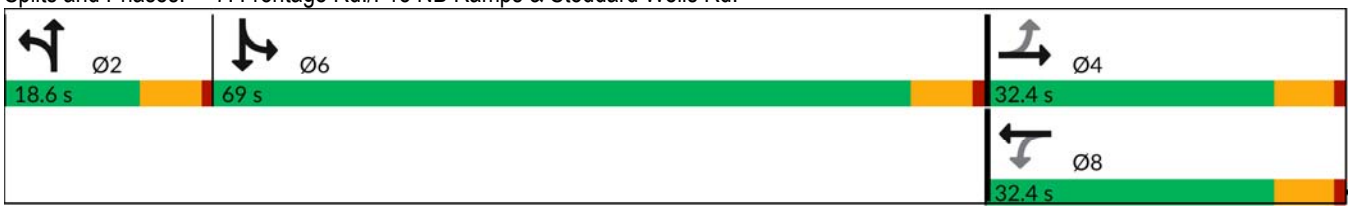
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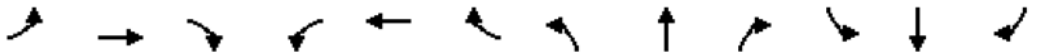
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	87	85	25	629	56	7	48	45	1401	0	23
Future Volume (vph)	10	87	85	25	629	56	7	48	45	1401	0	23
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1800	1800	1800	1700	1800	1800
Lane Width (ft)	12	14	14	12	14	14	12	14	14	13	14	14
Storage Length (ft)	150		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	90			90			90			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		889			1144			979			330	
Travel Time (s)		13.5			17.3			22.3			7.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)										49%		
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases		4			8		2	2		6	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	24.5	24.5		24.5	24.5		16.5	16.5		16.5	16.5	
Total Split (s)	32.4	32.4		32.4	32.4		18.6	18.6		69.0	69.0	
Total Split (%)	27.0%	27.0%		27.0%	27.0%		15.5%	15.5%		57.5%	57.5%	
Maximum Green (s)	25.9	25.9		25.9	25.9		12.1	12.1		62.5	62.5	
Yellow Time (s)	5.5	5.5		5.5	5.5		5.5	5.5		5.5	5.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5			6.5		6.5	6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Don't Walk (s)	11.0	11.0		11.0	11.0							
Pedestrian Calls (#/hr)	10	10		10	10							

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 111.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 7: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.





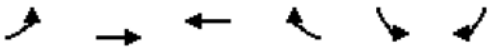
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	87	85	25	629	56	7	48	45	1401	0	23
Future Volume (veh/h)	10	87	85	25	629	56	7	48	45	1401	0	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.04	1.04	1.00	1.04	1.04	1.00	1.04	1.04	1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1872	1872	1700	1872	1872	1800	1872	1872	1768	1872	1872
Adj Flow Rate, veh/h	10	91	47	26	655	32	7	50	26	1481	0	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	124	266	138	272	807	39	15	110	57	1463	813	0
Arrive On Green	0.23	0.34	0.23	0.34	0.46	0.34	0.10	0.15	0.10	0.87	0.00	0.00
Sat Flow, veh/h	686	1163	601	1137	3522	172	149	1063	553	3368	1872	0
Grp Volume(v), veh/h	10	0	138	26	344	343	83	0	0	1481	0	0
Grp Sat Flow(s),veh/h/ln	686	0	1764	1137	1853	1841	1765	0	0	1684	1872	0
Q Serve(g_s), s	1.2	0.0	5.1	1.5	13.4	13.5	3.6	0.0	0.0	36.3	0.0	0.0
Cycle Q Clear(g_c), s	15.7	0.0	5.1	7.0	13.4	13.5	3.6	0.0	0.0	36.3	0.0	0.0
Prop In Lane	1.00		0.34	1.00		0.09	0.08		0.31	1.00		0.00
Lane Grp Cap(c), veh/h	124	0	404	272	425	422	182	0	0	1463	813	0
V/C Ratio(X)	0.08	0.00	0.34	0.10	0.81	0.81	0.46	0.00	0.00	1.01	0.00	0.00
Avail Cap(c_a), veh/h	179	0	546	364	574	570	255	0	0	2517	1399	0
HCM Platoon Ratio	1.00	1.50	1.00	1.50	2.00	1.50	1.00	1.50	1.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	37.9	0.0	24.2	25.6	21.1	21.5	34.0	0.0	0.0	5.5	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.5	0.2	6.3	6.4	1.8	0.0	0.0	17.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	2.0	0.4	4.7	4.8	1.6	0.0	0.0	5.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.2	0.0	24.7	25.7	27.4	28.0	35.8	0.0	0.0	22.6	0.0	0.0
LnGrp LOS	D		C	C	C	C	D			F		
Approach Vol, veh/h		148			713			83			1481	
Approach Delay, s/veh		25.6			27.6			35.8			22.6	
Approach LOS		C			C			D			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.1		25.3		47.4		25.3				
Change Period (Y+Rc), s		6.5		6.5		6.5		6.5				
Max Green Setting (Gmax), s		12.1		25.9		62.5		25.9				
Max Q Clear Time (g_c+I1), s		5.6		17.7		38.3		15.5				
Green Ext Time (p_c), s		0.2		0.4		7.2		2.9				

Intersection Summary												
HCM 7th Control Delay, s/veh			24.7									
HCM 7th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	36	58	602	144	3
Future Volume (vph)	1	36	58	602	144	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	25
Storage Lanes	0			1	1	0
Taper Length (ft)	90				90	
Link Speed (mph)		45	45		45	
Link Distance (ft)		1552	889		1482	
Travel Time (s)		23.5	13.5		22.5	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	36	58	602	144	3
Future Vol, veh/h	1	36	58	602	144	3
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	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	43	69	717	171	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	786	0	-	0	114	69
Stage 1	-	-	-	-	69	-
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	842	-	-	-	887	1000
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	982	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	842	-	-	-	886	1000
Mov Cap-2 Maneuver	-	-	-	-	886	-
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	982	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.25	0	10.05
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	49	-	-	-	888
HCM Lane V/C Ratio	0.001	-	-	-	0.197
HCM Control Delay (s/veh)	9.3	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.7



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	145	1	1	602	1	2
Future Volume (vph)	145	1	1	602	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		300	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	90				90	
Link Speed (mph)	30		45			45
Link Distance (ft)	263		1482			525
Travel Time (s)	6.0		22.5			8.0
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	145	1	1	602	1	2
Future Vol, veh/h	145	1	1	602	1	2
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	-	-	300	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	184	1	1	762	1	3

