BURRTEC C & D PROCESSING FACILITY TRAFFIC IMPACT ANALYSIS

City of Victorville

November 6, 2024

APPROVED
CITY OF VICTORVILLE
ENGINEERING DEPARTMENT
1/14/2024

gandini

Traffic Engineering ● Transportation Planning ● Parking ● Noise & Vibration
Air Quality ● Global Climate Change ● Health Risk Assessment

BURRTEC C & D PROCESSING FACILITY
TRAFFIC IMPACT ANALYSIS

City of Victorville

December 31, 2024

prepared by

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Project No. 19739

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EXECUTIVE SUMMARY

This section summarizes the proposed project, operational findings, and identifies recommendations (if any) as specified in this study.

Project Description

The 6.88-acre project site (APN: 0472-181-15, 16, 23 and 65) is located on Abbey Lane between Bimini Street and Stoddard Wells Road in the City of Victorville, California. The project site is currently vacant except for a single-family residence on APN 0472-181-15 and zoned as light industrial in the Desert Gateway Specific Plan.

The proposed project involves construction of an approximately 55,000 square foot industrial building that will house sorting equipment to process recoverable materials from construction and demolition projects from throughout the High Desert. The facility is designed to receive and process 500 tons per day of incoming construction and demolition inert (CDI) material which would otherwise go to the Victorville Landfill. Vehicle access for the project site is proposed via Abbey Lane (primary driveway) and Bimini Street.

The operating hours for the proposed project typically will be Monday through Friday from 6:00 AM to 5:00 PM for delivery/collection and processing of CDI material, from 8:00 AM to 5:00 PM for the receipt of material and 8:00 AM to 5:00 PM for the administrative office. Extended weekday hours or weekend operations would occur as needed (approximately once a month) to process any material stockpile. The site will be staffed with up to 20 employees including equipment operators, sorters, truck drivers, manager, traffic controller, mechanic, and office clerk.

Project Trip Generation

The proposed project is forecast to generate a total of approximately 158 daily vehicle trips, including 15 vehicle trips during the AM peak hour and 25 vehicle trips during the PM peak hour, which equates to approximately 304 daily PCE trips, including 32 PCE trips during the AM peak hour and 30 PCE trips during the PM peak hour.

Level of Service Analysis

The study intersections currently operate within acceptable Levels of Service (D or better) during the peak hours for the Existing conditions.

The study intersections are forecast to continue operating within acceptable Levels of Service (D or better) during the peak hours for Opening Year (2027) Without Project, Opening Year (2027) With Project, Year 2040 Without Project and Year 2040 With Project scenario conditions.

Summary of Improvements

The roadway frontage and site access improvements to be constructed in conjunction with the proposed project are outlined in the Site Access & On-Site Circulation (see Section 7).

As noted by the City staff during the scoping agreement of this project, the following improvement by the other development project (OD – V1) located across the street from the proposed project for Opening Year (2027) Without Project conditions is listed below:

2. Stoddard Wells Road (NS) at Abby Lane (EW)
    - Install traffic signal

The proposed project is forecast to result in no substantial transportation effects at the study area intersections for any of the scenario conditions; therefore, no additional improvements are recommended.

As the improvements are identified to address cumulative deficiencies, a project fair share cost estimate is provided based on the volume of project traffic. The study area intersections are forecast to operate within acceptable Levels of Service with the recommended improvements.

Fair Share Analysis

A fair share analysis was prepared to identify the share of project trips contributed to substantially impacted locations for which improvements are identified that may not be currently included in the City's Development Impact Fee program. To the extent that any of the identified improvements are not included in the City's Development Impact Fee program, the project should contribute towards those improvements on a fair share basis. The project fair share is based on the proportion of project peak hour trips contributed to the improvement location relative to the total new peak hour traffic volume (see Section 8).

Vehicle Miles Traveled Analysis

The proposed project is estimated to generate approximately 158 daily vehicle trips, which is below the daily vehicle trip threshold established by the City of Victorville of 1,285 daily trips; therefore, it may be presumed to have a less than significant impact on VMT.

1. INTRODUCTION

This section provides an overview of the proposed project and the general scope of the analysis.

PURPOSE AND OBJECTIVES

The purpose of this study is to evaluate the potential for transportation impacts resulting from the development of the proposed project in the context of the City of Victorville's discretionary authority for conformance with locally established operational standards. Although this is a technical report, effort has been made to prepare the report clearly and concisely. A glossary is provided in Appendix A to assist the reader with technical terms.

This study was prepared in consultation with the City of Victorville staff following the procedures and methodologies for assessing transportation impacts established by the City of Victorville. To assess the project's conformance with local operational standards, this study evaluates the project's effect on traffic operations and, if necessary, identifies recommended improvements or corrective measures to alleviate operational deficiencies substantially caused or worsened by the proposed project.

For compliance with California Environmental Quality Act (CEQA) requirements, a vehicle miles traveled (VMT) assessment is used to evaluate the transportation impact of land use and transportation projects. In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. The local methodologies/standards and project's VMT assessment is documented in Section 9.

PROJECT DESCRIPTION

The 6.88-acre project site (APN: 0472-181-15, 16, 23 and 65) is located on Abbey Lane between Bimini Street and Stoddard Wells Road in the City of Victorville, California. The project site is currently vacant except for a single-family residence on APN 0472-181-15 and zoned as light industrial in the Desert Gateway Specific Plan. Figure 1 and Figure 2 show the regional and project location maps.

The proposed project involves construction of an approximately 55,000 square foot industrial building that will house sorting equipment to process recoverable materials from construction and demolition projects from throughout the High Desert. The facility is designed to receive and process 500 tons per day of incoming construction and demolition inert (CDI) material which would otherwise go to the Victorville Landfill. Vehicle access for the project site is proposed via Abbey Lane (primary driveway) and Bimini Street. Figure 3 illustrates the project site plan.

The operating hours for the proposed project typically will be Monday through Friday from 6:00 AM to 5:00 PM for delivery/collection and processing of CDI material, from 8:00 AM to 5:00 PM for the receipt of material and 8:00 AM to 5:00 PM for the administrative office. Extended weekday hours or weekend operations would occur as needed (approximately once a month) to process any material stockpile. The site will be staffed with up to 20 employees including equipment operators, sorters, truck drivers, manager, traffic controller, mechanic, and office clerk.

SCOPE OF ANALYSIS

The scope of this analysis was determined in consultation with the City of Victorville as documented in the City-approved scoping agreement provided in Appendix B.

Study Area

Figure 4 illustrates the study area. In accordance with the City of Victorville requirements, the study area was determined in consultation with the City of Victorville engineering staff and consists of classified roadway intersections to which the project is forecast to contribute 50 or more peak hour trips. Based on the project trip generation and distribution forecasts presented later in this report, the study area consists of the following study intersections, each within the City of Victorville jurisdiction:

1. Bimini Street (NS) at Abby Lane (EW)[1]
2. Stoddard Wells Road (NS) at Abby Lane (EW)
3. Bimini Street (NS) at Project North Driveway (EW)
4. Bimini Street (NS) at Project South Driveway (EW)
5. Project Driveway (NS) at Abby Lane

Analysis Scenarios

This study includes an evaluation of the following analysis scenarios for weekday AM and PM peak hour conditions:

- Existing
- Existing Plus Project
- Opening Year (2027) Without Project
- Opening Year (2027) With Project
- Year 2040 Without Project
- Year 2040 With Project

[1] (NS) = north-south roadway; (EW) = east-west roadway.

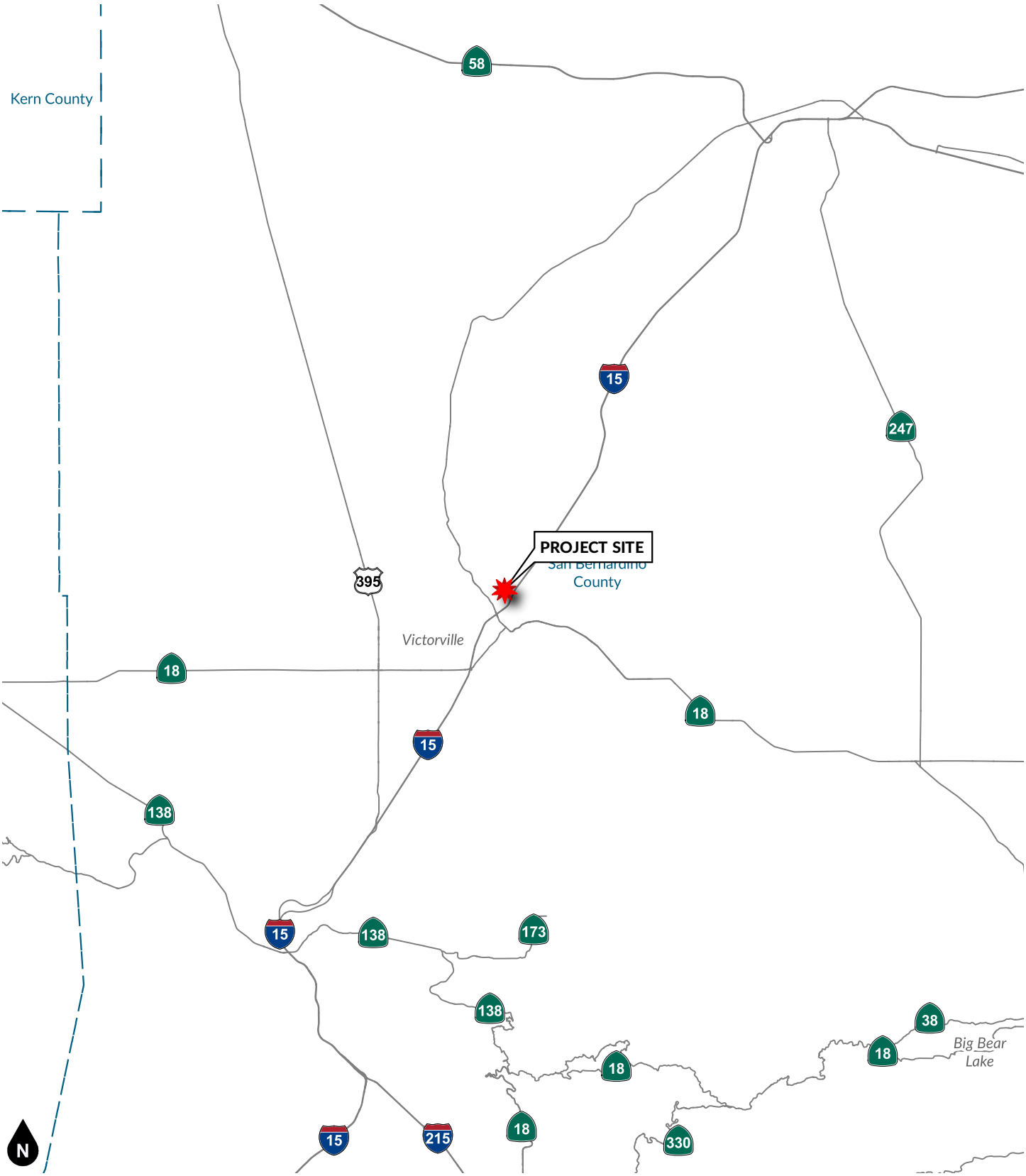

Figure 1
Regional Location Map



Figure 2
Project Location Map

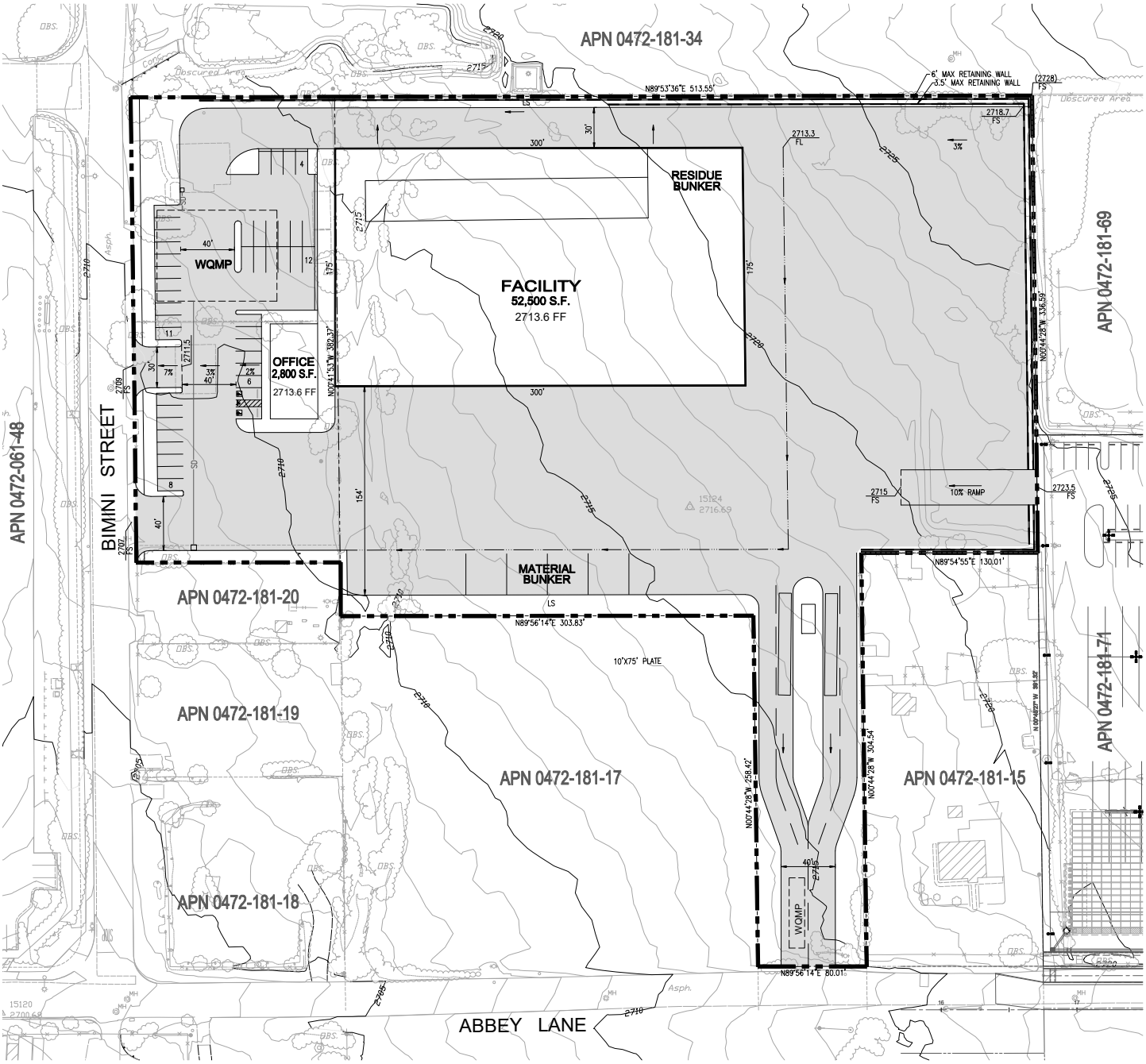

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Figure 3
Site Plan



Legend

Study Intersection

Project Driveway

Figure 4
Study Area

2. METHODOLOGY

This section discusses the analysis methodologies used to assess transportation facility performance as adopted by the respective jurisdictional agencies. This traffic impact analysis was prepared in accordance with the City of Victorville standard procedures, which are based on the County of San Bernardino *Transportation Impact Study Guidelines* (July 2019) ["County TIA Guidelines"].

LEVEL OF SERVICE/OPERATIONAL ANALYSIS METHODOLOGY (NON-CEQA)

Level of Service (LOS) analysis is performed to assess conformance with General Plan and operational standards established by the applicable agencies. In accordance with current CEQA provisions, a project's effect on automobile delay (as measured by Level of Service) shall not constitute a significant environmental impact.

Intersections Delay Methodology

The methodology used to assess the performance of intersections in the City of Victorville is known as the intersection delay methodology based on procedures contained in the *Highway Capacity Manual* (HCM) (Transportation Research Board, 7th Edition). The methodology considers the traffic volume and distribution of movements, traffic composition, geometric characteristics, and signalization details to calculate the average control delay per vehicle and corresponding Level of Service. Control delay is defined as the portion of delay attributed to the intersection traffic control (such as a traffic signal or stop sign) and includes initial deceleration, queue move-up time, stopped delay, and final acceleration delay. The intersection Level of Service is based on the following HCM thresholds:

Level of Service	Intersection Control Delay (Seconds / Vehicle)	
	Unsignalized Intersection	Unsignalized Intersection
A	≤ 10.0	≤ 10.0
B	> 10.0 to ≤ 20.0	> 10.0 to ≤ 15.0
C	> 20.0 to ≤ 35.0	> 15.0 to ≤ 25.0
D	> 35.0 to ≤ 55.0	> 25.0 to ≤ 35.0
E	> 55.0 to ≤ 80.0	> 35.0 to ≤ 50.0
F	> 80.0	> 50.0

Source: Transportation Research Board *Highway Capacity Manual* (7th Edition).

Level of Service is used to qualitatively describe the performance of a roadway facility, ranging from Level of Service A (free-flow conditions) to Level of Service F (extreme congestion and system failure). At intersections with either traffic signal or all-way-stop control, Level of Service is determined by the average control delay for the overall intersection. At intersections with cross street stop control (i.e., one- or two-way stop control), Level of Service is determined by the average control delay for the worst minor street approach or major street left-turn movement. The delay and Level of Service analysis were performed in accordance with parameters specified in the County TIA Guidelines using Vistro software.

PERFORMANCE STANDARDS

The City of Victorville General Plan Circulation Element Policy 1.1.1 has established LOS (D or better) as acceptable level of service for all intersections along the designated street and highway system, except in certain high activity areas designated by the Planning Commission where LOS E is acceptable.

Substantial Operational Deficiency Criteria

In accordance with the City of Victorville General Plan Circulation Element Policy 1.1. 2, intersection deficiencies would occur under the following conditions:

- If a project causes intersection level of service to degrade from LOS (D or better) to LOS (E or F).

  OR

- If a project worsens an already deficient intersection operating at LOS (E or F) by two percent (2%) or more.

Deficient intersections require improvement to satisfactory LOS (D or better) or a volume-to-capacity ratio of 0.95 or lower.

Where improvements are identified to address cumulative Level of Service deficiencies, a project fair share cost estimate is provided based on the volume of project traffic using the impacted facility divided by the total "new" traffic (i.e., ambient growth and other developments).

VEHICLE MILES TRAVELED SCREENING ASSESSMENT (CEQA)

The City of Victorville adopted Resolution 20-031: *Guidelines for Vehicle Miles Traveled (VMT) Thresholds of Significance for Purposes of Analyzing Transportation Impacts Under the California Environmental Quality Act (CEQA)* (June 2020) ["City VMT Guidelines"] to provide screening guidelines to assess project VMT. The City VMT Guidelines (Exhibit 1) identify the following two types of screening criteria: 1) Daily Vehicle Trip Thresholds Screening; and 2) Land Use Types Screening.

3. EXISTING CONDITIONS

This section describes the existing transportation setting in the project study area.

EXISTING ROADWAY SYSTEM

Figure 5 shows the lane geometry and intersection traffic controls for existing conditions based on a field survey of the study area. Regional access to the project site is provided by Interstate 15 approximately 0.5 miles to the south of the project site. Local north-south circulation is provided by Stoddard Wells Road and Bimini Road (formerly E Abbey Lane); and east-west circulation is provided by Abbey Lane.

Stoddard Wells Road: This four-lane divided roadway trends in a north-south direction and is classified as a Super Arterial (128 feet ROW and 102 feet roadway) on the City of Victorville circulation system. On-street parking is prohibited in the project vicinity. Currently, there are no designated bicycle facilities in the project vicinity. Sidewalks are provided on the northwest corner of Stoddard Wells Road and Abbey Lane. The posted speed in the project vicinity is 45 miles per hour.

Bimini Street: This two-lane undivided roadway trends in a north-south direction and is an unclassified Local (60 feet ROW and 30 feet roadway) on the City of Victorville General Plan Circulation Element in the project. On-street parking is not prohibited in the study area. There are no designated bicycle facilities in the project vicinity. Sidewalks are provided on the west side of the roadway in the project vicinity. The speed limit is not posted speed in the project vicinity.

Abbey Lane: This two-lane undivided roadway trends in an east-west direction and is as an unclassified Local (60 feet ROW and 30 feet roadway) on the City of Victorville General Plan Circulation Element in the project. On-street parking is not prohibited in the study area. There are no designated bicycle facilities in the project vicinity. Sidewalks are provided on the northwest corner of Bimini Street and Abbey Lane. The speed limit is not posted speed in the project vicinity.

PEDESTRIAN FACILITIES

Existing pedestrian facilities in the project vicinity are shown on Figure 6. As shown on Figure 6, currently sidewalks are not provided along the project site frontage.

TRANSIT FACILITIES

Figure 7 shows the existing Victor Valley Transit Agency (VVTA) system map in the project vicinity. Bus Route 22 runs along Stoddard Wells Road. The closest bus stop to the project is on the southwest corner of Stoddard Wells Road and Abbey Lane.

GENERAL PLAN CONTEXT

Figure 8 shows the City of Victorville General Plan Circulation Element roadway classifications map. This figure shows the nature and extent of arterial and collector highways that are needed to adequately serve the ultimate development depicted by the Land Use Element of the General Plan. The City of Victorville standard roadway cross-sections are illustrated on Figure 9.

BICYCLE FACILITIES MASTER PLAN

The City of Victorville Bicycle Master Plan is shown on Figure 10.. As shown on Figure 10, there are no existing or proposed bike lanes in the project vicinity.

DESIGNATED TRUCK ROUTES

The City of Victorville Truck Routes are shown on Figure 11.. As shown on Figure 11, designated truck routes in the study area include interstate-15.

EXISTING ROADWAY VOLUMES

Figure 12 shows the existing average daily traffic volumes. Existing average daily traffic volumes were factored from peak hour intersection turning movement volumes at locations using the following formula for each intersection leg:

PM Peak Hour (Approach Volume + Exit Volume) x 11.5 = Leg Volume

Figure 13 and Figure 14 show the existing AM and PM peak hour intersection turning movement volumes. Existing peak hour intersection turning movement volumes are based upon AM peak period and PM peak period intersection turning movement counts obtained in August 2024 during typical weekday conditions. The weekday AM peak period was counted between 7:00 AM and 9:00 AM and the weekday PM peak period was counted between 4:00 PM and 6:00 PM; these periods capture the peak times for commuter traffic when the roadway system is typically experiencing peak demand. The actual peak hour within each two-hour count period is determined based on the sum of the four consecutive 15-minute periods with the highest total volume entering the intersection. Thus, the weekday PM peak hour at one intersection may be 4:45 PM to 5:45 PM and may vary at other intersections depending on the four consecutive 15-minute periods that have the highest total volume. Intersection turning movement count worksheets are provided in Appendix C.

EXISTING INTERSECTION LEVEL OF SERVICE

The study intersection Levels of Service for Existing conditions are shown in Table 1. Detailed Level of Service worksheets are provided in Appendix D.

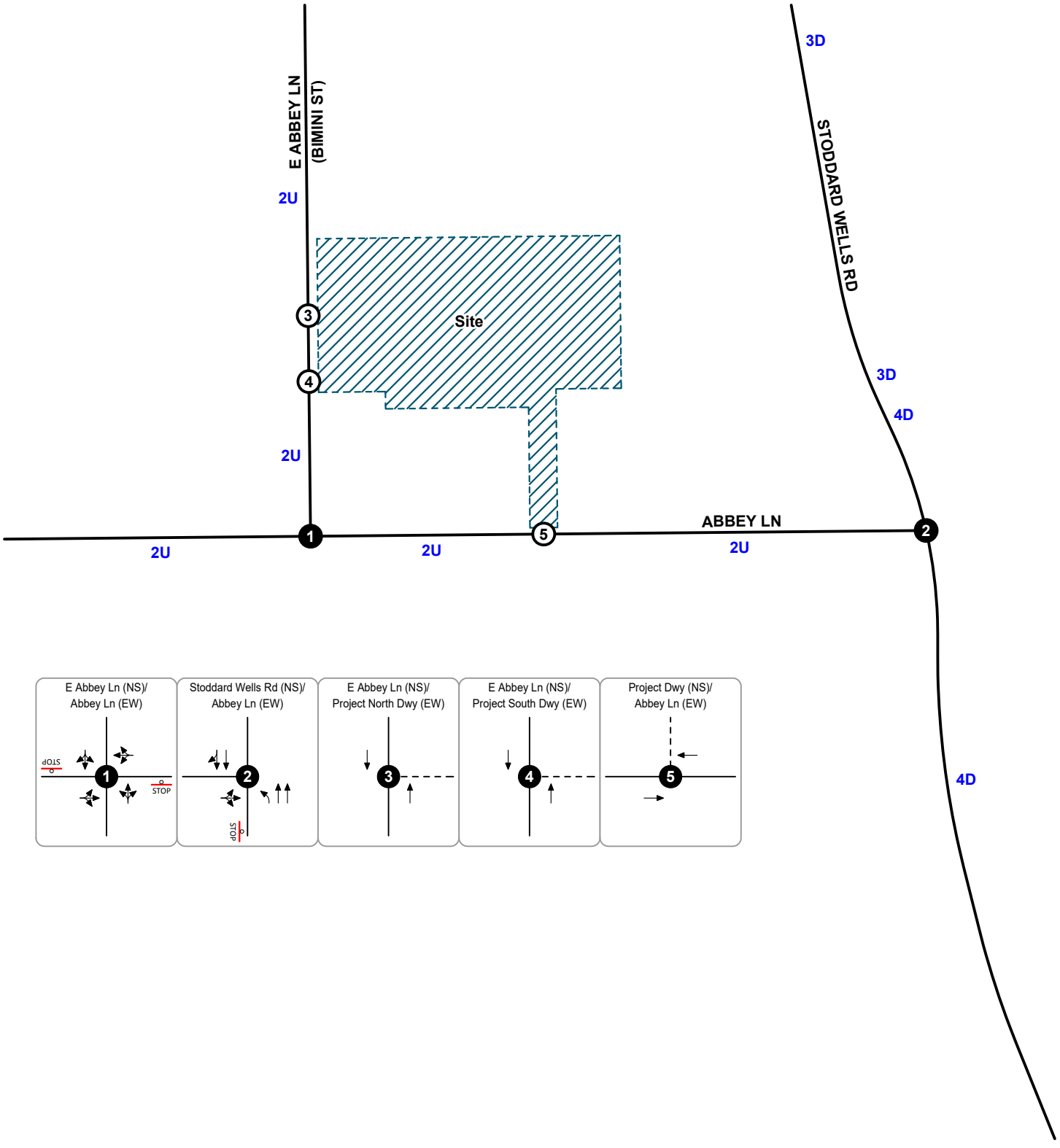
As shown in Table 1, the study intersections currently operate within acceptable Levels of Service (D or better) during peak hours.

Table 1
Existing Intersection Levels of Service

Study Intersection	Traffic Control[1]	AM Peak Hour		PM Peak Hour	
		Delay[2]	LOS[3]	Delay[2]	LOS
1. Bimini Street at Abbey Lane	CSS	9.4	A	9.5	A
2. Stoddard Wells Road at Abbey Lane	CSS	9.5	A	8.9	A

Notes:

1. CSS = Cross Street Stop.
2. Delay is shown in seconds per vehicle. For intersections with cross street stop control, LOS is based on average delay of the worst minor street approach or major street left turn movement.
3. LOS = Level of Service



Legend

STOP Stop Sign

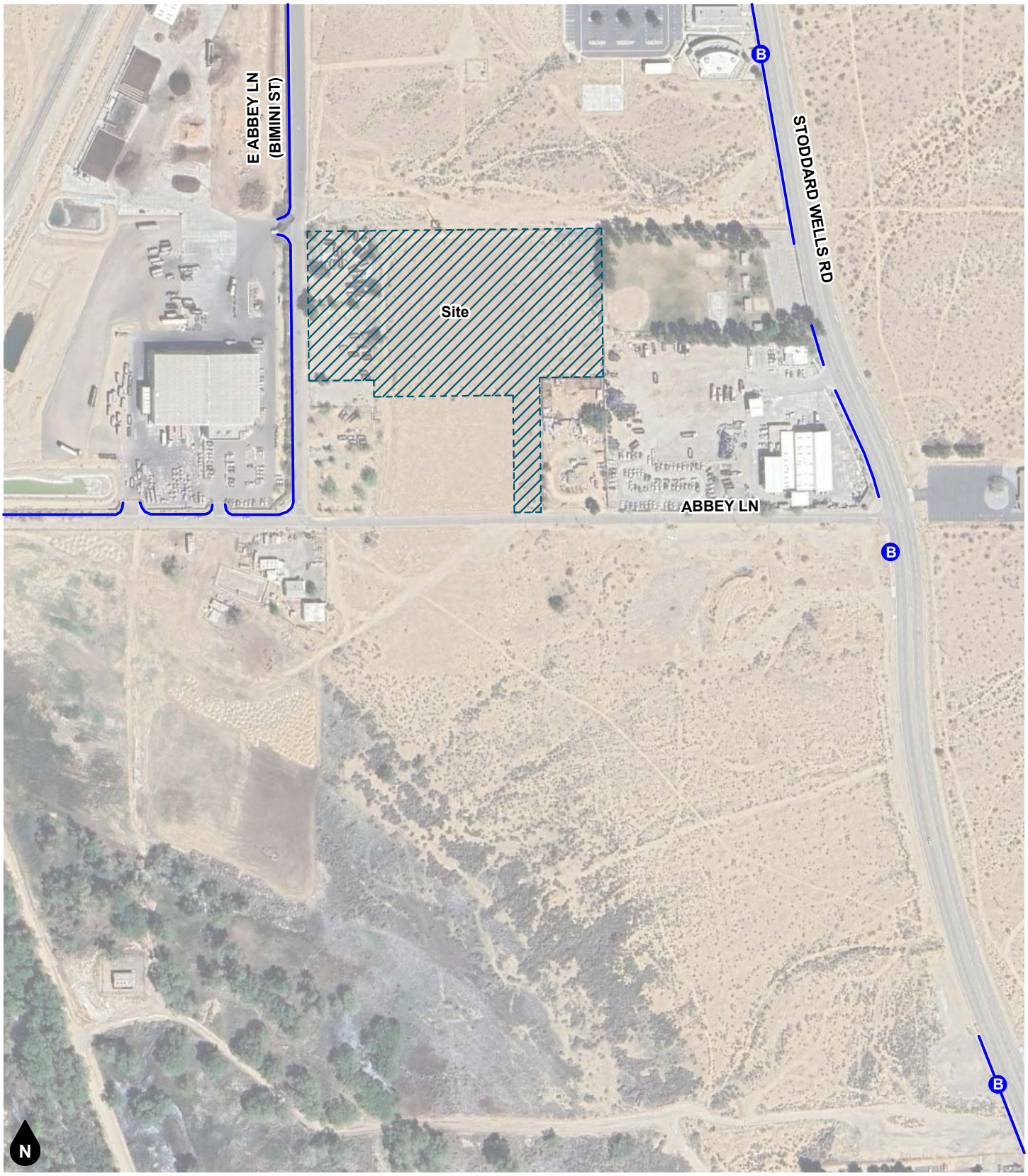
#D #-Lane Divided Roadway

#U #-Lane Undivided Roadway

Existing Lane

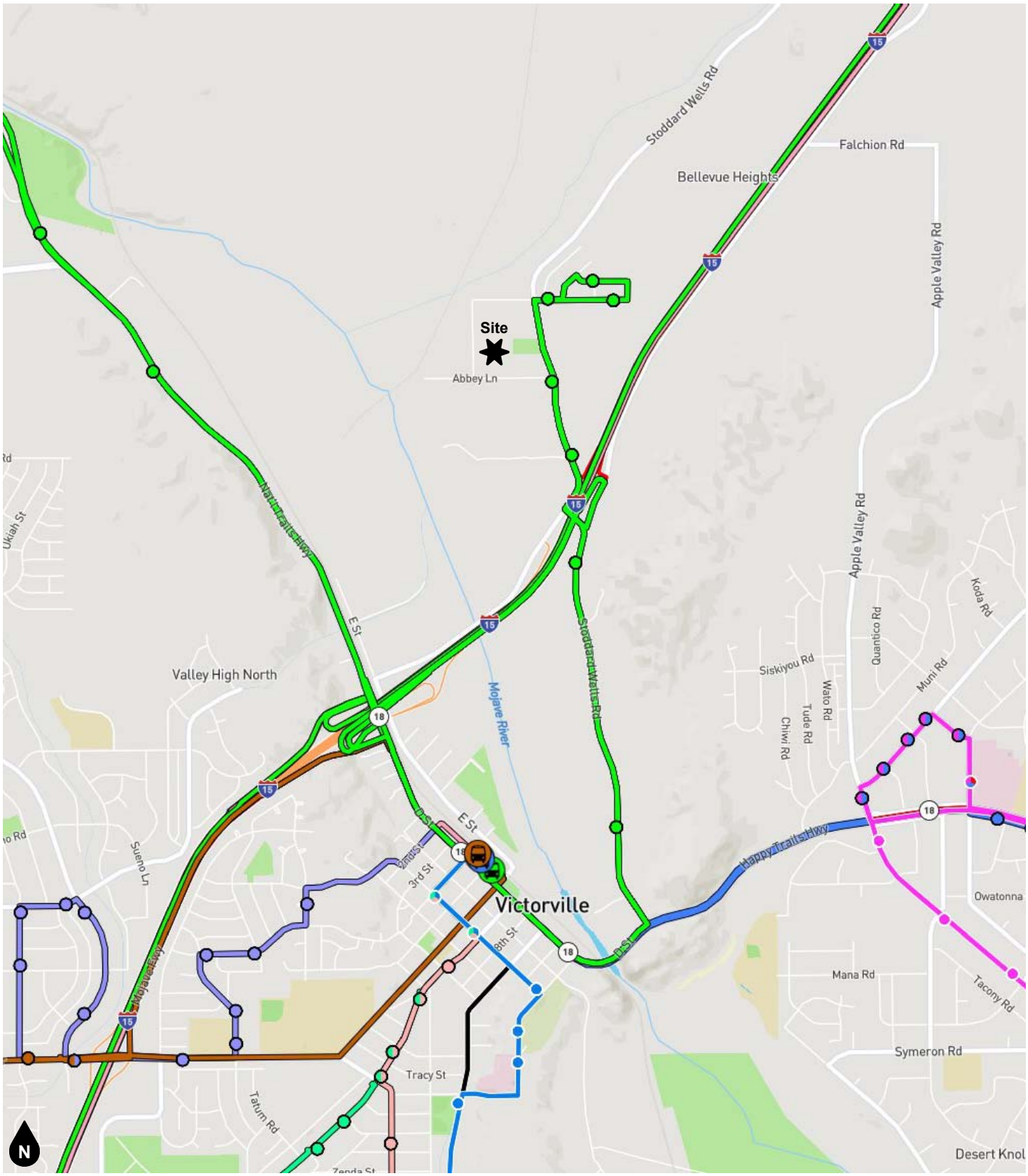
Project Driveway

Figure 5
Existing Lane Geometry and Intersection Traffic Controls



Legend
Sidewalk
B Bus Stop

Figure 6
Existing Pedestrian Facilities



22 VVTC - Helendale
41 Apple Valley Post Office - VVTC
42 Victor Valley College - Regional Training Center
52 VVTC - Mall of Victor Valley
32 VVTC - North Adelanto
56 VVTC - Lorene & 7th
50 VVTC - Hesperia Post Office
55 VVTC - Victor Valley College
118 Fort Irwin - Barstow - Hesperia
114 Hesperia - Fort Irwin
15 Barstow - Victorville - San Bernardino

Source: Victor Valley Transit

Figure 7
Existing Transit Routes

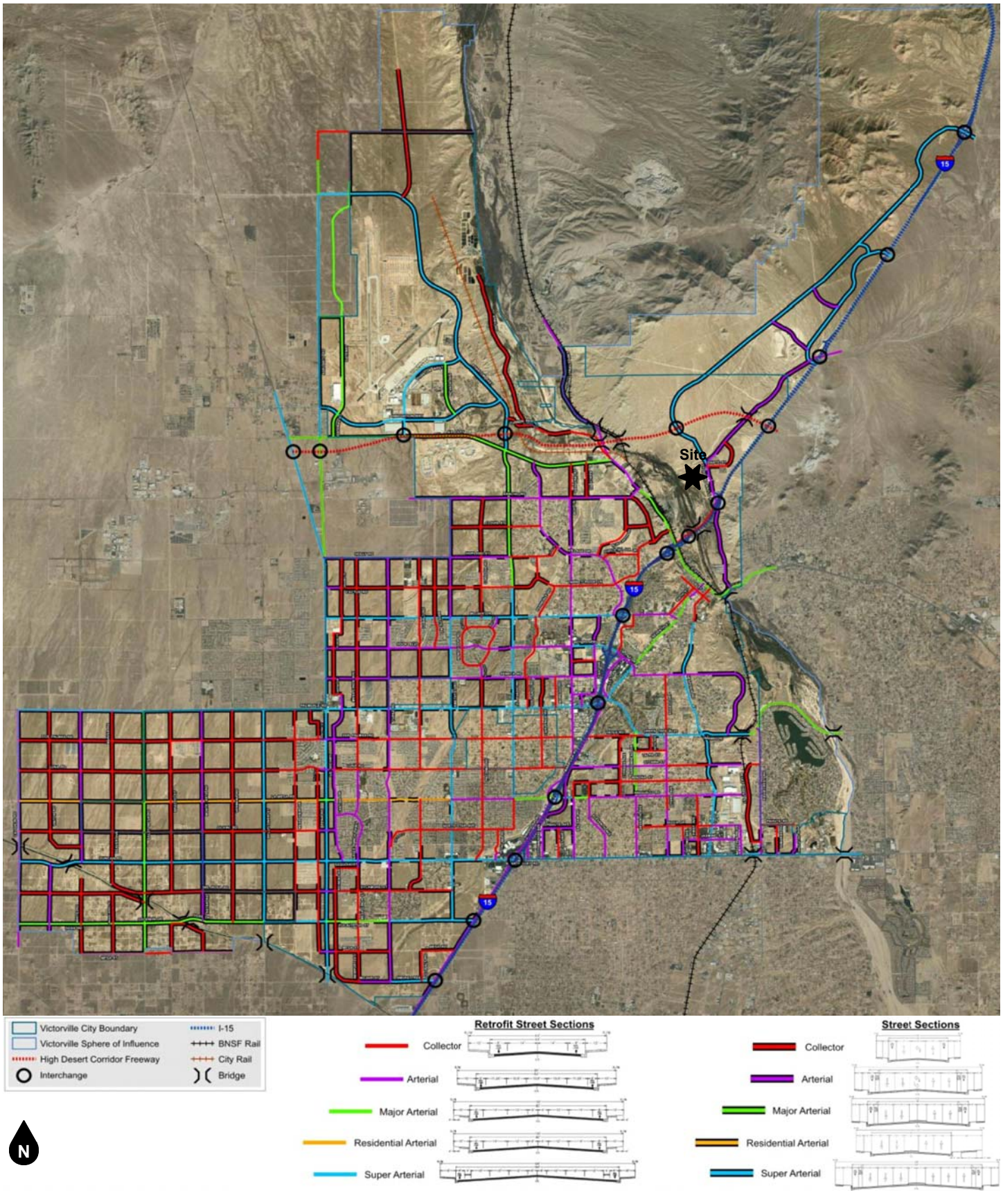
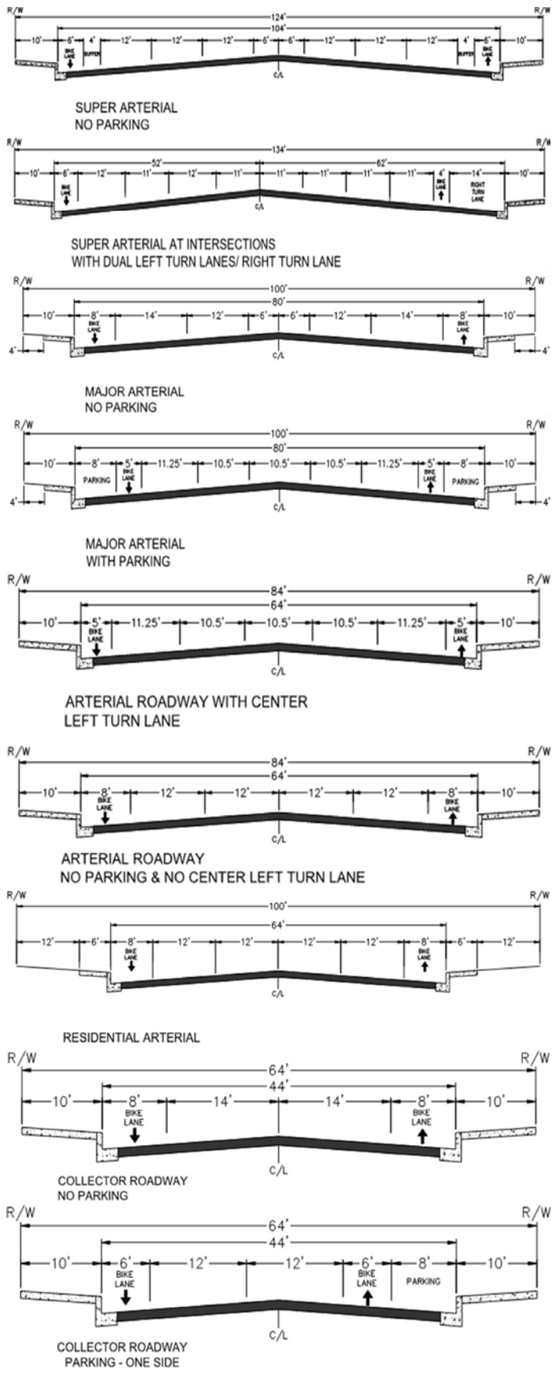
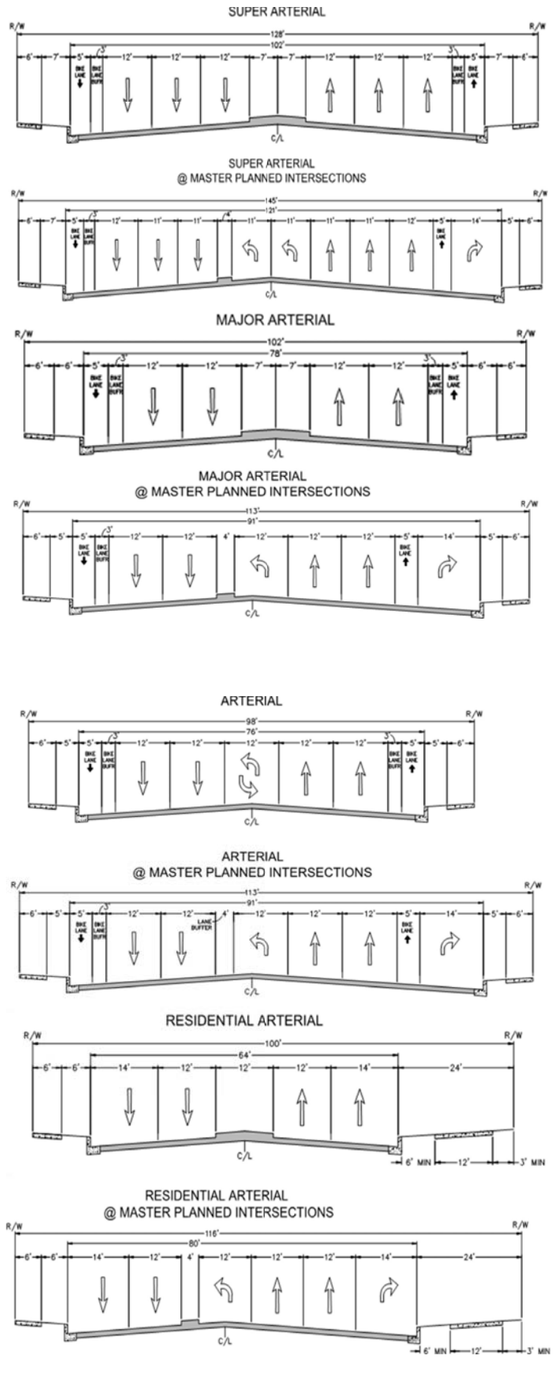
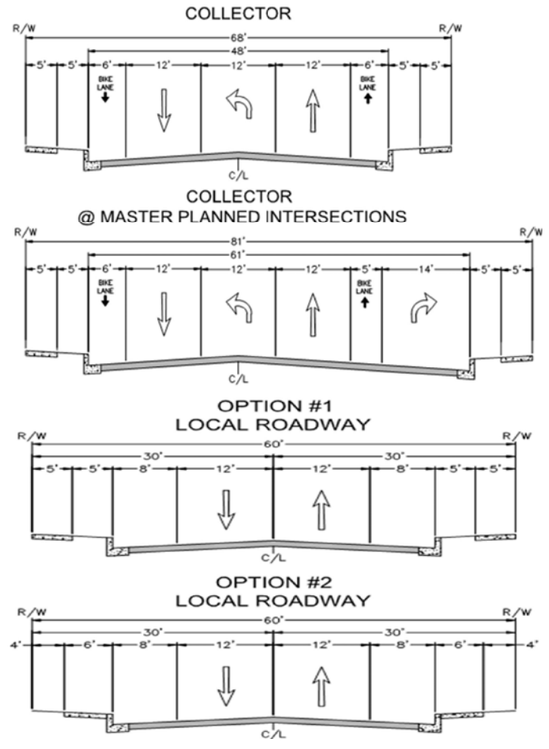