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	6	1	0	0	763	0
Stage 1	1	-	-	-	-	-
Stage 2	5	-	-	-	-	-
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	1020	1089	-	-	858	-
Stage 1	1027	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1019	1089	-	-	858	-
Mov Cap-2 Maneuver	1019	-	-	-	-	-
Stage 1	1027	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

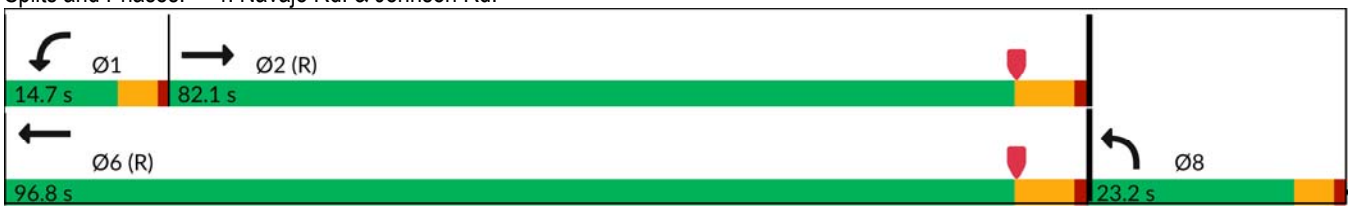
Approach	WB	NB	SB
HCM Control Delay, s/v	9.31	0	3.07
HCM LOS	A		

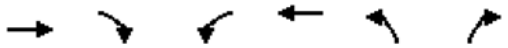
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1019	600	-
HCM Lane V/C Ratio	-	-	0.181	0.001	-
HCM Control Delay (s/veh)	-	-	9.3	9.2	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	689	160	42	1026	322	52
Future Volume (vph)	689	160	42	1026	322	52
Ideal Flow (vphpl)	1800	1800	1700	1800	1700	1800
Storage Length (ft)		0	150		200	0
Storage Lanes		0	1		1	0
Taper Length (ft)			90		90	
Right Turn on Red		Yes				Yes
Link Speed (mph)	45			45	55	
Link Distance (ft)	5327			1835	6664	
Travel Time (s)	80.7			27.8	82.6	
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Shared Lane Traffic (%)						
Turn Type	NA		Prot	NA	Prot	
Protected Phases	2		1	6	8	
Permitted Phases						
Detector Phase	2		1	6	8	
Switch Phase						
Minimum Initial (s)	10.0		5.0	10.0	5.0	
Minimum Split (s)	24.5		9.6	24.5	22.6	
Total Split (s)	82.1		14.7	96.8	23.2	
Total Split (%)	68.4%		12.3%	80.7%	19.3%	
Maximum Green (s)	75.6		10.1	90.3	18.6	
Yellow Time (s)	5.5		3.6	5.5	3.6	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.5		4.6	6.5	4.6	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		2.0	3.0	2.0	
Recall Mode	C-Max		None	C-Max	None	
Walk Time (s)	7.0			7.0	7.0	
Flash Don't Walk (s)	11.0			11.0	11.0	
Pedestrian Calls (#/hr)	10			10	10	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 14.7 (12%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	

Splits and Phases: 4: Navajo Rd. & Johnson Rd.





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	689	160	42	1026	322	52
Future Volume (veh/h)	689	160	42	1026	322	52
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1800	1800	1700	1800	1700	1800
Adj Flow Rate, veh/h	907	145	55	1350	487	0
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1984	317	69	1355	502	236
Arrive On Green	0.67	0.67	0.04	0.75	0.16	0.00
Sat Flow, veh/h	3043	472	1619	1800	3238	1525
Grp Volume(v), veh/h	525	527	55	1350	487	0
Grp Sat Flow(s),veh/h/ln	1710	1715	1619	1800	1619	1525
Q Serve(g_s), s	17.5	17.5	4.0	89.1	17.9	0.0
Cycle Q Clear(g_c), s	17.5	17.5	4.0	89.1	17.9	0.0
Prop In Lane		0.28	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1149	1152	69	1355	502	236
V/C Ratio(X)	0.46	0.46	0.80	1.00	0.97	0.00
Avail Cap(c_a), veh/h	1149	1152	136	1355	502	236
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	9.3	9.3	57.0	14.7	50.4	0.0
Incr Delay (d2), s/veh	0.1	0.1	7.8	23.7	32.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	5.6	1.8	34.2	9.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	9.4	9.4	64.8	38.4	82.8	0.0
LnGrp LOS	A	A	E	D	F	
Approach Vol, veh/h	1052			1405	487	
Approach Delay, s/veh	9.4			39.4	82.8	
Approach LOS	A			D	F	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	9.7	87.1				96.8	23.2
Change Period (Y+Rc), s	4.6	6.5				6.5	4.6
Max Green Setting (Gmax), s	10.1	75.6				90.3	18.6
Max Q Clear Time (g_c+I1), s	6.0	19.5				91.1	19.9
Green Ext Time (p_c), s	0.0	7.7				0.0	0.0

Intersection Summary		
HCM 7th Control Delay, s/veh	35.9	
HCM 7th LOS	D	

Notes

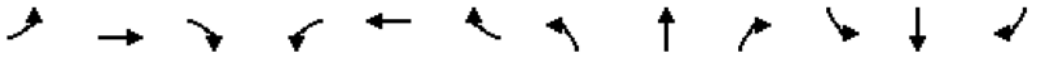
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	775	87	313	1297	361	159	111	181	263	224	17
Future Volume (vph)	9	775	87	313	1297	361	159	111	181	263	224	17
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Storage Length (ft)	150		0	300		165	100		150	325		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	90			120			90			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			55			55	
Link Distance (ft)		7616			5327			4005			1074	
Travel Time (s)		115.4			80.7			49.6			13.3	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Shared Lane Traffic (%)												
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6			8			
Detector Phase	5	2		1	6	6	3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	
Total Split (s)	9.5	40.5		31.0	62.0	62.0	23.8	22.5	22.5	26.0	24.7	
Total Split (%)	7.9%	33.8%		25.8%	51.7%	51.7%	19.8%	18.8%	18.8%	21.7%	20.6%	
Maximum Green (s)	5.0	36.0		26.5	57.5	57.5	19.3	18.0	18.0	21.5	20.2	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max	Max	None	Max	
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0	0		0	0		0	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 31 (26%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	

Splits and Phases: 5: Dale Evans Pkwy. & Johnson Rd.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	775	87	313	1297	361	159	111	181	263	224	17
Future Volume (veh/h)	9	775	87	313	1297	361	159	111	181	263	224	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1800	1800	1700	1800	1800	1700	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	11	969	59	391	1621	264	199	139	132	329	280	21
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	21	982	60	358	1738	775	260	513	229	290	543	40
Arrive On Green	0.01	0.45	0.30	0.22	0.76	0.51	0.16	0.22	0.15	0.18	0.25	0.17
Sat Flow, veh/h	1619	3275	199	1619	3420	1525	1619	3420	1525	1619	3226	240
Grp Volume(v), veh/h	11	506	522	391	1621	264	199	139	132	329	148	153
Grp Sat Flow(s),veh/h/ln	1619	1710	1764	1619	1710	1525	1619	1710	1525	1619	1710	1757
Q Serve(g_s), s	0.8	35.1	35.1	26.5	46.8	6.0	14.1	4.0	6.3	21.5	8.9	9.1
Cycle Q Clear(g_c), s	0.8	35.1	35.1	26.5	46.8	6.0	14.1	4.0	6.3	21.5	8.9	9.1
Prop In Lane	1.00		0.11	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	21	513	529	358	1738	775	260	513	229	290	288	296
V/C Ratio(X)	0.53	0.99	0.99	1.09	0.93	0.34	0.76	0.27	0.58	1.13	0.51	0.52
Avail Cap(c_a), veh/h	67	513	529	358	1738	775	260	513	229	290	288	296
HCM Platoon Ratio	1.00	1.50	1.00	1.00	1.50	1.00	1.00	1.50	1.00	1.00	1.50	1.00
Upstream Filter(I)	0.42	0.42	0.42	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.9	32.8	33.8	46.8	12.6	4.1	48.2	41.1	20.2	49.2	40.6	41.3
Incr Delay (d2), s/veh	8.6	22.7	22.3	46.9	1.2	0.1	12.6	1.3	10.2	94.1	6.4	6.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	15.0	15.8	14.9	7.6	3.5	6.3	1.7	4.0	15.8	3.9	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.5	55.4	56.1	93.6	13.8	4.2	60.8	42.4	30.4	143.3	47.0	47.7
LnGrp LOS	E	E	E	F	B	A	E	D	C	F	D	D
Approach Vol, veh/h		1039			2276			470			630	
Approach Delay, s/veh		55.9			26.4			46.8			97.5	
Approach LOS		E			C			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.0	40.5	23.8	24.7	6.0	65.5	26.0	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	26.5	36.0	19.3	20.2	5.0	57.5	21.5	18.0
Max Q Clear Time (g_c+I1), s	28.5	37.1	16.1	11.1	2.8	48.8	23.5	8.3
Green Ext Time (p_c), s	0.0	0.0	0.1	0.9	0.0	6.6	0.0	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	45.7
HCM 7th LOS	D

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1470	3	13	869	2	29
Future Volume (vph)	1470	3	13	869	2	29
Ideal Flow (vphpl)	1700	1800	1800	1800	1800	1800
Right Turn on Red		Yes		Yes		
Link Speed (mph)	45		45			45
Link Distance (ft)	7616		549			661
Travel Time (s)	115.4		8.3			10.0
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67
Shared Lane Traffic (%)						
Turn Type	Prot		NA	pm+ov	Perm	NA
Protected Phases	8		2	8		6
Permitted Phases				2	6	
Detector Phase	8		2	8	6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	22.5		22.5	22.5	22.5	22.5
Total Split (s)	94.0		26.0	94.0	26.0	26.0
Total Split (%)	78.3%		21.7%	78.3%	21.7%	21.7%
Maximum Green (s)	89.5		21.5	89.5	21.5	21.5
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	4.5		4.5	4.5		4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		C-Max	None	C-Max	C-Max
Walk Time (s)	7.0		7.0	7.0	7.0	7.0
Flash Don't Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	

Splits and Phases: 6: Stoddard Wells Rd. & Johnson Rd.





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1470	3	13	869	2	29
Future Volume (veh/h)	1470	3	13	869	2	29
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1700	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	2198	0	19	849	3	43
Peak Hour Factor	0.67	0.67	0.67	0.67	0.67	0.67
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2290	1079	392	1411	40	368
Arrive On Green	0.71	0.00	0.22	0.22	0.22	0.22
Sat Flow, veh/h	3238	1525	1800	1525	37	1691
Grp Volume(v), veh/h	2198	0	19	849	46	0
Grp Sat Flow(s),veh/h/ln	1619	1525	1800	1525	1728	0
Q Serve(g_s), s	74.2	0.0	1.0	11.3	0.0	0.0
Cycle Q Clear(g_c), s	74.2	0.0	1.0	11.3	2.5	0.0
Prop In Lane	1.00	1.00		1.00	0.07	
Lane Grp Cap(c), veh/h	2290	1079	392	1411	408	0
V/C Ratio(X)	0.96	0.00	0.05	0.60	0.11	0.00
Avail Cap(c_a), veh/h	2415	1138	392	1411	408	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.39	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.0	0.0	37.1	0.8	37.7	0.0
Incr Delay (d2), s/veh	4.9	0.0	0.2	1.9	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.8	0.0	0.5	26.0	1.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	20.9	0.0	37.3	2.7	38.2	0.0
LnGrp LOS	C		D	A	D	
Approach Vol, veh/h	2198		868			46
Approach Delay, s/veh	20.9		3.4			38.2
Approach LOS	C		A			D

Timer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		30.6				30.6	89.4
Change Period (Y+Rc), s		4.5				4.5	4.5
Max Green Setting (Gmax), s		21.5				21.5	89.5
Max Q Clear Time (g_c+I1), s		13.3				4.5	76.2
Green Ext Time (p_c), s		2.5				0.1	8.7

Intersection Summary	
HCM 7th Control Delay, s/veh	16.3
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

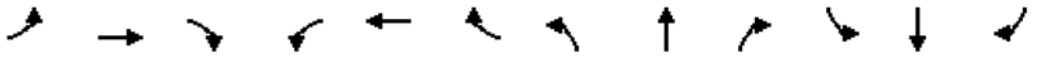
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	93	69	49	1544	61	4	79	39	913	0	20
Future Volume (vph)	5	93	69	49	1544	61	4	79	39	913	0	20
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1800	1800	1800	1700	1800	1800
Lane Width (ft)	12	14	14	12	14	14	12	14	14	13	14	14
Storage Length (ft)	150		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	90			90			90			90		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		889			1144			979			330	
Travel Time (s)		13.5			17.3			22.3			7.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)										49%		
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases		4			8		2	2		6	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	24.5	24.5		24.5	24.5		16.5	16.5		16.5	16.5	
Total Split (s)	59.0	59.0		59.0	59.0		17.6	17.6		43.4	43.4	
Total Split (%)	49.2%	49.2%		49.2%	49.2%		14.7%	14.7%		36.2%	36.2%	
Maximum Green (s)	52.5	52.5		52.5	52.5		11.1	11.1		36.9	36.9	
Yellow Time (s)	5.5	5.5		5.5	5.5		5.5	5.5		5.5	5.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5			6.5		6.5	6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Don't Walk (s)	11.0	11.0		11.0	11.0							
Pedestrian Calls (#/hr)	10	10		10	10							

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 119.8
Natural Cycle: 130
Control Type: Actuated-Uncoordinated

Splits and Phases: 7: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.