Figure 8
City of Victorville General Plan Circulation Element

Source: City of Victorville







Source: City of Victorville

Figure 9
City of Victorville General Plan Roadway Cross-Sections

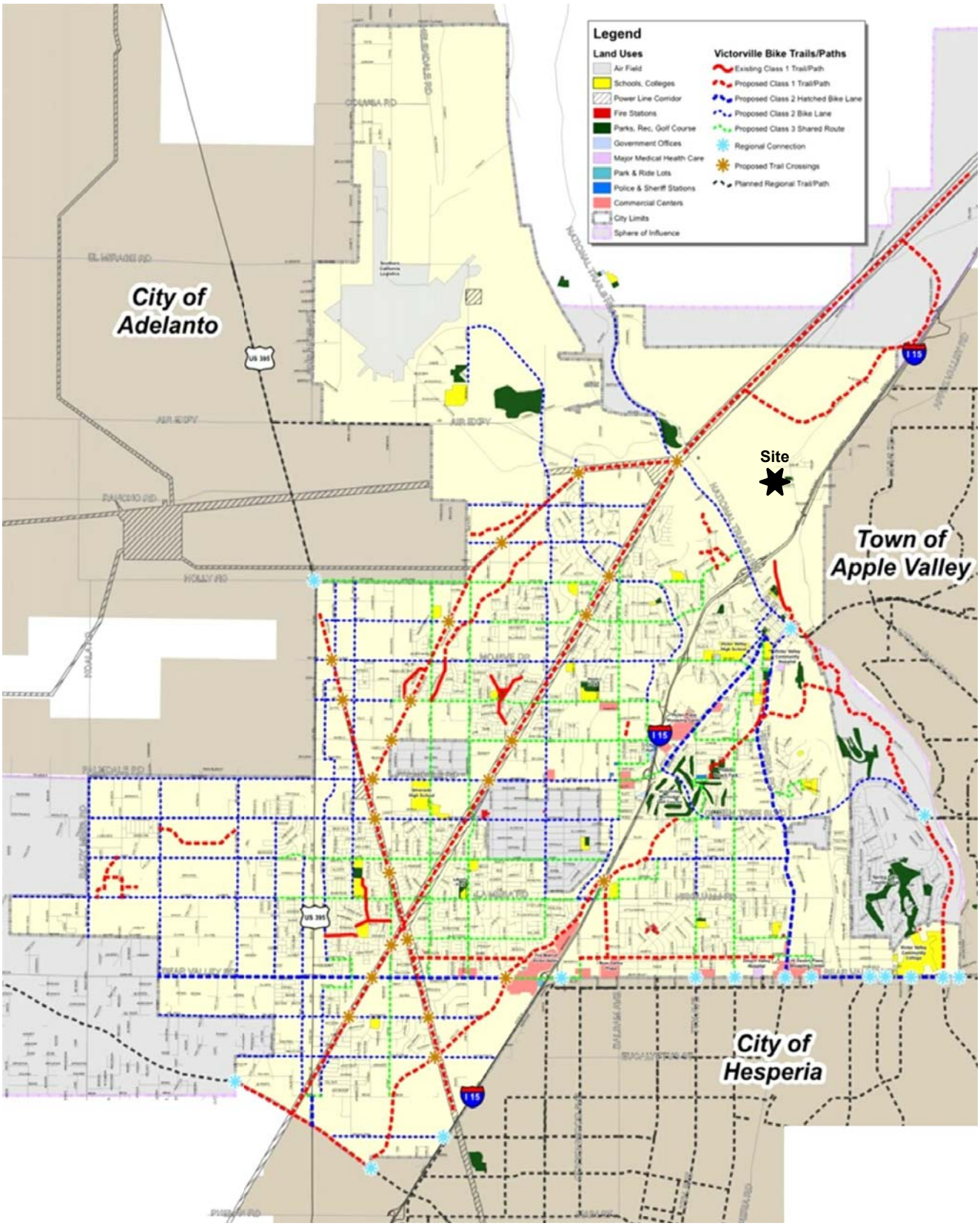


Figure 10
City of Victorville Bicycle Facilities Master Plan

Source: City of Victorville

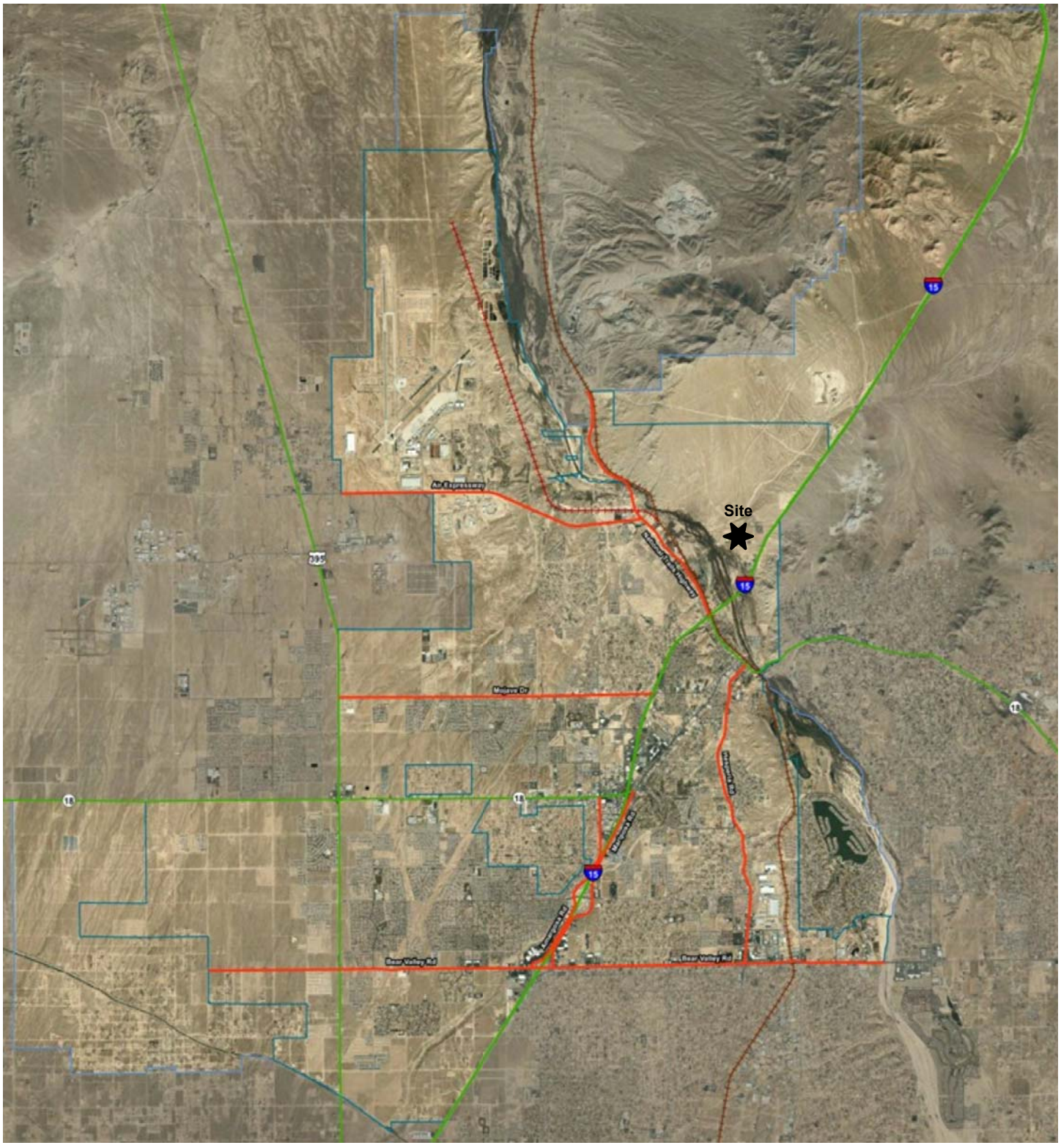


Figure 11
City of Victorville Designated Truck Routes

Source: City of Victorville

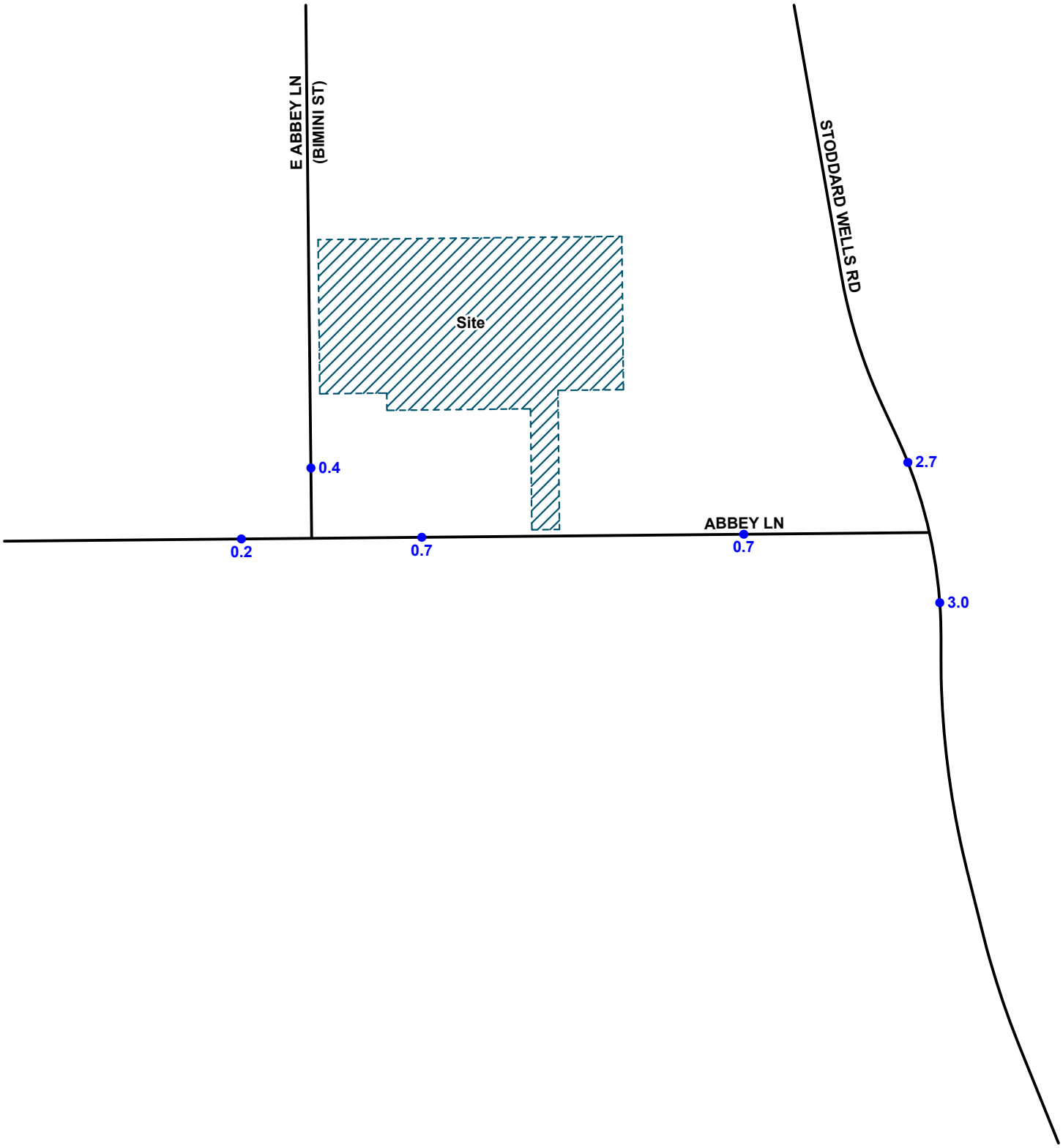
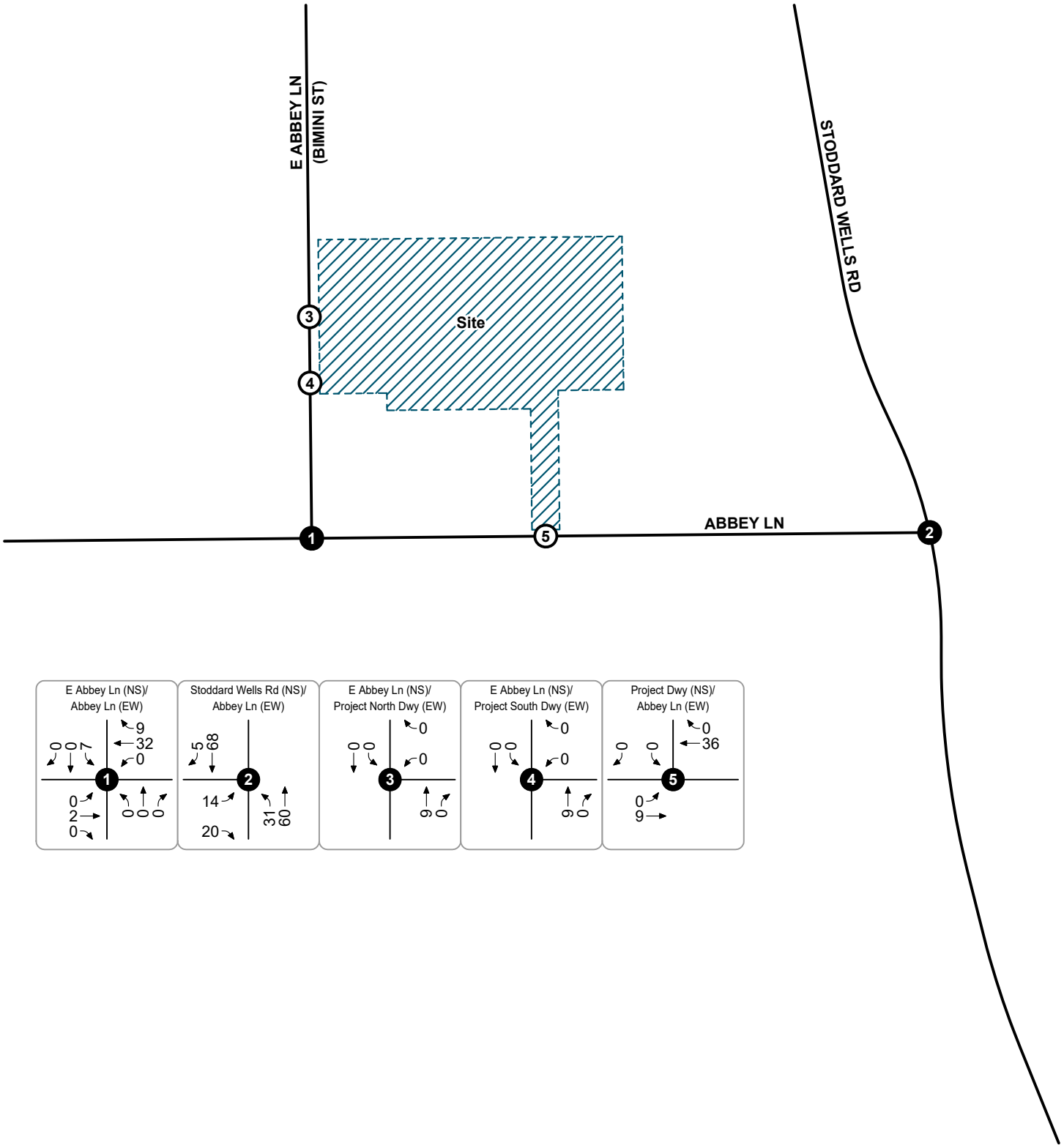


Figure 12
Existing Average Daily Traffic Volumes

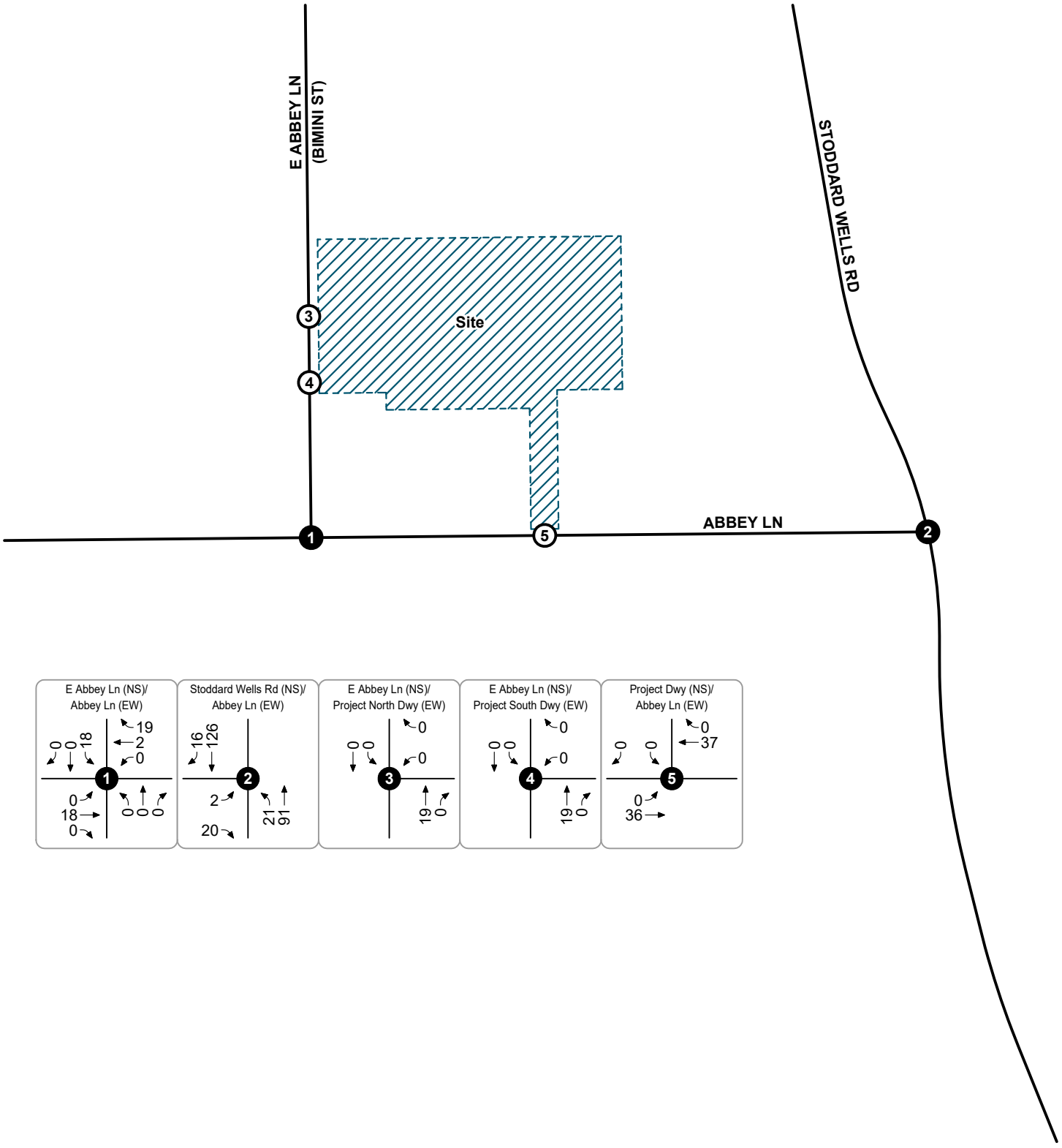


Legend

(#) Study Intersection

(#) Project Driveway

Figure 13
Existing AM Peak Hour Intersection Turning Movement Volumes



Legend

(#) Study Intersection

(#) Project Driveway

Figure 14
Existing PM Peak Hour Intersection Turning Movement Volumes

4. PROJECT TRIP FORECASTS

This section describes how project trip generation, trip distribution, and trip assignment forecasts were developed. The forecast project volumes are illustrated in the figures contained in this section.

TRIP GENERATION

Trip Generation Based on Project-Specific Operations

The Burrtec C & D Processing Facility Processing project description and other applicant information is provided in Appendix B. Table 2 shows the proposed project trip generation estimate based on the project-specific operational information provided by the project applicant. For purposes of providing a conservative trip generation estimate, the employees are estimated to arrive prior to shift hour(s), a percentage of the employees drive off-site for lunch and return, then depart at the end of shift hour(s) in their personal vehicles (i.e., passenger cars or light-duty pickup trucks). The administrative staff would arrive during the AM peak hour and depart during the PM peak hour. The Waste processing/receiving staff would arrive prior to the AM peak hours of 7:00 AM to 9:00 AM and would leave during the PM peak hours of 4:00 PM to 6:00 PM. Based on the processing facility capacity of up to 500 tons per day, the business hours and an average of up to 171 truck deliveries per day, the peak hour trips were determined with the number of truck trips distributed over the 9 hours (8AM-5PM) that the facility receives material, 11 hours (6AM-5PM) for the delivery/collection of roll-off containers and 6 to 9 hours for transfer vehicles. This is a conservative estimate as the majority of the truck trips are expected from 9:00 AM to 3:00 PM to avoid peak traffic hours.

Table 3 exhibits the existing truck trip generation estimate for 500 tons per day of incoming construction and demolition inert (CDI) material which currently goes to the Victorville Landfill.

Truck Trips

The project trip generation was also calculated in terms of Passenger Car Equivalent (PCE) trips. Truck trips were converted to PCE trips based on the PCE factors as recommended in the County of San Bernardino Congestion Management Program: 1.5 for 2-axle light-duty trucks, 2.0 for 3-axle medium-duty trucks, and 3.0 for 4+-axle heavy-duty trucks.

Project Trips

Table 4shows the net new trips generated by the proposed C & D processing facility with the diversion of the equivalent amount of material from the Victorville Landfill. As shown in Table 4, the project is estimated to generate a total of approximately 158 daily vehicle trips, including 15 vehicle trips during the AM peak hour and 25 vehicle trips during the PM peak hour, which equates to approximately 304 daily PCE trips, including 32 PCE trips during the AM peak hour and 30 PCE trips during the PM peak hour.

PROJECT TRIP DISTRIBUTION & ASSIGNMENT

Figure 15to Figure 18 show the forecast outbound and inbound directional distribution patterns for the project generated trips, respectively. The project trip distribution patterns were developed using engineering judgment in consultation with the City engineering staff based on a review of existing traffic data, surrounding land uses, and the local and regional roadway facilities in the project vicinity.

Based on the identified project trip generation and distributions, the project-generated average daily traffic volumes are shown on Figure 19. The project-generated AM peak hour and PM peak hour intersection turning movement volumes are shown on Figure 20 and Figure 21.

Table 2
Total Proposed C & D Processing Trip Generation

	Quantity[1]	Vehicle	Hours of Operation	Hours	AM Peak Hour			PM Peak Hour			Daily
					In	Out	Total	In	Out	Total	
Employee[2] & Visitor Trips											
Employee											
Yard, Driver, Sorter	18	Passenger car /Light-duty truck	6AM-5PM	11	0	0	0	0	18	18	48
Administrative Staff	2	Passenger car /Light-duty truck	8AM-5PM	9	2	0	2	0	2	2	8
Visitor	2	Passenger car /Light-duty truck	8AM-5PM	9	1	1	2	0	0	0	4
Subtotal Employee Trips	22				3	1	4	0	20	20	60
Material Collection Trips[3]											
Self-Haul PU Truck or Car	4	Passenger car /Light-duty truck	8AM-5PM	9	1	0	1	0	1	1	8
Self-Haul PU Truck - Small Trailer	26	Light-duty plus trailer - 3 Axle	8AM-5PM	9	3	3	6	3	3	6	52
Dump Truck/ Stake Truck	10	10 - 20 CY Truck - 3 Axle	8AM-5PM	9	1	1	2	1	1	2	20
End Dump Truck	2	Semi tractor trailer - 4 Axle+	8AM-5PM	9	0	0	0	1	0	1	4
Roll-off Trucks (CDI collection)	80	40 CY Roll-off - 3 Axle	6AM-5PM	11	7	8	15	8	7	15	160
Roll-off Trucks (Recycle transfer)	25	40 CY Roll-off - 3 Axle	6AM-5PM	11	2	3	5	3	2	5	50
Transfer Truck/Trailer (Trash)	8	Semi with flatbed trailer - 4 Axle+	7AM-3PM	6	1	1	2	0	0	0	16
Transfer Truck/Trailer (Inert)	12	Semi with flatbed trailer - 4 Axle+	6AM-3PM	9	1	2	3	0	0	0	24
Transfer Truck/Trailer (ADC)	4	Semi with flatbed trailer - 4 Axle+	6AM-noon	6	0	1	1	0	0	0	8
Subtotal Delivery Trips	171		Varies		16	19	35	16	14	30	342
Subtotal Cars & Light-duty truck	26				4	1	5	0	21	21	68
3 Axle Trucks	141				13	15	28	15	13	28	282
4 Axle Trucks	26				2	4	6	1	0	1	52
Subtotal Trucks	167				15	19	34	16	13	29	334
Total Vehicles	193				19	20	39	16	34	50	402
Passenger Car Equivalents			PCE Factor[4]								
Subtotal Cars					4	1	5	0	21	21	68
3 Axle Trucks			2.0		26	30	56	30	26	56	564
4 Axle Trucks			3.0		6	12	18	3	0	3	156
Subtotal Trucks					32	42	74	33	26	59	720
Total Passenger Car Equivalents					36	43	79	33	47	80	788

Notes:
1. The Burrtec hours, employees, truck/roll-off delivery trips and contractor truck trips to process 500 tons of CDI material .
2. Daily employee trips include inbound, outbound trips for the workday and inbound, outbound lunch trips. To provide for a conservative staff trip generation forecast, lunch trips are added for approximately one-third of the employees.
3. The majority of truck trips are anticipated from 9:00 AM to 3:00 PM during off-peak hours. To provide a conservative estimate, truck trips are distributed through-out the hours of operation.
4. PCE = passenger car equivalent. PCE factors are based on the County of San Bernardino Congestion Management Program (2016 Update), "Appendix B – Summary of Analysis Assumptions for the CMP Traffic Impact Analysis Guidelines"

Table 3
Existing C & D to Victorville Landfill Trips to be Diverted

	Quantity[1]	Vehicle	Hours of Operation	Hours	AM Peak Hour			PM Peak Hour			Daily
					In	Out	Total	In	Out	Total	
Material Collection Trips[3]											
Self-Haul PU Truck or Car	4	Passenger car /Light-duty truck	8AM-5PM	9	1	0	1	0	1	1	8
Self-Haul PU Truck - Small Trailer	26	Light-duty plus trailer - 3 Axle	8AM-5PM	9	3	3	6	3	3	6	52
Dump Truck/ Stake Truck	10	10 - 20 CY Truck - 3 Axle	8AM-5PM	9	1	1	2	1	1	2	20
End Dump Truck	2	Semi tractor trailer - 4 Axle+	8AM-5PM	9	0	0	0	1	0	1	4
Roll-off Trucks (CDI collection)	80	40 CY Roll-off - 3 Axle	6AM-5PM	11	7	8	15	8	7	15	160
Subtotal Delivery Trips	122		Varies		12	12	24	13	12	25	244
Subtotal Cars & Light-duty truck	4				1	0	1	0	1	1	8
3 Axle Trucks	116				11	12	23	12	11	23	232
4 Axle Trucks	2				0	0	0	1	0	1	4
Subtotal Trucks	118				11	12	23	13	11	24	236
Total Vehicles	122				12	12	24	13	12	25	244
Passenger Car Equivalents			PCE Factor[2]								
Subtotal Cars					1	0	1	0	1	1	8
3 Axle Trucks			2.0		22	24	46	24	22	46	464
4 Axle Trucks			3.0		0	0	0	3	0	3	12
Subtotal Trucks					22	24	46	27	22	49	476
Total Passenger Car Equivalents					23	24	47	27	23	50	484

Notes:

1. The existing truck/roll-off delivery trips and contractor truck trips to divert 500 tons of CDI material from the Victorville Landfill.
2. PCE = passenger car equivalent. PCE factors are based on the County of San Bernardino Congestion Management Program (2016 Update), "Appendix B – Summary of Analysis Assumptions for the CMP Traffic Impact Analysis Guidelines"

Table 4
Net New Proposed C & D Processing Trips

	Quantity	Hours of Operation	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
Existing Trips to Victorville Landfill to be Diverted[1]									
Subtotal Cars & Light-duty truck	4		1	0	1	0	1	1	8
3 Axle Trucks	116		11	12	23	12	11	23	232
4 Axle Trucks	2		0	0	0	1	0	1	4
Subtotal Trucks	118		11	12	23	13	11	24	236
Total Vehicles	122		12	12	24	13	12	25	244
Passenger Car Equivalents		PCE Factor[4]							
Subtotal Cars			1	0	1	0	1	1	8
3 Axle Trucks		2.0	22	24	46	24	22	46	464
4 Axle Trucks		3.0	0	0	0	3	0	3	12
Subtotal Trucks			22	24	46	27	22	49	476
Total Passenger Car Equivalents			23	24	47	27	23	50	484
Total Proposed C & D Processing Trips[2]									
Subtotal Cars & Light-duty truck	26		4	1	5	0	21	21	68
3 Axle Trucks	141		13	15	28	15	13	28	282
4 Axle Trucks	26		2	4	6	1	0	1	52
Subtotal Trucks	167		15	19	34	16	13	29	334
Total Vehicles	193		19	20	39	16	34	50	402
Passenger Car Equivalents		PCE Factor[4]							
Subtotal Cars			4	1	5	0	21	21	68
3 Axle Trucks		2.0	26	30	56	30	26	56	564
4 Axle Trucks		3.0	6	12	18	3	0	3	156
Subtotal Trucks			32	42	74	33	26	59	720
Total Passenger Car Equivalents			36	43	79	33	47	80	788
Net New Proposed C & D Trips									
Subtotal Cars & Light-duty truck	22		3	1	4	0	20	20	60
3 Axle Trucks	25		2	3	5	3	2	5	50
4 Axle Trucks	24		2	4	6	0	0	0	48
Subtotal Trucks	49		4	7	11	3	2	5	98
TOTAL VEHICLES	71		7	8	15	3	22	25	158
Passenger Car Equivalents		PCE Factor[3]							
Subtotal Cars			3	1	4	0	20	20	60
3 Axle Trucks		2.0	4	6	10	6	4	10	100
4 Axle Trucks		3.0	6	12	18	0	0	0	144
Subtotal Trucks			10	18	28	6	4	10	244
TOTAL PASSENGER CAR EQUIVALENTS			13	19	32	6	24	30	304

Notes:
1. See Table 2.
2. See Table 1.
3. PCE = passenger car equivalent. PCE factors are based on the County of San Bernardino Congestion Management Program (2016 Update), "Appendix B – Summary of Analysis Assumptions for the CMP Traffic Impact Analysis Guidelines"