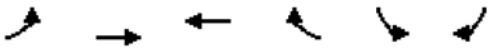
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	93	69	49	1544	61	4	79	39	913	0	20
Future Volume (veh/h)	5	93	69	49	1544	61	4	79	39	913	0	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.04	1.04	1.00	1.04	1.04	1.00	1.04	1.04	1.04	1.04	1.04
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1700	1872	1872	1700	1872	1872	1800	1872	1872	1768	1872	1872
Adj Flow Rate, veh/h	5	101	37	53	1678	33	4	86	20	1009	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	61	581	213	528	1618	32	5	117	27	1038	577	0
Arrive On Green	0.44	0.67	0.44	0.67	0.89	0.67	0.08	0.12	0.08	0.62	0.00	0.00
Sat Flow, veh/h	259	1307	479	1137	3641	71	66	1415	329	3368	1872	0
Grp Volume(v), veh/h	5	0	138	53	852	859	110	0	0	1009	0	0
Grp Sat Flow(s),veh/h/ln	259	0	1786	1137	1853	1859	1809	0	0	1684	1872	0
Q Serve(g_s), s	0.0	0.0	4.0	2.3	52.5	52.5	6.9	0.0	0.0	33.9	0.0	0.0
Cycle Q Clear(g_c), s	52.5	0.0	4.0	6.3	52.5	52.5	6.9	0.0	0.0	33.9	0.0	0.0
Prop In Lane	1.00		0.27	1.00		0.04	0.04		0.18	1.00		0.00
Lane Grp Cap(c), veh/h	61	0	794	528	824	826	149	0	0	1038	577	0
V/C Ratio(X)	0.08	0.00	0.17	0.10	1.03	1.04	0.74	0.00	0.00	0.97	0.00	0.00
Avail Cap(c_a), veh/h	61	0	794	528	824	826	170	0	0	1052	585	0
HCM Platoon Ratio	1.00	1.50	1.00	1.50	2.00	1.50	1.00	1.50	1.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	59.1	0.0	13.7	12.8	6.6	7.1	51.1	0.0	0.0	22.2	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.1	0.1	40.7	41.9	13.6	0.0	0.0	21.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.5	0.5	12.0	12.5	3.6	0.0	0.0	11.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.6	0.0	13.8	12.9	47.3	49.0	64.7	0.0	0.0	43.4	0.0	0.0
LnGrp LOS	E		B	B	F	F	E			D		
Approach Vol, veh/h		143			1764			110			1009	
Approach Delay, s/veh		15.4			47.1			64.7			43.4	
Approach LOS		B			D			E			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.2		59.0		42.9		59.0				
Change Period (Y+Rc), s		6.5		6.5		6.5		6.5				
Max Green Setting (Gmax), s		11.1		52.5		36.9		52.5				
Max Q Clear Time (g_c+I1), s		8.9		54.5		35.9		54.5				
Green Ext Time (p_c), s		0.1		0.0		0.5		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			45.0									
HCM 7th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	6	36	54	1515	130	2
Future Volume (vph)	6	36	54	1515	130	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	25
Storage Lanes	0			1	1	0
Taper Length (ft)	90				90	
Link Speed (mph)		45	45		45	
Link Distance (ft)		1552	889		1482	
Travel Time (s)		23.5	13.5		22.5	
Peak Hour Factor	0.58	0.58	0.58	0.58	0.58	0.58
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	36	54	1515	130	2
Future Vol, veh/h	6	36	54	1515	130	2
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	0	-
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	10	62	93	2612	224	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	2705	0	-	0	176	93
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	83	-
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	154	-	-	-	819	970
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	946	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	154	-	-	-	761	970
Mov Cap-2 Maneuver	-	-	-	-	761	-
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	946	-

Approach	EB	WB	SB
HCM Control Delay, s/v	4.3	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	148	-	-	-	764
HCM Lane V/C Ratio	0.067	-	-	-	0.298
HCM Control Delay (s/veh)	30.1	0	-	-	11.7
HCM Lane LOS	D	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.2



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	132	1	1	1520	1	1
Future Volume (vph)	132	1	1	1520	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		300	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	90				90	
Link Speed (mph)	30		45			45
Link Distance (ft)	263		1482			525
Travel Time (s)	6.0		22.5			8.0
Peak Hour Factor	0.56	0.56	0.56	0.56	0.56	0.56
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	132	1	1	1520	1	1
Future Vol, veh/h	132	1	1	1520	1	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	-	-	300	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	56	56	56	56	56	56
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	236	2	2	2714	2	2

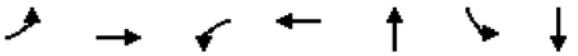
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	7	2	0	0	2716	0
Stage 1	2	-	-	-	-	-
Stage 2	5	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1019	1088	-	-	152	-
Stage 1	1027	-	-	-	-	-
Stage 2	1023	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1007	1088	-	-	152	-
Mov Cap-2 Maneuver	1007	-	-	-	-	-
Stage 1	1027	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.67	0	14.47
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1008	152	-
HCM Lane V/C Ratio	-	-	0.236	0.012	-
HCM Control Delay (s/veh)	-	-	9.7	28.9	0
HCM Lane LOS	-	-	A	D	A
HCM 95th %tile Q(veh)	-	-	0.9	0	-

APPENDIX 5.8: OPENING YEAR CUMULATIVE (2027) WITH PROJECT CONDITIONS OFF-RAMP QUEUEING ANALYSIS S WORKSHEETS WITH IMPROVEMENTS

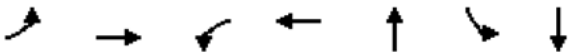
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Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	10	180	26	713	104	744	739
v/c Ratio	0.17	0.43	0.13	0.87	0.51	0.89	0.77
Control Delay (s/veh)	46.0	34.7	39.5	54.8	47.1	39.2	25.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	46.0	34.7	39.5	54.8	47.1	39.2	25.8
Queue Length 50th (ft)	6	94	16	264	56	473	377
Queue Length 95th (ft)	24	167	43	#365	115	#750	556
Internal Link Dist (ft)		809		1064	899		250
Turn Bay Length (ft)	150		150				
Base Capacity (vph)	66	447	224	890	222	938	1064
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.40	0.12	0.80	0.47	0.79	0.69