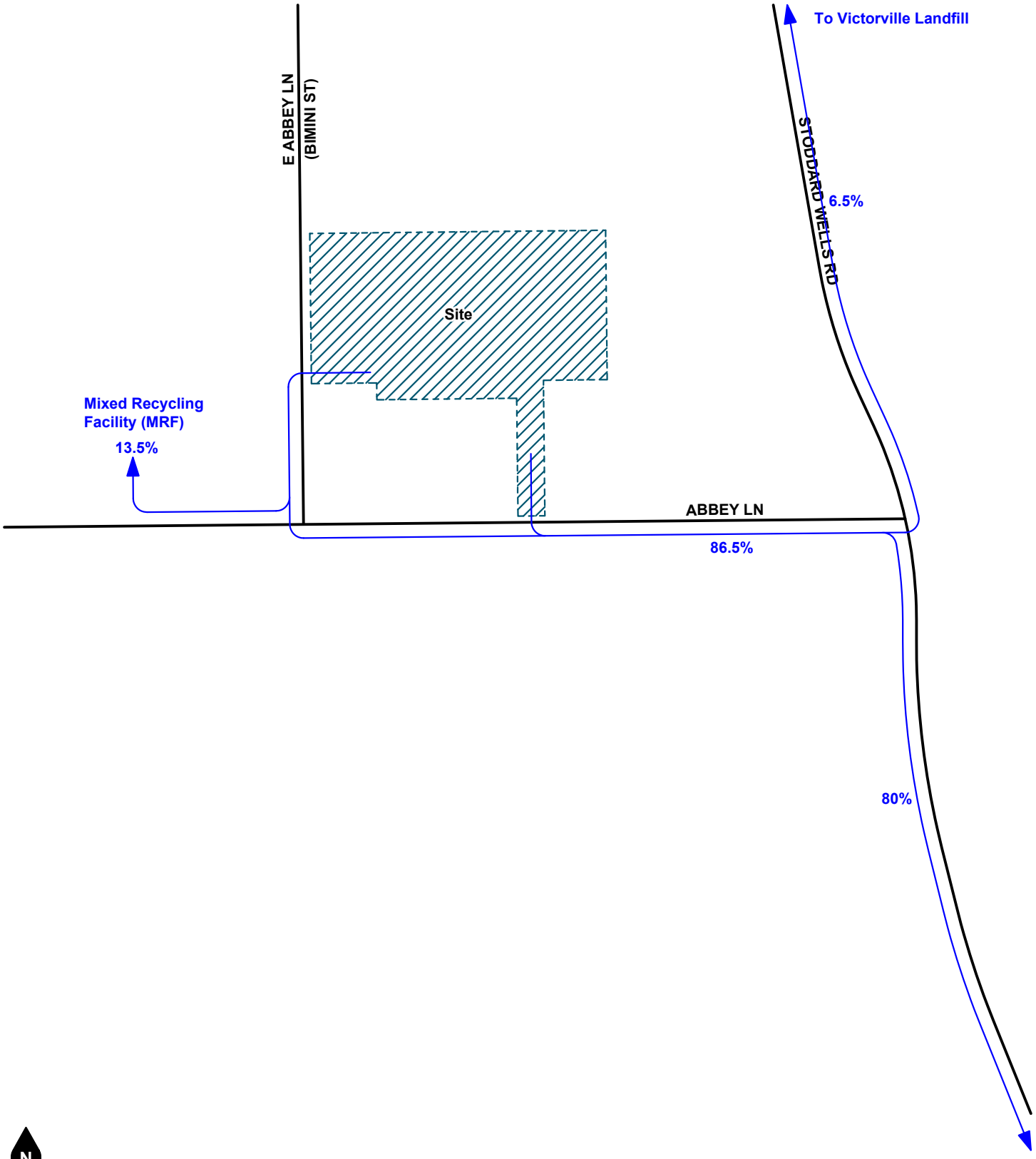


Figure 15
Project Trip Distribution (Outbound) - Truck

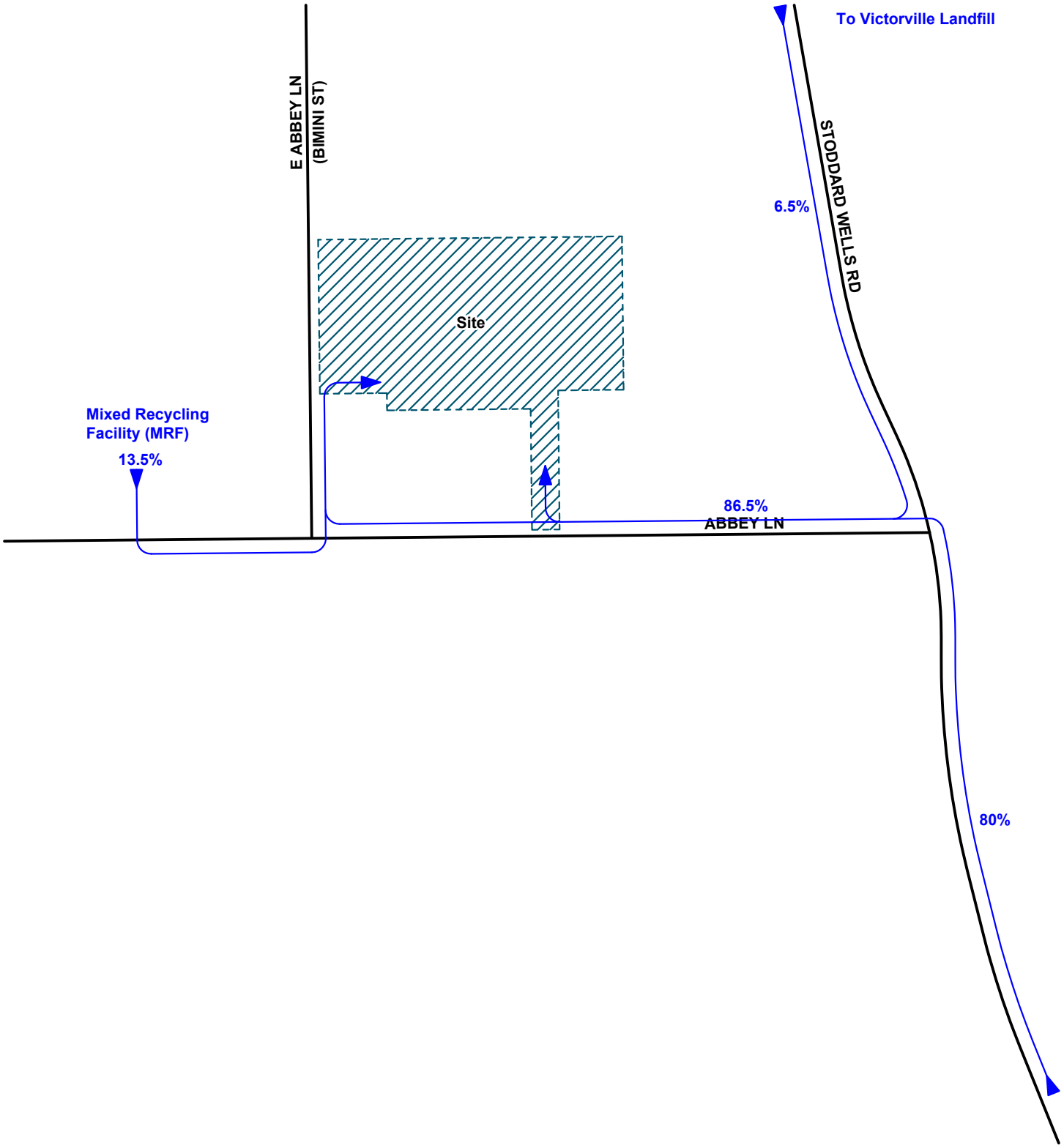


Figure 16
Project Trip Distribution (Inbound) - Truck

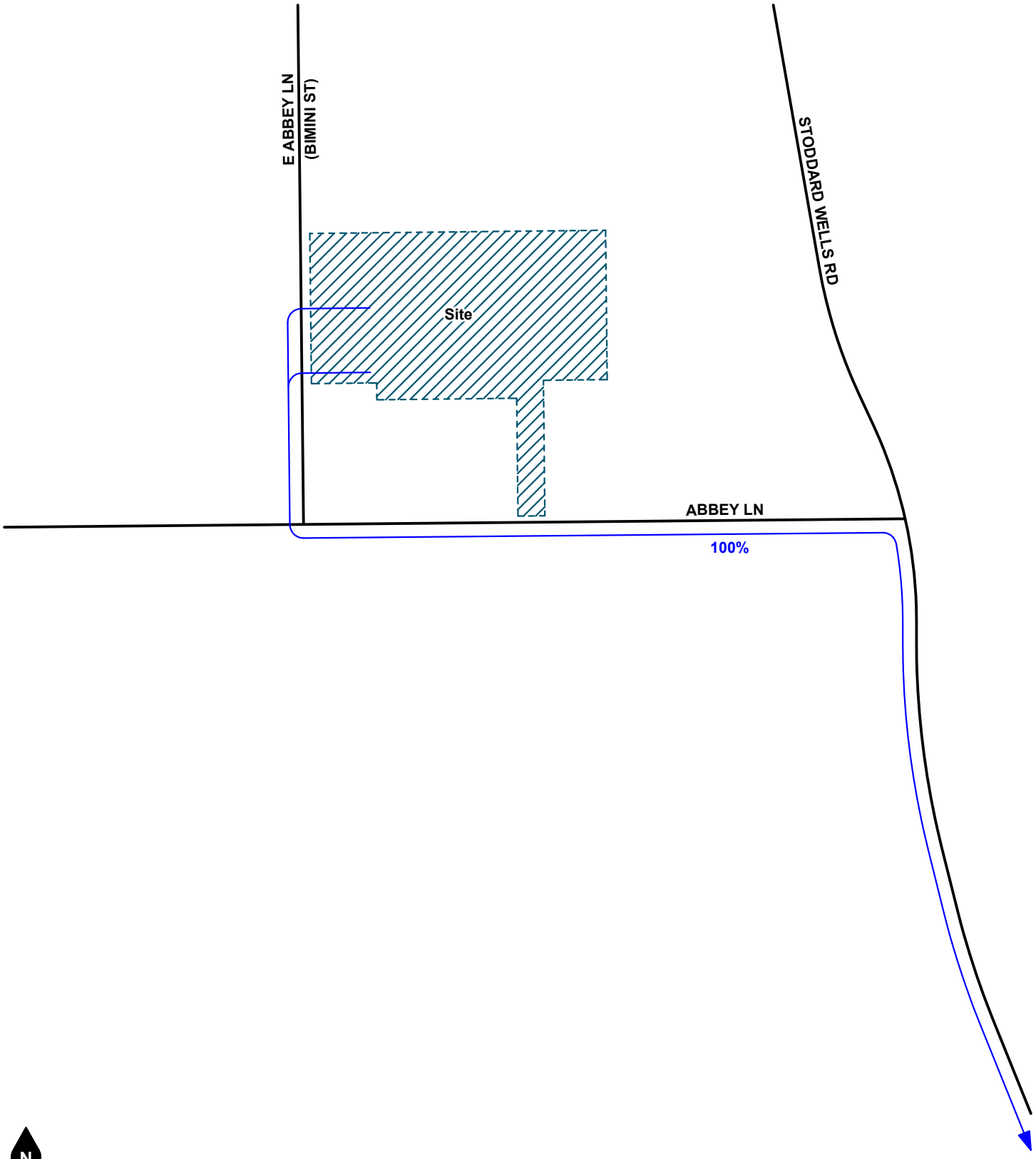


Figure 17
Project Trip Distribution (outbound) - Employee / Visitor

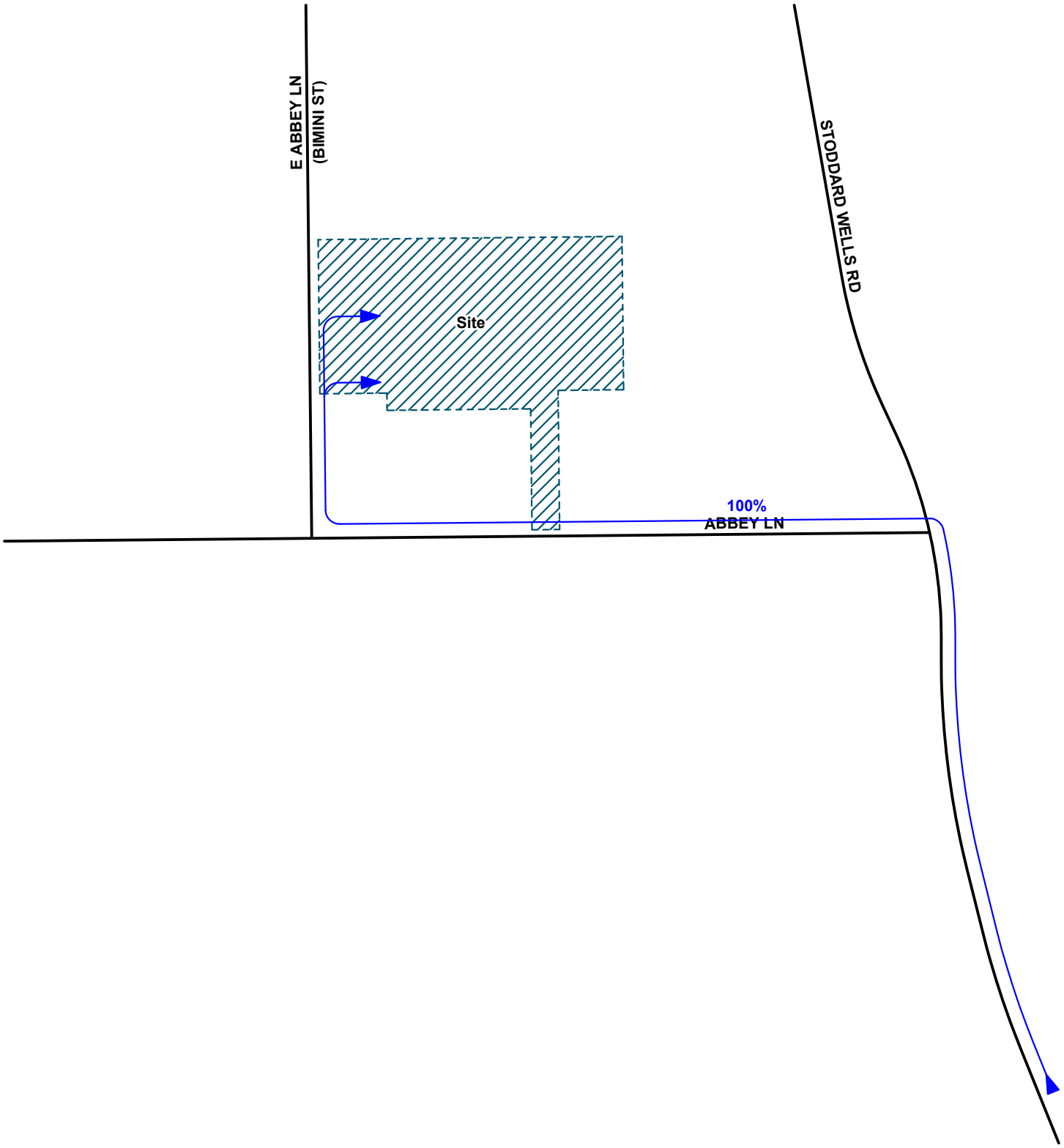
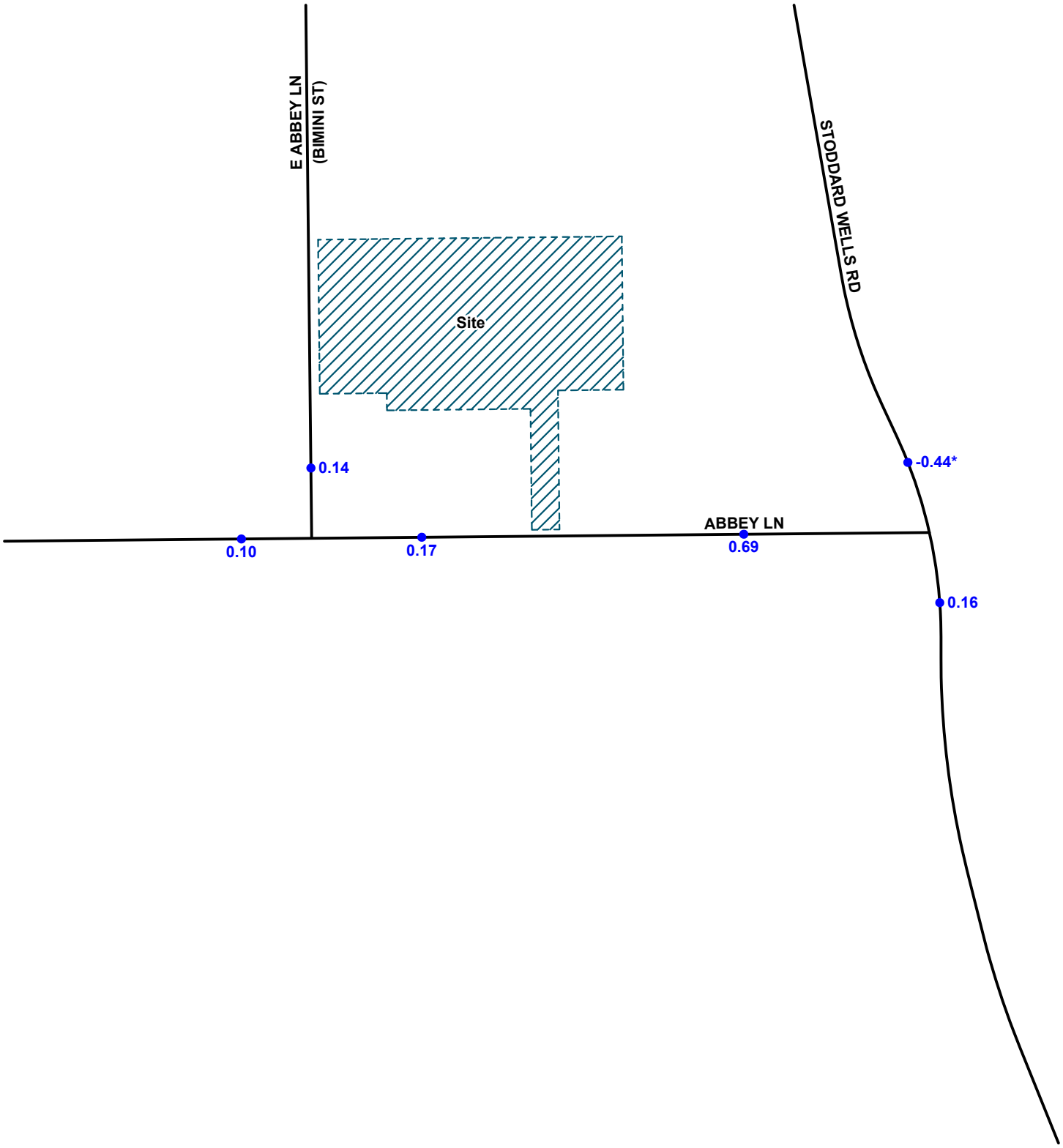


Figure 18
Project Trip Distribution (Inbound) - Employee / Visitor

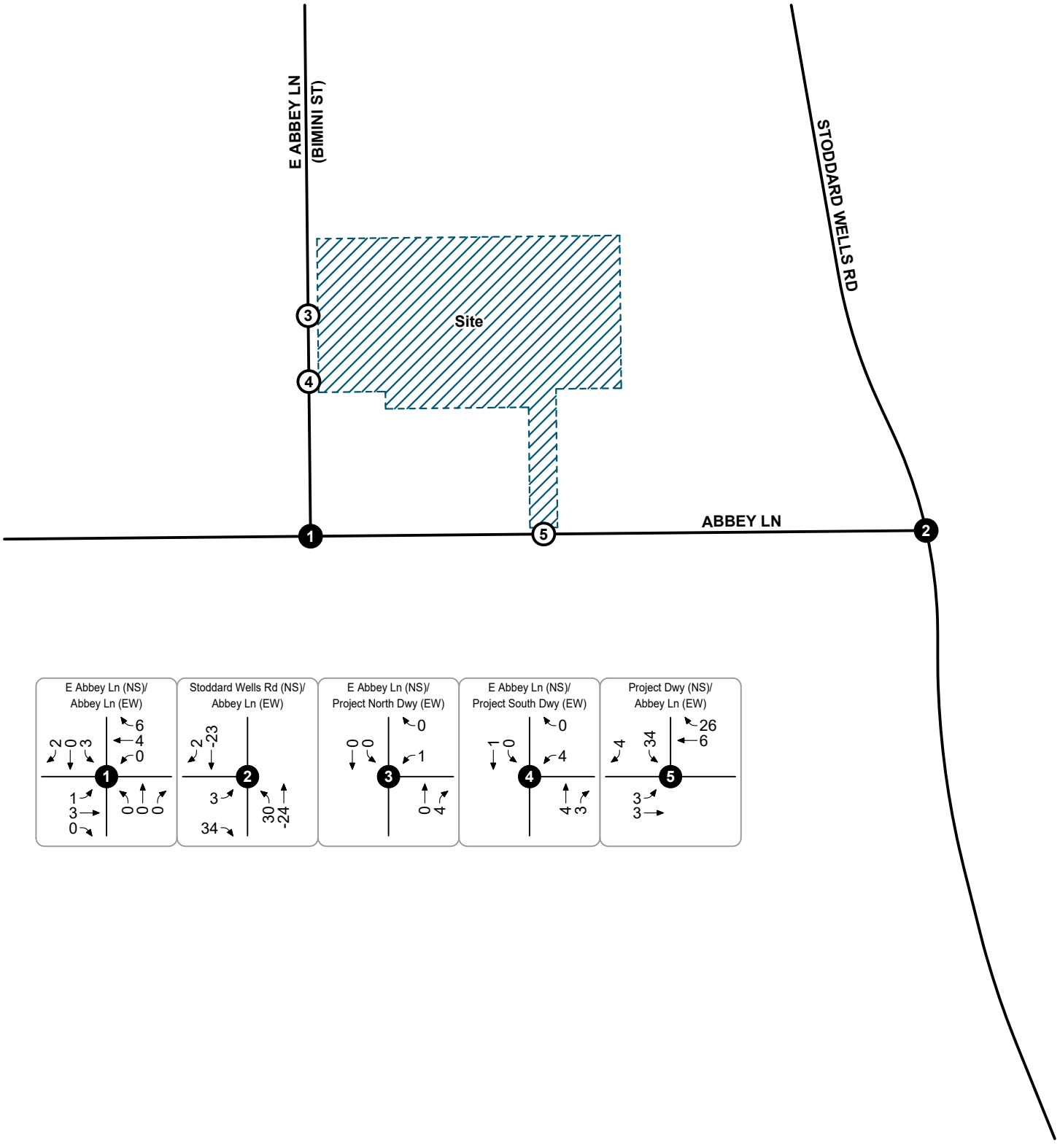


Legend

●## Vehicles Per Day (1,000's)

* Trips diverted from the landfill create a negative project ADT value for Stoddard Wells Rd north of Abbey Ln

Figure 19
Project Average Daily Traffic Volumes



N

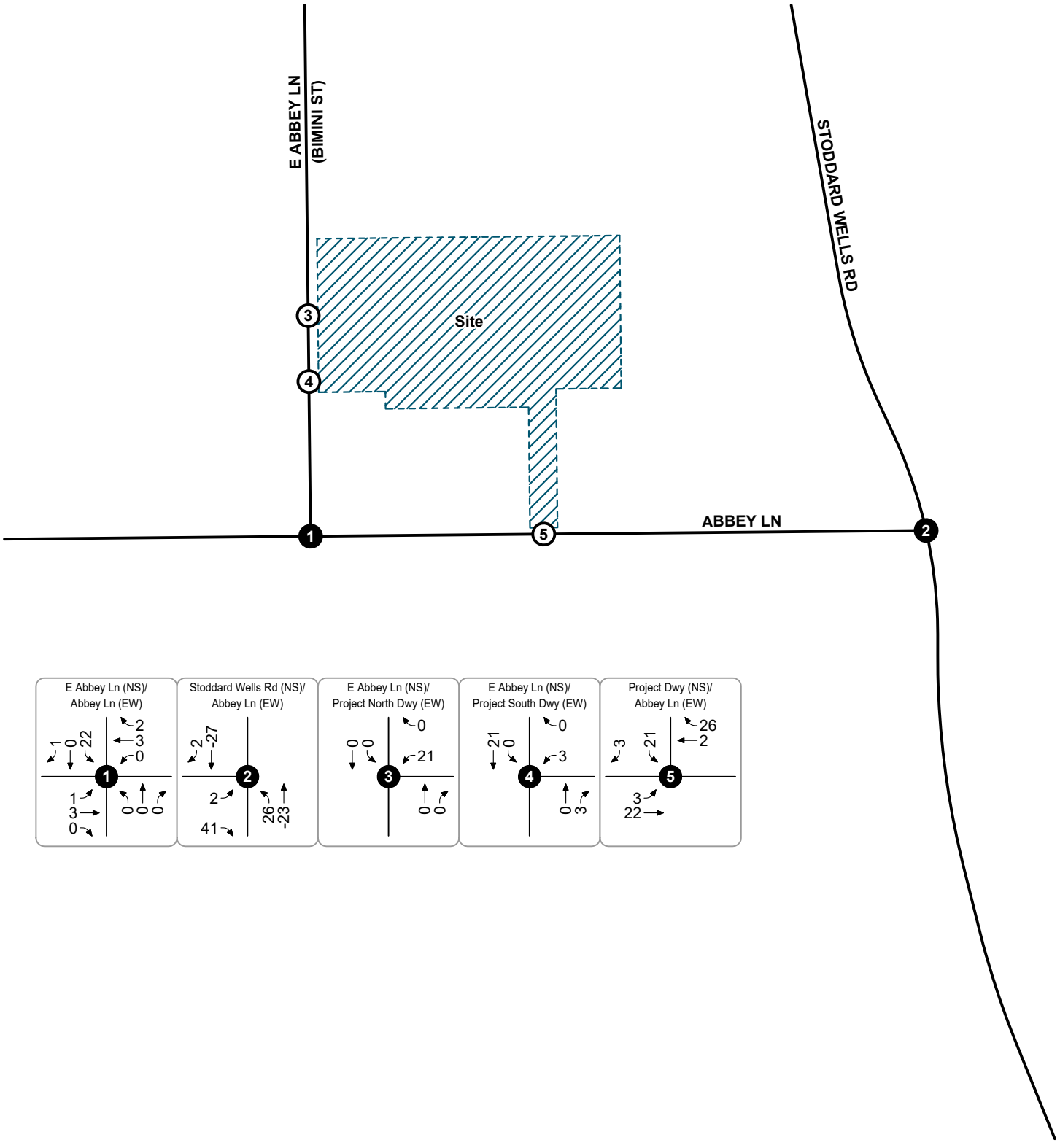
Trips diverted from the landfill create negative project trips northbound through and southbound through at Stoddard Wells Road and Abbey Lane.

Legend

(#) Study Intersection

(#) Project Driveway

Figure 20
Project AM Peak Hour Intersection Turning Movement Volumes



N

Trips diverted from the landfill create negative project trips northbound through and southbound through at Stoddard Wells Road and Abbey Lane.

Legend

(#) Study Intersection

(#) Project Driveway

Figure 21
Project PM Peak Hour Intersection Turning Movement Volumes

5. FUTURE VOLUME FORECASTS

This section describes how future volume forecasts for each analysis scenario were developed. Forecast study area volumes are illustrated in the figures contained in this section.

METHOD OF PROJECTION

To assess future conditions, existing volumes were combined with project trips, ambient growth, and other development trips. The project completion date for analysis purposes in this report is 2027.

Ambient Growth

To account for ambient growth, Opening Year (2027) roadway volumes were developed by increasing existing (year 2024) volumes by a growth rate of two percent (2.0%) per year over a three (3) year period for a total growth factor of 1.06. The ambient growth was applied to all movements at the study intersections.

Other Developments

To account for growth associated with other development projects, trips generated by other pending or approved but unconstructed developments in the City of Victorville and Apple Valley were reviewed and added to the study area as appropriate. The other development trip generation is shown in Table 5. The regional ambient growth is assumed to account for any additional trips generated by other developments not specifically listed in Table 5. Figure 22 shows the other development location map.

Average daily traffic volumes generated by other developments are shown on Figure 23. Figure 24 and Figure 25 show the forecast AM peak hour and PM peak hour intersection turning movement volumes for trips generated by other developments.

Regional Travel Demand Model Growth

Year 2040 AM and PM peak hour intersection turning movement volumes were determined using the San Bernardino County Transportation Analysis Model (SBTAM) Year 2040 travel demand model plots and forecasting procedures outlined in the National Cooperative Highway Research Program Report 255.

To derive AM and PM peak hour intersection turning movement volumes, the traffic volume growth forecasts were further refined using a spreadsheet program developed by the Federal Highway Administration and consistent with traffic volume forecasting procedures outlined in the National Cooperative Highway Research Program Report 255. The spreadsheet program uses a linear programming algorithm to calculate future turning movements based on the relationship of existing intersection turning movements and forecast model growth. The forecast turning movements developed by the spreadsheet program were reviewed for reasonableness and adjusted as necessary to ensure growth over near-term forecasts. The end results of the post-processing procedures are future intersection turning movement volumes suitable for analysis. Travel demand model post-processing worksheets are provided in Appendix E.

ANALYSIS SCENARIO VOLUMES

Existing Plus Project

The Existing Plus Project volume forecast was developed by adding project-generated trips to existing volumes. Existing Plus Project average daily traffic volumes are shown on Figure 26. Existing Plus Project AM peak hour and PM peak hour intersection turning movement volumes are shown on Figure 27 and Figure 28.

Opening Year (2027) Without Project

The Opening Year (2027) Without Project volume forecast was developed by applying the ambient growth factor to existing volumes and adding trips generated by other developments. Opening Year (2027) Without Project average daily traffic volumes are shown on Figure 29. Opening Year (2027) Without Project AM peak hour and PM peak hour intersection turning movement volumes are shown on Figure 30 and Figure 31.

Opening Year (2027) With Project

The Opening Year (2027) With Project volume forecast was developed by adding project-generated trips to the Opening Year (2027) Without Project volumes. Opening Year (2027) With Project average daily traffic volumes are shown on Figure 32. Opening Year (2027) With Project AM peak hour and PM peak hour intersection turning movement volumes are shown on Figure 33 and Figure 34.

Year 2040 Without Project

The Year 2040 Without Project volume forecast was developed based on the regional travel demand model growth as described above. Year 2040 Without Project average daily traffic volumes are shown on Figure 35. Year 2040 Without Project AM peak hour and PM peak hour intersection turning movement volumes are shown on Figure 36 and Figure 37.

Year 2040 With Project

The Year 2040 With Project volume forecast was developed by adding project-generated trips to the Year 2040 Without Project volumes. Year 2040 With Project average daily traffic volumes are shown Figure 38. Year 2040 With Project AM peak hour and PM peak hour intersection turning movement volumes are shown on Figure 39 and Figure 40.

Table 5
Other Development Trip Generation

ID	Name/Address	Land Use	Source[1]	Quantity / Unit Variable[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
		Trips Generated									
City of Victorville											
V1	Abbey Lane Industrial SWC Stoddard Wells & Abbey Ln	HCW Fullfillment Center (Sort)	ITE 155	827.160 TSF							
		Cars		PCE	465	108	573	308	482	790	4,239
		Trucks		PCE	301	72	373	202	312	514	2,746
		Subtotal		PCE	766	180	946	510	794	1,304	6,985
V2	Victorville Travel Center SWC Stoddard Wells Road & I-15 NB Ramps	Convenience Store Gas Station	ITE 945	24 VFP	324	325	649	273	273	546	6,171
		Internal Capture[3]			-32	-32	-64	-27	-27	-54	-618
		Pass-by Trips (76%AM, 75%PM, 75%D	ITE 945		-222	-223	-445	-185	-184	-369	-4,165
		Fast-Food Restaurant with Driv	ITE 934	1.500 TSF	34	33	67	26	24	50	701
		Internal Capture[3]			-3	-4	-7	-2	-3	-5	-70
		Pass-by Trips (50%AM, 55%PM, 55%D	ITE 934		-16	-14	-30	-13	-12	-25	-347
		Coffee Donut Shop with Driv	ITE 937	1.500 TSF	66	63	129	29	29	58	800
		Internal Capture[3]			-7	-6	-13	-3	-3	-6	-80
		Pass-by Trips (per TIA)			-12	-14	-26	0	-2	-2	-10
		Subtotal			132	128	260	98	95	193	2,382
V3	Plan23-00009 Stoddard Wells	Single-Family Detached Housing	ITE 210	109 DU	19	57	76	65	37	102	1,028
City of Apple Valley											
A1	Inland Emprie Logistics Center	HCW Fullfillment Center (Non-Sort)	ITE 155	2604.446 TSF							
		Cars		PCE	290	49	339	150	241	391	4,115
		Trucks		PCE	66	69	135	33	32	65	1,524
		Subtotal		PCE	356	118	474	183	273	456	5,639

Notes:

1. ITE = *Institute of Transportation Engineers Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code. All rates based on General Urban/Suburban setting.
2. TSF = Thousand Square Feet; PCE = passenger car equivalents.
3. Internal capture trips of 10% as shown in the *Victorville Travel Center Traffic Impact Analysis* , December 12, 2023 (Urban Crossroads).
4. Pass-by trips calculated in accordance with procedures in the *ITE Trip Generation Manual (11th Edition, 2021)* . The Daily pass-by rate is assumed to be the same as the PM pass-by rates.

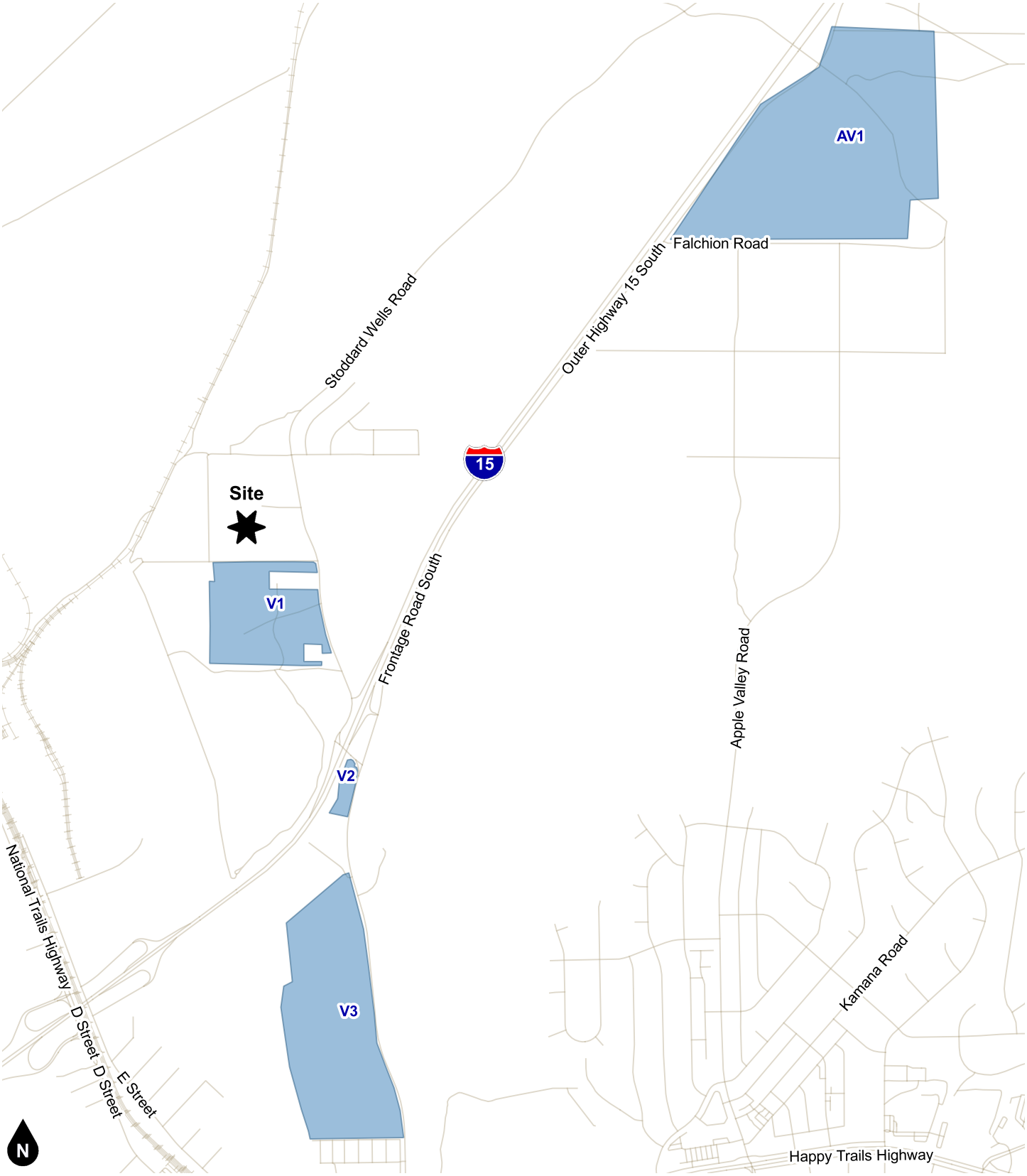
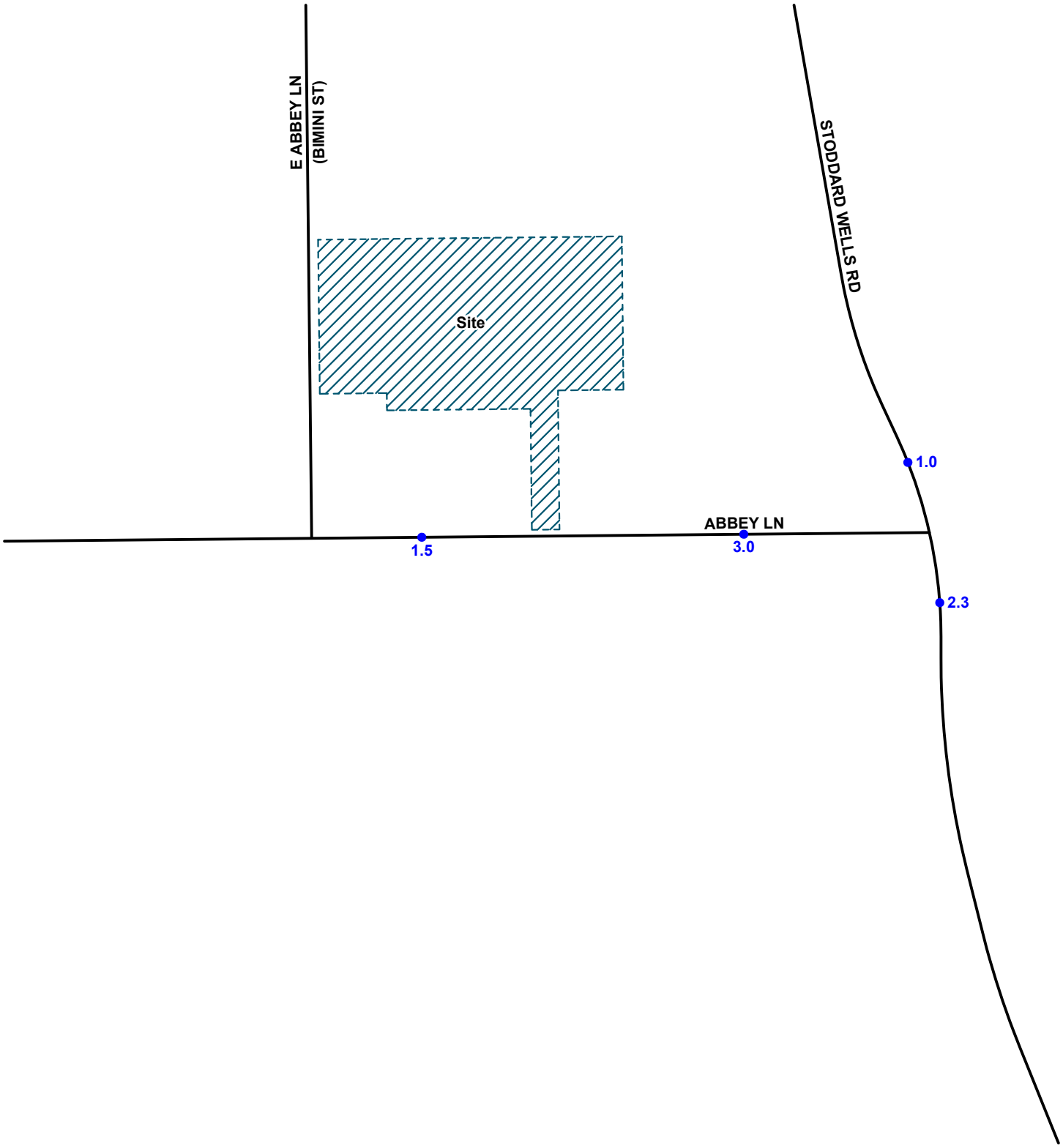
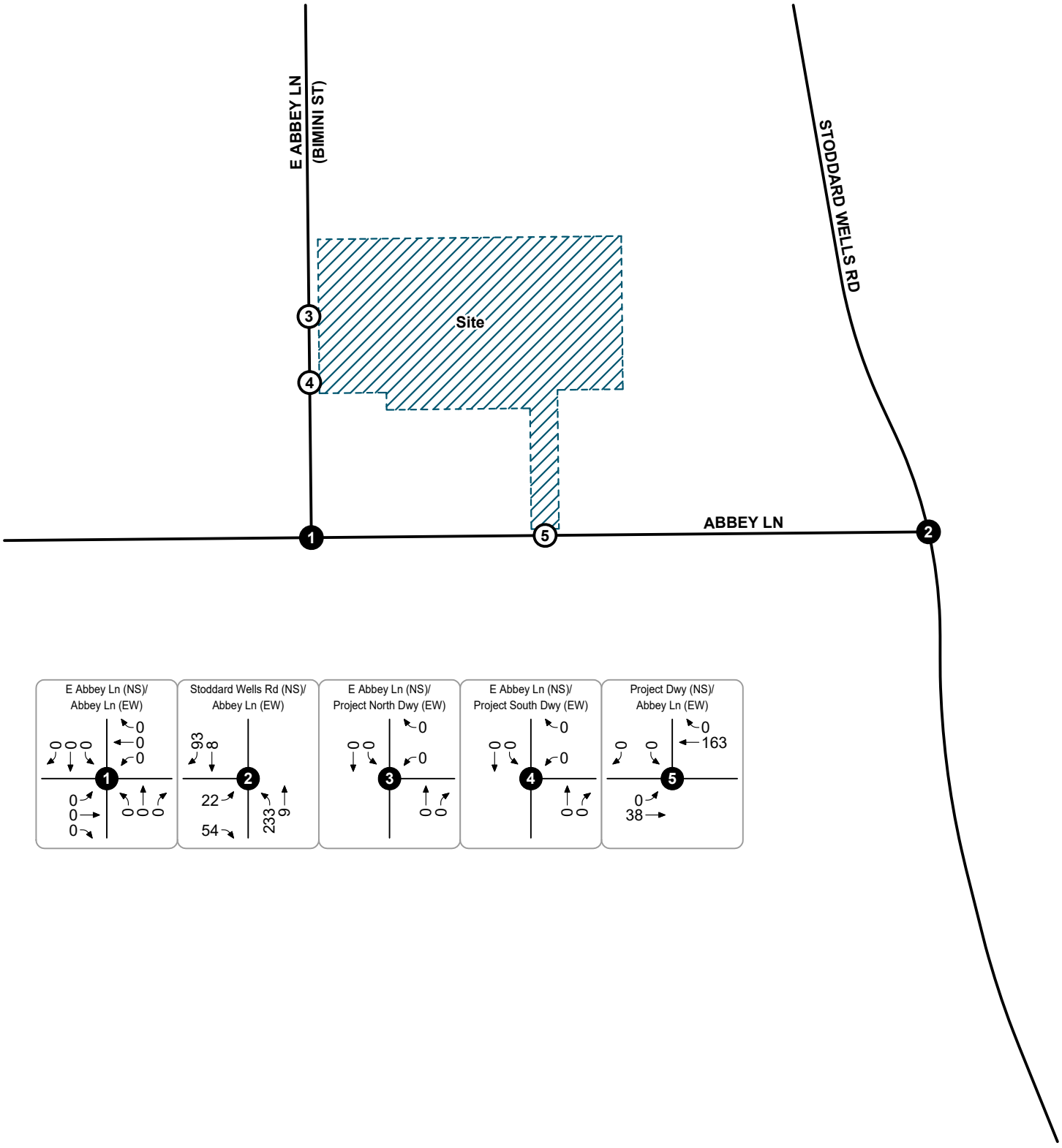


Figure 22
Other Development Location Map



Legend
●## Vehicles Per Day (1,000's)

Figure 23
Other Development Average Daily Traffic Volumes

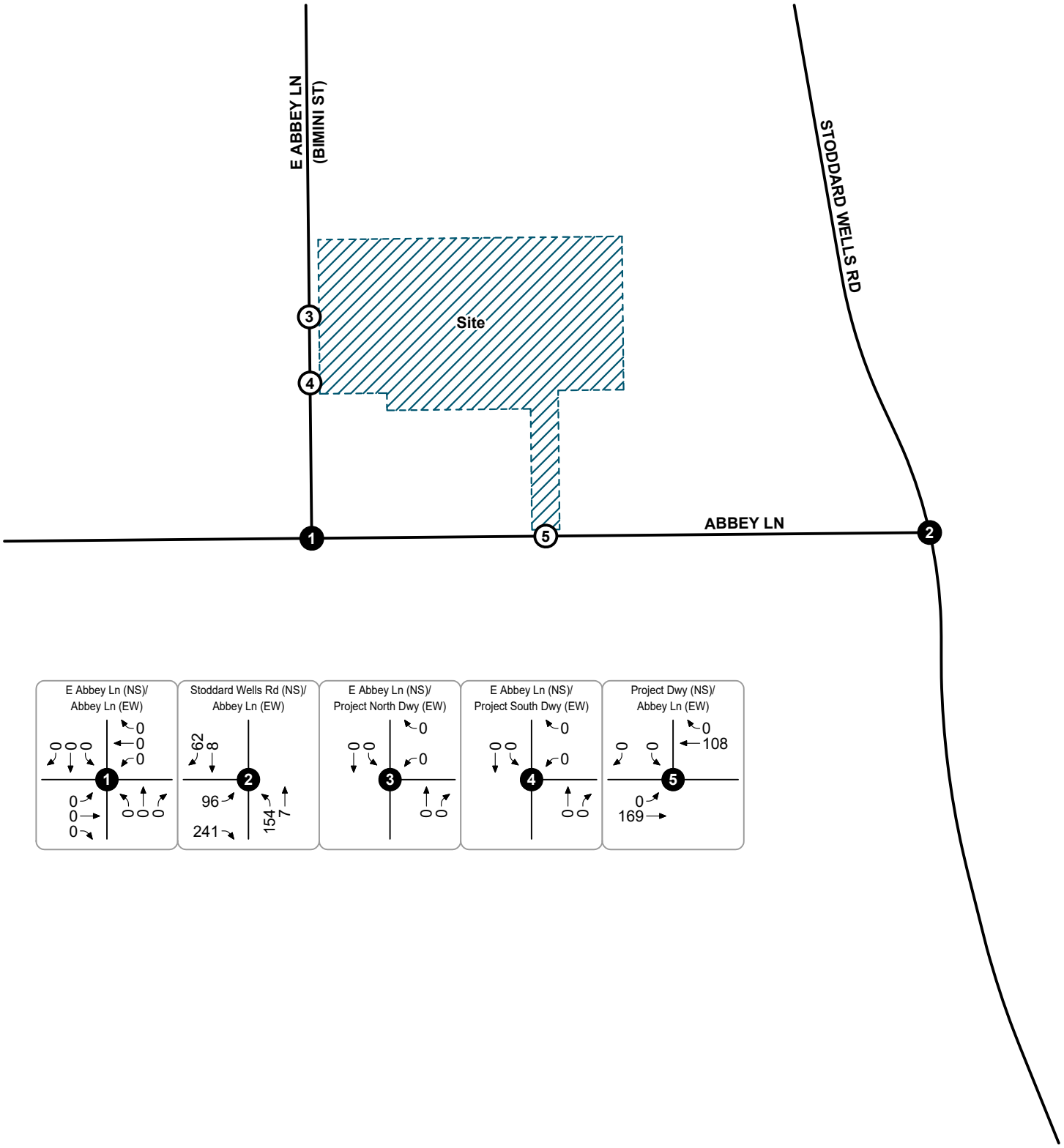


Legend

(#) Study Intersection

(#) Project Driveway

Figure 24
Other Development
AM Peak Hour Intersection Turning Movement Volumes



Legend

(#) Study Intersection

(#) Project Driveway

Figure 25
Other Development
PM Peak Hour Intersection Turning Movement Volumes

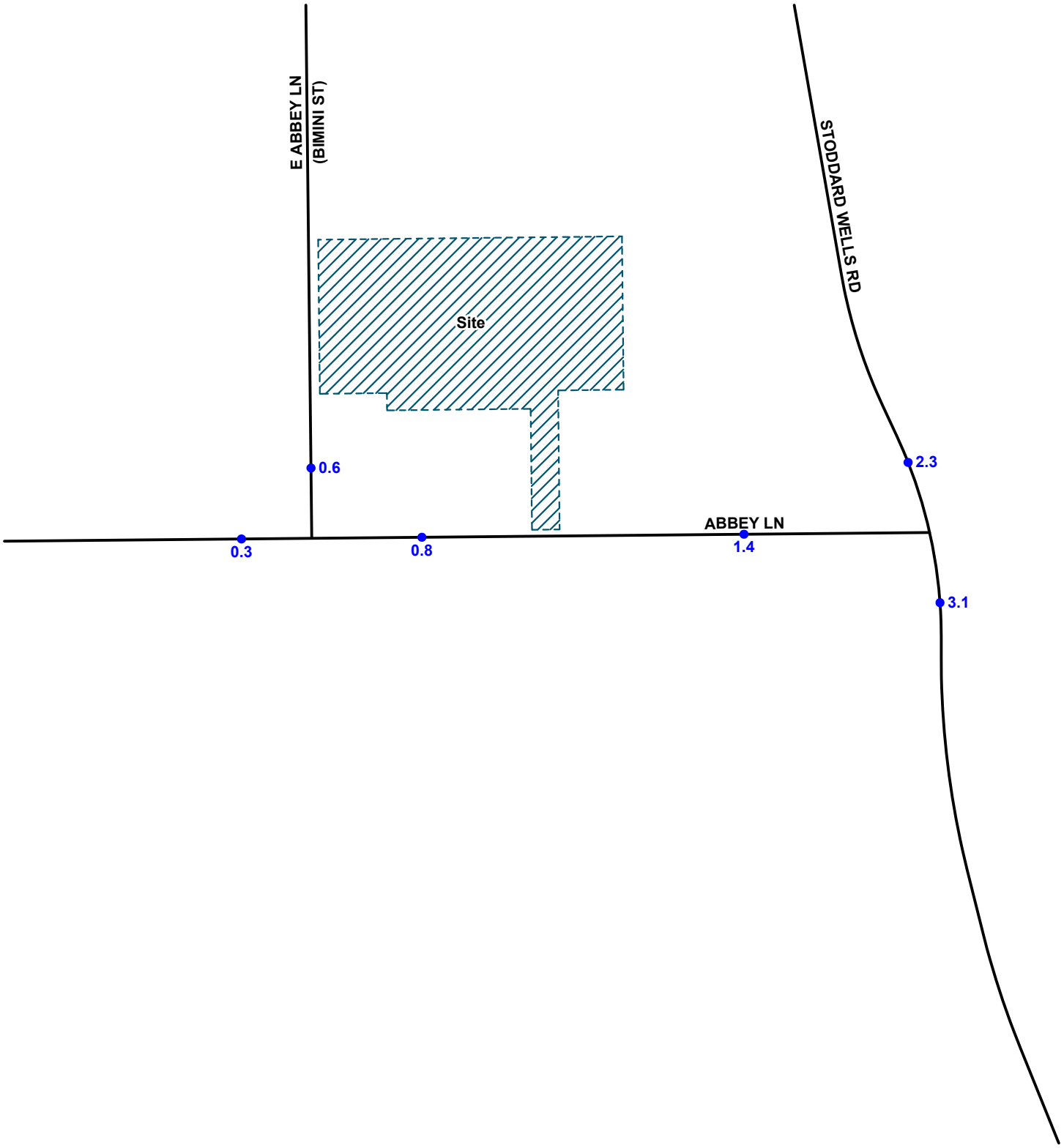
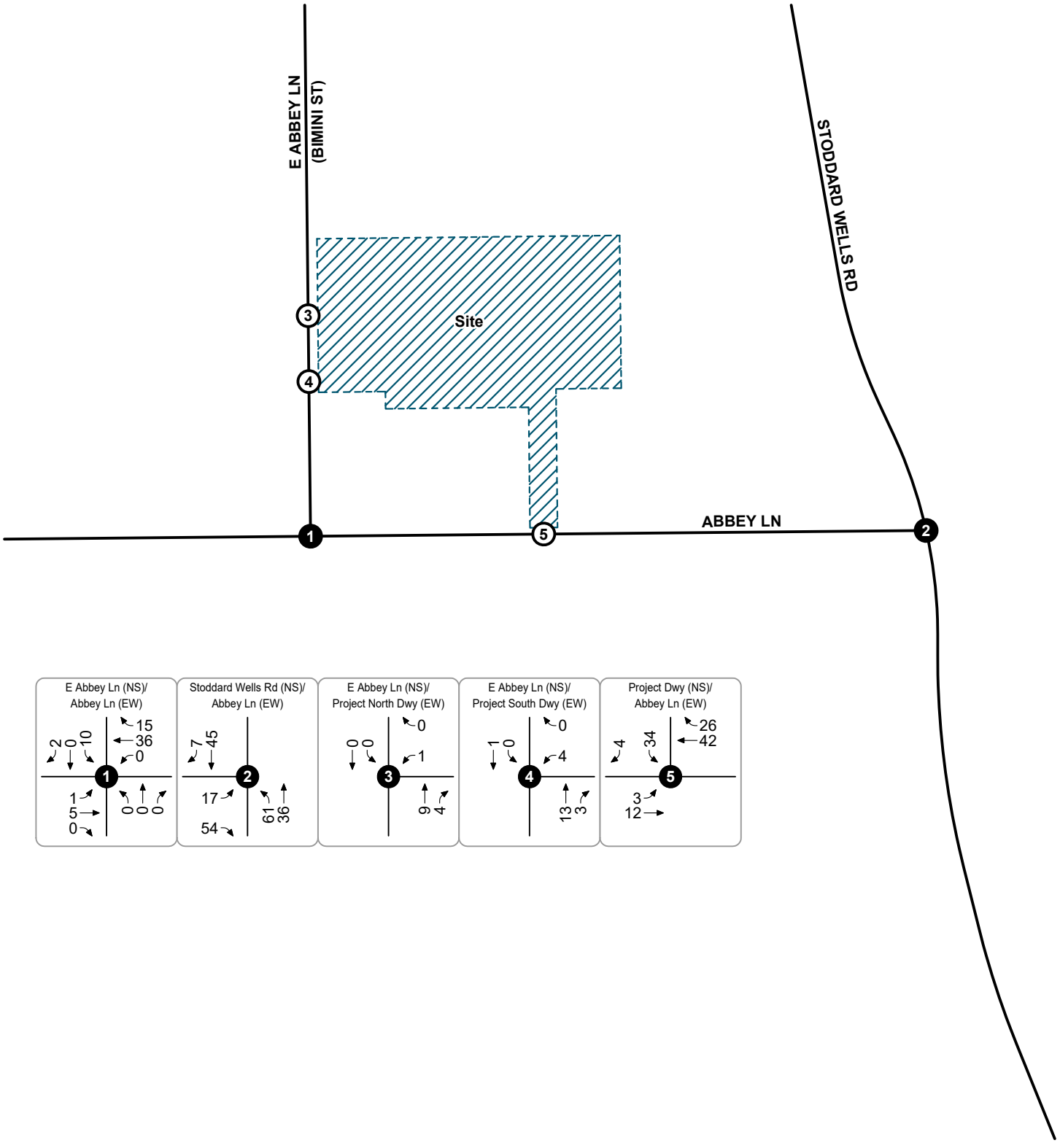


Figure 26
Existing Plus Project Average Daily Traffic Volumes

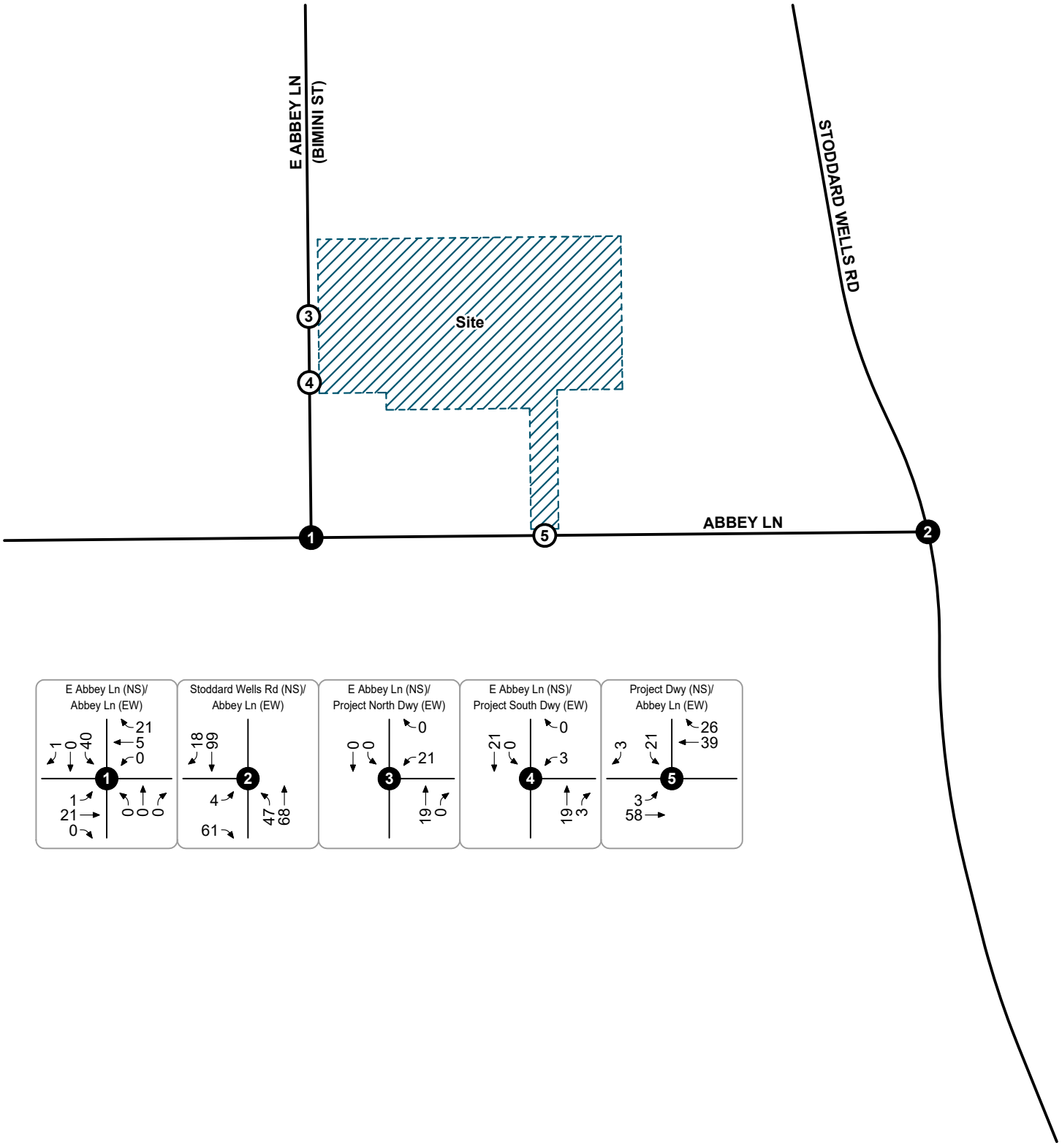


Legend

(#) Study Intersection

(#) Project Driveway

Figure 27
Existing Plus Project
AM Peak Hour Intersection Turning Movement Volumes

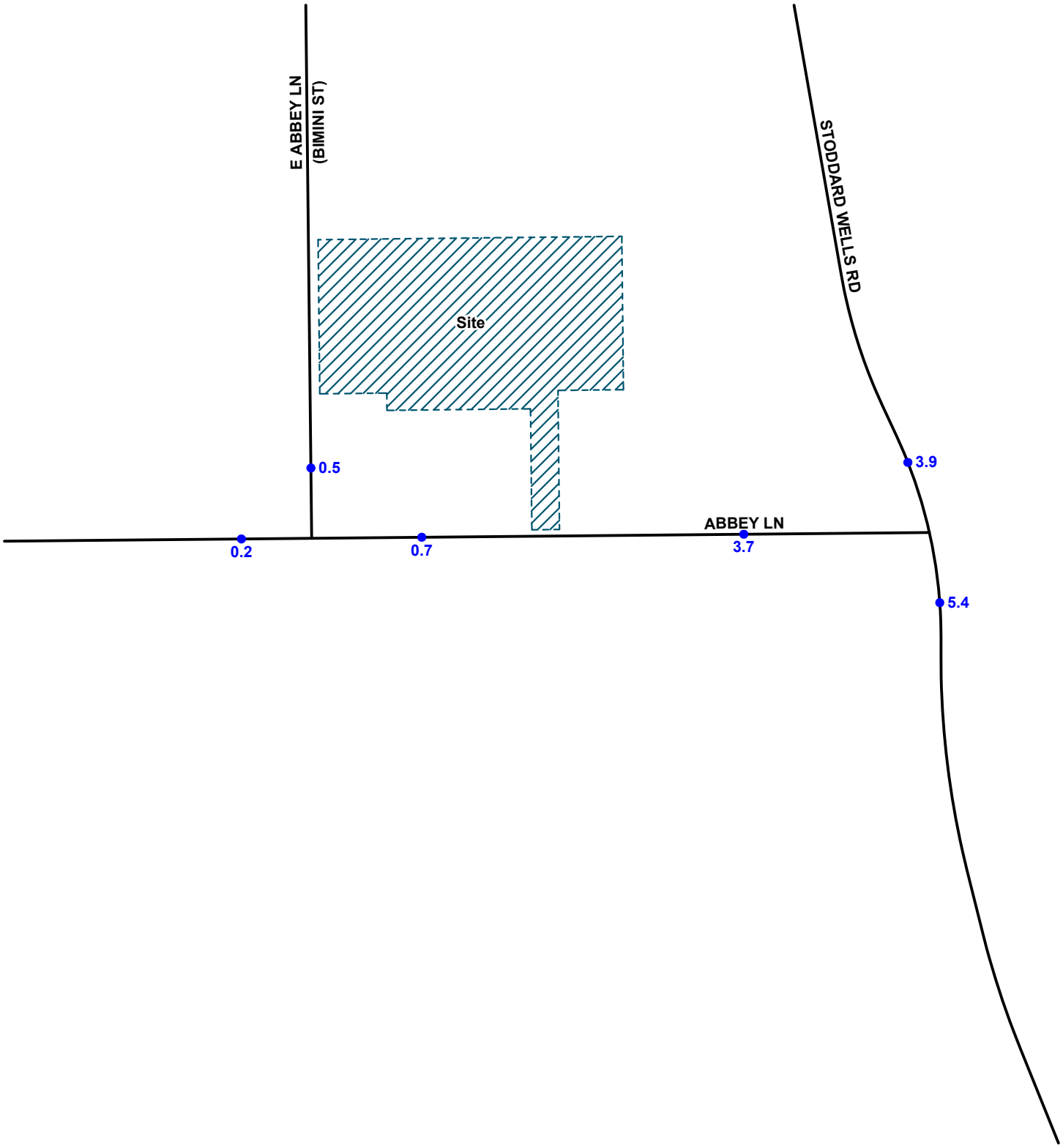


Legend

(#) Study Intersection

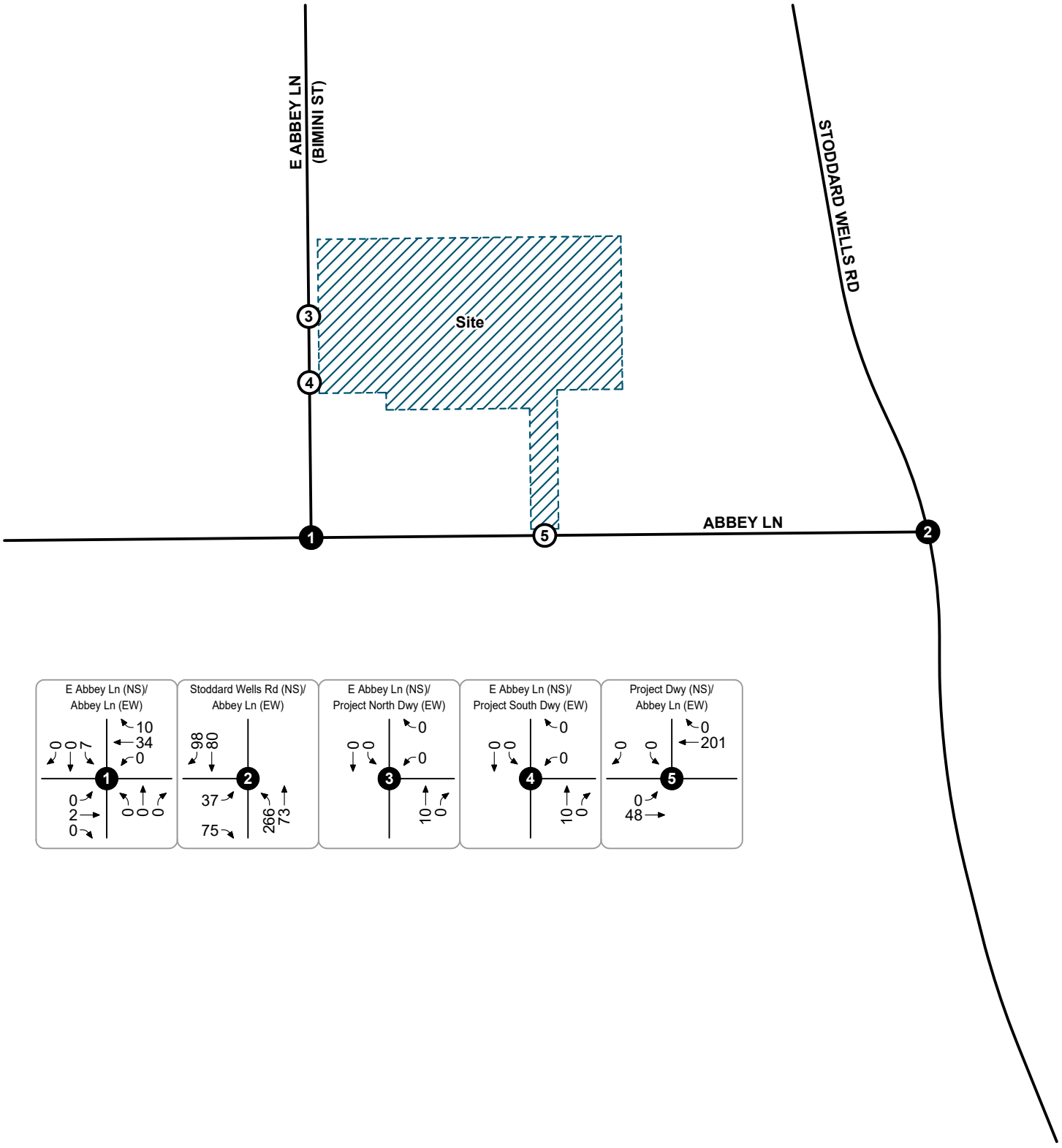
(#) Project Driveway

Figure 28
Existing Plus Project
PM Peak Hour Intersection Turning Movement Volumes



Legend
●## Vehicles Per Day (1,000's)

Figure 29
Opening Year (2027) Without Project Average Daily Traffic Volumes

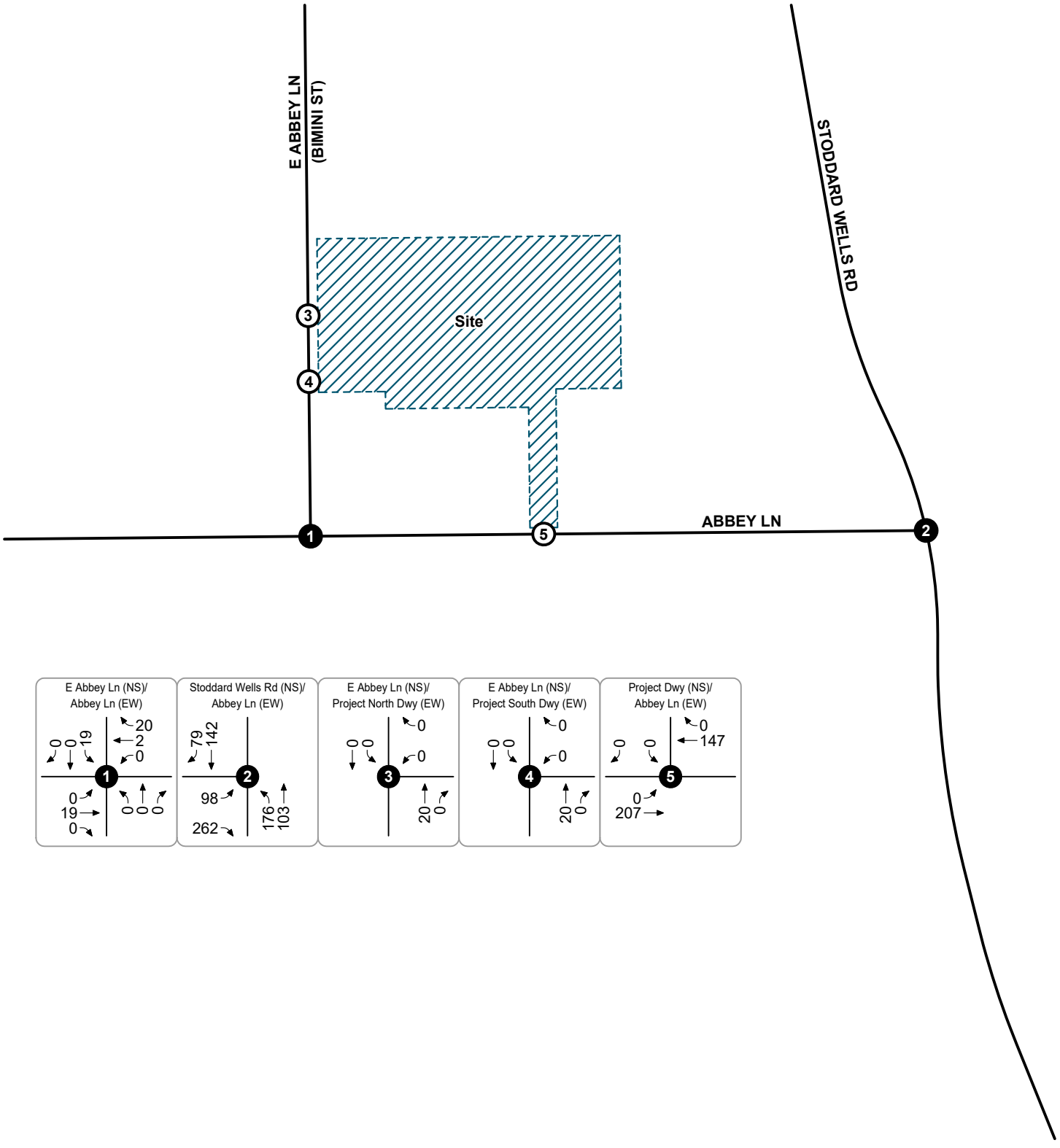


Legend

(#) Study Intersection

(#) Project Driveway

Figure 30
Opening Year (2027) Without Project
AM Peak Hour Intersection Turning Movement Volumes



Legend

(#) Study Intersection

(#) Project Driveway

Figure 31
Opening Year (2027) Without Project
PM Peak Hour Intersection Turning Movement Volumes

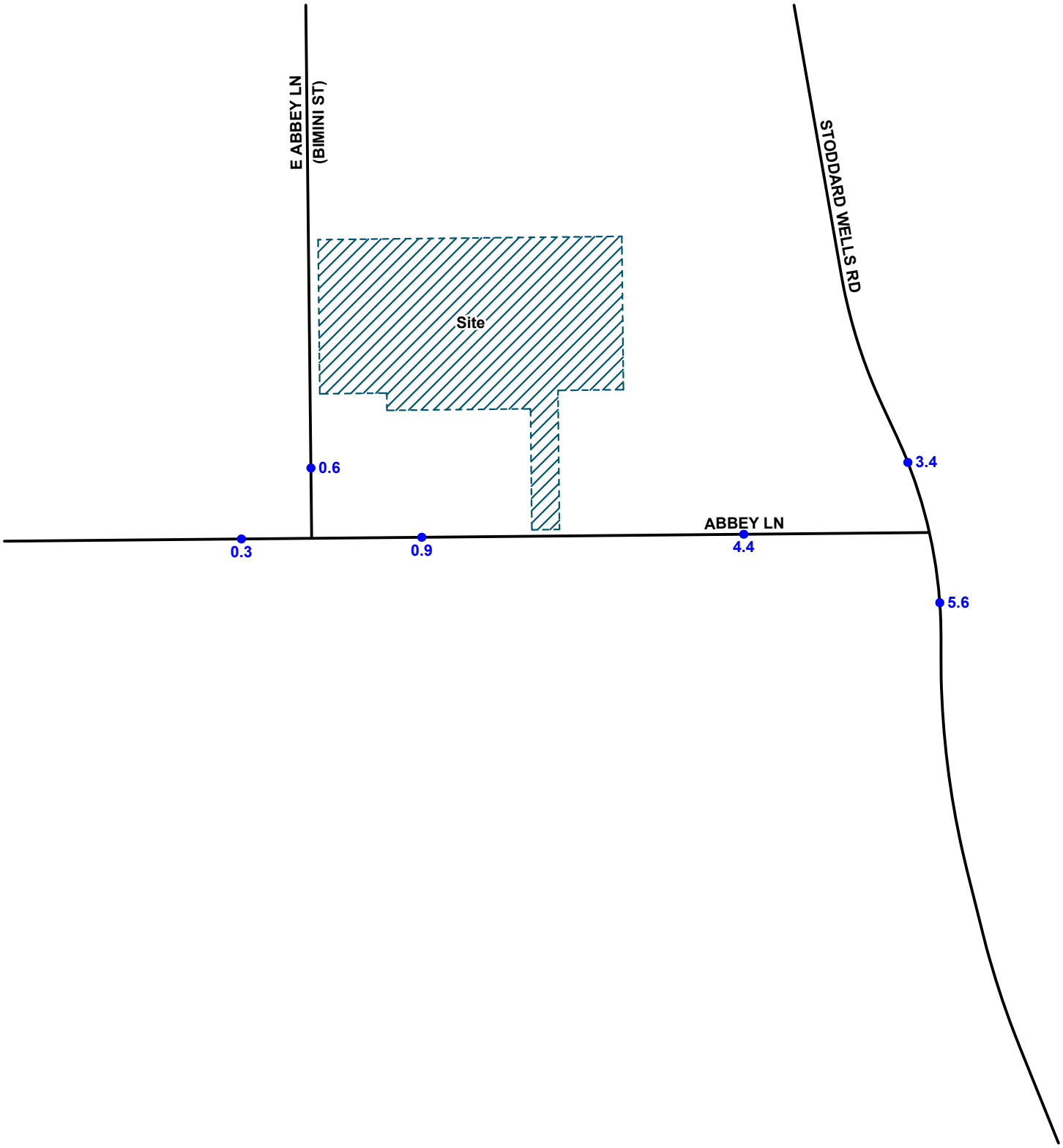
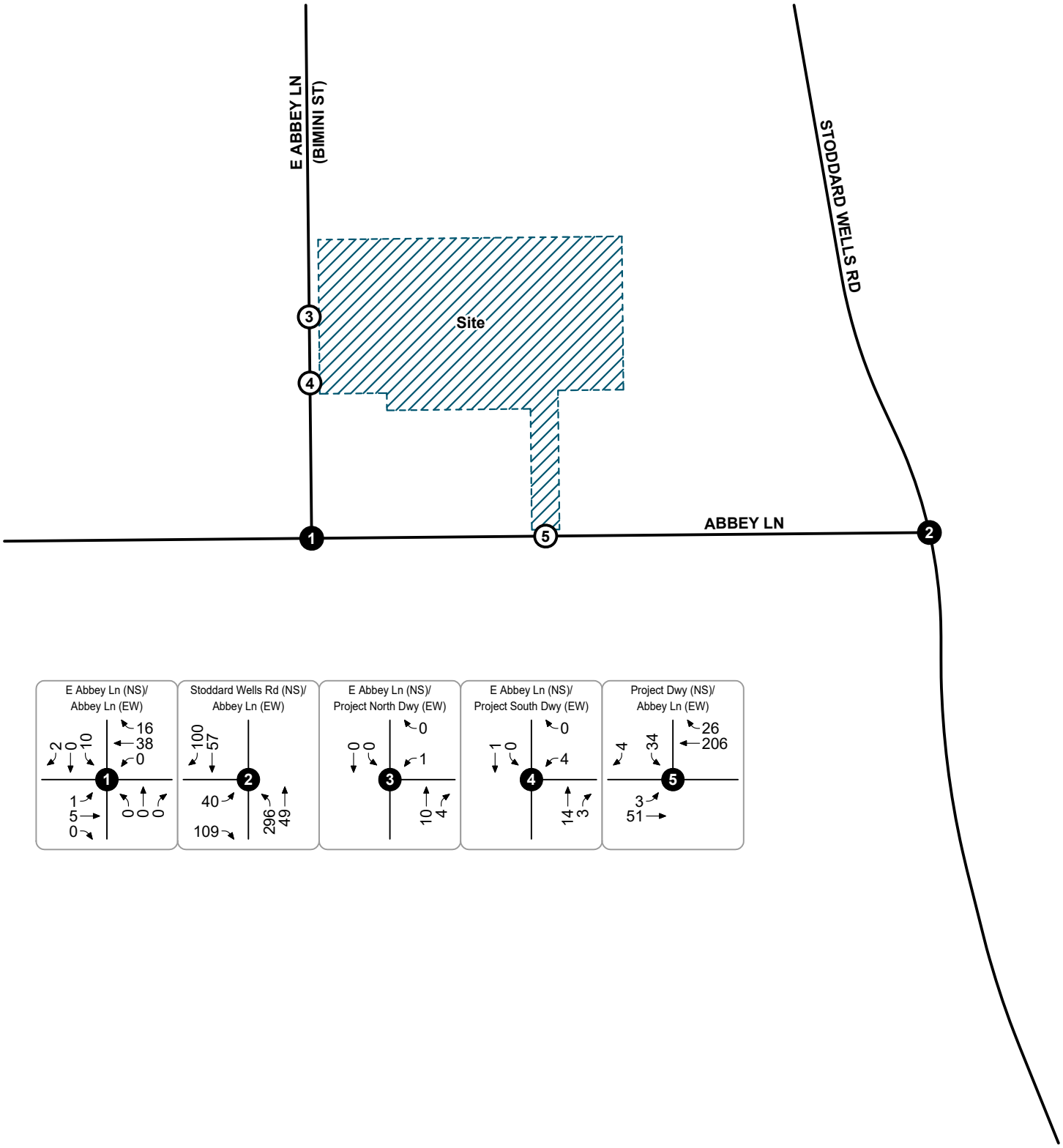


Figure 32
Opening Year (2027) With Project Average Daily Traffic Volumes

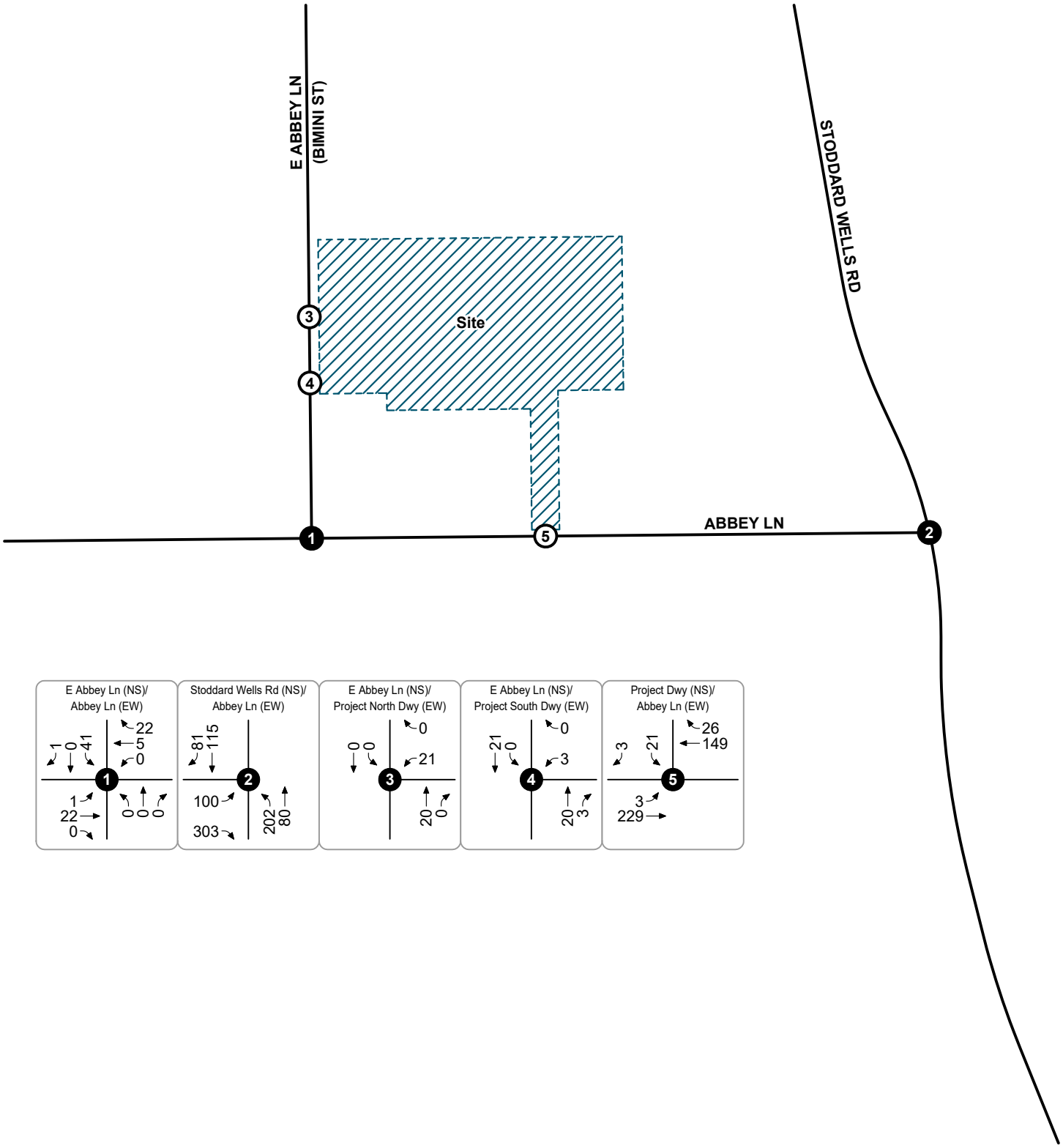


Legend

Study Intersection

Project Driveway

Figure 33
Opening Year (2027) With Project
AM Peak Hour Intersection Turning Movement Volumes

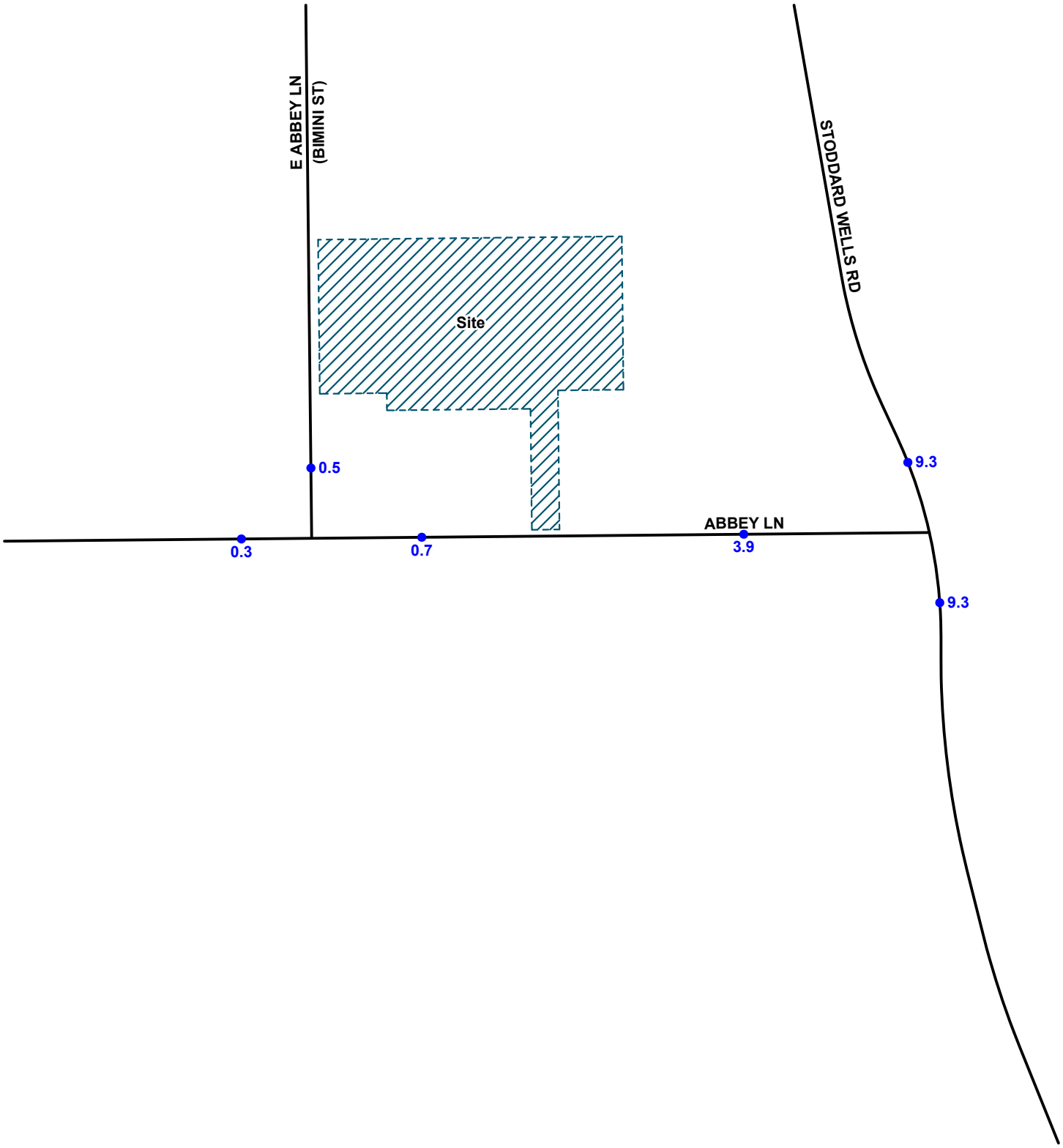


Legend

(#) Study Intersection

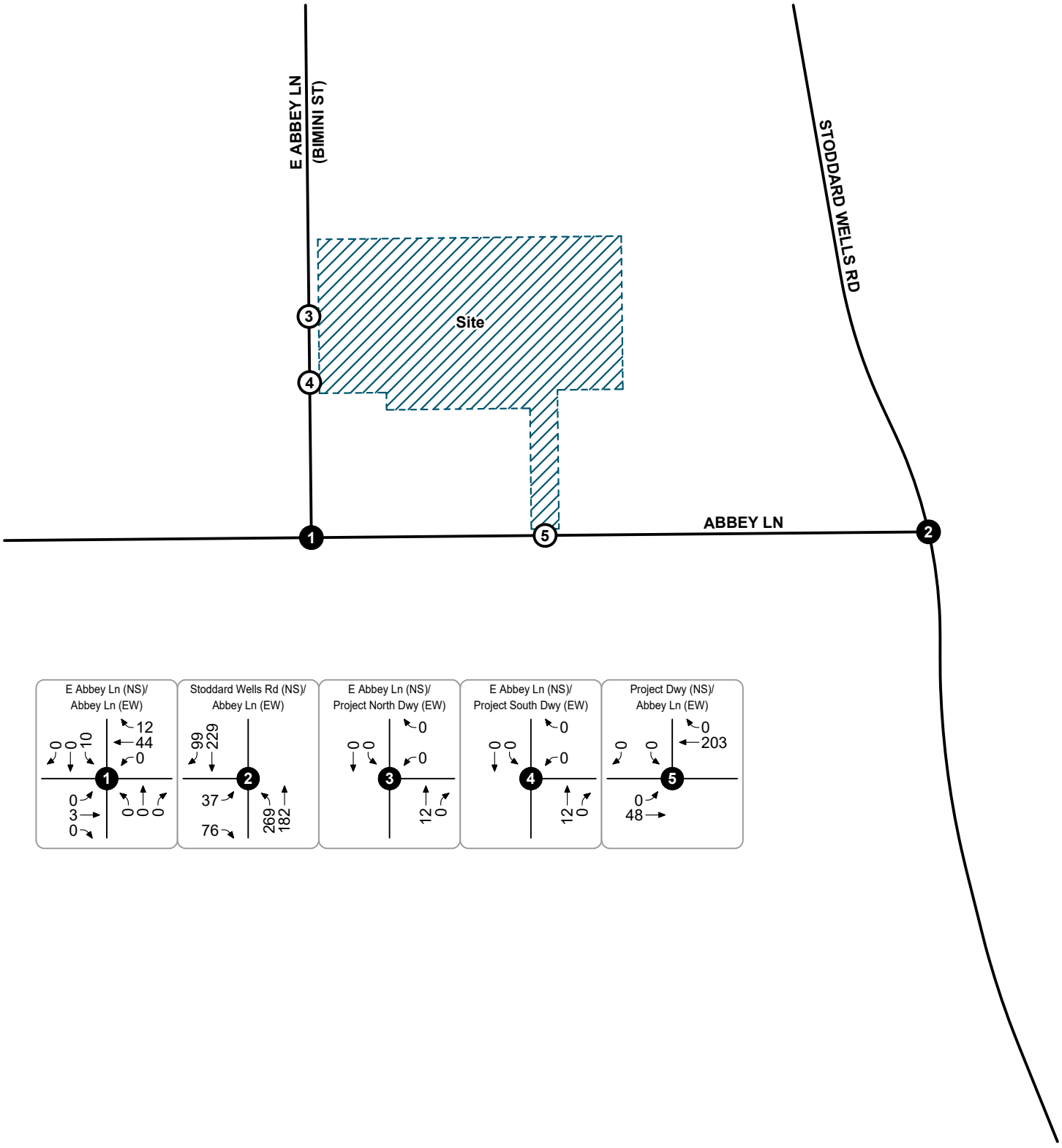
(#) Project Driveway

Figure 34
Opening Year (2027) With Project
PM Peak Hour Intersection Turning Movement Volumes