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	5	176	53	1744	132	506	508
v/c Ratio	0.09	0.22	0.11	1.05	0.73	1.00	0.82
Control Delay (s/veh)	24.8	16.8	20.9	70.4	70.7	80.9	43.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.8	16.8	20.9	70.4	70.7	80.9	43.7
Queue Length 50th (ft)	2	63	24	~745	89	394	309
Queue Length 95th (ft)	12	111	51	#881	#184	#625	#486
Internal Link Dist (ft)		809		1064	899		250
Turn Bay Length (ft)	150		150				
Base Capacity (vph)	56	809	473	1658	183	508	618
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.22	0.11	1.05	0.72	1.00	0.82

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection: 7: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

Movement	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	T	TR	LTR	L	LTR
Maximum Queue (ft)	33	162	163	438	494	99	292	292
Average Queue (ft)	7	90	32	335	385	58	284	260
95th Queue (ft)	29	174	122	523	588	107	324	358
Link Distance (ft)		816		1106	1106	931	277	277
Upstream Blk Time (%)							22	12
Queuing Penalty (veh)							0	0
Storage Bay Dist (ft)	150		150					
Storage Blk Time (%)		2		44				
Queuing Penalty (veh)		0		12				

Intersection: 9: Quarry Rd. & I-15 SB Ramps

Movement	WB	NB	SB
Directions Served	LR	R	LT
Maximum Queue (ft)	48	4	5
Average Queue (ft)	34	1	1
95th Queue (ft)	55	6	8
Link Distance (ft)	222		503
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		300	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Frontage Rd./I-15 NB Ramps & Stoddard Wells Rd.

Movement	EB	EB	WB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	T	TR	LTR	L	LTR
Maximum Queue (ft)	9	64	240	1121	1121	190	292	292
Average Queue (ft)	3	21	86	1114	1118	106	288	272
95th Queue (ft)	14	77	269	1163	1144	183	309	329
Link Distance (ft)		816		1106	1106	931	277	277
Upstream Blk Time (%)				82	79		34	24
Queuing Penalty (veh)				0	0		0	0
Storage Bay Dist (ft)	150		150					
Storage Blk Time (%)		1		76				
Queuing Penalty (veh)		0		40				

Intersection: 9: Quarry Rd. & I-15 SB Ramps

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	117	11
Average Queue (ft)	73	6
95th Queue (ft)	199	27
Link Distance (ft)	222	503
Upstream Blk Time (%)	17	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Appendix 2

"Lecangs Dakota Warehouse," CalEEMod, Version 2022.1,

prepared by

Terra Nova Planning & Research, Inc.

October 14, 2024.

Lecangs Dakota Warehouse Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

1.2. Land Use Types

1.3. User-Selected Emission Reduction Measures by Emissions Sector

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

2.2. Construction Emissions by Year, Unmitigated

2.4. Operations Emissions Compared Against Thresholds

2.5. Operations Emissions by Sector, Unmitigated

3. Construction Emissions Details

3.1. Site Preparation (2025) - Unmitigated

3.3. Grading (2025) - Unmitigated

3.5. Building Construction (2025) - Unmitigated

3.7. Building Construction (2026) - Unmitigated

3.9. Paving (2026) - Unmitigated

3.11. Architectural Coating (2026) - Unmitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.3. Area Emissions by Source

4.3.1. Unmitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Lecangs Dakota Warehouse
Construction Start Date	6/3/2025
Operational Year	2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	5.00
Precipitation (days)	12.4
Location	34.576988371627436, -117.19640661894633
County	San Bernardino-Mojave Desert
City	Apple Valley
Air District	Mojave Desert AQMD
Air Basin	Mojave Desert
TAZ	5160
EDFZ	10
Electric Utility	Southern California Edison
Gas Utility	Southwest Gas Corp.
App Version	2022.1.1.28

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Unrefrigerated Warehouse-No Rail	571	1000sqft	13.0	570,752	262,531	—	—	Warehouse only

Industrial Park	56.4	1000sqft	1.30	56,448	0.00	—	—	Office spaces
Parking Lot	823	1000sqft	18.9	0.00	0.00	—	—	All hardscape and landscape are

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	4.15	31.9	45.7	0.07	9.26	5.25	11,099	0.33	0.61	11,310
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	50.2	15.6	31.7	0.05	5.46	1.63	9,747	0.27	0.62	9,935
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	10.3	10.4	21.1	0.03	3.26	1.00	6,217	0.11	0.39	6,343
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	1.88	1.89	3.84	0.01	0.60	0.18	1,029	0.02	0.06	1,050
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—
Threshold	137	137	548	137	82.0	65.0	—	—	—	548,000
Unmit.	No	No	No	No	No	No	—	—	—	No
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—
Threshold	137	137	548	137	82.0	65.0	—	—	—	548,000
Unmit.	No	No	No	No	No	No	—	—	—	No

Exceeds (Annual)	—	—	—	—	—	—	—	—	—	—
Threshold	25.0	25.0	100	25.0	15.0	12.0	—	—	—	100,000
Unmit.	No	No	No	No	No	No	—	—	—	No

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—
2025	3.41	31.9	36.4	0.07	9.26	5.25	9,515	0.28	0.59	9,720
2026	4.15	21.4	45.7	0.06	5.26	1.78	11,099	0.33	0.61	11,310
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—
2025	2.42	15.4	29.2	0.05	4.80	1.49	9,077	0.27	0.59	9,260
2026	50.2	15.6	31.7	0.05	5.46	1.63	9,747	0.17	0.62	9,935
Average Daily	—	—	—	—	—	—	—	—	—	—
2025	1.18	9.45	12.8	0.02	2.37	1.00	3,567	0.11	0.19	3,629
2026	10.3	10.4	21.1	0.03	3.26	1.00	6,217	0.11	0.39	6,343
Annual	—	—	—	—	—	—	—	—	—	—
2025	0.22	1.72	2.34	< 0.005	0.43	0.18	591	0.02	0.03	601
2026	1.88	1.89	3.84	0.01	0.60	0.18	1,029	0.02	0.06	1,050

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	22.6	47.7	79.2	0.57	25.8	7.57	65,905	33.8	6.75	68,932