Legend
●## Vehicles Per Day (1,000's)

Figure 35
Year 2040 Without Project Average Daily Traffic Volumes

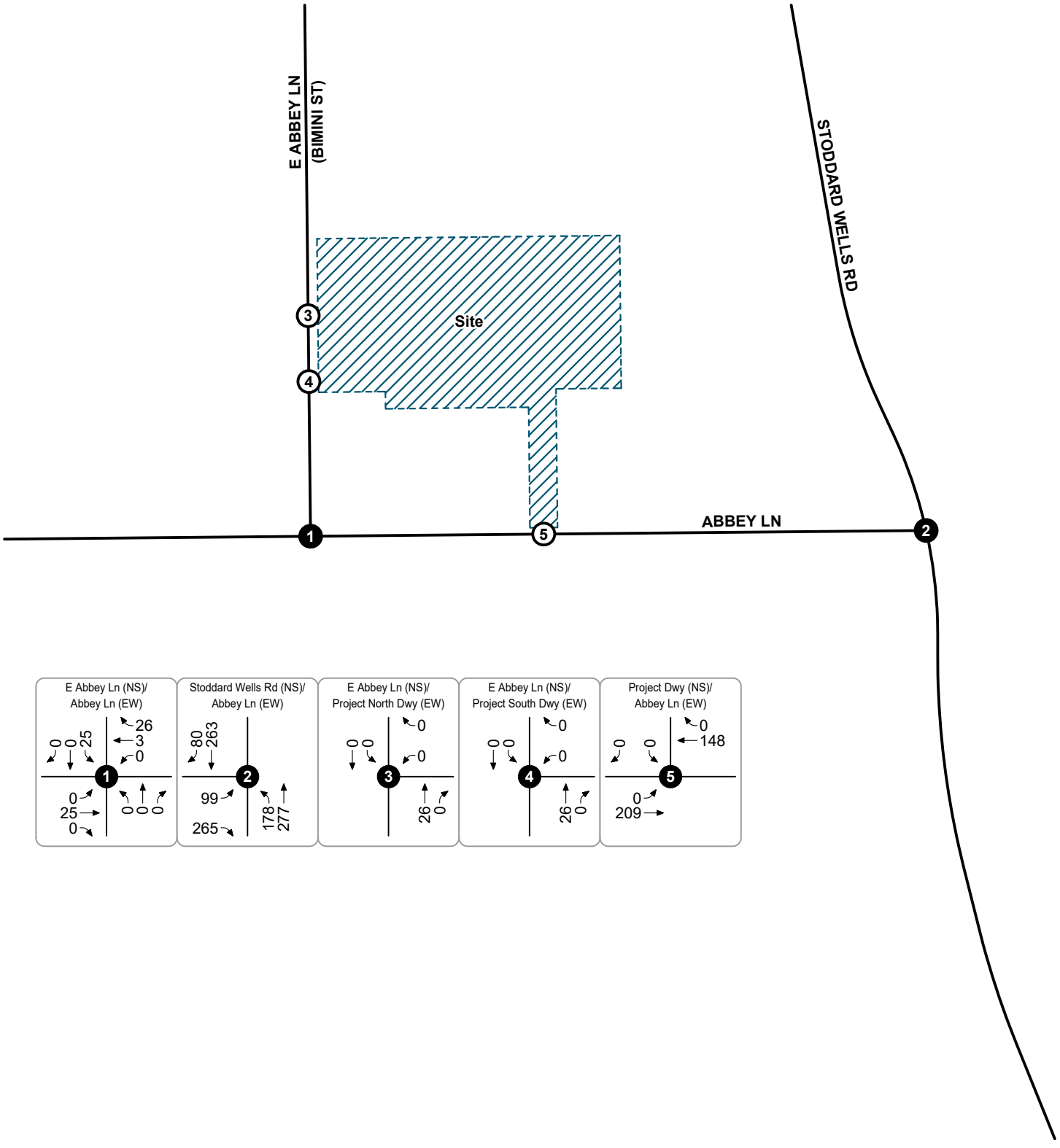


Legend

(#) Study Intersection

(#) Project Driveway

Figure 36
Year 2040 Without Project
AM Peak Hour Intersection Turning Movement Volumes



Legend

(#) Study Intersection

(#) Project Driveway

Figure 37
Year 2040 Without Project
PM Peak Hour Intersection Turning Movement Volumes

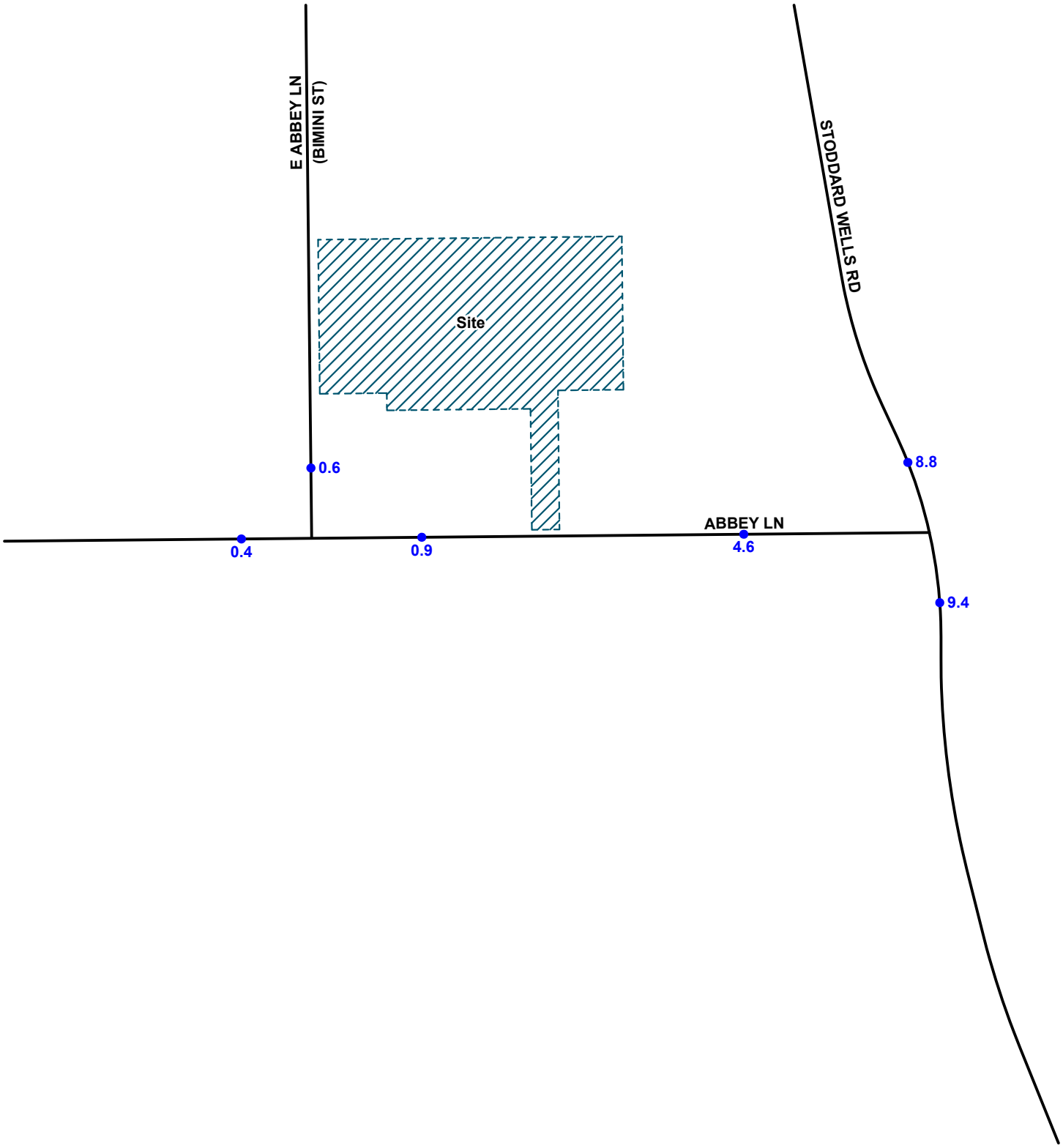
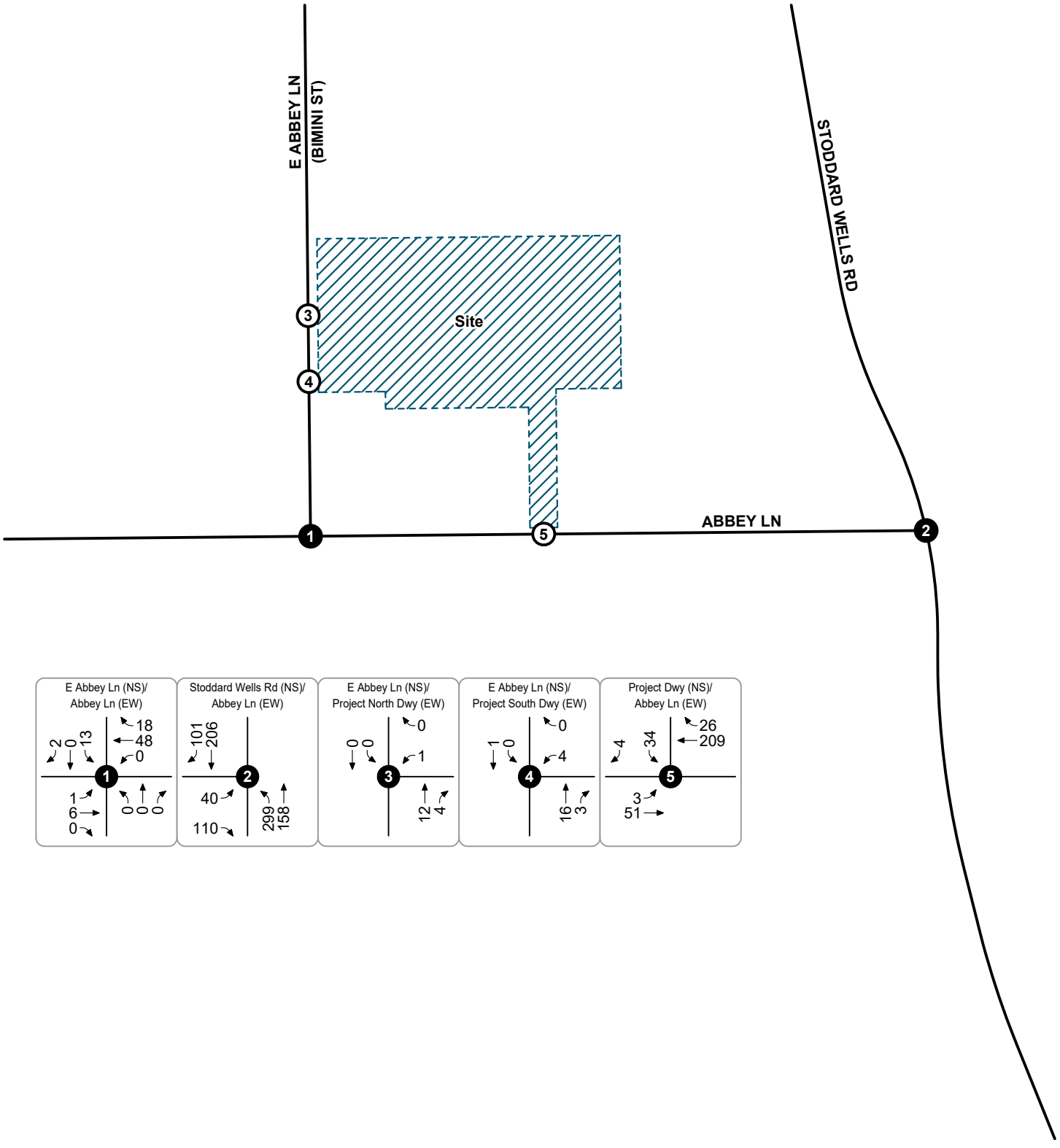


Figure 38
Year 2040 With Project Average Daily Traffic Volumes

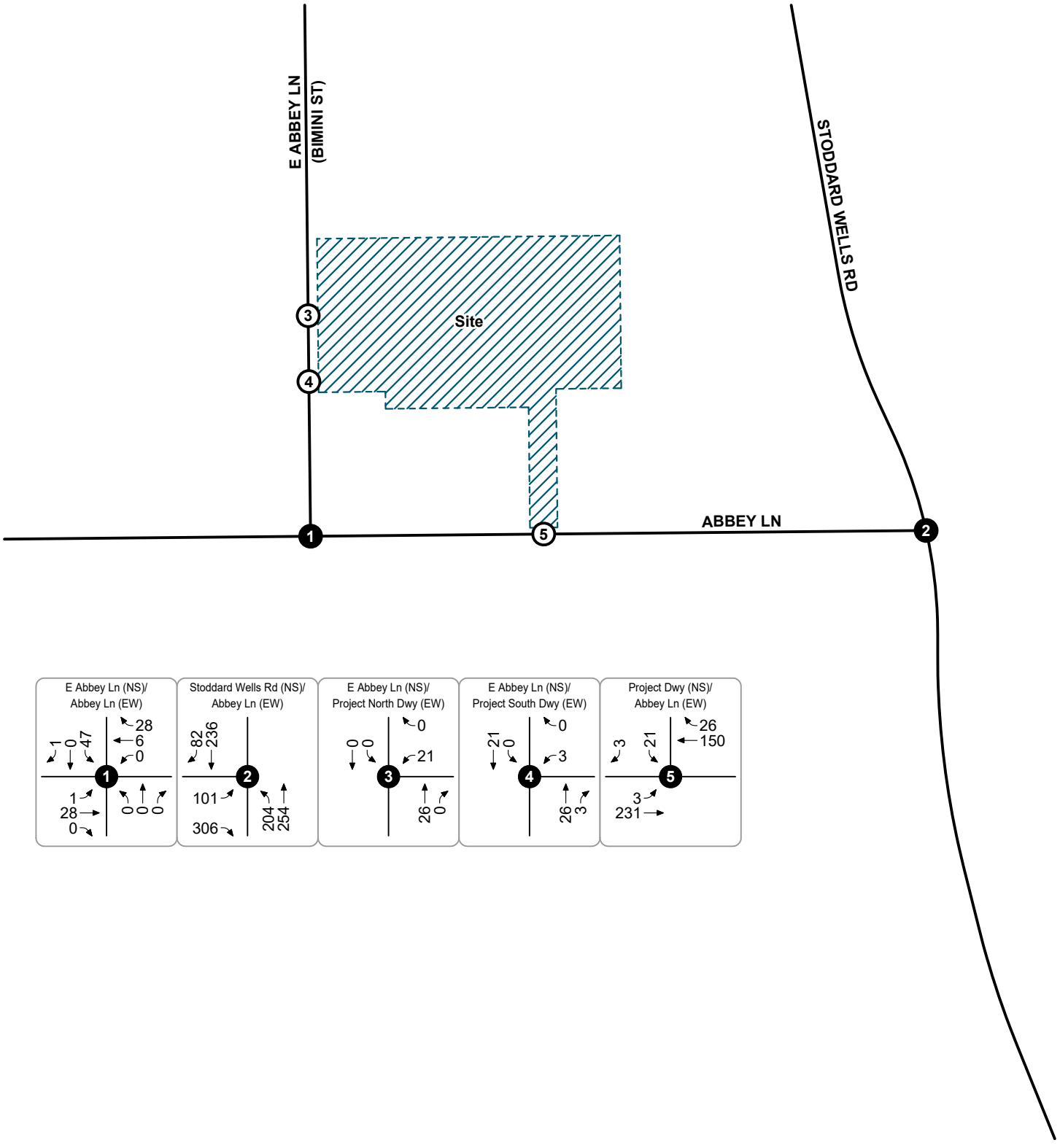


Legend

Study Intersection

Project Driveway

Figure 39
Year 2040 With Project
AM Peak Hour Intersection Turning Movement Volumes



Legend

(#) Study Intersection

(#) Project Driveway

Figure 40
Year 2040 With Project
PM Peak Hour Intersection Turning Movement Volumes

6. FUTURE LEVELS OF SERVICE ANALYSIS

Detailed intersection Level of Service calculation worksheets for each of the following analysis scenarios are provided in Appendix D.

Project design features, such as improvements necessary to provide project site access, are assumed to be constructed by the proposed project and are described in further detail in the Site Access & Circulation section presented later in this report.

Existing Plus Project

The study intersection Levels of Service for Existing Plus Project conditions are also shown in Table 6. As shown in Table 6, the study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours for Existing Plus Project conditions.

As shown in Table 6, the proposed project is forecast to result in no substantial transportation effects based on the City-established criteria at the study area intersections for Existing Plus Project conditions:

Opening Year (2027) Without Project

The study intersection Levels of Service for Opening Year (2027) Without Project conditions are shown in Table 7. As shown in Table 7 the study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours for Opening Year (2027) Without Project conditions.

Opening Year (2027) With Project

The study intersection Levels of Service for Opening Year (2027) With Project conditions are also shown in Table 7. As shown in Table 7, the study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours for Opening Year (2027) With Project conditions.

As shown in Table 7 the proposed project is forecast to result in no substantial transportation effects based on the City-established criteria at the study area intersections for Opening Year (2027) With Project conditions.

Year 2040 Without Project

The study intersection Levels of Service for Year 2040 Without Project conditions are shown in Table 8. As shown in Table 8, the study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours for Year 2040 Without Project conditions.

Year 2040 With Project

The study intersection Levels of Service for Year 2040 With Project conditions are also shown in Table 8. As shown in Table 8, the study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours for Year 2040 With Project conditions.

As shown in Table 8. the proposed project is forecast to result in no substantial transportation effects based on the City-established criteria at the study area intersections for Year 2040 conditions; therefore, no improvements are recommended.

Table 6
Existing Plus Project Intersection Levels of Service & Project-Related Effect

Study Intersection	Traffic Control[1]	Existing				Existing Plus Project				AM Peak Hour		PM Peak Hour	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour					
		Delay[2]	LOS[3]	Delay[2]	LOS	Delay[2]	LOS[3]	Delay[2]	LOS	Change	Substantial Effect?	Change	Substantial Effect?
1. Bimini Street at Abbey Lane	CSS	9.4	A	9.5	A	9.5	A	10.0	A	+0.1	NO	+0.5	NO
2. Stoddard Wells Road at Abbey Lane	CSS	9.5	A	8.9	A	9.5	A	9.1	A	+0.0	NO	+0.2	NO
3. Bimini Street at Project North Driveway	CSS	-	-	-	-	8.6	A	8.7	A	+8.6	NA	+8.7	NA
4. Bimini Street at Project South Driveway	CSS	-	-	-	-	8.6	A	8.7	A	+8.6	NA	+8.7	NA
5. Project Driveway at Abbey Lane	CSS	-	-	-	-	9.0	A	9.2	A	+9.0	NA	+9.2	NA

Notes:

1. CSS = Cross Street Stop.
2. Delay is shown in seconds per vehicle. For intersections with cross street stop control, LOS is based on average delay of the worst minor street approach or major street left turn movement.
3. LOS = Level of Service

Table 7
Opening Year (2027) Intersection Levels of Service & Project-Related Effect

Study Intersection	Traffic Control[1]	Opening Year (2027) Without Project				Opening Year (2027) With Project				AM Peak Hour		PM Peak Hour	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour					
		Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS[3]	Change	Substantial Effect?	Change	Substantial Effect?
1. Bimini Street at Abbey Lane	CSS	9.4	A	9.5	A	9.5	A	10.0	A	+0.1	NO	+0.5	NO
2. Stoddard Wells Road at Abbey Lane	CSS	24.9	C	20.9	C	29.1	D	23.7	C	+4.2	NO	+2.8	NO
With Improvements (by Others)	TS[4]	25.9	C	25.4	C	30.0	C	32.6	C	+4.1	NO	+7.2	NO
3. Bimini Street at Project North Driveway	CSS	-	-	-	-	8.6	A	8.7	A	+8.6	NA	+8.7	NA
4. Bimini Street at Project South Driveway	CSS	-	-	-	-	8.6	A	8.7	A	+8.6	NA	+8.7	NA
5. Project Driveway at Abbey Lane	CSS	-	-	-	-	10.4	B	11.2	B	+10.4	NA	+11.2	NA

Notes:

1. CSS = Cross Street Stop; TS = Traffic Signal.
2. Delay is shown in seconds per vehicle. For intersections with traffic signal or all way stop control, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst minor street approach or major street left turn movement.
3. LOS = Level of Service
4. A traffic signal installation is warranted based on the trips from the other development project at the SWC of Stoddard Wells Road and Abbey Lane .

Table 8
Build-out Year (2040) Intersection Levels of Service & Project-Related Effect

Study Intersection	Traffic Control[1]	Build-out Year (2040) Without Project				Build-out Year (2040) With Project				AM Peak Hour		PM Peak Hour	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour					
		Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS[3]	Change	Substantial Effect?	Change	Substantial Effect?
1. Bimini Street at Abbey Lane	CSS	9.2	A	9.5	A	9.3	A	9.9	A	+0.1	NO	+0.4	NO
2. Stoddard Wells Road at Abbey Lane	CSS	17.3	C	28.4	D	17.7	C	33.7	D	+0.4	NO	+5.3	NO
With Improvements	TS	21.4	C	21.6	C	24.4	C	24.5	C	+3.0	NO	+2.9	NO
3. Bimini Street at Project North Driveway	CSS	-	-	-	-	8.6	A	8.7	A	+8.6	NA	+8.7	NA
4. Bimini Street at Project South Driveway	CSS	-	-	-	-	8.6	A	8.8	A	+8.6	NA	+8.8	NA
5. Project Driveway at Abbey Lane	CSS	-	-	-	-	10.5	B	11.2	B	+10.5	NA	+11.2	NA

Notes:

1. CSS = Cross Street Stop; TS = Traffic Signal.

1. Delay is shown in seconds per vehicle. For intersections with traffic signal or all way stop control, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst minor street approach or major street left turn movement.
2. LOS = Level of Service

7. SITE ACCESS & ON-SITE CIRCULATION

This section evaluates the project site access and on-site circulation. Vehicular access for the project site is proposed via three full access driveways, one on Abbey Lane (primary driveway) and two on Bimini Street.

PROJECT DESIGN FEATURES

This analysis assumes the following improvements will be constructed by the project to provide project site access:

Roadway Segments

Abbey Lane
- Construct ultimate half-section width (two-lane undivided roadway), including landscaping and parkway improvements along project boundary abutting Abbey Lane (approximately 75 length) in conjunction with the development.

Bimini Street
- Construct ultimate half-section width (two-lane undivided roadway), including landscaping and parkway improvements along project boundary abutting Bimini Street (from the north project boundary to southwest project boundary for approximately 340 feet) in conjunction with the development.

Intersections

3. Bimini Street (NS) at North Project Driveway (EW)
   - Construct the project driveway with one inbound lane and one outbound lane.
   - Install outbound stop control for westbound site egress.

4. Bimini Street (NS) at South Project Driveway (EW)
   - Construct the project driveway with one inbound lane and one outbound lane.
   - Install outbound stop control for westbound site egress.

5. Project Driveway (NS) at Abbey Lane (EW)
   - Construct the project driveway with one inbound lane and one outbound lane.
   - Install outbound stop control for southbound site egress.

This analysis also assumes the project shall comply with the following conditions as part of the City of Victorville standard development review process to ensure adequate geometric design and emergency access:

- Site-adjacent roadways shall be constructed or repaired at their ultimate half-section width, including landscaping and parkway improvements in conjunction with development, or as otherwise required by the City of Victorville.

- All on-site and off-site roadway design, signing/striping, and traffic control improvements relating to the proposed project shall be submitted to the City for review and constructed following applicable State/Federal engineering standards to the satisfaction of the City of Victorville.

- The final grading, landscaping, and street improvement plans shall demonstrate that applicable sight distance requirements are met.

- The project shall comply with the City of Victorville municipal parking requirements which will be reviewed as a part of the standard development review process.

- Final project plans shall demonstrate adequate emergency vehicle access and circulation to the satisfaction of the City of Victorville Public Works and Fire Departments.

- A construction worksite traffic control plan shall comply with applicable engineering standards outlined in the California *Manual of Uniform Traffic Control Devices* and shall be submitted to the City for review and approval before the issuance of a grading permit or start of construction. The plan shall identify any roadway, sidewalk, bike route, or bus stop closures and detours as well as haul routes and hours of operation. All construction-related trips shall be restricted to off-peak hours to the extent possible.

SITE ACCESS QUEUING ANALYSIS

Table 9 summarizes the results of the queue analysis to check for potential conflicts between the project driveways and the key intersection of Stoddard Wells Road at Abby Lane. The forecasted queue lengths shown in Table 9, are based on the HCM 95th-percentile back-of-queue methodology. Queuing calculations for the project driveways and the adjacent intersection are shown in the Level of Service worksheets provided in Appendix D.

As shown in Table 9, vehicle queue lengths at the project driveways are forecast to not exceed the available storage lengths during the peak hours for the Opening Year (2027) With Project conditions.

TRAFFIC SIGNAL WARRANT ANALYSIS

The potential need for installation of a traffic signal at the project driveways was evaluated based on the *California Manual on Uniform Traffic Control Devices* ("*California MUTCD*," November 2014), Section 4C-04, peak hour volume warrant (Warrant 3). The *California MUTCD* Section 4C-01 states "satisfaction of one or more traffic signal warrants shall not in itself require the installation of a traffic signal" as engineering judgement should be applied to the physical considerations of the location. Traffic signal warrant worksheets are provided in Appendix F.

Installation of a traffic signal is not warranted at the project driveways based on the peak hour volume warrant (Warrant 3) for the analysis scenarios. Additionally, the installation of a traffic signal is not warranted at the Stoddard Wells Road and Abbey Lane intersection with project trip contributions based on the peak hour volume warrant.

The installation of a traffic signal at the Stoddard Wells Road and Abbey Lane intersection is warranted based on trip contributions by the other development project located across the street from the proposed project for Opening Year (2027) Without Project condition.

Table 9
Site Access Queuing Analysis

Study Intersection	Approach	Lane	Storage Length (Feet)[2]	Peak Hour 95th-Percentile Queue Length (Feet)[1]				Adequate Storage Provided	
				Opening Year (2027) With Project		Year (2040) With Project		With Project	
				AM	PM	AM	PM	OY	2040
2. Stoddard Wells Road at Abbey Lane	Northbound	Left	300	255	205	260	170	YES	YES
	Southbound	Thru-Right	125	45	65	75	85	YES	YES
	Eastbound	Shared	950	155	355	155	295	YES	YES
3. Bimini Street at Project North Driveway	Northbound	Thru-Right	400	<20	<20	<20	<20	YES	YES
	Southbound	Left-Thru	225	<20	<20	<20	<20	YES	YES
	Westbound	Shared	75	<20	<20	<20	<20	YES	YES
4. Bimini Street at Project South Driveway	Northbound	Thru-Right	350	<20	<20	<20	<20	YES	YES
	Southbound	Left-Thru	250	<20	<20	<20	<20	YES	YES
	Westbound	Shared	150	<20	<20	<20	<20	YES	YES
5. Project Driveway at Abbey Lane	Southbound	Shared	150	<20	<20	<20	<20	YES	YES
	Eastbound	Thru-Right	335	<20	<20	<20	<20	YES	YES
	Westbound	Thru-Right	700	<20	<20	<20	<20	YES	YES

Notes:

1. The forecast 95th-percentile queue lengths shown in the delay calculation worksheets have been rounded up to nearest 5-foot increment.
2. Length of turning lane storage or distance to the adjacent driveway.
3. OY = Opening Year

8. IMPROVEMENTS & FAIR SHARE ANALYSIS

This section summarizes the recommended improvements identified in the previous sections of this report and the project's fair share toward any improvements required for cumulative conditions.

Project design features (as detailed in the Site Access & On-Site Circulation Section 7) involve improvements necessary to provide project site, and the construction along the project site frontage.

The following improvement is recommended by the other development project located across the street from the proposed project for Opening Year (2027) Without Project conditions based on trip contributions and the traffic signal warrant:

2. Stoddard Wells Road (NS) at Abby Lane (EW)
   - Install traffic signal

The proposed project is forecast to operate within acceptable Levels of Service (D or better) during the peak hours with the previously listed improvements for Opening Year (2027) conditions. Therefore, as shown on Table 10 the project fair share is provided for this intersection.

DEVELOPMENT IMPACT FEE

The proposed project shall contribute towards the City of Victorville Development Impact Fee program (Municipal Code Chapter 16-5.010080 and Council Resolution 22-045) and regional transportation development mitigation fee program (County of San Bernardino Measure I). The Development Impact Fee provides a funding mechanism for arterial streets, traffic signals, interchange improvements as well as emergency services. The purpose of such fees is to minimize, to the greatest extent practicable, the impact that new development has on the City's public services and public facilities. The City intends for new development project applicants to pay their fair share of the costs of providing such public services and public facilities. Unless otherwise approved by the City, all development projects are required to pay the Development Impact Fee as a condition of development.

FAIR SHARE ANALYSIS

A fair share analysis was prepared to identify the share of project trips contributed to substantially impacted locations for which improvements are identified that may not be currently included in the City's Development Impact Fee program. To the extent that any of the identified improvements are not included in the City's Development Impact Fee program, the project should contribute towards those improvements on a fair share basis. The project fair share is based on the proportion of project peak hour trips contributed to the improvement location relative to the sum of project and other development trips.

$$\text{Fair Share} = \frac{\text{Project Trips}}{\text{Project Trips + Future Development Trips}}$$

The fair share analysis is shown in Table 10. Cost estimates are sensitive to the quantity and location of work specified for a given installation. These values represent the relative magnitude of the cost and should be verified through the bidding process.

Fair share contributions for the Stoddard Wells Road at Abby Lane intersection traffic signal installation are for the City construction of this improvement. However, if the traffic signal is constructed by the other development project (OD – V1) located across the street from the proposed project, fair share contributions may be credited back to the proposed project based on the negotiated conditions with the City.

Table 10
Fair Share Analysis

ID	Study Intersection	Estimated Construction Cost[1, 2]	Peak Hour	Peak Hour Volume			Project % of New Trips	Project % at Intersection[3]	Project Fair Share Cost
				Project Trips	OD - V1 Trips	New Trips			
2.	Stoddard Wells Road at Abbey Lane	$626,809	AM	69	402	471	14.6%	14.6%	$91,825
			PM	71	553	624	11.4%		
Total		$626,809							$91,825

Notes:

1. Cost estimate based on values from the San Bernardino County Transportation Authority Preliminary Construction Cost Estimates For Congestion Management Program (2003) and has been factored by 2.51 based on the California Construction Cost Index between January 2003 and December 2024.
2. Costs estimates are sensitive to the quantity and location of work specified for a given installation. The construction cost estimate value represents the relative magnitude of the cost and should be verified through the biddig process or current cost estimates provided by the City or other agency.
3. Project share of new trips shown are the greater of the AM or PM percent contribution.

9. VEHICLES MILES TRAVELED (VMT) ASSESSMENT

This section provides an overview of the VMT background, requirements, and summarizes the proposed project, VMT project assessment.

BACKGROUND

California Senate Bill 743 (SB 743) directs the State Office of Planning and Research (OPR) to amend the California Environmental Quality Act (CEQA) Guidelines for evaluating transportation impacts to provide alternatives to Level of Service that "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." In December 2018, the California Natural Resources Agency certified and adopted the updated CEQA Guidelines package. The amended CEQA Guidelines, specifically Section 15064.3, recommend the use of Vehicle Miles Travelled (VMT) as the primary metric for the evaluation of transportation impacts associated with land use and transportation projects. In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. All agencies and projects State-wide are required to utilize the updated CEQA guidelines recommending use of VMT for evaluating transportation impacts as of July 1, 2020.

The updated CEQA Guidelines allow for lead agency discretion in establishing methodologies and thresholds provided there is substantial evidence to demonstrate that the established procedures promote the intended goals of the legislation. Where quantitative models or methods are unavailable, Section 15064.3 allows agencies to assess VMT qualitatively using factors such as availability of transit and proximity to other destinations. The Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (State of California, December 2018) ["OPR Technical Advisory"] provides technical considerations regarding methodologies and thresholds with a focus on office, residential, and retail developments as these projects tend to have the greatest influence on VMT.

VMT ASSESSMENT AND SCREENING

The project VMT impact has been assessed in accordance with the City of Victorville Resolution 20-031: *Guidelines for Vehicle Miles Traveled (VMT) Thresholds of Significance for Purposes of Analyzing Transportation Impacts Under the California Environmental Quality Act (CEQA)* (June 2020) ["City VMT Guidelines"]. The transportation guidelines provide a framework for "screening thresholds" for certain projects that are expected to cause a less than significant impact without conducting a detailed VMT study.

The City VMT Guidelines (Exhibit 1) identify screening criteria for certain types of projects that typically reduce VMT and may be presumed to result in a less than significant VMT impact. To qualify for VMT screening, the project need only satisfy one of the following screening criteria:

- Daily Vehicle Trip Threshold Screening
  - Projects which generate a net increase of 1,285 or less weekday daily trips.
- Land Use Types Screening
  - Single-family or multifamily residential – 136 dwelling units or less
  - Office – 227,000 square feet
  - Retail – 122,000 square feet
  - Warehousing – 829,000 square feet
  - Light industrial – 296,000 square feet
  - K-12 public school
  - Daycare/childcare/pre-k
  - Affordable housing
  - Student housing
  - Community institutions, social services, and public buildings

APPROVED
CITY OF VICTORVILLE
ENGINEERING DEPARTMENT

PROJECT ASSESSMENT

The proposed project is estimated to generate approximately 158 daily vehicle trips, which is below the daily vehicle trip threshold established by the City of Victorville of 1,285 daily trips; therefore, it may be presumed to have a less than significant impact on VMT.

10. CONCLUSIONS

This section summarizes the proposed project, operational findings, and identifies recommendations (if any) as specified in previous sections of this study. Figure 41 summarizes the recommended improvements.

PROJECT TRIP GENERATION

The proposed project is forecast to generate a total of approximately 158 daily vehicle trips, including 15 vehicle trips during the AM peak hour and 25 vehicle trips during the PM peak hour, which equates to approximately 304 daily PCE trips, including 32 PCE trips during the AM peak hour and 30 PCE trips during the PM peak hour.

LEVEL OF SERVICE ANALYSIS

The study intersections currently operate within acceptable Levels of Service (D or better) during the peak hours for the Existing conditions.

The study intersections are forecast to continue operating within acceptable Levels of Service (D or better) during the peak hours for Opening Year (2027) Without Project, Opening Year (2027) With Project, Year 2040 Without Project and Year 2040 With Project scenario conditions.

SUMMARY OF IMPROVEMENTS

The roadway frontage and site access improvements to be constructed in conjunction with the proposed project are outlined in the Site Access & On-Site Circulation (see Section 7).

As noted by the City staff during the scoping agreement of this project, the following improvement by the other development project (OD – V1) located across the street from the proposed project for Opening Year (2027) Without Project conditions is listed below:

2. Stoddard Wells Road (NS) at Abby Lane (EW)
    - Install traffic signal

The proposed project is forecast to result in no substantial transportation effects at the study area intersections for any of the scenario conditions; therefore, no additional improvements are recommended.

As the improvements are identified to address cumulative deficiencies, a project fair share cost estimate is provided based on the volume of project traffic. The study area intersections are forecast to operate within acceptable Levels of Service with the recommended improvements.

FAIR SHARE ANALYSIS

A fair share analysis was prepared to identify the share of project trips contributed to substantially impacted locations for which improvements are identified that may not be currently included in the City's Development Impact Fee program. To the extent that any of the identified improvements are not included in the City's Development Impact Fee program, the project should contribute towards those improvements on a fair share basis. The project fair share is based on the proportion of project peak hour trips contributed to the improvement location relative to the total new peak hour traffic volume (see Section 8).

VEHICLE MILES TRAVELED ANALYSIS

The proposed project is estimated to generate approximately 158 daily vehicle trips, which is below the daily vehicle trip threshold established by the City of Victorville of 1,285 daily trips; therefore, it may be presumed to have a less than significant impact on VMT.

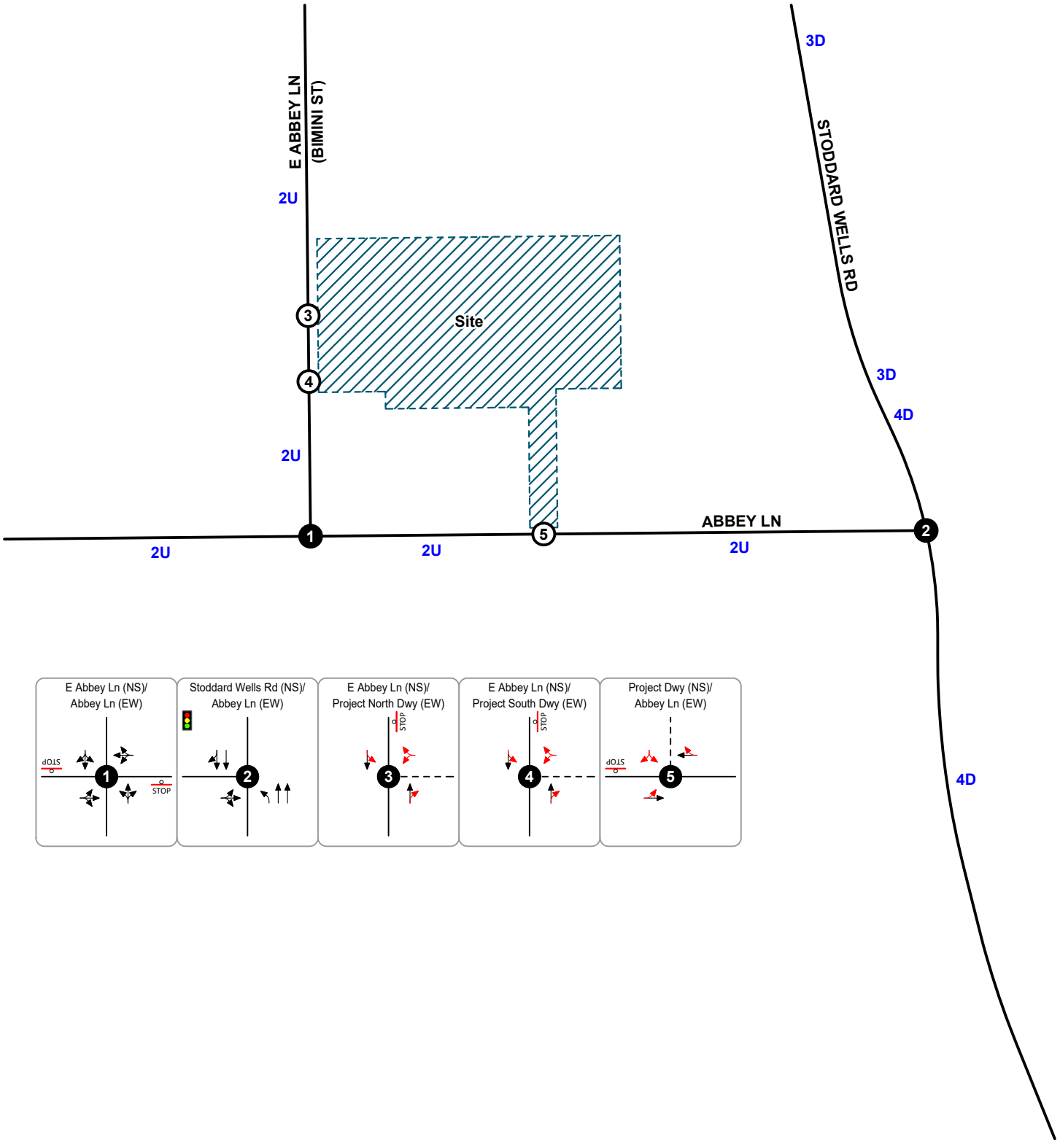


Figure 41
Recommended Lane Geometry and Intersection Traffic Controls

APPENDICES

Appendix A Glossary
Appendix B Scoping Agreement
Appendix C Traffic Count Data
Appendix D Intersection Level of Service Worksheets
Appendix E Travel Demand Post Processing Worksheets
Appendix F Traffic Signal Warrant Worksheets

APPENDIX A

GLOSSARY

ACRONYMS

AC	Acres
ADT	Average Daily Traffic
Caltrans	California Department of Transportation
DU	Dwelling Unit
ICU	Intersection Capacity Utilization
GFA	Gross Floor Area
LOS	Level of Service
PCE	Passenger Car Equivalent
SF	Square Foot
SP	Service Population
TSF	Thousand Square Feet
V/C	Volume to Capacity Ratio
VMT	Vehicle Miles Traveled

TERMS

ACTUATED SIGNAL CONTROL: A type of traffic signal control in which display of each phase depends on whether the corresponding phase detector has registered a service call or the phase is on recall.

ACTUATION: Detection of a roadway user that is forwarded to the signal controller.

AVERAGE DAILY TRAFFIC: The average 24-hour volume for a stated period is divided by the number of days in that period. For example, Annual Average Daily Traffic is the total volume during a year divided by 365 days.

BANDWIDTH: The number of seconds of green time available for through traffic in a signal progression.

BOTTLENECK: A point of constriction along a roadway that limits the amount of traffic that can proceed downstream from its location.

CALL: An indication within a signal controller that a particular phase is waiting for service, either through actuation from a roadway user or phase recall.

CAPACITY: The maximum number of vehicles that can be reasonably expected to pass through a roadway facility during a specified period.

CHANNELIZATION: The separation of conflicting traffic movements by use of pavement markings, raised curbs, or other suitable means to facilitate free flow movement.

CLEARANCE INTERVAL: Equal to the yellow plus all-red time, if any, when a traffic signal changes between phases (i.e., the amount of time between the end of a green light from one movement to the beginning of a green light for the next).

COORDINATED SIGNAL CONTROL: A type of traffic signal control in which non-coordinated phases associated with minor movements are constrained such that the coordinated phases are served at a specific time during the signal cycle, thus maintaining the efficient progression of traffic flow along the major roadway.