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	17.8	47.9	39.5	0.52	24.7	7.23	61,032	33.8	6.39	63,799
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	20.0	48.6	55.7	0.53	24.5	7.20	61,327	33.8	6.40	64,156
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	3.65	8.86	10.2	0.10	4.47	1.31	10,153	5.59	1.06	10,622
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—
Threshold	137	137	548	137	82.0	65.0	—	—	—	548,000
Unmit.	No	No	No	No	No	No	—	—	—	No
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—
Threshold	137	137	548	137	82.0	65.0	—	—	—	548,000
Unmit.	No	No	No	No	No	No	—	—	—	No
Exceeds (Annual)	—	—	—	—	—	—	—	—	—	—
Threshold	25.0	25.0	100	25.0	15.0	12.0	—	—	—	100,000
Unmit.	No	No	No	No	No	No	—	—	—	No

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	3.61	44.1	49.1	0.55	25.5	7.28	57,330	0.32	6.67	59,483
Area	18.8	0.23	27.3	< 0.005	0.05	0.04	112	< 0.005	< 0.005	113
Energy	0.18	3.33	2.80	0.02	0.25	0.25	8,092	0.74	0.06	8,127
Water	—	—	—	—	—	—	44.7	0.03	0.02	51.1

Waste	—	—	—	—	—	—	327	32.7	0.00	1,144
Refrig.	—	—	—	—	—	—	—	—	—	14.7
Total	22.6	47.7	79.2	0.57	25.8	7.57	65,905	33.8	6.75	68,932
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	3.22	44.6	36.7	0.50	24.4	6.97	52,569	0.31	6.32	54,463
Area	14.3	—	—	—	—	—	—	—	—	—
Energy	0.18	3.33	2.80	0.02	0.25	0.25	8,092	0.74	0.06	8,127
Water	—	—	—	—	—	—	44.7	0.03	0.02	51.1
Waste	—	—	—	—	—	—	327	32.7	0.00	1,144
Refrig.	—	—	—	—	—	—	—	—	—	14.7
Total	17.8	47.9	39.5	0.52	24.7	7.23	61,032	33.8	6.39	63,799
Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	3.26	45.1	39.4	0.51	24.2	6.93	52,809	0.32	6.32	54,764
Area	16.6	0.11	13.5	< 0.005	0.02	0.02	55.3	< 0.005	< 0.005	55.5
Energy	0.18	3.33	2.80	0.02	0.25	0.25	8,092	0.74	0.06	8,127
Water	—	—	—	—	—	—	44.7	0.03	0.02	51.1
Waste	—	—	—	—	—	—	327	32.7	0.00	1,144
Refrig.	—	—	—	—	—	—	—	—	—	14.7
Total	20.0	48.6	55.7	0.53	24.5	7.20	61,327	33.8	6.40	64,156
Annual	—	—	—	—	—	—	—	—	—	—
Mobile	0.60	8.23	7.20	0.09	4.42	1.26	8,743	0.05	1.05	9,067
Area	3.02	0.02	2.45	< 0.005	< 0.005	< 0.005	9.16	< 0.005	< 0.005	9.19
Energy	0.03	0.61	0.51	< 0.005	0.05	0.05	1,340	0.12	0.01	1,345
Water	—	—	—	—	—	—	7.40	0.01	< 0.005	8.46
Waste	—	—	—	—	—	—	54.1	5.41	0.00	189
Refrig.	—	—	—	—	—	—	—	—	—	2.43
Total	3.65	8.86	10.2	0.10	4.47	1.31	10,153	5.59	1.06	10,622

3. Construction Emissions Details

3.1. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.31	31.6	30.2	0.05	1.37	1.26	5,295	0.21	0.04	5,314
Dust From Material Movement	—	—	—	—	7.67	3.94	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	1.91	1.82	< 0.005	0.08	0.08	319	0.01	< 0.005	320
Dust From Material Movement	—	—	—	—	0.46	0.24	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.35	0.33	< 0.005	0.02	0.01	52.8	< 0.005	< 0.005	53.0
Dust From Material Movement	—	—	—	—	0.08	0.04	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.08	1.45	0.00	0.23	0.05	255	0.01	0.01	259
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	0.01	0.07	0.00	0.01	< 0.005	14.0	< 0.005	< 0.005	14.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	< 0.005	< 0.005	2.32	< 0.005	< 0.005	2.35
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.20	29.7	28.3	0.06	1.23	1.14	6,599	0.27	0.05	6,622
Dust From Material Movement	—	—	—	—	3.60	1.43	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.39	3.58	3.41	0.01	0.15	0.14	795	0.03	0.01	798
Dust From Material Movement	—	—	—	—	0.43	0.17	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.65	0.62	< 0.005	0.03	0.02	132	0.01	< 0.005	132
Dust From Material Movement	—	—	—	—	0.08	0.03	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	1.66	0.00	0.26	0.06	292	0.01	0.01	296
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.04	2.17	0.48	0.01	0.55	0.17	1,938	< 0.005	0.31	2,035
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.15	0.00	0.03	0.01	32.0	< 0.005	< 0.005	32.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.28	0.06	< 0.005	0.07	0.02	234	< 0.005	0.04	245
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.01	< 0.005	5.31	< 0.005	< 0.005	5.38
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.05	0.01	< 0.005	0.01	< 0.005	38.7	< 0.005	0.01	40.6

3.5. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.13	10.4	13.0	0.02	0.43	0.40	2,398	0.10	0.02	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.13	10.4	13.0	0.02	0.43	0.40	2,398	0.10	0.02	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.27	2.47	3.09	0.01	0.10	0.09	568	0.02	< 0.005	570
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.45	0.56	< 0.005	0.02	0.02	94.0	< 0.005	< 0.005	94.3
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	1.44	1.28	21.9	0.00	3.44	0.81	3,843	0.15	0.13	3,899
Vendor	0.13	3.33	1.45	0.03	0.93	0.29	3,275	0.01	0.44	3,414
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	1.18	1.40	14.7	0.00	3.44	0.81	3,401	0.17	0.13	3,445
Vendor	0.12	3.52	1.48	0.03	0.93	0.29	3,278	0.01	0.44	3,409