CONTROL DELAY: The portion of delay attributed to the intersection traffic control (such as a traffic signal or stop sign). It includes initial deceleration, queue move-up time, stopped delay, and final acceleration delay.

CORDON: An imaginary boundary line around or across a study area across which vehicles, persons, or other information can be collected for survey and analytical purposes.

CORNER SIGHT DISTANCE: The minimum sight distance required by the driver of a vehicle to cross or enter the lanes of the major roadway without requiring approaching traffic traveling at a given speed to radically alter their speed or trajectory.

CYCLE: A complete sequence of signal indications for all phases. Also known as a signal cycle.

CYCLE LENGTH: The total time for a traffic signal to complete one full cycle.

DAILY CAPACITY: A theoretical value representing the daily traffic volume that will typically result in a peak hour volume equal to the capacity of the roadway.

DELAY: The total additional travel time experienced by a roadway user (driver, passenger, bicyclist, or pedestrian) beyond that required to travel at a desired speed.

DENSITY: The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

DETECTOR: A device used to count or determine the presence of a roadway user.

DESIGN SPEED: A speed used for purposes of designing horizontal and vertical alignments of a highway.

DIRECTIONAL SPLIT: The percent of two-way traffic traveling in a specified direction.

DIVERSION: The rerouting of traffic from a normal path of travel between two points, such as to avoid congestion or perform a secondary trip.

FREE FLOW: Traffic flow that is unaffected by a traffic control and/or or upstream or downstream conditions.

GAP: Time or distance between two vehicles measured from rear bumper of the front vehicle to front bumper of the second vehicle.

GAP ACCEPTANCE: The method by which a driver accepts an available gap in traffic to enter or cross the road.

HEADWAY: Time or distance between two successive vehicles measured from same point on both vehicles (i.e., front bumper to front bumper). Also known as gap.

LEVEL OF SERVICE: A grading scale of quantitative performance measures representing the quality of service of a transportation facility or service from an average traveler's perspective.

LOOP DETECTOR: A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

MULTI-MODAL: More than one mode, such as automobile, transit, bicycle, and pedestrian.

OFFSET: The time interval between the beginning of a traffic signal cycle at one intersection and the beginning of signal cycle an adjacent intersection.

PLATOON: A set of vehicles traveling at similar speed and moving as a general group with clear separation between other vehicles ahead and behind.

PASSENGER CAR EQUIVALENT: A metric used to assess the impact of larger vehicles, such as trucks, recreational vehicles, and buses, by converting the traffic volume of larger vehicles to an equivalent number of passenger cars.

PEDESTRIAN CLEARANCE INTERVAL: Also known as the "Flashing Don't Walk" interval, it signals the end of pedestrian entry into the crosswalk following the "Walk" indication and provides time for pedestrians who have already entered the crosswalk to finishing crossing.

PEAK HOUR: The hour within a day in which the maximum volume occurs.

PEAK HOUR FACTOR: The peak hour volume divided by the four times the peak 15-minute flow rate.

PHASE: In traffic signals, the green, yellow, and red clearance intervals assigned to a specified traffic movement.

PRETIMED SIGNAL: A traffic signal operation in which the cycle length, phasing sequence, and phasing times are predetermined and fixed, regardless of actual demand for any given traffic movement. Also known as a fixed time signal.

PROGRESSION: The coordinated movement of vehicles through signalized intersections along a corridor.

QUEUE: The number of vehicles waiting at a service area such as a traffic signal, stop sign, or access gate.

QUEUE LENGTH: The length of vehicle queue, typically expressed in feet, waiting at a service area such as a traffic signal, stop sign, or access gate.

RECALL: A signal phasing operation in which a specified phase places a call to the signal controller each time a conflicting phase is served, thus ensuring the specified phase will be serviced again.

SEMI-ACTUATED CONTROL: A type of traffic signal control in which only the minor movements are provided detection.

SIGHT DISTANCE: The continuous length of roadway visible to a driver or roadway user.

STACKING DISTANCE: The length of area available behind a service area, such as a traffic signal or gate, for vehicle queuing to occur.

STOPPING SIGHT DISTANCE: The minimum distance required by the driver of a vehicle traveling at a given speed to bring the vehicle to a stop after an object on the road becomes visible, including reaction and response time.

TRAFFIC-ACTUATED SIGNAL: A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors. Also known as a demand responsive signal.

TRIP OR TRIP END: The one-directional movement of a person or vehicle. Every trip has an origin and a destination at its respective ends (i.e., trip ends). In terms of site trip generation, the same vehicle entering and exiting a site generates two trips: one inbound trip and one outbound trip.

TRIP GENERATION RATE: The rate at which a land use generates trips per the specified land use variable, such per dwelling unit or per thousand square feet.

TURNING RADIUS: The circular arc formed by the smallest turning path radius of the front outside tire of a vehicle, such as that performed by a U-turn maneuver. This is based on the length and width of the wheelbase as well as the steering mechanism of the vehicle.

VEHICLE MILES TRAVELED: A measure of the amount and distance of automobile travel essentially calculated as the sum of each trip times the trip length.

APPENDIX B

SCOPING AGREEMENT

Subject: FW: Burrtec C & D Processing Facility Traffic Scoping Agreement

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From: Anwar Wagdy
Sent: Tuesday, August 27, 2024 11:47 AM
To: Perrie Ilercil
Cc: Jean Kim
Subject: RE: Burrtec C & D Processing Facility Traffic Scoping Agreement

Hi Perrie,

I appreciate your detailed comparison. Therefore, I agree to use the SBTAM method.

Thanks,
Anwar

From: Perrie Ilercil
Sent: Wednesday, August 21, 2024 2:31 PM
To: Anwar Wagdy
Subject: RE: Burrtec C & D Processing Facility Traffic Scoping Agreement

[EXTERNAL EMAIL]: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Anwar,
When the Traffic Scoping Agreement was submitted July 30rd, the SBTAM model growth projection was included versus the 2% ambient over 16 years.
The SBTAM model growth method shows a larger North-South volume growth than ambient growth method.
Ambient 2% annualized growth over 16 years yields factor of 1.37
Model 4.4% annualized growth over 16 years yields factor of 2.0

Please approve the use of the SBTAM model growth in the revised scoping agreement or reply to this email to maintain the 2% annual growth.
Thank you

From: Perrie Ilercil
Sent: Tuesday, July 30, 2024 10:42 AM
To: Anwar Wagdy
Subject: RE: Burrtec C & D Processing Facility Traffic Scoping Agreement

Hi Anwar,
See the revised Scoping Agreement.
Regarding 2% ambient growth over 16 years for 2040 Horizon year, this would create a 37% growth rate which is generally quite high and may not reflect growth in the far northeast corner of the City.
As shown on the revised scoping agreement, typically we obtain the 2040 SBTAM model plots and determine the appropriate trips based on the transportation model. Then the NCHRP/FHWA projected trips are compared to the opening year trips and, if necessary, adjustments are made accordingly to provide an appropriate growth over the opening year with cumulative trips.

From: Anwar Wagdy
Sent: Monday, July 29, 2024 4:21 PM
To: Perrie Ilercil
Subject: RE: Burrtec C & D Processing Facility Traffic Scoping Agreement

Hi Perrie,

Thanks for submitting the scoping agreement.

The following are our comments:

- Due to earlier trips, traffic counts should be collected for 6:00 – 9:00 AM, and 3:00 – 6:00 PM. (revised page 3)
- The intersection of Stoddard Wells and Abbey Lane has been analyzed for traffic signal by other development, and it is in the design phase. (added page 5)
- Make sure that your cumulative analysis to include the two proposed developments on Abbey Ln. (added page 3)
- Provide queuing analysis for Abbey Lane and N/B left on Stoddard Wells. (added page 5)
- Your 2% ambient growth rate should also apply to the 2040 Horizon Year. (see page 3, use of SBTAM projection)
- Provide a conceptual striping plan on Abbey Lane, showing proposed and ultimate street width. (added page 5)

Let me know if you have any questions.

Thanks,

ANWAR WAGDY, P.E.
City Traffic Engineer
Public Works Dept./Engineering
(760) 955-5160

From: Perrie Ilercil
Sent: Wednesday, July 24, 2024 3:32 PM
To: Anwar Wagdy
Subject: Burrtec C & D Processing Facility Traffic Scoping Agreement

[EXTERNAL EMAIL]: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Anwar,

See the attached Traffic Scoping Agreement for the proposed new facility on Abbey Lane for construction & demolition material processing.
This site will divert traffic from landfill for sorting and material transfer to the recycle facility across the street, CalPortland, and the balance to the landfill.
The net change in trips on Stoddard Wells Road south of Abbey Lane is relatively small (see figure 5).

MEMORANDUM OF UNDERSTANDING

TO: Mr. Anwar Wagdy | For applicant submittal to the CITY OF VICTORVILLE

FROM: Perrie Ilercil, Senior Engineer | GANDDINI GROUP, INC.

DATE: July 30, 2024

SUBJECT: Burrtec C & D Processing Facility Project
Scoping Agreement for Traffic Impact Study
GGI Project No. 19739

The purpose of this memorandum is to supplement the City's Scoping Agreement for Traffic Impact Study form with more detailed project description and trip generation information for the Burrtec C & D Processing Facility project for review/concurrence by the City of Victorville.

PROJECT DESCRIPTION

The 6.88-acre project site (APN: 0472-181-15, 16, 23 and 65) is located on Abbey Lane between Bimini Street and Stoddard Wells Road in the City of Victorville, California. The project site is currently vacant except for a single-family residence on APN 0472-181-15 and zoned as light industrial in the Desert Gateway Specific Plan. The proposed project involves construction of an approximately 55,000 square foot industrial building that will house sorting equipment to process recoverable materials from construction and demolition projects from throughout the High Desert. The facility is designed to receive and process 500 tons per day of incoming construction and demolition inert (CDI) material which would otherwise go to the Victorville Landfill. Vehicle access for the project site is proposed via Abbey Lane (primary) and Bimini Street. Figure 1 shows the project location map. Figure 2 illustrates the project site plan.

The operating hours for the proposed project typically will be Monday through Friday from 6:00 AM to 5:00 PM for delivery/collection and processing of (CDI) material, from 8:00 AM to 5:00 PM for the receipt of material and 8:00 AM to 5:00 PM for the administrative office. Extended weekday hours or weekend operations would occur as needed (approximately once a month) to process any material stockpile. The site will be staffed with up to 20 employees including equipment operators, sorters, truck drivers, manager, traffic controller, mechanic and office clerk.

PROJECT TRIP GENERATION

Trip Generation Based on Project-Specific Operations

The Burrtec C & D Processing Facility Processing project description and other applicant information is provided in Attachment A. Table 1 shows the proposed project trip generation estimate based on the project-specific operational information provided by the project applicant. For purposes of providing a conservative trip generation estimate, the employees are estimated to arrive prior to shift hour(s), a percentage of the employees drive off-site for lunch and return, then depart at the end of shift hour(s) in their personal vehicles (i.e., passenger cars or light-duty pickup trucks). The administrative staff would arrive during the AM peak hour and depart during the PM peak hour. The Waste processing/receiving staff would arrive prior to the AM peak hours of 7:00 AM to 9:00 AM and would leave during the PM peak hours of 4:00 PM to 6:00 PM. Based on

the processing facility capacity of up to 500 tons per day, the business hours and an average of up to 171 truck deliveries per day, the peak hour trips were determined with the number of truck trips distributed over the 9 hours (8AM-5PM) that the facility receives material, 11 hours (6AM-5PM) for the delivery/collection of roll-off containers and 6 to 9 hours for transfer vehicles. This is a conservative estimate as the majority of the truck trips are expected from 9:00 AM to 3:00 PM to avoid peak traffic hours.

Table 2 exhibits the existing truck trip generation estimate for 500 tons per day of incoming construction and demolition inert (CDI) material which currently goes to the Victorville Landfill. Table 3 shows the net new trips generated by the proposed C & D processing facility with the diversion of the equivalent amount of material from the Victorville Landfill.

Truck Trips

The project trip generation was also calculated in terms of Passenger Car Equivalent (PCE) trips. Truck trips were converted to PCE trips based on the PCE factors as recommended in the County of San Bernardino Congestion Management Program: 1.5 for 2-axle light-duty trucks, 2.0 for 3-axle medium-duty trucks, and 3.0 for 4+-axle heavy-duty trucks.

Project Trips

As shown in Table 3, the project is estimated to generate approximately 158 daily vehicle trips, including 15 vehicle trips during the AM peak hour and 25 vehicle trips during the PM peak hour, which equates to approximately 304 daily PCE trips, including 32 PCE trips during the AM peak hour and 30 PCE trips during the PM peak hour.

PROJECT TRIP DISTRIBUTIONS

Figures 3 and 4 illustrate the forecast directional distribution patterns of the project generated trips. The project trip distribution patterns are developed from engineering judgement based on review of existing volume data, surrounding land uses, and the local and regional roadway facilities in the project vicinity.

STUDY AREA

Based on the project trip generation and distribution patterns, the study area includes intersections that the project contributes 50 or more trips and consists of the following study intersections:

Study Intersections

1. Bimini Street (NS) at Abbey Lane (EW)[1]
2. Stoddard Wells Road (NS) at Abbey Lane (EW)
3. Bimini Street (NS) at Project North Driveway (EW)
4. Bimini Street (NS) at Project South Driveway (EW)
5. Project Driveway (NS) at Abbey Lane

The County of San Bernardino Congestion Management Program (CMP) 2016 Update CMP analysis guidelines states that a California Department of Transportation (Caltrans) or CMP analysis is required if the project is expected to contribute 100 or more peak hour two-way trips to a freeway facility or 50 or more trips to a CMP facility within another jurisdiction.

[1] (NS) = north-south roadway; (EW) = east-west roadway.

As shown on Figure 5, the project is not forecast to contribute 100 or more peak hour two-way trips to a state highway facility or 50 or more trips on the CMP system; therefore, no highway mainline, or additional CMP analysis is required.

ANALYSIS SCENARIOS

The traffic study shall evaluate the following analysis scenarios for typical weekday AM and PM peak hour conditions:

1. Existing Conditions
2. Existing Plus Project
3. Opening Year (2027) Without Project
4. Opening Year (2027) With Project
5. Horizon Year (2040) Without Project
6. Horizon Year (2040) With Project

TRAFFIC COUNTS

New intersection turning movement counts will be collected at the study intersections during the typical weekday AM and PM peak hours (6:00 AM – 9:00 AM and 3:00 - 6:00 PM). The peak hour factor will be determined from the counts for study area intersections.

FORECASTING METHODOLOGY

Ambient Growth Rate

To account for area-wide ambient growth, the Opening Year (2027) will include a 2.0% annual growth for 3 years (total growth factor = 1.06) over the 2024 base volumes.

Other Cumulative Projects

A list of pending and approved cumulative development projects will be obtained from the City of Victorville. This list will be narrowed down to include projects within a 1.5-mile radius of the project site, including but not limited to the two proposed developments on Abbey Lane.

Trip forecasts for other development projects within the project study area will be determined based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021) and will be added to existing roadway volumes for the applicable analysis scenarios.

Regional Travel Demand Model Growth

Year 2040 AM and PM peak hour intersection turning movement volumes were determined using the San Bernardino County Transportation Analysis Model (SBTAM) Year 2040 travel demand model plots and forecasting procedures outlined in the National Cooperative Highway Research Program (NCHRP) Report 255. The forecast turning movements are developed using a spreadsheet program developed by the Federal Highway Administration (FHWA) and consistent with traffic volume forecasting procedures outlined in NCHRP Report. The resulting trips are reviewed for reasonableness and adjusted as necessary to ensure growth over near-term forecasts. The end results of the post-processing procedures are future intersection turning movement volumes suitable for analysis.

INTERSECTION ANALYSIS METHODOLOGY

In accordance with the City of Victorville standard procedures, and the County of San Bernardino *Transportation Impact Study Guidelines* (July 2019), intersections shall by analyzed using the intersection delay methodology based on procedures contained in the Transportation Research Board *Highway Capacity Manual* (HCM). Default values not specifically identified in the County TIA Guidelines will be based *Highway Capacity Manual* recommended values. Intersection delay and Level of Service (LOS) analysis shall be performed using the Vistro software.

PERFORMANCE STANDARDS

The City of Victorville General Plan Circulation Element Policy 1.1.1 has established LOS (D or better) as acceptable level of service for all intersections along the designated street and highway system, except in certain high activity areas designated by the Planning Commission where LOS E is acceptable.

OPERATIONAL THRESHOLDS

In accordance with the City of Victorville General Plan Circulation Element Policy 1.1. 2, intersection deficiencies would occur under the following conditions:

- If a project causes intersection level of service to degrade from LOS (D or better) to LOS (E or F).

  OR

- If a project worsens an already deficient intersection operating at LOS (E or F) by two percent (2%) or more.

Deficient intersections require improvement to satisfactory LOS (D or better) or a volume-to-capacity ratio of 0.95 or lower.

SITE ACCESS & ON-SITE CIRCULATION

The traffic study will review site access considerations such as intersection traffic controls and lane configurations and if necessary, recommend improvements. Additionally, the traffic study will evaluate the project site ingress/egress regarding gate stacking analysis for the applicable project driveways, and truck turning templates obtained from the architect or civil engineer will be included in the appendix.

VEHICLE MILES TRAVELED (VMT) SCREENING ASSESSMENT METHODOLOGY

In accordance with the City of Victorville Resolution No. 20-010 adopting *Local Guidelines for VMT Thresholds of Significance for the Purposes of Analyzing Transportation Impacts Under the CEQA* (June, 2020) ["City VMT Guidelines"] which provided guidelines for VMT thresholds of significance for analyzing traffic impacts under CEQA, the project VMT shall be assessed and documented. Based on preliminary review, the proposed project satisfies the screening criteria for small projects with less than 1,285 daily trips; therefore, the proposed project may be presumed to result in a less than significant VMT impact and additional VMT modeling/mitigation is not required.

ADDITIONAL ISSUES TO BE CONSIDERED

Stoddard Wells Road and Abbey Lane Intersection

A traffic signal has been identified for the Stoddard Wells Road and Abbey Lane intersection and is currently in the design phase. The opening year and future year analysis will include this in the traffic analysis. As a key movement for the project trips, the northbound left turn from Stoddard Wells onto Abbey Lane queuing analysis will also be included in the traffic report.

Abbey Lane Roadway

The report will provide a conceptual striping plan on Abbey Lane showing the proposed and ultimate street width for this unclassified local roadway.

CONCLUSION

We appreciate the opportunity to provide this memorandum of understanding for your review. Should you have any questions or comments regarding the proposed scope, please contact Perrie Ilercil at (714) 795-3100 ext. 103 or perrie@ganddini.com.

Table 1
Total Proposed C & D Processing Trip Generation

	Quantity[1]	Vehicle	Hours of Operation	Hours	AM Peak Hour			PM Peak Hour			Daily
					In	Out	Total	In	Out	Total	
Employee[2] & Visitor Trips											
Employee											
Yard, Driver, Sorter	18	Passenger car /Light-duty truck	6AM-5PM	11	0	0	0	0	18	18	48
Administrative Staff	2	Passenger car /Light-duty truck	8AM-5PM	9	2	0	2	0	2	2	8
Visitor	2	Passenger car /Light-duty truck	8AM-5PM	9	1	1	2	0	0	0	4
Subtotal Employee Trips	22				3	1	4	0	20	20	60
Material Collection Trips[3]											
Self-Haul PU Truck or Car	4	Passenger car /Light-duty truck	8AM-5PM	9	1	0	1	0	1	1	8
Self-Haul PU Truck - Small Trailer	26	Light-duty plus trailer - 3 Axle	8AM-5PM	9	3	3	6	3	3	6	52
Dump Truck/ Stake Truck	10	10 - 20 CY Truck - 3 Axle	8AM-5PM	9	1	1	2	1	1	2	20
End Dump Truck	2	Semi tractor trailer - 4 Axle+	8AM-5PM	9	0	0	0	1	0	1	4
Roll-off Trucks (CDI collection)	80	40 CY Roll-off - 3 Axle	6AM-5PM	11	7	8	15	8	7	15	160
Roll-off Trucks (Recycle transfer)	25	40 CY Roll-off - 3 Axle	6AM-5PM	11	2	3	5	3	2	5	50
Transfer Truck/Trailer (Trash)	8	Semi with flatbed trailer - 4 Axle+	7AM-3PM	6	1	1	2	0	0	0	16
Transfer Truck/Trailer (Inert)	12	Semi with flatbed trailer - 4 Axle+	6AM-3PM	9	1	2	3	0	0	0	24
Transfer Truck/Trailer (ADC)	4	Semi with flatbed trailer - 4 Axle+	6AM-noon	6	0	1	1	0	0	0	8
Subtotal Delivery Trips	171		Varies		16	19	35	16	14	30	342
Subtotal Cars & Light-duty truck	26				4	1	5	0	21	21	68
3 Axle Trucks	141				13	15	28	15	13	28	282
4 Axle Trucks	26				2	4	6	1	0	1	52
Subtotal Trucks	167				15	19	34	16	13	29	334
Total Vehicles	193				19	20	39	16	34	50	402
Passenger Car Equivalents			PCE Factor[4]								
Subtotal Cars					4	1	5	0	21	21	68
3 Axle Trucks			2.0		26	30	56	30	26	56	564
4 Axle Trucks			3.0		6	12	18	3	0	3	156
Subtotal Trucks					32	42	74	33	26	59	720
Total Passenger Car Equivalents					36	43	79	33	47	80	788

Notes:

1. The Burrtec hours, employees, truck/roll-off delivery trips and contractor truck trips to process 500 tons of CDI material .
2. Daily employee trips include inbound, outbound trips for the workday and inbound, outbound lunch trips. To provide for a conservative staff trip generation forecast, lunch trips are added for approximately one-third of the employees.
3. The majority of truck trips are anticipated from 9:00 AM to 3:00 PM during off-peak hours. To provide a conservative estimate, truck trips are distributed through-out the hours of operation.
4. PCE = passenger car equivalent. PCE factors are based on the County of San Bernardino Congestion Management Program (2016 Update), "Appendix B – Summary of Analysis Assumptions for the CMP Traffic Impact Analysis Guidelines"

Table 2
Existing C & D to Victorville Landfill Trips

	Quantity[1]	Vehicle	Hours of Operation	Hours	AM Peak Hour			PM Peak Hour			Daily
					In	Out	Total	In	Out	Total	
Material Collection Trips[3]											
Self-Haul PU Truck or Car	4	Passenger car /Light-duty truck	8AM-5PM	9	1	0	1	0	1	1	8
Self-Haul PU Truck - Small Trailer	26	Light-duty plus trailer - 3 Axle	8AM-5PM	9	3	3	6	3	3	6	52
Dump Truck/ Stake Truck	10	10 - 20 CY Truck - 3 Axle	8AM-5PM	9	1	1	2	1	1	2	20
End Dump Truck	2	Semi tractor trailer - 4 Axle+	8AM-5PM	9	0	0	0	1	0	1	4
Roll-off Trucks (CDI collection)	80	40 CY Roll-off - 3 Axle	6AM-5PM	11	7	8	15	8	7	15	160
Subtotal Delivery Trips	122		Varies		12	12	24	13	12	25	244
Subtotal Cars & Light-duty truck	4				1	0	1	0	1	1	8
3 Axle Trucks	116				11	12	23	12	11	23	232
4 Axle Trucks	2				0	0	0	1	0	1	4
Subtotal Trucks	118				11	12	23	13	11	24	236
Total Vehicles	122				12	12	24	13	12	25	244
Passenger Car Equivalents			PCE Factor[2]								
Subtotal Cars					1	0	1	0	1	1	8
3 Axle Trucks			2.0		22	24	46	24	22	46	464
4 Axle Trucks			3.0		0	0	0	3	0	3	12
Subtotal Trucks					22	24	46	27	22	49	476
Total Passenger Car Equivalents					23	24	47	27	23	50	484

Notes:
1. The existing truck/roll-off delivery trips and contractor truck trips to divert 500 tons of CDI material from the Victorville Landfill.
2. PCE = passenger car equivalent. PCE factors are based on the County of San Bernardino Congestion Management Program (2016 Update), "Appendix B – Summary of Analysis Assumptions for the CMP Traffic Impact Analysis Guidelines"

Table 3
Net New Proposed C & D Processing Trips

	Quantity	Hours of Operation	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Existing Trips to Victorville Landfill to be Diverted[1]									
Subtotal Cars & Light-duty truck	4		1	0	1	0	1	1	8
3 Axle Trucks	116		11	12	23	12	11	23	232
4 Axle Trucks	2		0	0	0	1	0	1	4
Subtotal Trucks	118		11	12	23	13	11	24	236
Total Vehicles	122		12	12	24	13	12	25	244
Passenger Car Equivalents		PCE Factor[4]							
Subtotal Cars			1	0	1	0	1	1	8
3 Axle Trucks		2.0	22	24	46	24	22	46	464
4 Axle Trucks		3.0	0	0	0	3	0	3	12
Subtotal Trucks			22	24	46	27	22	49	476
Total Passenger Car Equivalents			23	24	47	27	23	50	484
Total Proposed C & D Processing Trips[2]									
Subtotal Cars & Light-duty truck	26		4	1	5	0	21	21	68
3 Axle Trucks	141		13	15	28	15	13	28	282
4 Axle Trucks	26		2	4	6	1	0	1	52
Subtotal Trucks	167		15	19	34	16	13	29	334
Total Vehicles	193		19	20	39	16	34	50	402
Passenger Car Equivalents		PCE Factor[4]							
Subtotal Cars			4	1	5	0	21	21	68
3 Axle Trucks		2.0	26	30	56	30	26	56	564
4 Axle Trucks		3.0	6	12	18	3	0	3	156
Subtotal Trucks			32	42	74	33	26	59	720
Total Passenger Car Equivalents			36	43	79	33	47	80	788
Net New Proposed C & D Trips									
Subtotal Cars & Light-duty truck	22		3	1	4	0	20	20	60
3 Axle Trucks	25		2	3	5	3	2	5	50
4 Axle Trucks	24		2	4	6	0	0	0	48
Subtotal Trucks	49		4	7	11	3	2	5	98
TOTAL VEHICLES	71		7	8	15	3	22	25	158
Passenger Car Equivalents		PCE Factor[3]							
Subtotal Cars			3	1	4	0	20	20	60
3 Axle Trucks		2.0	4	6	10	6	4	10	100
4 Axle Trucks		3.0	6	12	18	0	0	0	144
Subtotal Trucks			10	18	28	6	4	10	244
TOTAL PASSENGER CAR EQUIVALENTS			13	19	32	6	24	30	304

Notes:
1. See Table 2.
2. See Table 1.
3. PCE = passenger car equivalent. PCE factors are based on the County of San Bernardino Congestion Management Program (2016 Update), "Appendix B – Summary of Analysis Assumptions for the CMP Traffic Impact Analysis Guidelines"



Legend

(#) Study Intersection

(#) Project Driveway

Figure 1
Project Location Map

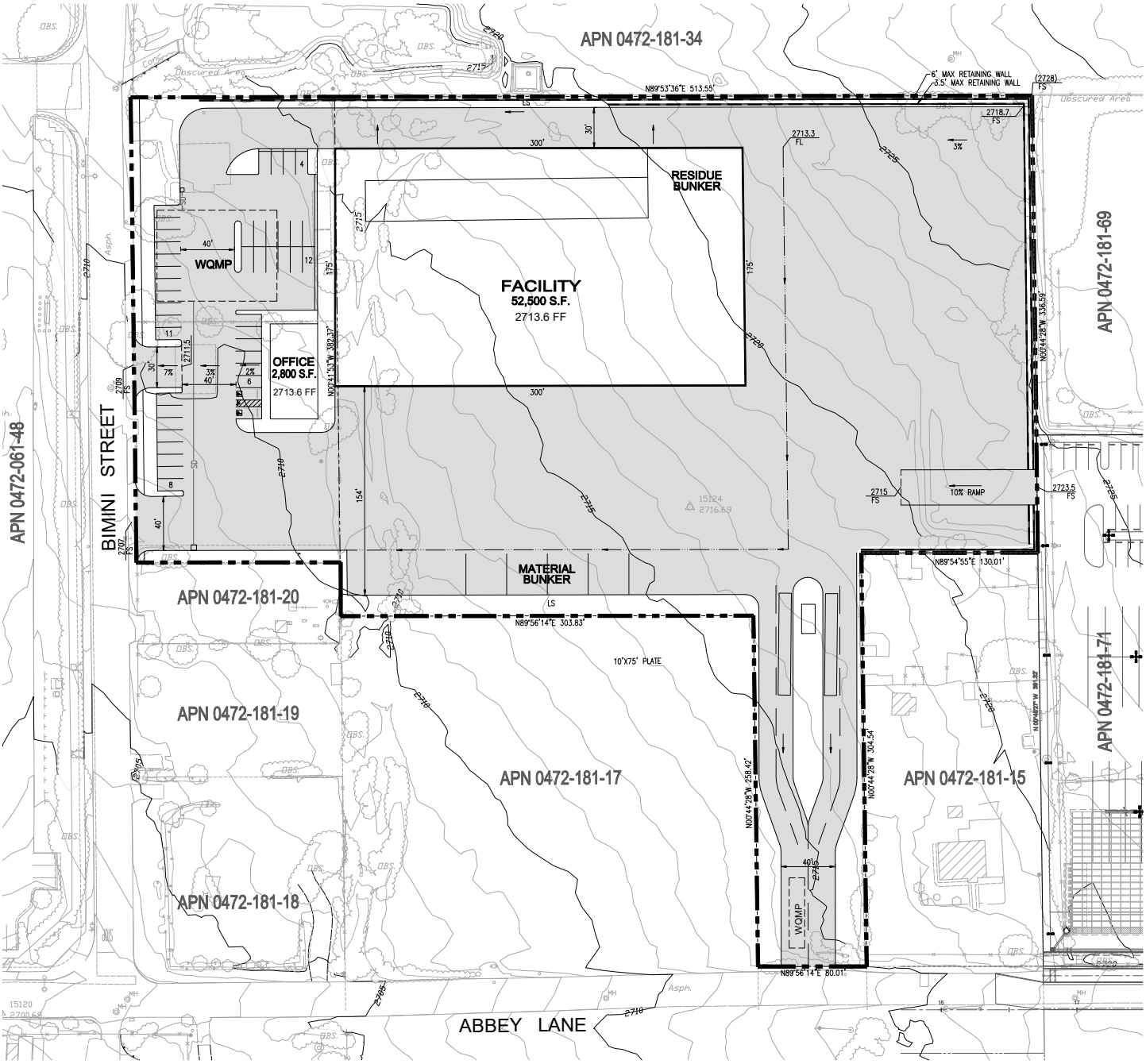

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Figure 2
Site Plan

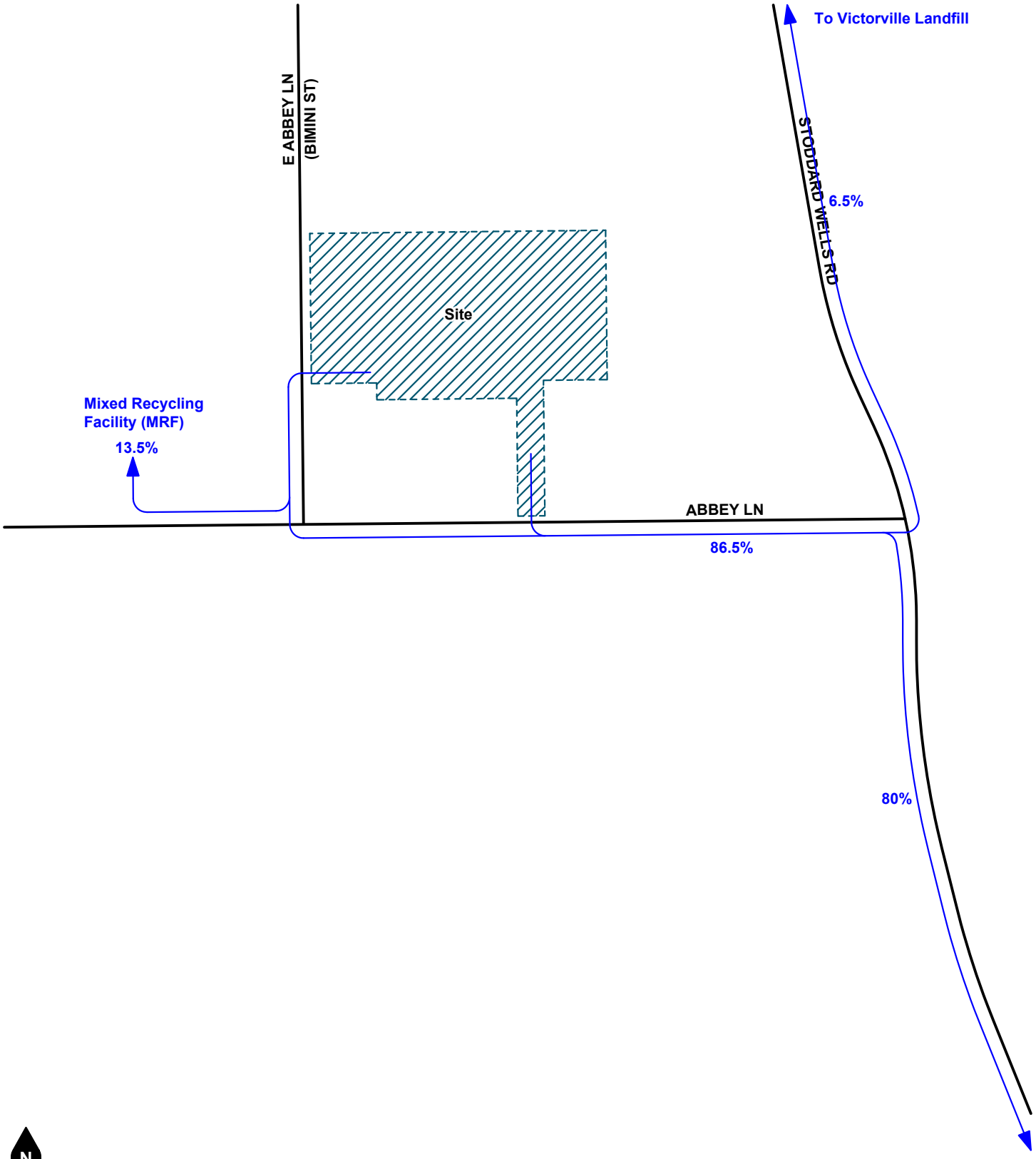


Figure 3
Project Trip Distribution - Truck

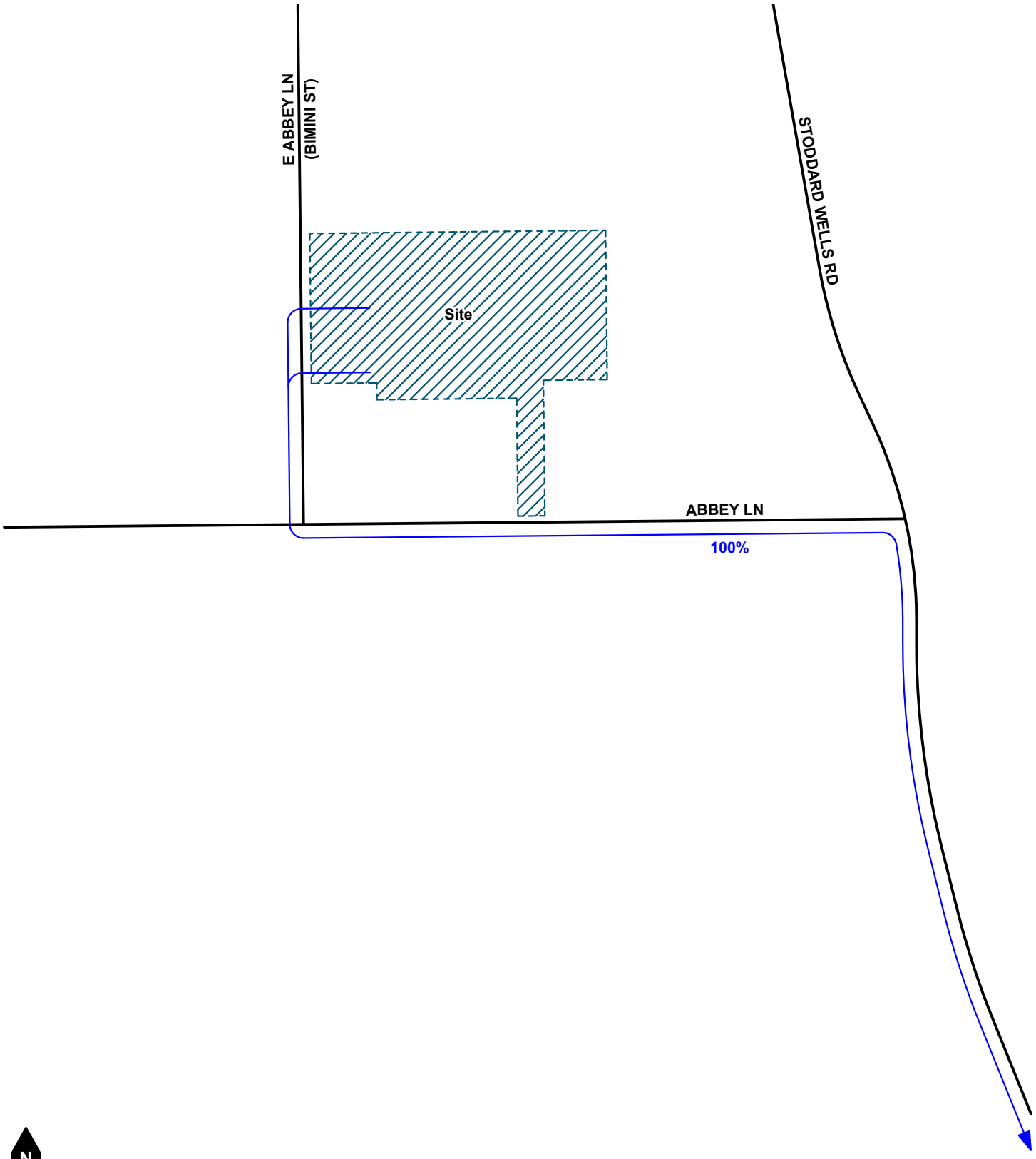
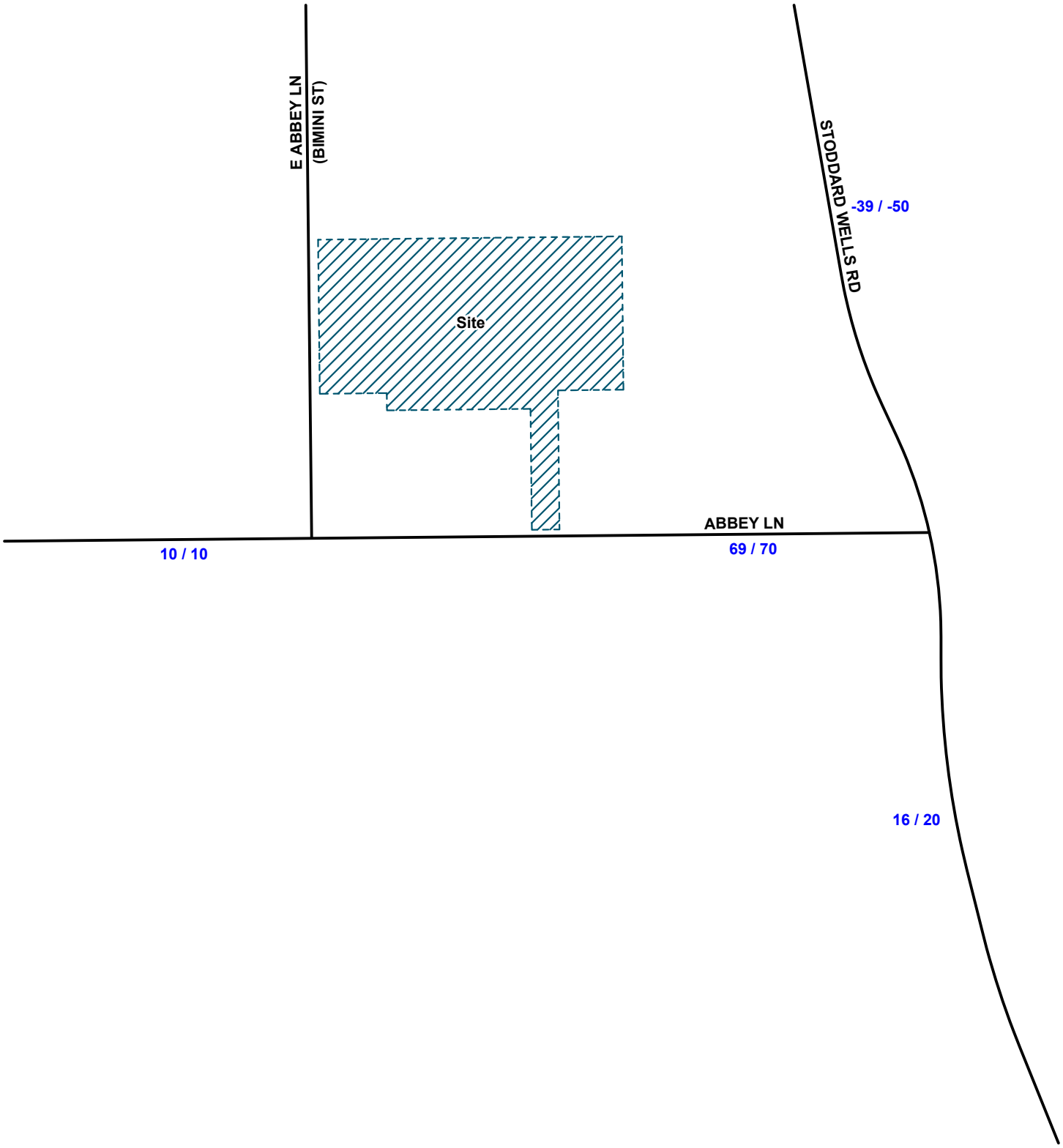


Figure 4
Project Trip Distribution - Employee/Visitor



Legend
AM / PM Peak Hour Trips

Figure 5
Project Peak Hour Trip Assignment

ATTACHMENT A

PROJECT DESCRIPTION AND DAILY TRIPS

Subject: Burrtec CDI Processing Facility

The purpose of this memorandum is to supplement the City's Scoping Agreement for Traffic Impact Study form with a more detailed project description and trip generation information for the Burrtec Waste Industries, Inc. Construction/Demolition/Inerts (CDI) Processing Facility project for review/concurrence by the City of Victorville.