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.28	0.36	3.89	0.00	0.81	0.19	829	0.04	0.03	841
Vendor	0.03	0.83	0.35	0.01	0.22	0.07	776	< 0.005	0.10	808
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.07	0.71	0.00	0.15	0.03	137	0.01	0.01	139
Vendor	0.01	0.15	0.06	< 0.005	0.04	0.01	128	< 0.005	0.02	134
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	9.85	13.0	0.02	0.38	0.35	2,397	0.10	0.02	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	9.85	13.0	0.02	0.38	0.35	2,397	0.10	0.02	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.70	6.46	8.50	0.02	0.25	0.23	1,572	0.06	0.01	1,577
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.13	1.18	1.55	< 0.005	0.05	0.04	260	0.01	< 0.005	261
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	1.26	1.16	20.3	0.00	3.44	0.81	3,766	0.15	0.13	3,822
Vendor	0.13	3.20	1.35	0.03	0.93	0.29	3,211	0.01	0.44	3,350
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	1.12	1.28	13.5	0.00	3.44	0.81	3,335	0.05	0.13	3,375
Vendor	0.12	3.40	1.40	0.03	0.93	0.29	3,214	0.01	0.44	3,345
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.74	0.91	10.0	0.00	2.24	0.52	2,251	0.04	0.09	2,281
Vendor	0.08	2.21	0.91	0.02	0.60	0.19	2,106	< 0.005	0.29	2,194
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.17	1.83	0.00	0.41	0.10	373	0.01	0.01	378
Vendor	0.01	0.40	0.17	< 0.005	0.11	0.03	349	< 0.005	0.05	363
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.76	7.12	9.94	0.01	0.32	0.29	1,511	0.06	0.01	1,516
Paving	0.86	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.59	0.82	< 0.005	0.03	0.02	124	0.01	< 0.005	125
Paving	0.07	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.11	0.15	< 0.005	< 0.005	< 0.005	20.6	< 0.005	< 0.005	20.6
Paving	0.01	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	1.16	0.00	0.20	0.05	214	0.01	0.01	218
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.07	0.00	0.02	< 0.005	16.1	< 0.005	< 0.005	16.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	< 0.005	< 0.005	2.66	< 0.005	< 0.005	2.70
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.86	1.13	< 0.005	0.02	0.02	134	0.01	< 0.005	134
Architectural Coatings	47.5	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.15	0.20	< 0.005	< 0.005	< 0.005	24.1	< 0.005	< 0.005	24.2
Architectural Coatings	8.59	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.03	0.04	< 0.005	< 0.005	< 0.005	4.00	< 0.005	< 0.005	4.01
Architectural Coatings	1.57	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

Worker	0.22	0.26	2.71	0.00	0.69	0.16	667	0.01	0.03	675
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.55	0.00	0.12	0.03	124	< 0.005	< 0.005	126
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.10	0.00	0.02	0.01	20.6	< 0.005	< 0.005	20.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	1.09	40.5	12.2	0.42	14.7	4.51	43,698	0.11	6.09	45,633
Industrial Park	2.53	3.64	36.9	0.13	10.8	2.77	13,632	0.21	0.58	13,850
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	3.61	44.1	49.1	0.55	25.5	7.28	57,330	0.32	6.67	59,483
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

Unrefrigerated Warehouse-No Rail	1.03	42.6	12.2	0.42	14.7	4.51	43,713	0.11	6.10	45,538
Industrial Park	2.19	1.98	24.4	0.09	9.70	2.47	8,855	0.21	0.22	8,925
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	3.22	44.6	36.7	0.50	24.4	6.97	52,569	0.31	6.32	54,463
Annual	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.19	7.86	2.22	0.08	2.67	0.82	7,236	0.02	1.01	7,546
Industrial Park	0.40	0.38	4.98	0.02	1.75	0.45	1,507	0.03	0.04	1,521
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.60	8.23	7.20	0.09	4.42	1.26	8,743	0.05	1.05	9,067

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	2,500	0.24	0.03	2,515
Industrial Park	—	—	—	—	—	—	934	0.09	0.01	940
Parking Lot	—	—	—	—	—	—	683	0.07	0.01	687
Total	—	—	—	—	—	—	4,118	0.39	0.05	4,142
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	2,500	0.24	0.03	2,515

Industrial Park	—	—	—	—	—	—	934	0.09	0.01	940
Parking Lot	—	—	—	—	—	—	683	0.07	0.01	687
Total	—	—	—	—	—	—	4,118	0.39	0.05	4,142
Annual	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	414	0.04	< 0.005	416
Industrial Park	—	—	—	—	—	—	155	0.01	< 0.005	156
Parking Lot	—	—	—	—	—	—	113	0.01	< 0.005	114
Total	—	—	—	—	—	—	682	0.06	0.01	686

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.16	2.91	2.45	0.02	0.22	0.22	3,477	0.31	0.01	3,487
Industrial Park	0.02	0.42	0.35	< 0.005	0.03	0.03	496	0.04	< 0.005	498
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.18	3.33	2.80	0.02	0.25	0.25	3,974	0.35	0.01	3,985
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.16	2.91	2.45	0.02	0.22	0.22	3,477	0.31	0.01	3,487
Industrial Park	0.02	0.42	0.35	< 0.005	0.03	0.03	496	0.04	< 0.005	498
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.18	3.33	2.80	0.02	0.25	0.25	3,974	0.35	0.01	3,985
Annual	—	—	—	—	—	—	—	—	—	—

Unrefrigerated Warehouse-No Rail	0.03	0.53	0.45	< 0.005	0.04	0.04	576	0.05	< 0.005	577
Industrial Park	< 0.005	0.08	0.06	< 0.005	0.01	0.01	82.2	0.01	< 0.005	82.4
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.03	0.61	0.51	< 0.005	0.05	0.05	658	0.06	< 0.005	660

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Consumer Products	13.5	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.86	—	—	—	—	—	—	—	—	—
Landscape Equipment	4.48	0.23	27.3	< 0.005	0.05	0.04	112	< 0.005	< 0.005	113
Total	18.8	0.23	27.3	< 0.005	0.05	0.04	112	< 0.005	< 0.005	113
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Consumer Products	13.5	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.86	—	—	—	—	—	—	—	—	—
Total	14.3	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Consumer Products	2.46	—	—	—	—	—	—	—	—	—

Architectural Coatings	0.16	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.40	0.02	2.45	< 0.005	< 0.005	< 0.005	9.16	< 0.005	< 0.005	9.19
Total	3.02	0.02	2.45	< 0.005	< 0.005	< 0.005	9.16	< 0.005	< 0.005	9.19

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	29.7	0.02	0.01	32.9
Industrial Park	—	—	—	—	—	—	15.0	0.02	0.01	18.2
Parking Lot	—	—	—	—	—	—	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	44.7	0.03	0.02	51.1
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	29.7	0.02	0.01	32.9
Industrial Park	—	—	—	—	—	—	15.0	0.02	0.01	18.2
Parking Lot	—	—	—	—	—	—	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	44.7	0.03	0.02	51.1
Annual	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	4.92	< 0.005	< 0.005	5.45
Industrial Park	—	—	—	—	—	—	2.48	< 0.005	< 0.005	3.01

Parking Lot	—	—	—	—	—	—	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	7.40	0.01	< 0.005	8.46