The approximately 6.88 acre site 9APN 0427-181-15, 16, 23, & 65) is located on Abbey Lane between E. Abbey Lane (Bimini Street) and Stoddard Wells Road in the City of Victorville. The property is vacant except for a single family residence located on APN 0472-181-15. All parcels are zoned Light Industrial and lie within the Desert Gateway Specific Plan.

The proposed project involves the construction of an approximately 55,000 square foot industrial building that will house sorting equipment to process recoverable materials from construction and demolition projects from throughout the High Desert. The facility is designed to receive and process 500 tons per day of incoming CDI materials. Primary vehicle access to the site will be via a driveway on Abbey Lane with secondary access on E. Abbey Lane.

Standard operating hours for the facility will be:

Material Receipt	Monday - Saturday	5:00 a.m. – 7:00 p.m.
Material Processing	Monday - Saturday	24 Hours
Administrative Office	Monday - Friday	8:00 a.m.- 5:00 p.m.
Maintenance	Monday - Sunday	24 Hours

The facility will typically run a single daily shift Monday through Friday 7:00 a.m. to 5:00 p.m. Occasional second shifts may to run during evening sand weekends to address unusual peak loadings.

A standard daily shift will involve 20 employees:

Site Manager	1
Office Clerk	1
Equipment Operators	4
Sorters/Laborers	10
Traffic Control	1
Drivers	2
Mechanic	1
Total Employees	20

Victor Valley CDI Trips

Vehicle Type	Inbound	Outbound	Time Frame	
Small	30	0	8 a.m.- 5 p.m.	Spread evenly throughout the day.
Medium	10	0	8 a.m.- 5 p.m.	Spread evenly throughout the day.
Roll Off	80	0	6 a.m.- 5 p.m.	Spread evenly throughout the day.
End Dumps	2	0	8 a.m.- 5 p.m.	Spread evenly throughout the day.
Roll-Off - Recyclables	0	25	6 a.m.- 5 p.m.	Spread evenly throughout the day.
Transfer - Trash	0	8	7 a.m. - 3 p.m.	
Transfer - ADC	0	4	6 a.m. - Noon	
Transfer - Inerts	0	12	6 a.m. - 3p.m.	
Employee/Visitor	20	20	In between 6:30 a.m. and 8 a.m.	Out bewtween 4:30 p.m. and 5:30 p.m.
Total	142	69		

APPENDIX C

TRAFFIC COUNT DATA

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

City of Victorville
N/S: East Abbey Lane
E/W: Abbey Lane
Weather: Clear

File Name : 01_VIC_E Abb_Abb AM
Site Code : 22524674
Start Date : 7/31/2024
Page No : 1

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

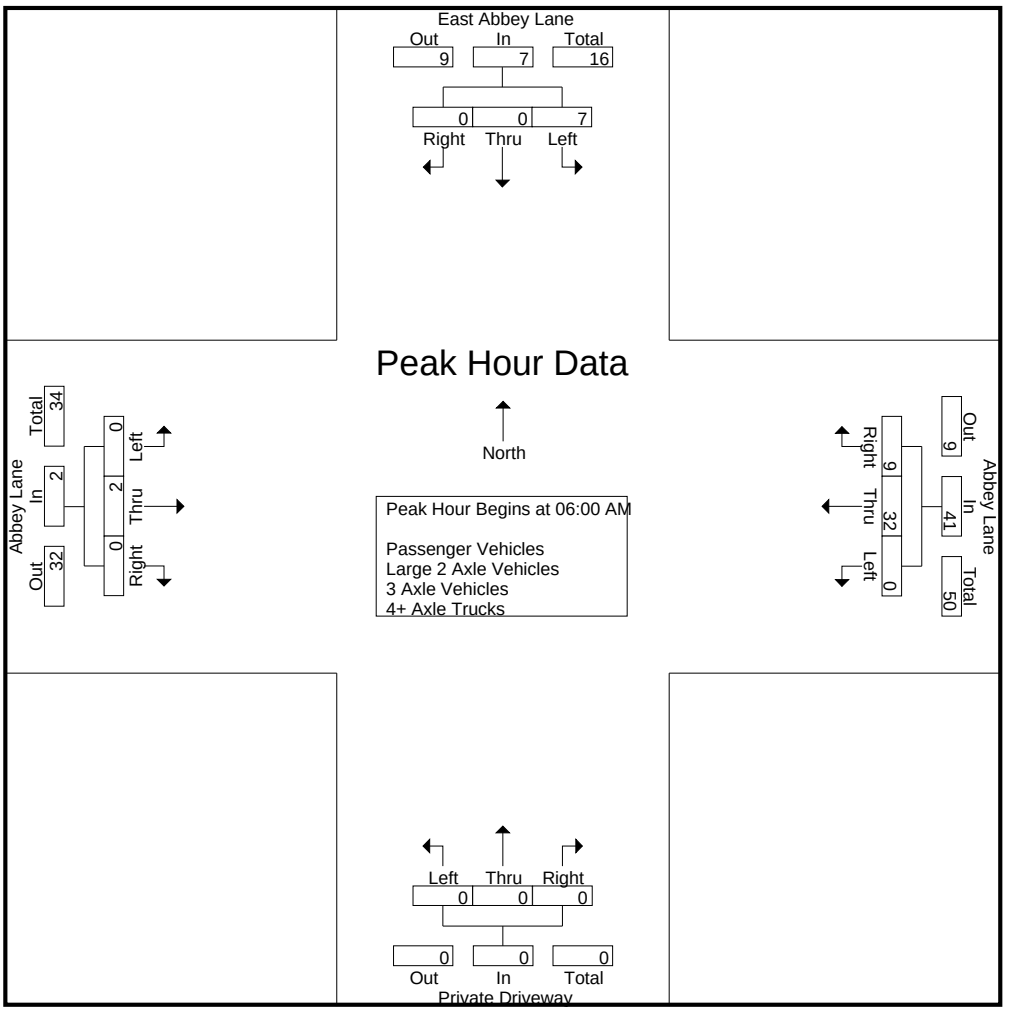
	East Abbey Lane Southbound				Abbey Lane Westbound				Private Driveway Northbound				Abbey Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	0	0	0	4	2	6	0	0	0	0	0	0	0	0	6
06:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
06:30 AM	2	0	0	2	0	5	7	12	0	0	0	0	0	0	0	0	14
06:45 AM	5	0	0	5	0	19	0	19	0	0	0	0	0	1	0	1	25
Total	7	0	0	7	0	32	9	41	0	0	0	0	0	2	0	2	50
07:00 AM	2	0	0	2	0	2	0	2	0	0	0	0	0	0	0	0	4
07:15 AM	2	0	0	2	0	0	3	3	0	0	0	0	0	1	0	1	6
07:30 AM	2	0	0	2	0	1	1	2	0	0	0	0	0	0	0	0	4
07:45 AM	1	0	0	1	0	2	0	2	0	0	0	0	0	1	0	1	4
Total	7	0	0	7	0	5	4	9	0	0	0	0	0	2	0	2	18
08:00 AM	3	0	0	3	0	0	1	1	0	0	0	0	0	1	0	1	5
08:15 AM	1	0	0	1	0	2	2	4	0	0	0	0	0	2	0	2	7
08:30 AM	4	0	0	4	0	1	0	1	0	0	0	0	0	0	0	0	5
08:45 AM	1	0	0	1	0	2	0	2	0	0	0	0	0	1	0	1	4
Total	9	0	0	9	0	5	3	8	0	0	0	0	0	4	0	4	21
Grand Total	23	0	0	23	0	42	16	58	0	0	0	0	0	8	0	8	89
Apprch %	100	0	0		0	72.4	27.6		0	0	0		0	100	0		
Total %	25.8	0	0	25.8	0	47.2	18	65.2	0	0	0	0	0	9	0	9	
Passenger Vehicles	1	0	0	1	0	41	0	41	0	0	0	0	0	7	0	7	49
% Passenger Vehicles	4.3	0	0	4.3	0	97.6	0	70.7	0	0	0	0	0	87.5	0	87.5	55.1
Large 2 Axle Vehicles	4	0	0	4	0	1	5	6	0	0	0	0	0	1	0	1	11
% Large 2 Axle Vehicles	17.4	0	0	17.4	0	2.4	31.2	10.3	0	0	0	0	0	12.5	0	12.5	12.4
3 Axle Vehicles	17	0	0	17	0	0	10	10	0	0	0	0	0	0	0	0	27
% 3 Axle Vehicles	73.9	0	0	73.9	0	0	62.5	17.2	0	0	0	0	0	0	0	0	30.3
4+ Axle Trucks	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
% 4+ Axle Trucks	4.3	0	0	4.3	0	0	6.2	1.7	0	0	0	0	0	0	0	0	2.2

	East Abbey Lane Southbound				Abbey Lane Westbound				Private Driveway Northbound				Abbey Lane 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 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 AM																	
06:00 AM	0	0	0	0	0	4	2	6	0	0	0	0	0	0	0	0	6
06:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	**1**	0	**1**	5
06:30 AM	2	0	0	2	0	5	**7**	12	0	0	0	0	0	0	0	0	14
06:45 AM	**5**	0	0	**5**	0	**19**	0	**19**	0	0	0	0	0	1	0	1	**25**
Total Volume	7	0	0	7	0	32	9	41	0	0	0	0	0	2	0	2	50
% App. Total	100	0	0		0	78	22		0	0	0		0	100	0		
PHF	.350	.000	.000	.350	.000	.421	.321	.539	.000	.000	.000	.000	.000	.500	.000	.500	.500

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

City of Victorville
N/S: East Abbey Lane
E/W: Abbey Lane
Weather: Clear

File Name : 01_VIC_E Abb_Abb AM
Site Code : 22524674
Start Date : 7/31/2024
Page No : 2



Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:30 AM				06:00 AM				06:00 AM				07:30 AM			
+0 mins.	2	0	0	2	0	4	2	6	0	0	0	0	0	0	0	0
+15 mins.	**5**	0	0	**5**	0	4	0	4	0	0	0	0	0	1	0	1
+30 mins.	2	0	0	2	0	5	**7**	12	0	0	0	0	0	1	0	1
+45 mins.	2	0	0	2	0	**19**	0	**19**	0	0	0	0	0	**2**	0	**2**
Total Volume	11	0	0	11	0	32	9	41	0	0	0	0	0	4	0	4
% App. Total	100	0	0		0	78	22		0	0	0		0	100	0	
PHF	.550	.000	.000	.550	.000	.421	.321	.539	.000	.000	.000	.000	.000	.500	.000	.500

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City of Victorville
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Site Code : 22524674
Start Date : 7/31/2024
Page No : 1

Groups Printed- Passenger Vehicles

	East Abbey Lane Southbound				Abbey Lane Westbound				Private Driveway Northbound				Abbey Lane 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
06:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
06:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
06:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
06:45 AM	1	0	0	1	0	19	0	19	0	0	0	0	0	1	0	1	21
Total	1	0	0	1	0	32	0	32	0	0	0	0	0	2	0	2	35
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
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	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
Grand Total	1	0	0	1	0	41	0	41	0	0	0	0	0	7	0	7	49
Apprch %	100	0	0		0	100	0		0	0	0		0	100	0		
Total %	2	0	0	2	0	83.7	0	83.7	0	0	0	0	0	14.3	0	14.3	

	East Abbey Lane Southbound				Abbey Lane Westbound				Private Driveway Northbound				Abbey Lane 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 06:00 AM to 06:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 AM																	
06:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
06:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	**1**	0	**1**	5
06:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
06:45 AM	**1**	0	0	**1**	0	**19**	0	**19**	0	0	0	0	0	1	0	1	**21**
Total Volume	1	0	0	1	0	32	0	32	0	0	0	0	0	2	0	2	35
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.421	.000	.421	.000	.000	.000	.000	.000	.500	.000	.500	.417

Counts Unlimited, Inc.
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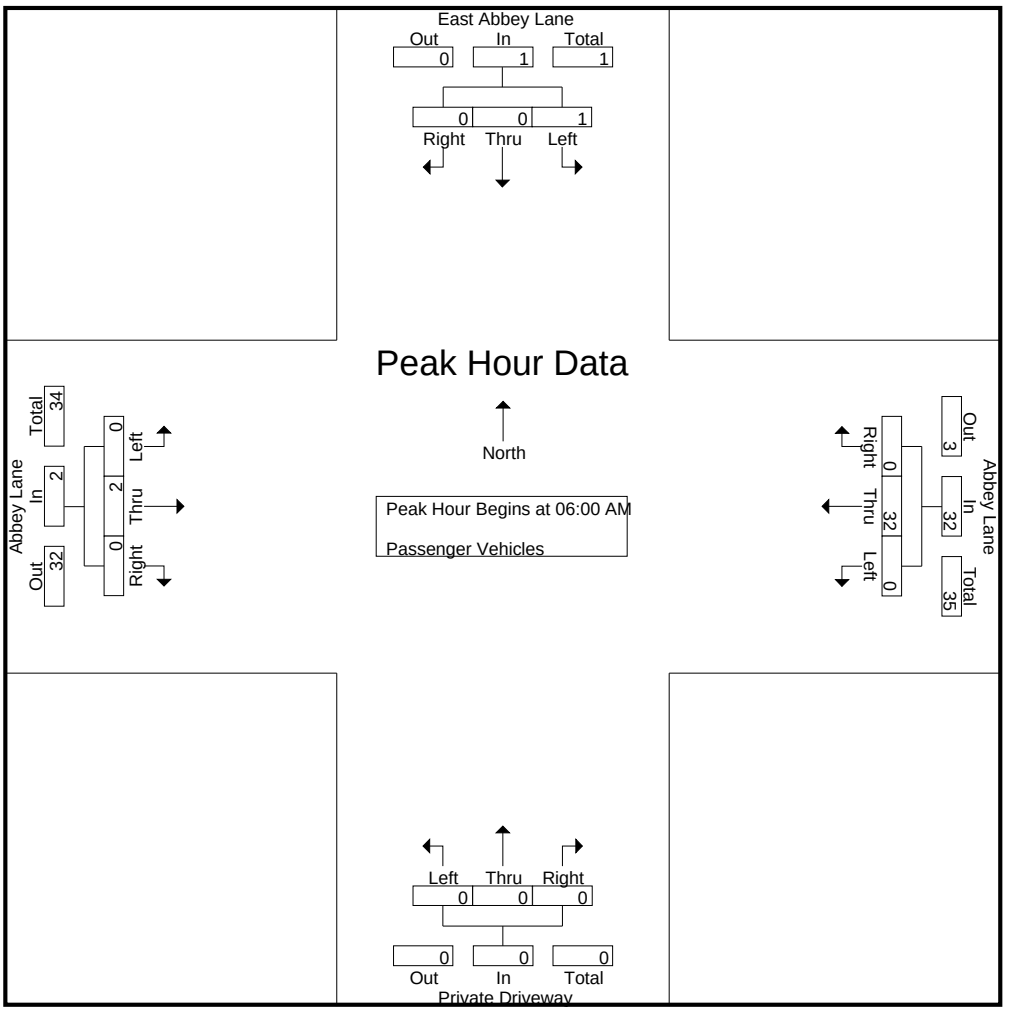
Page No : 2



Peak Hour Analysis From 06:00 AM to 06:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:00 AM				06:00 AM				06:00 AM				06:00 AM			
+0 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0
+45 mins.	**1**	0	0	**1**	0	**19**	0	**19**	0	0	0	0	0	1	0	1
Total Volume	1	0	0	1	0	32	0	32	0	0	0	0	0	2	0	2
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.421	.000	.421	.000	.000	.000	.000	.000	.500	.000	.500

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City of Victorville
N/S: East Abbey Lane
E/W: Abbey Lane
Weather: Clear

File Name : 01_VIC_E Abb_Abb AM
Site Code : 22524674
Start Date : 7/31/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	East Abbey Lane Southbound				Abbey Lane Westbound				Private Driveway Northbound				Abbey Lane 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
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	1	0	0	1	0	0	2	2	0	0	0	0	0	0	0	0	3
06:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	4
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	1	0	0	2	2	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	1	2	3	0	0	0	0	0	0	0	0	4
08:00 AM	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
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	1	0	0	1	0	0	1	1	0	0	0	0	0	1	0	1	3
Grand Total	4	0	0	4	0	1	5	6	0	0	0	0	0	1	0	1	11
Apprch %	100	0	0		0	16.7	83.3		0	0	0		0	100	0		
Total %	36.4	0	0	36.4	0	9.1	45.5	54.5	0	0	0	0	0	9.1	0	9.1	

	East Abbey Lane Southbound				Abbey Lane Westbound				Private Driveway Northbound				Abbey Lane 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 06:00 AM to 06:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 AM																	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	**1**	0	0	**1**	0	0	**2**	**2**	0	0	0	0	0	0	0	0	**3**
06:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	2	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	4
% App. Total	100	0	0		0	0	100		0	0	0		0	0	0		
PHF	.500	.000	.000	.500	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.333

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Site Code : 22524674
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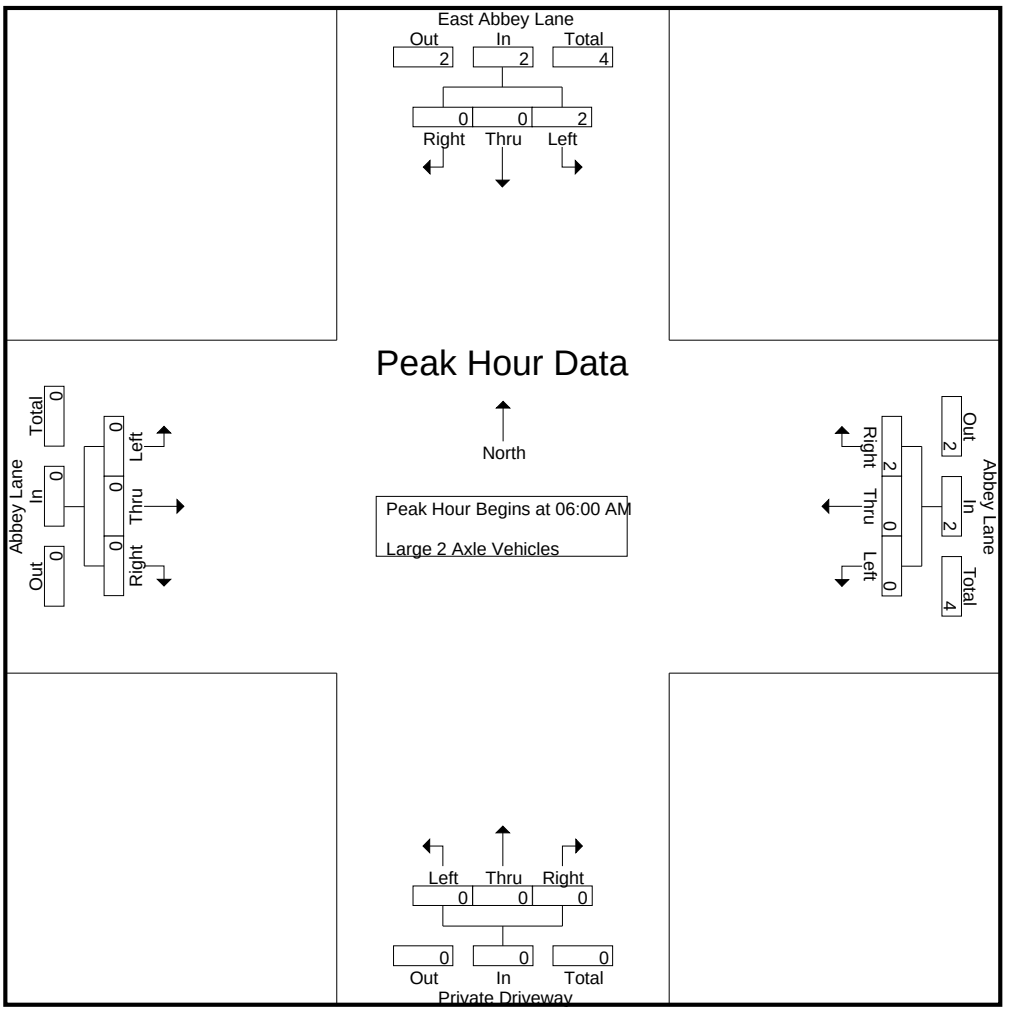
Page No : 2



Peak Hour Analysis From 06:00 AM to 06:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:00 AM				06:00 AM				06:00 AM				06:00 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.	**1**	0	0	**1**	0	0	**2**	**2**	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	2	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0
% App. Total	100	0	0		0	0	100		0	0	0		0	0	0	
PHF	.500	.000	.000	.500	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000

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PO Box 1178
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City of Victorville
N/S: East Abbey Lane
E/W: Abbey Lane
Weather: Clear

File Name : 01_VIC_E Abb_Abb AM
Site Code : 22524674
Start Date : 7/31/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

	East Abbey Lane Southbound				Abbey Lane Westbound				Private Driveway Northbound				Abbey Lane 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
06:00 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	1	0	0	1	0	0	5	5	0	0	0	0	0	0	0	0	6
06:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	4	0	0	4	0	0	7	7	0	0	0	0	0	0	0	0	11
07:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
07:30 AM	2	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	3
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	6	0	0	6	0	0	2	2	0	0	0	0	0	0	0	0	8
08:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:30 AM	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
08:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	7	0	0	7	0	0	1	1	0	0	0	0	0	0	0	0	8
Grand Total	17	0	0	17	0	0	10	10	0	0	0	0	0	0	0	0	27
Apprch %	100	0	0		0	0	100		0	0	0		0	0	0		
Total %	63	0	0	63	0	0	37	37	0	0	0	0	0	0	0	0	

	East Abbey Lane Southbound				Abbey Lane Westbound				Private Driveway Northbound				Abbey Lane 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 06:00 AM to 06:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 AM																	
06:00 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	1	0	0	1	0	0	**5**	**5**	0	0	0	0	0	0	0	0	**6**
06:45 AM	**3**	0	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	4	0	0	4	0	0	7	7	0	0	0	0	0	0	0	0	11
% App. Total	100	0	0		0	0	100		0	0	0		0	0	0		
PHF	.333	.000	.000	.333	.000	.000	.350	.350	.000	.000	.000	.000	.000	.000	.000	.000	.458

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City of Victorville
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Weather: Clear

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Site Code : 22524674
Start Date : 7/31/2024
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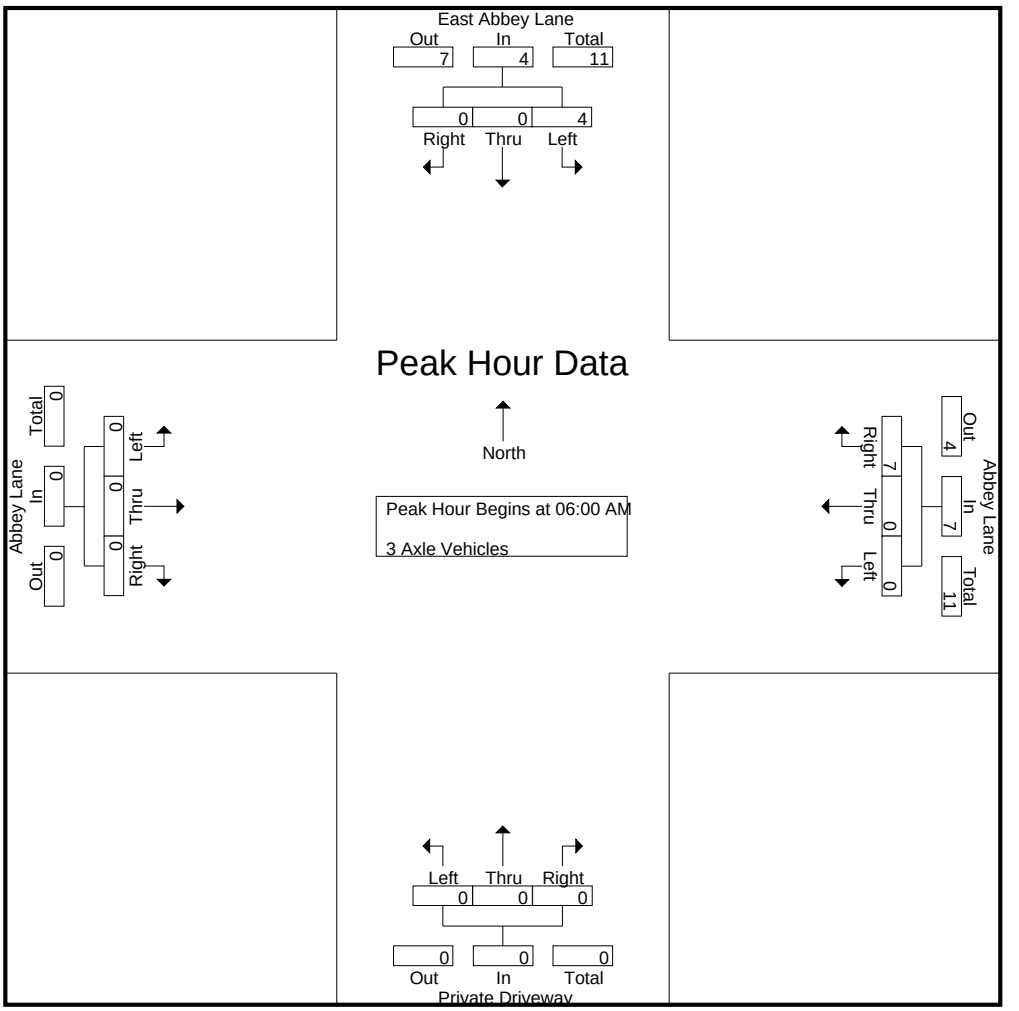

Peak Hour Analysis From 06:00 AM to 06:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:00 AM				06:00 AM				06:00 AM				06:00 AM			
+0 mins.	0	0	0	0	0	0	2	2	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.	1	0	0	1	0	0	**5**	**5**	0	0	0	0	0	0	0	0
+45 mins.	**3**	0	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	4	0	0	4	0	0	7	7	0	0	0	0	0	0	0	0
% App. Total	100	0	0		0	0	100		0	0	0		0	0	0	
PHF	.333	.000	.000	.333	.000	.000	.350	.350	.000	.000	.000	.000	.000	.000	.000	.000

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Page No : 1

Groups Printed- 4+ Axle Trucks

	East Abbey Lane Southbound				Abbey Lane Westbound				Private Driveway Northbound				Abbey Lane 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
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 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
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	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
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	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
Grand Total	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
Apprch %	100	0	0		0	0	100		0	0	0		0	0	0		
Total %	50	0	0	50	0	0	50	50	0	0	0	0	0	0	0	0	

	East Abbey Lane Southbound				Abbey Lane Westbound				Private Driveway Northbound				Abbey Lane 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 06:00 AM to 06:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 AM																	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 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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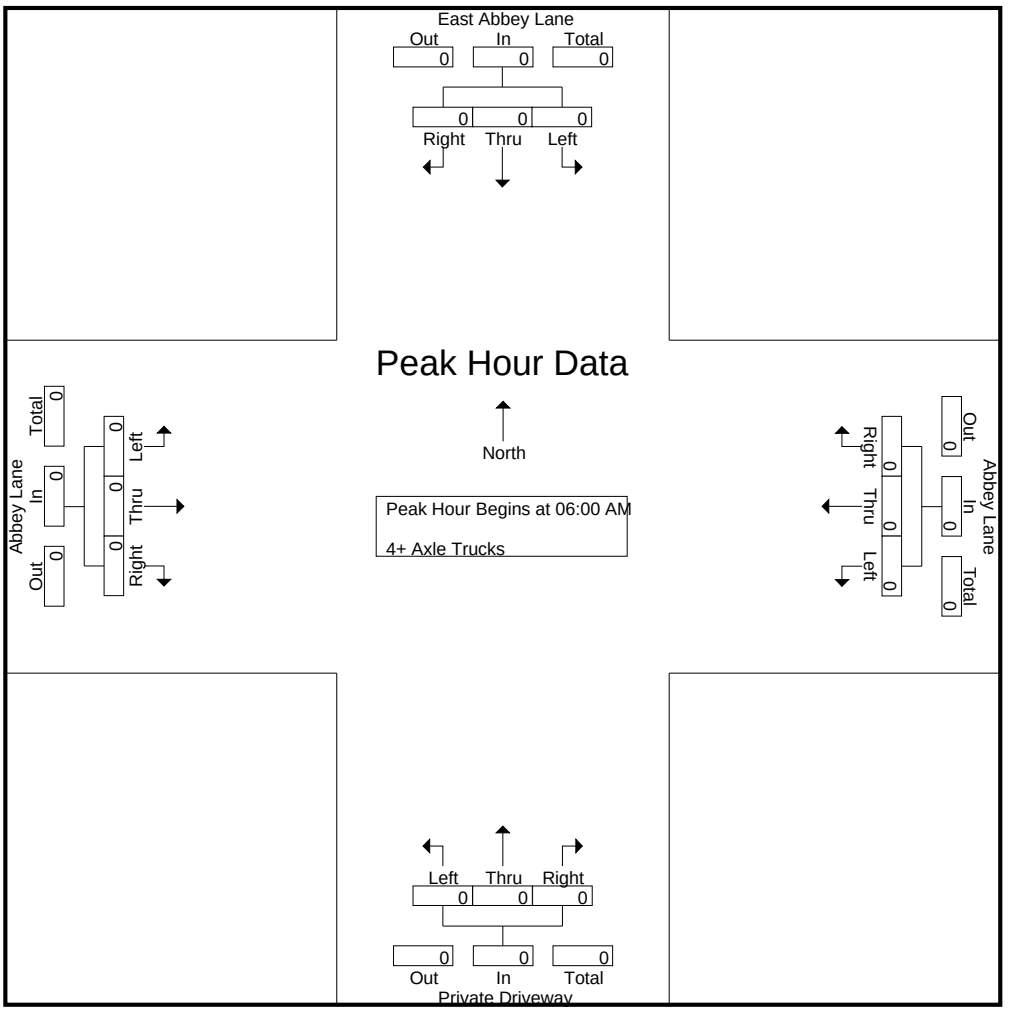

Peak Hour Analysis From 06:00 AM to 06:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:00 AM				06:00 AM				06:00 AM				06:00 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	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 Victorville
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File Name : 01_VIC_E Abb_Abb PM
Site Code : 22524674
Start Date : 7/31/2024
Page No : 1

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

	East Abbey Lane Southbound				Abbey Lane Westbound				Private Driveway Northbound				Abbey Lane 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
03:00 PM	2	0	0	2	0	0	2	2	0	0	0	0	0	4	0	4	8
03:15 PM	3	0	0	3	1	1	1	3	0	0	0	0	0	7	0	7	13
03:30 PM	4	0	0	4	0	0	6	6	0	0	0	0	0	1	0	1	11
03:45 PM	2	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	4
Total	11	0	0	11	1	1	11	13	0	0	0	0	0	12	0	12	36
04:00 PM	3	0	0	3	0	0	1	1	0	0	0	0	0	1	0	1	5
04:15 PM	3	0	0	3	0	0	5	5	0	0	0	0	0	0	0	0	8
04:30 PM	1	0	0	1	0	0	6	6	0	0	0	0	0	6	0	6	13
04:45 PM	5	0	0	5	0	0	7	7	0	0	0	0	0	8	0	8	20
Total	12	0	0	12	0	0	19	19	0	0	0	0	0	15	0	15	46
05:00 PM	9	0	0	9	0	2	1	3	0	0	0	0	0	4	0	4	16
05:15 PM	3	0	0	3	0	0	0	0	0	0	0	0	1	1	0	2	5
05:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	1	6	0	7	9
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	4	0	5	6
Total	14	0	0	14	0	3	1	4	0	0	0	0	3	15	0	18	36
Grand Total	37	0	0	37	1	4	31	36	0	0	0	0	3	42	0	45	118
Apprch %	100	0	0		2.8	11.1	86.1		0	0	0		6.7	93.3	0		
Total %	31.4	0	0	31.4	0.8	3.4	26.3	30.5	0	0	0	0	2.5	35.6	0	38.1	
Passenger Vehicles	6	0	0	6	1	4	1	6	0	0	0	0	3	42	0	45	57
% Passenger Vehicles	16.2	0	0	16.2	100	100	3.2	16.7	0	0	0	0	100	100	0	100	48.3
Large 2 Axle Vehicles	5	0	0	5	0	0	6	6	0	0	0	0	0	0	0	0	11
% Large 2 Axle Vehicles	13.5	0	0	13.5	0	0	19.4	16.7	0	0	0	0	0	0	0	0	9.3
3 Axle Vehicles	25	0	0	25	0	0	24	24	0	0	0	0	0	0	0	0	49
% 3 Axle Vehicles	67.6	0	0	67.6	0	0	77.4	66.7	0	0	0	0	0	0	0	0	41.5
4+ Axle Trucks	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% 4+ Axle Trucks	2.7	0	0	2.7	0	0	0	0	0	0	0	0	0	0	0	0	0.8

	East Abbey Lane Southbound				Abbey Lane Westbound				Private Driveway Northbound				Abbey Lane 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 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	3	0	0	3	0	0	5	5	0	0	0	0	0	0	0	0	8
04:30 PM	1	0	0	1	0	0	6	6	0	0	0	0	0	6	0	6	13
04:45 PM	5	0	0	5	0	0	**7**	**7**	0	0	0	0	0	**8**	0	**8**	**20**
05:00 PM	**9**	0	0	**9**	0	**2**	1	3	0	0	0	0	0	4	0	4	16
Total Volume	18	0	0	18	0	2	19	21	0	0	0	0	0	18	0	18	57
% App. Total	100	0	0		0	9.5	90.5		0	0	0		0	100	0		
PHF	.500	.000	.000	.500	.000	.250	.679	.750	.000	.000	.000	.000	.000	.563	.000	.563	.713

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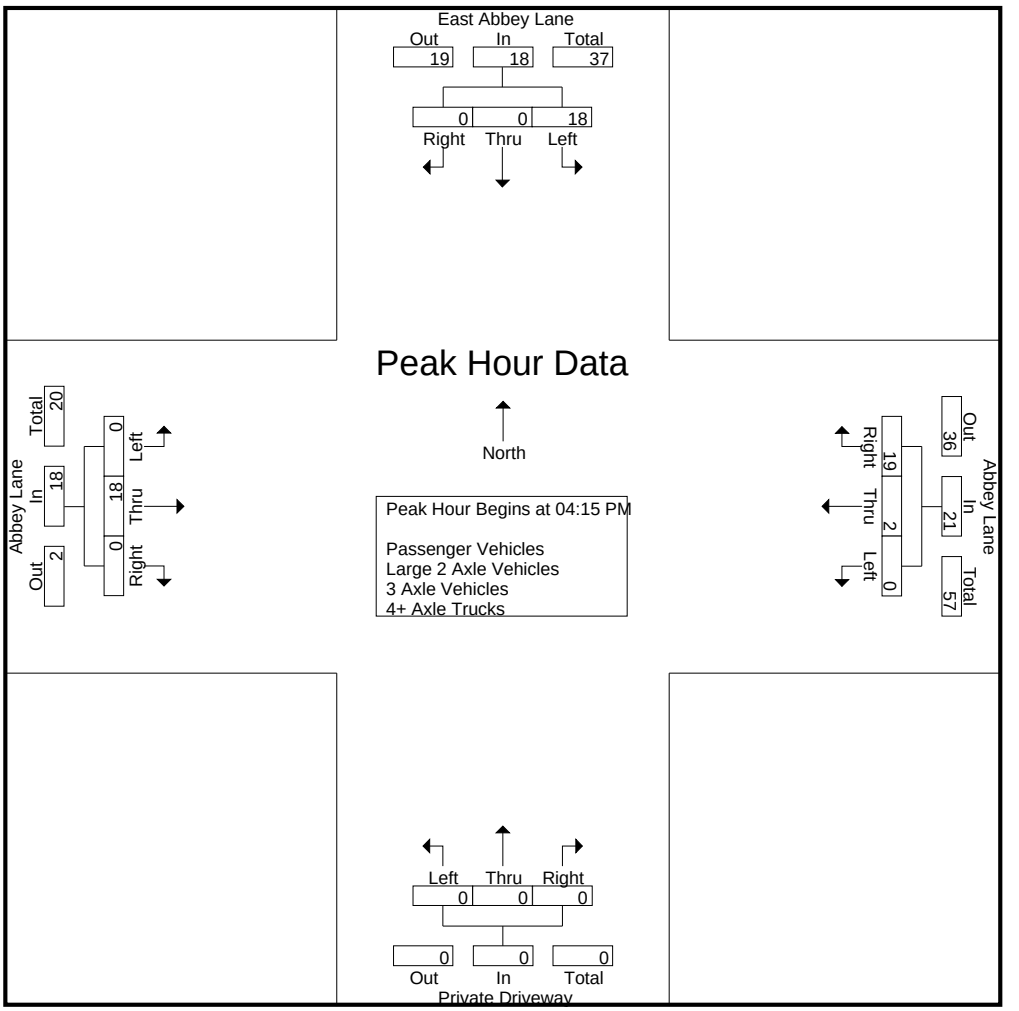

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:15 PM				03:00 PM				04:45 PM			
+0 mins.	5	0	0	5	0	0	5	5	0	0	0	0	0	**8**	0	**8**
+15 mins.	**9**	0	0	**9**	0	0	6	6	0	0	0	0	0	4	0	4
+30 mins.	3	0	0	3	0	0	**7**	**7**	0	0	0	0	**1**	1	0	2
+45 mins.	2	0	0	2	0	**2**	1	3	0	0	0	0	1	6	0	7
Total Volume	19	0	0	19	0	2	19	21	0	0	0	0	2	19	0	21
% App. Total	100	0	0		0	9.5	90.5		0	0	0		9.5	90.5	0	
PHF	.528	.000	.000	.528	.000	.250	.679	.750	.000	.000	.000	.000	.500	.594	.000	.656

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Groups Printed- Passenger Vehicles

	East Abbey Lane Southbound				Abbey Lane Westbound				Private Driveway Northbound				Abbey Lane 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
03:00 PM	1	0	0	1	0	0	1	1	0	0	0	0	0	4	0	4	6
03:15 PM	1	0	0	1	1	1	0	2	0	0	0	0	0	7	0	7	10
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	1	1	1	3	0	0	0	0	0	12	0	12	17
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
04:15 PM	1	0	0	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	6	0	6	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	8
Total	2	0	0	2	0	0	0	0	0	0	0	0	0	15	0	15	17
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	2	3
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	6	0	7	8
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	4	0	5	6
Total	2	0	0	2	0	3	0	3	0	0	0	0	3	15	0	18	23
Grand Total	6	0	0	6	1	4	1	6	0	0	0	0	3	42	0	45	57
Apprch %	100	0	0		16.7	66.7	16.7		0	0	0		6.7	93.3	0		
Total %	10.5	0	0	10.5	1.8	7	1.8	10.5	0	0	0	0	5.3	73.7	0	78.9	

	East Abbey Lane Southbound				Abbey Lane Westbound				Private Driveway Northbound				Abbey Lane 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**1**	0	0	**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	6	0	6	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**8**	0	**8**	**8**
05:00 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	4	0	4	6
Total Volume	1	0	0	1	0	2	0	2	0	0	0	0	0	18	0	18	21
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.563	.000	.563	.656

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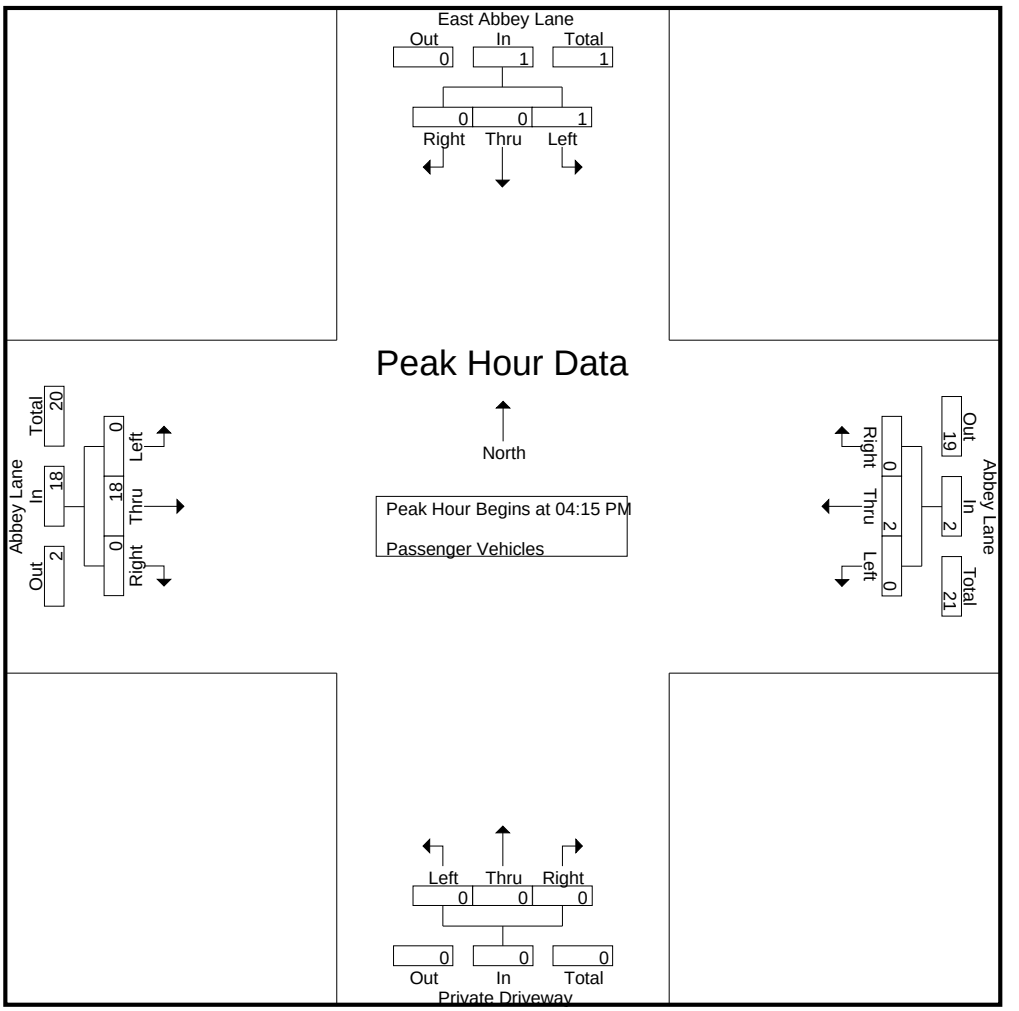