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	289	28.9	0.00	1,012
Industrial Park	—	—	—	—	—	—	37.7	3.77	0.00	132
Parking Lot	—	—	—	—	—	—	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	327	32.7	0.00	1,144
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	289	28.9	0.00	1,012
Industrial Park	—	—	—	—	—	—	37.7	3.77	0.00	132
Parking Lot	—	—	—	—	—	—	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	327	32.7	0.00	1,144
Annual	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	47.9	4.78	0.00	167
Industrial Park	—	—	—	—	—	—	6.25	0.62	0.00	21.9
Parking Lot	—	—	—	—	—	—	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	54.1	5.41	0.00	189

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	14.7
Total	—	—	—	—	—	—	—	—	—	14.7
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	14.7
Total	—	—	—	—	—	—	—	—	—	14.7
Annual	—	—	—	—	—	—	—	—	—	—
Industrial Park	—	—	—	—	—	—	—	—	—	2.43
Total	—	—	—	—	—	—	—	—	—	2.43

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	6/1/2025	7/1/2025	5.00	22.0	—
Grading	Grading	7/2/2025	9/1/2025	5.00	44.0	—
Building Construction	Building Construction	9/2/2025	12/1/2026	5.00	326	—
Paving	Paving	8/1/2026	9/11/2026	5.00	30.0	—
Architectural Coating	Architectural Coating	10/1/2026	12/31/2026	5.00	66.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38

Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	28.4	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	263	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	103	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	52.7	18.5	LDA,LDT1,LDT2

Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	940,800	313,600	49,345

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	0.00	0.00	60.0	0.00	—
Grading	0.00	10,000	309	0.00	—
Paving	0.00	0.00	0.00	0.00	18.9

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt

Unrefrigerated Warehouse-No Rail	0.00	0%
Industrial Park	0.00	0%
Parking Lot	18.9	52%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	349	0.03	< 0.005
2026	0.00	346	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Unrefrigerated Warehouse-No Rail	401	401	401	146,452	16,050	16,050	16,050	5,858,084
Industrial Park	934	931	931	340,694	13,948	13,906	13,906	5,086,679
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	940,800	313,600	49,345

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-No Rail	2,636,134	346	0.0330	0.0040	10,850,383
Industrial Park	985,124	346	0.0330	0.0040	1,548,934
Parking Lot	720,434	346	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Unrefrigerated Warehouse-No Rail	1,940,442	3,724,476
Industrial Park	1,974,697	0.00
Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	537	—

Industrial Park	70.0	—
Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Industrial Park	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	34.1	annual days of extreme heat
Extreme Precipitation	0.90	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.80	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	5	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	5	1	1	4
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	1	1	1	2

Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	80.0
AQ-PM	7.52
AQ-DPM	21.9
Drinking Water	34.9
Lead Risk Housing	27.7
Pesticides	0.00
Toxic Releases	37.1
Traffic	59.7
Effect Indicators	—
CleanUp Sites	52.1
Groundwater	44.8
Haz Waste Facilities/Generators	16.6
Impaired Water Bodies	51.2
Solid Waste	84.7

Sensitive Population	—
Asthma	88.0
Cardio-vascular	89.5
Low Birth Weights	91.9
Socioeconomic Factor Indicators	—
Education	26.9
Housing	11.6
Linguistic	—
Poverty	52.5
Unemployment	90.6

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	44.97626075
Employed	30.46323624
Median HI	35.0442705
Education	—
Bachelor's or higher	42.93596818
High school enrollment	100
Preschool enrollment	39.79212113
Transportation	—
Auto Access	85.40998332
Active commuting	24.00872578
Social	—
2-parent households	51.18696266
Voting	75.34967278

Neighborhood	—
Alcohol availability	88.37418196
Park access	16.65597331
Retail density	8.469138971
Supermarket access	2.399589375
Tree canopy	0.71859361
Housing	—
Homeownership	62.60746824
Housing habitability	64.39112024
Low-inc homeowner severe housing cost burden	17.8108559
Low-inc renter severe housing cost burden	77.19748492
Uncrowded housing	68.66418581
Health Outcomes	—
Insured adults	64.22430386
Arthritis	4.4
Asthma ER Admissions	7.6
High Blood Pressure	8.9
Cancer (excluding skin)	9.1
Asthma	30.0
Coronary Heart Disease	6.8
Chronic Obstructive Pulmonary Disease	13.3
Diagnosed Diabetes	35.6
Life Expectancy at Birth	34.2
Cognitively Disabled	41.3
Physically Disabled	11.3
Heart Attack ER Admissions	2.7
Mental Health Not Good	48.5
Chronic Kidney Disease	20.1

Obesity	46.5
Pedestrian Injuries	48.3
Physical Health Not Good	39.9
Stroke	15.1
Health Risk Behaviors	—
Binge Drinking	57.0
Current Smoker	46.7
No Leisure Time for Physical Activity	58.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	58.1
Elderly	16.8
English Speaking	81.5
Foreign-born	11.0
Outdoor Workers	47.0
Climate Change Adaptive Capacity	—
Impervious Surface Cover	90.2
Traffic Density	37.9
Traffic Access	23.0
Other Indices	—
Hardship	32.7
Other Decision Support	—
2016 Voting	75.3

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	65.0

Healthy Places Index Score for Project Location (b)	46.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Dimensions are derived from the Project site plan and WQMP exhibit. Warehouse size is 627,00 - 56,448 (office space, Industrial Park). Warehouse has a landscape area of 262,531 sf (curbed landscaping 201,664 + basin 60,857) Parking lot includes all on & off-site hardscape (822,600).
Construction: Construction Phases	Construction duration is estimated to be almost 18 months from June 2026 through December 2027.
Construction: Paving	Of the total hardscape (822,600sf, 18.88 acres), 52% is asphalt and 48% is cement.
Operations: Fleet Mix	Fleet mix based on Moreno Valley Trade Center (Warehouse Scenario) Air Quality, GHG, & HRA Evaluation prepared by UXR (October 2020).
Operations: Vehicle Data	Number of trucks per day is estimated to be 401. Divide this by the warehouse area 570.752 = 0.7 trip rate. Number of pass. vehicles per day is estimated to be 934. Divides this by the office space area 56.448 = 16.55 trip rate. Based on TA Scope by Urban CrossRoads.
Construction: Dust From Material Movement	The site is anticipated to be balanced, although there could be 10,000 c.y. of materials exported.

Operations: Water and Waste Water	Office water demand for indoor use is based on AWWA Commercial and Industrial end uses of water: 35 gal/sf/year. Warehouse water demand for indoor use is based on US EIA 2012 commercial buildings energy consumption survey: 3.4 gal/sf/year. Outdoor water demand is based on the Town's MAWA equation: Area (SF) x ETo x ETAF x 0.62.