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	**1**	0	0	**1**	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	6	0	6
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**8**	0	**8**
+45 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	4	0	4
Total Volume	1	0	0	1	0	2	0	2	0	0	0	0	0	18	0	18
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.563	.000	.563

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Groups Printed- Large 2 Axle Vehicles

	East Abbey Lane Southbound				Abbey Lane Westbound				Private Driveway Northbound				Abbey Lane 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
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
03:30 PM	4	0	0	4	0	0	4	4	0	0	0	0	0	0	0	0	8
03:45 PM	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
Total	5	0	0	5	0	0	6	6	0	0	0	0	0	0	0	0	11
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	5	0	0	5	0	0	6	6	0	0	0	0	0	0	0	0	11
Apprch %	100	0	0		0	0	100		0	0	0		0	0	0		
Total %	45.5	0	0	45.5	0	0	54.5	54.5	0	0	0	0	0	0	0	0	

	East Abbey Lane Southbound				Abbey Lane Westbound				Private Driveway Northbound				Abbey Lane 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
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
05:00 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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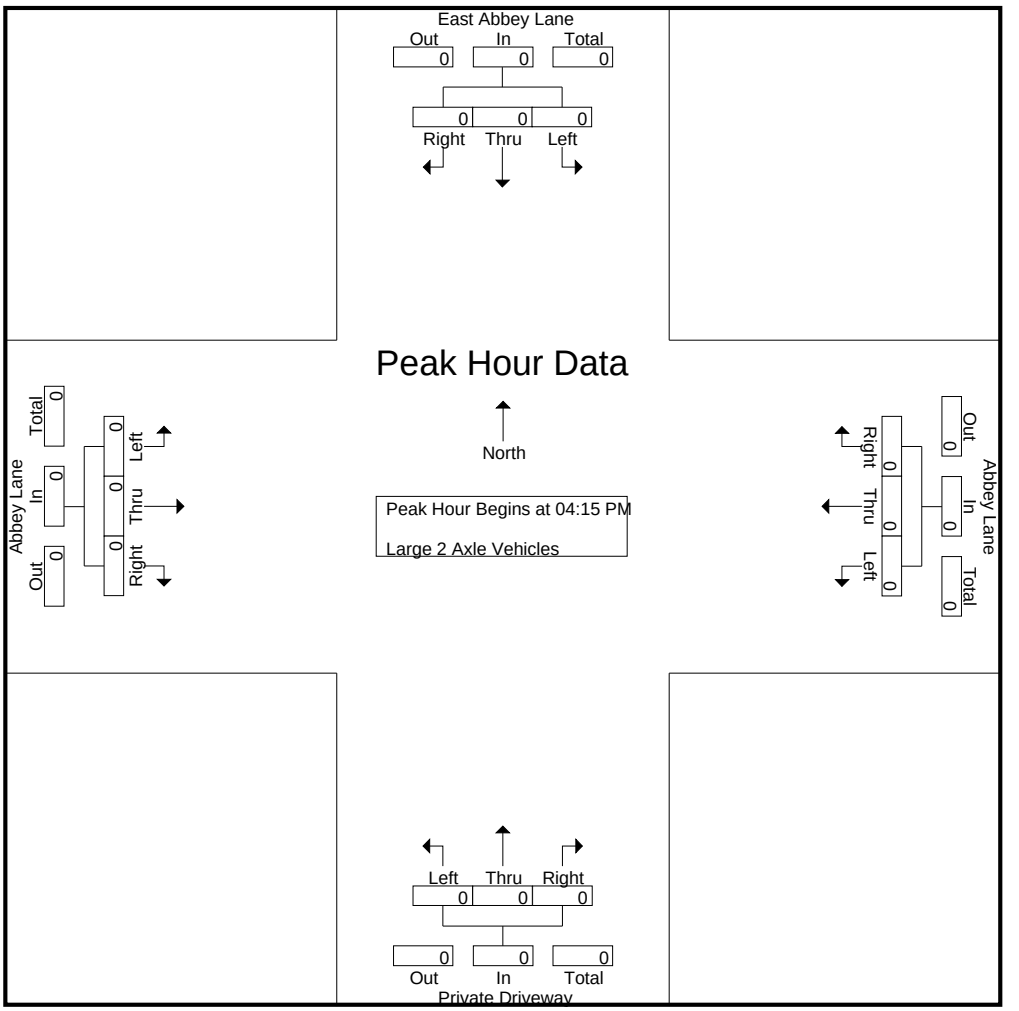
City of Victorville
N/S: East Abbey Lane
E/W: Abbey Lane
Weather: Clear

File Name : 01_VIC_E Abb_Abb PM
Site Code : 22524674
Start Date : 7/31/2024
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 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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E/W: Abbey Lane
Weather: Clear

File Name : 01_VIC_E Abb_Abb PM
Site Code : 22524674
Start Date : 7/31/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

	East Abbey Lane Southbound				Abbey Lane Westbound				Private Driveway Northbound				Abbey Lane 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
03:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
03:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
03:45 PM	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
Total	3	0	0	3	0	0	4	4	0	0	0	0	0	0	0	0	7
04:00 PM	2	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	3
04:15 PM	2	0	0	2	0	0	5	5	0	0	0	0	0	0	0	0	7
04:30 PM	1	0	0	1	0	0	6	6	0	0	0	0	0	0	0	0	7
04:45 PM	5	0	0	5	0	0	7	7	0	0	0	0	0	0	0	0	12
Total	10	0	0	10	0	0	19	19	0	0	0	0	0	0	0	0	29
05:00 PM	9	0	0	9	0	0	1	1	0	0	0	0	0	0	0	0	10
05:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	12	0	0	12	0	0	1	1	0	0	0	0	0	0	0	0	13
Grand Total	25	0	0	25	0	0	24	24	0	0	0	0	0	0	0	0	49
Apprch %	100	0	0		0	0	100		0	0	0		0	0	0		
Total %	51	0	0	51	0	0	49	49	0	0	0	0	0	0	0	0	

	East Abbey Lane Southbound				Abbey Lane Westbound				Private Driveway Northbound				Abbey Lane 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	0	0	2	0	0	5	5	0	0	0	0	0	0	0	0	7
04:30 PM	1	0	0	1	0	0	6	6	0	0	0	0	0	0	0	0	7
04:45 PM	5	0	0	5	0	0	**7**	**7**	0	0	0	0	0	0	0	0	**12**
05:00 PM	**9**	0	0	**9**	0	0	1	1	0	0	0	0	0	0	0	0	10
Total Volume	17	0	0	17	0	0	19	19	0	0	0	0	0	0	0	0	36
% App. Total	100	0	0		0	0	100		0	0	0		0	0	0		
PHF	.472	.000	.000	.472	.000	.000	.679	.679	.000	.000	.000	.000	.000	.000	.000	.000	.750

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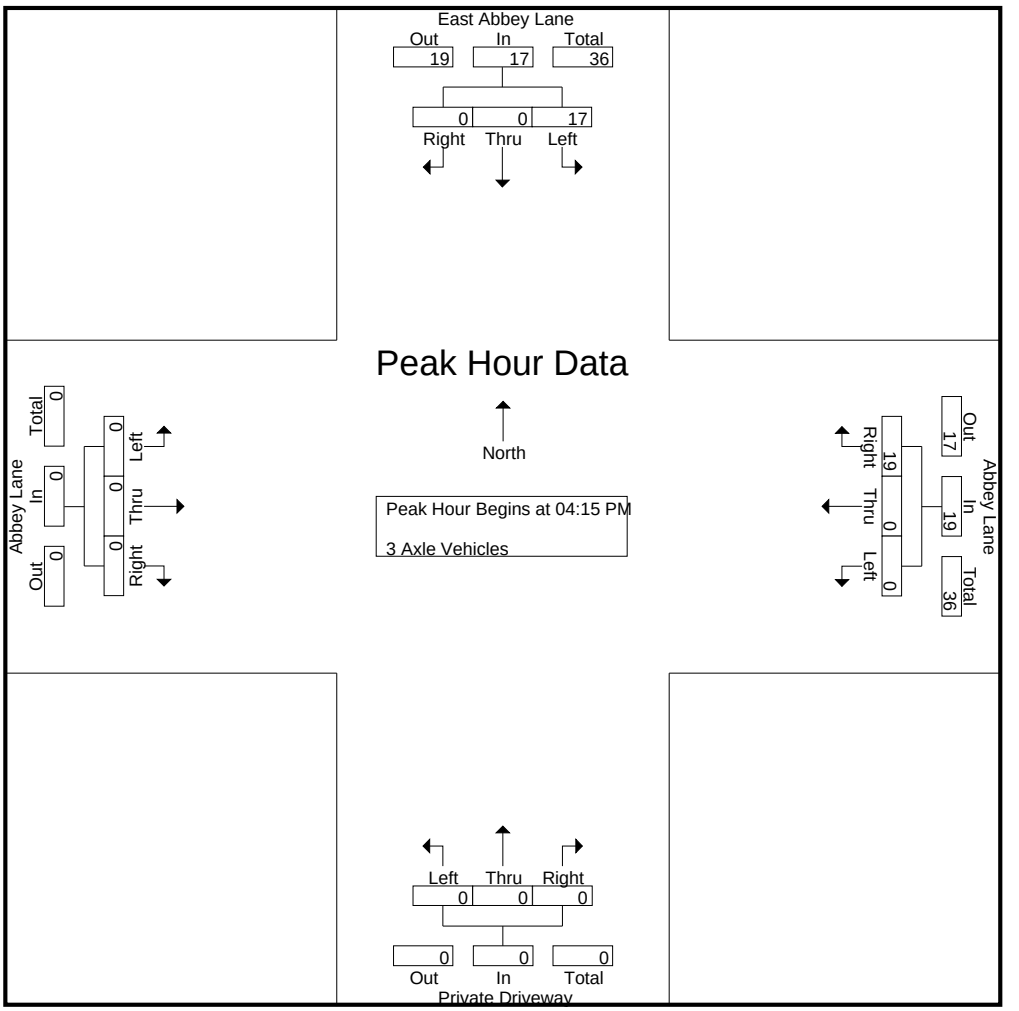
City of Victorville
N/S: East Abbey Lane
E/W: Abbey Lane
Weather: Clear

File Name : 01_VIC_E Abb_Abb PM
Site Code : 22524674
Start Date : 7/31/2024
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	2	0	0	2	0	0	5	5	0	0	0	0	0	0	0	0
+15 mins.	1	0	0	1	0	0	6	6	0	0	0	0	0	0	0	0
+30 mins.	5	0	0	5	0	0	**7**	**7**	0	0	0	0	0	0	0	0
+45 mins.	**9**	0	0	**9**	0	0	1	1	0	0	0	0	0	0	0	0
Total Volume	17	0	0	17	0	0	19	19	0	0	0	0	0	0	0	0
% App. Total	100	0	0		0	0	100		0	0	0		0	0	0	
PHF	.472	.000	.000	.472	.000	.000	.679	.679	.000	.000	.000	.000	.000	.000	.000	.000

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City of Victorville
N/S: East Abbey Lane
E/W: Abbey Lane
Weather: Clear

File Name : 01_VIC_E Abb_Abb PM
Site Code : 22524674
Start Date : 7/31/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

	East Abbey Lane Southbound				Abbey Lane Westbound				Private Driveway Northbound				Abbey Lane 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
03:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	100	0	0		0	0	0		0	0	0		0	0	0		
Total %	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	

	East Abbey Lane Southbound				Abbey Lane Westbound				Private Driveway Northbound				Abbey Lane 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 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
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
05:00 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 Victorville
N/S: East Abbey Lane
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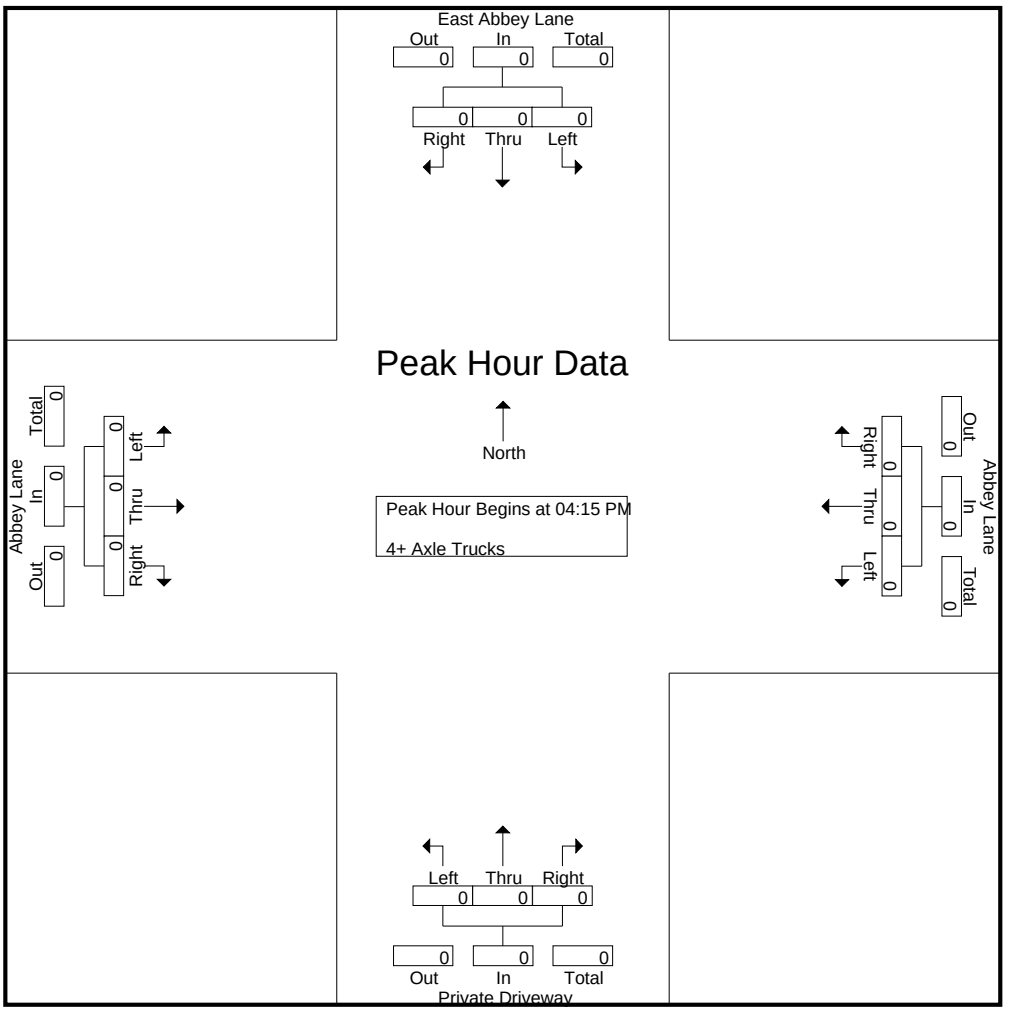
Weather: Clear

File Name : 01_VIC_E Abb_Abb PM
Site Code : 22524674
Start Date : 7/31/2024
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 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

Location: Victorville
N/S: East Abbey Lane
E/W: Abbey Lane

Date: 7/31/2024
Day: Wednesday

PEDESTRIANS

	North Leg East Abbey Lane	East Leg Abbey Lane	South Leg Private Driveway	West Leg Abbey Lane	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
6:00 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0
6:30 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg East Abbey Lane	East Leg Abbey Lane	South Leg Private Driveway	West Leg Abbey Lane	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Victorville
N/S: East Abbey Lane
E/W: Abbey Lane

Date: 7/31/2024
Day: Wednesday

BICYCLES

	Southbound East Abbey Lane			Westbound Abbey Lane			Northbound Private Driveway			Eastbound Abbey Lane			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
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
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound East Abbey Lane			Westbound Abbey Lane			Northbound Private Driveway			Eastbound Abbey Lane			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
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
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Victorville
N/S: Stoddard Wells Road
E/W: Abbey Lane
Weather: Clear

File Name : 02_VIC_SW_Abb AM
Site Code : 22524674
Start Date : 7/31/2024
Page No : 1

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

	Stoddard Wells Road Southbound				Church Driveway Westbound				Stoddard Wells Road Northbound				Abbey Lane 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
06:00 AM	0	11	1	12	0	0	0	0	5	8	0	13	3	0	3	6	31
06:15 AM	1	4	2	7	0	0	0	0	4	10	0	14	3	0	4	7	28
06:30 AM	0	13	3	16	0	0	0	0	7	13	0	20	7	0	7	14	50
06:45 AM	0	24	0	24	0	0	0	0	19	22	0	41	5	0	5	10	75
Total	1	52	6	59	0	0	0	0	35	53	0	88	18	0	19	37	184
07:00 AM	0	13	1	14	0	0	0	0	3	8	0	11	0	0	4	4	29
07:15 AM	0	18	1	19	0	0	0	0	2	17	0	19	2	0	4	6	44
07:30 AM	0	10	0	10	0	0	0	0	2	13	0	15	0	0	2	2	27
07:45 AM	0	14	0	14	0	0	0	0	2	19	0	21	0	0	3	3	38
Total	0	55	2	57	0	0	0	0	9	57	0	66	2	0	13	15	138
08:00 AM	0	12	0	12	0	0	0	0	1	17	0	18	1	0	1	2	32
08:15 AM	0	15	0	15	0	0	0	0	4	16	0	20	0	0	5	5	40
08:30 AM	0	25	0	25	0	0	0	0	2	20	0	22	1	0	3	4	51
08:45 AM	0	22	0	22	0	0	0	0	2	16	0	18	2	0	2	4	44
Total	0	74	0	74	0	0	0	0	9	69	0	78	4	0	11	15	167
Grand Total	1	181	8	190	0	0	0	0	53	179	0	232	24	0	43	67	489
Apprch %	0.5	95.3	4.2		0	0	0		22.8	77.2	0		35.8	0	64.2		
Total %	0.2	37	1.6	38.9	0	0	0	0	10.8	36.6	0	47.4	4.9	0	8.8	13.7	
Passenger Vehicles	0	140	2	142	0	0	0	0	42	145	0	187	2	0	12	14	343
% Passenger Vehicles	0	77.3	25	74.7	0	0	0	0	79.2	81	0	80.6	8.3	0	27.9	20.9	70.1
Large 2 Axle Vehicles	0	13	2	15	0	0	0	0	4	7	0	11	6	0	2	8	34
% Large 2 Axle Vehicles	0	7.2	25	7.9	0	0	0	0	7.5	3.9	0	4.7	25	0	4.7	11.9	7
3 Axle Vehicles	1	19	4	24	0	0	0	0	6	15	0	21	16	0	27	43	88
% 3 Axle Vehicles	100	10.5	50	12.6	0	0	0	0	11.3	8.4	0	9.1	66.7	0	62.8	64.2	18
4+ Axle Trucks	0	9	0	9	0	0	0	0	1	12	0	13	0	0	2	2	24
% 4+ Axle Trucks	0	5	0	4.7	0	0	0	0	1.9	6.7	0	5.6	0	0	4.7	3	4.9

	Stoddard Wells Road Southbound				Church Driveway Westbound				Stoddard Wells Road Northbound				Abbey Lane 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 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:30 AM																	
06:30 AM	0	13	**3**	16	0	0	0	0	7	13	0	20	**7**	0	**7**	**14**	50
06:45 AM	0	**24**	0	**24**	0	0	0	0	**19**	**22**	0	**41**	5	0	5	10	**75**
07:00 AM	0	13	1	14	0	0	0	0	3	8	0	11	0	0	4	4	29
07:15 AM	0	18	1	19	0	0	0	0	2	17	0	19	2	0	4	6	44
Total Volume	0	68	5	73	0	0	0	0	31	60	0	91	14	0	20	34	198
% App. Total	0	93.2	6.8		0	0	0		34.1	65.9	0		41.2	0	58.8		
PHF	.000	.708	.417	.760	.000	.000	.000	.000	.408	.682	.000	.555	.500	.000	.714	.607	.660

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City of Victorville
N/S: Stoddard Wells Road
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File Name : 02_VIC_SW_Abb AM
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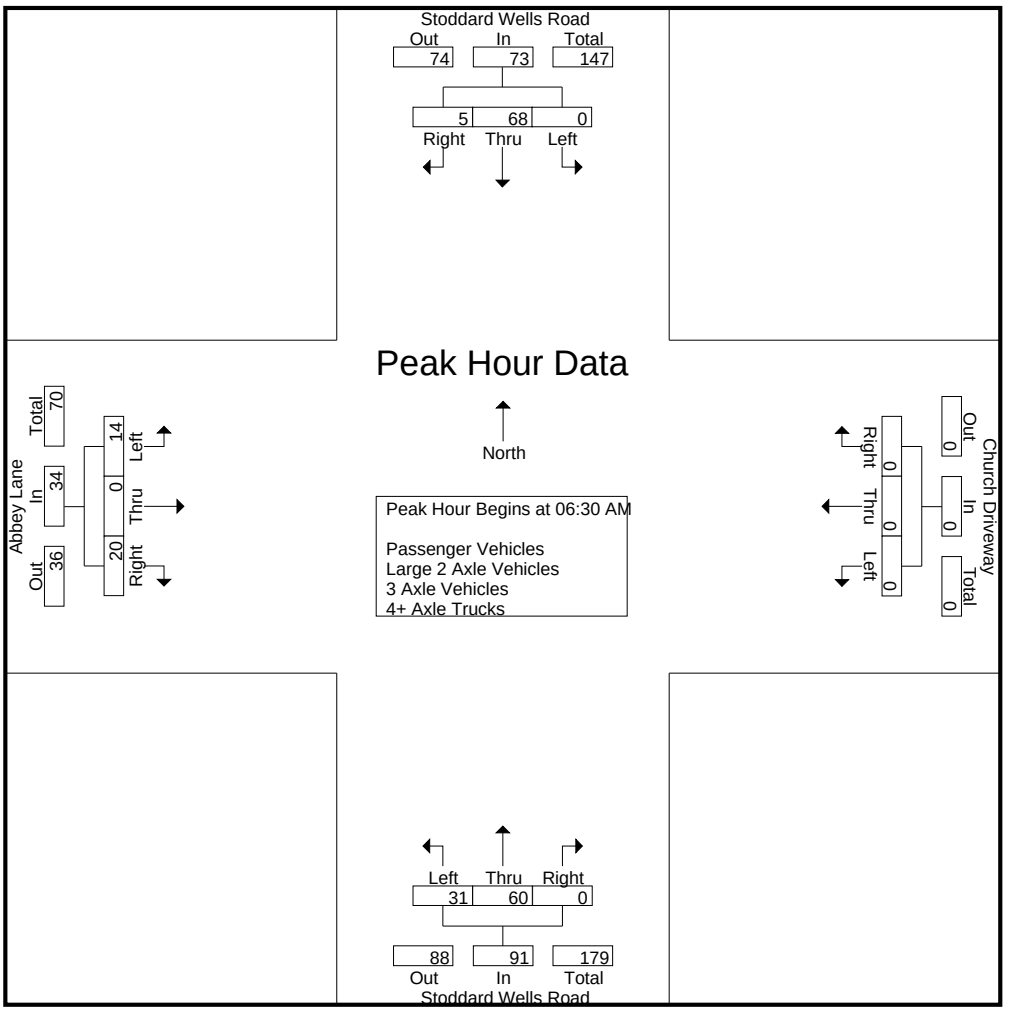
Page No : 2



Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				06:00 AM				06:30 AM				06:00 AM			
+0 mins.	0	12	0	12	0	0	0	0	7	13	0	20	3	0	3	6
+15 mins.	0	15	0	15	0	0	0	0	**19**	**22**	0	**41**	3	0	4	7
+30 mins.	0	**25**	0	**25**	0	0	0	0	3	8	0	11	**7**	0	**7**	**14**
+45 mins.	0	22	0	22	0	0	0	0	2	17	0	19	5	0	5	10
Total Volume	0	74	0	74	0	0	0	0	31	60	0	91	18	0	19	37
% App. Total	0	100	0		0	0	0		34.1	65.9	0		48.6	0	51.4	
PHF	.000	.740	.000	.740	.000	.000	.000	.000	.408	.682	.000	.555	.643	.000	.679	.661

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City of Victorville
N/S: Stoddard Wells Road
E/W: Abbey Lane
Weather: Clear

File Name : 02_VIC_SW_Abb AM
Site Code : 22524674
Start Date : 7/31/2024
Page No : 1

Groups Printed- Passenger Vehicles

	Stoddard Wells Road Southbound				Church Driveway Westbound				Stoddard Wells Road Northbound				Abbey Lane 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
06:00 AM	0	9	0	9	0	0	0	0	4	7	0	11	0	0	1	1	21
06:15 AM	0	3	0	3	0	0	0	0	3	9	0	12	0	0	1	1	16
06:30 AM	0	10	2	12	0	0	0	0	6	12	0	18	1	0	0	1	31
06:45 AM	0	17	0	17	0	0	0	0	19	19	0	38	0	0	3	3	58
Total	0	39	2	41	0	0	0	0	32	47	0	79	1	0	5	6	126
07:00 AM	0	11	0	11	0	0	0	0	2	6	0	8	0	0	1	1	20
07:15 AM	0	15	0	15	0	0	0	0	1	12	0	13	0	0	2	2	30
07:30 AM	0	7	0	7	0	0	0	0	0	10	0	10	0	0	0	0	17
07:45 AM	0	13	0	13	0	0	0	0	2	17	0	19	0	0	1	1	33
Total	0	46	0	46	0	0	0	0	5	45	0	50	0	0	4	4	100
08:00 AM	0	11	0	11	0	0	0	0	0	13	0	13	0	0	0	0	24
08:15 AM	0	13	0	13	0	0	0	0	2	11	0	13	0	0	2	2	28
08:30 AM	0	16	0	16	0	0	0	0	1	19	0	20	0	0	0	0	36
08:45 AM	0	15	0	15	0	0	0	0	2	10	0	12	1	0	1	2	29
Total	0	55	0	55	0	0	0	0	5	53	0	58	1	0	3	4	117
Grand Total	0	140	2	142	0	0	0	0	42	145	0	187	2	0	12	14	343
Apprch %	0	98.6	1.4		0	0	0		22.5	77.5	0		14.3	0	85.7		
Total %	0	40.8	0.6	41.4	0	0	0	0	12.2	42.3	0	54.5	0.6	0	3.5	4.1	

	Stoddard Wells Road Southbound				Church Driveway Westbound				Stoddard Wells Road Northbound				Abbey Lane 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 06:30 AM to 07:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:30 AM																	
06:30 AM	0	10	**2**	12	0	0	0	0	6	12	0	18	**1**	0	0	1	31
06:45 AM	0	**17**	0	**17**	0	0	0	0	**19**	**19**	0	**38**	0	0	**3**	**3**	**58**
07:00 AM	0	11	0	11	0	0	0	0	2	6	0	8	0	0	1	1	20
07:15 AM	0	15	0	15	0	0	0	0	1	12	0	13	0	0	2	2	30
Total Volume	0	53	2	55	0	0	0	0	28	49	0	77	1	0	6	7	139
% App. Total	0	96.4	3.6		0	0	0		36.4	63.6	0		14.3	0	85.7		
PHF	.000	.779	.250	.809	.000	.000	.000	.000	.368	.645	.000	.507	.250	.000	.500	.583	.599

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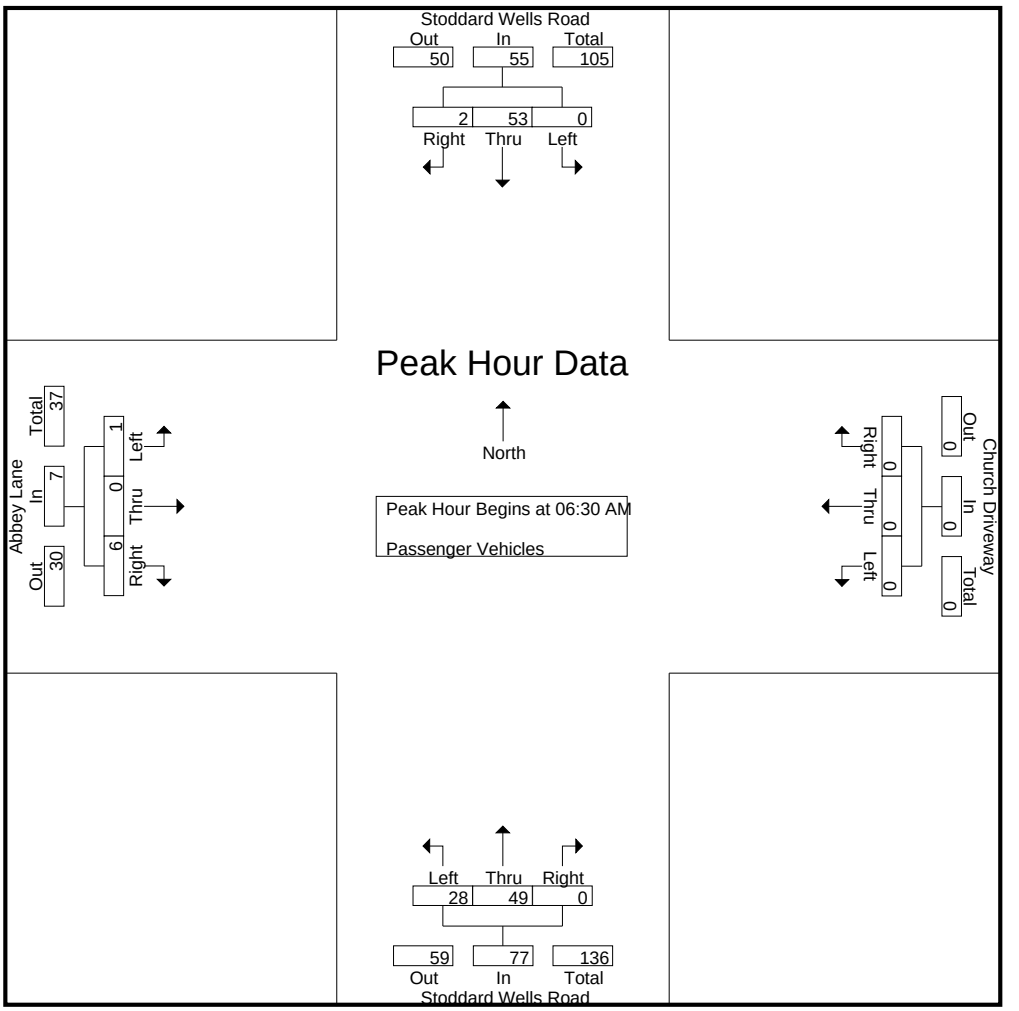
City of Victorville
N/S: Stoddard Wells Road
E/W: Abbey Lane
Weather: Clear

File Name : 02_VIC_SW_Abb AM
Site Code : 22524674
Start Date : 7/31/2024
Page No : 2



Peak Hour Analysis From 06:30 AM to 07:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:30 AM				06:30 AM				06:30 AM				06:30 AM			
+0 mins.	0	10	**2**	12	0	0	0	0	6	12	0	18	**1**	0	0	1
+15 mins.	0	**17**	0	**17**	0	0	0	0	**19**	**19**	0	**38**	0	0	**3**	**3**
+30 mins.	0	11	0	11	0	0	0	0	2	6	0	8	0	0	1	1
+45 mins.	0	15	0	15	0	0	0	0	1	12	0	13	0	0	2	2
Total Volume	0	53	2	55	0	0	0	0	28	49	0	77	1	0	6	7
% App. Total	0	96.4	3.6		0	0	0		36.4	63.6	0		14.3	0	85.7	
PHF	.000	.779	.250	.809	.000	.000	.000	.000	.368	.645	.000	.507	.250	.000	.500	.583

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City of Victorville
N/S: Stoddard Wells Road
E/W: Abbey Lane
Weather: Clear

File Name : 02_VIC_SW_Abb AM
Site Code : 22524674
Start Date : 7/31/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Stoddard Wells Road Southbound				Church Driveway Westbound				Stoddard Wells Road Northbound				Abbey Lane 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
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
06:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
06:45 AM	0	1	0	1	0	0	0	0	0	2	0	2	3	0	0	3	6
Total	0	2	1	3	0	0	0	0	0	2	0	2	4	0	1	5	10
07:00 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
07:15 AM	0	1	1	2	0	0	0	0	0	2	0	2	1	0	0	1	5
07:30 AM	0	3	0	3	0	0	0	0	1	0	0	1	0	0	0	0	4
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	6	1	7	0	0	0	0	2	2	0	4	1	0	0	1	12
08:00 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
08:30 AM	0	2	0	2	0	0	0	0	1	1	0	2	1	0	0	1	5
08:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	0	5	0	5	0	0	0	0	2	3	0	5	1	0	1	2	12
Grand Total	0	13	2	15	0	0	0	0	4	7	0	11	6	0	2	8	34
Apprch %	0	86.7	13.3		0	0	0		36.4	63.6	0		75	0	25		
Total %	0	38.2	5.9	44.1	0	0	0	0	11.8	20.6	0	32.4	17.6	0	5.9	23.5	

	Stoddard Wells Road Southbound				Church Driveway Westbound				Stoddard Wells Road Northbound				Abbey Lane 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 06:30 AM to 07:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:30 AM																	
06:30 AM	0	**1**	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
06:45 AM	0	1	0	1	0	0	0	0	0	**2**	0	**2**	**3**	0	0	**3**	**6**
07:00 AM	0	1	0	1	0	0	0	0	**1**	0	0	1	0	0	0	0	2
07:15 AM	0	1	**1**	**2**	0	0	0	0	0	2	0	2	1	0	0	1	5
Total Volume	0	4	1	5	0	0	0	0	1	4	0	5	5	0	0	5	15
% App. Total	0	80	20		0	0	0		20	80	0		100	0	0		
PHF	.000	1.00	.250	.625	.000	.000	.000	.000	.250	.500	.000	.625	.417	.000	.000	.417	.625

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E/W: Abbey Lane
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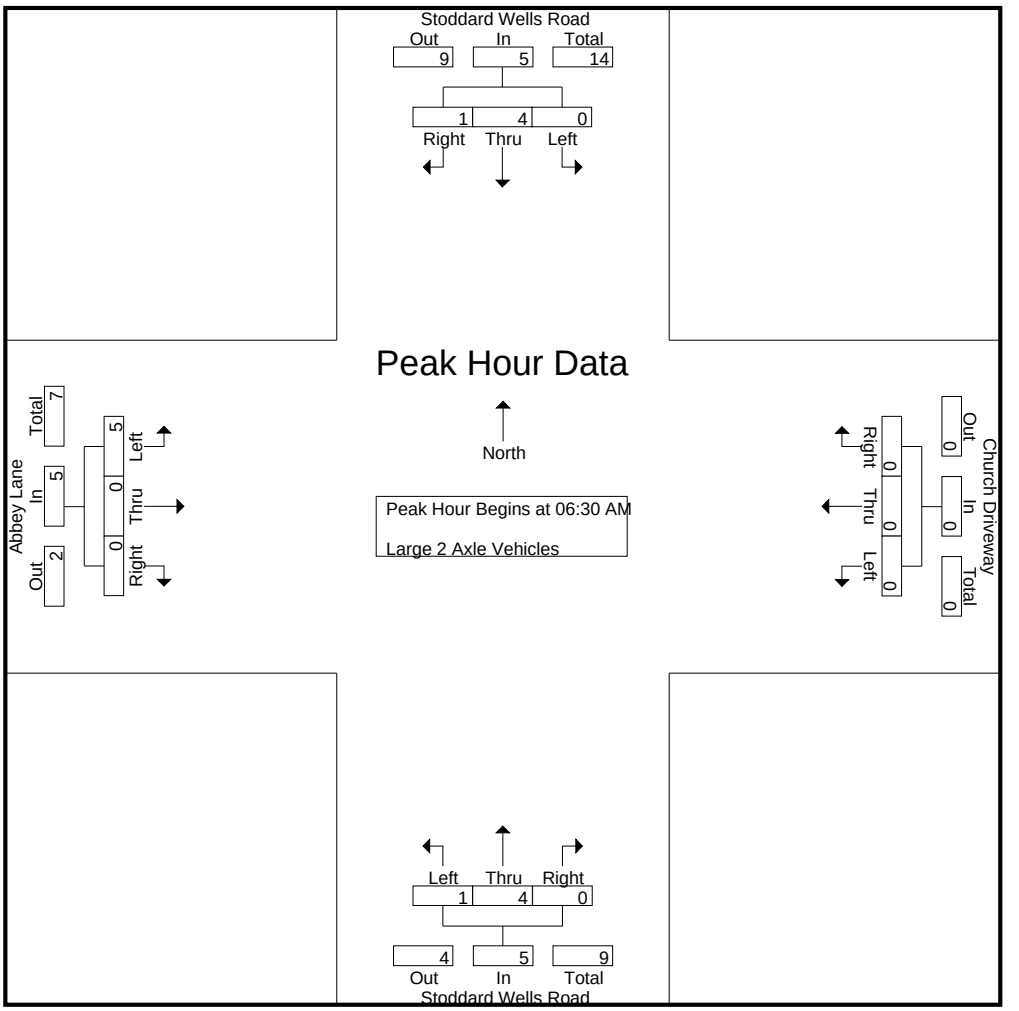
File Name : 02_VIC_SW_Abb AM
Site Code : 22524674
Start Date : 7/31/2024
Page No : 2



Peak Hour Analysis From 06:30 AM to 07:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:30 AM				06:30 AM				06:30 AM				06:30 AM			
+0 mins.	0	**1**	0	1	0	0	0	0	0	0	0	0	1	0	0	1
+15 mins.	0	1	0	1	0	0	0	0	0	**2**	0	**2**	**3**	0	0	**3**
+30 mins.	0	1	0	1	0	0	0	0	**1**	0	0	1	0	0	0	0
+45 mins.	0	1	**1**	**2**	0	0	0	0	0	2	0	2	1	0	0	1
Total Volume	0	4	1	5	0	0	0	0	1	4	0	5	5	0	0	5
% App. Total	0	80	20		0	0	0		20	80	0		100	0	0	
PHF	.000	1.000	.250	.625	.000	.000	.000	.000	.250	.500	.000	.625	.417	.000	.000	.417

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City of Victorville
N/S: Stoddard Wells Road
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Weather: Clear

File Name : 02_VIC_SW_Abb AM
Site Code : 22524674
Start Date : 7/31/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

	Stoddard Wells Road Southbound				Church Driveway Westbound				Stoddard Wells Road Northbound				Abbey Lane 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
06:00 AM	0	2	1	3	0	0	0	0	1	1	0	2	3	0	2	5	10
06:15 AM	1	1	1	3	0	0	0	0	1	1	0	2	3	0	2	5	10
06:30 AM	0	2	1	3	0	0	0	0	1	1	0	2	5	0	7	12	17
06:45 AM	0	6	0	6	0	0	0	0	0	0	0	0	2	0	2	4	10
Total	1	11	3	15	0	0	0	0	3	3	0	6	13	0	13	26	47
07:00 AM	0	1	1	2	0	0	0	0	0	1	0	1	0	0	3	3	6
07:15 AM	0	2	0	2	0	0	0	0	1	0	0	1	1	0	1	2	5
07:30 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	2	2	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total	0	3	1	4	0	0	0	0	2	2	0	4	1	0	8	9	17
08:00 AM	0	0	0	0	0	0	0	0	0	4	0	4	1	0	1	2	6
08:15 AM	0	2	0	2	0	0	0	0	1	3	0	4	0	0	1	1	7
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
08:45 AM	0	3	0	3	0	0	0	0	0	3	0	3	1	0	1	2	8
Total	0	5	0	5	0	0	0	0	1	10	0	11	2	0	6	8	24
Grand Total	1	19	4	24	0	0	0	0	6	15	0	21	16	0	27	43	88
Apprch %	4.2	79.2	16.7		0	0	0		28.6	71.4	0		37.2	0	62.8		
Total %	1.1	21.6	4.5	27.3	0	0	0	0	6.8	17	0	23.9	18.2	0	30.7	48.9	

	Stoddard Wells Road Southbound				Church Driveway Westbound				Stoddard Wells Road Northbound				Abbey Lane 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 06:30 AM to 07:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:30 AM																	
06:30 AM	0	2	**1**	3	0	0	0	0	**1**	**1**	0	**2**	**5**	0	**7**	**12**	**17**
06:45 AM	0	**6**	0	**6**	0	0	0	0	0	0	0	0	2	0	2	4	10
07:00 AM	0	1	1	2	0	0	0	0	0	1	0	1	0	0	3	3	6
07:15 AM	0	2	0	2	0	0	0	0	1	0	0	1	1	0	1	2	5
Total Volume	0	11	2	13	0	0	0	0	2	2	0	4	8	0	13	21	38
% App. Total	0	84.6	15.4		0	0	0		50	50	0		38.1	0	61.9		
PHF	.000	.458	.500	.542	.000	.000	.000	.000	.500	.500	.000	.500	.400	.000	.464	.438	.559

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City of Victorville
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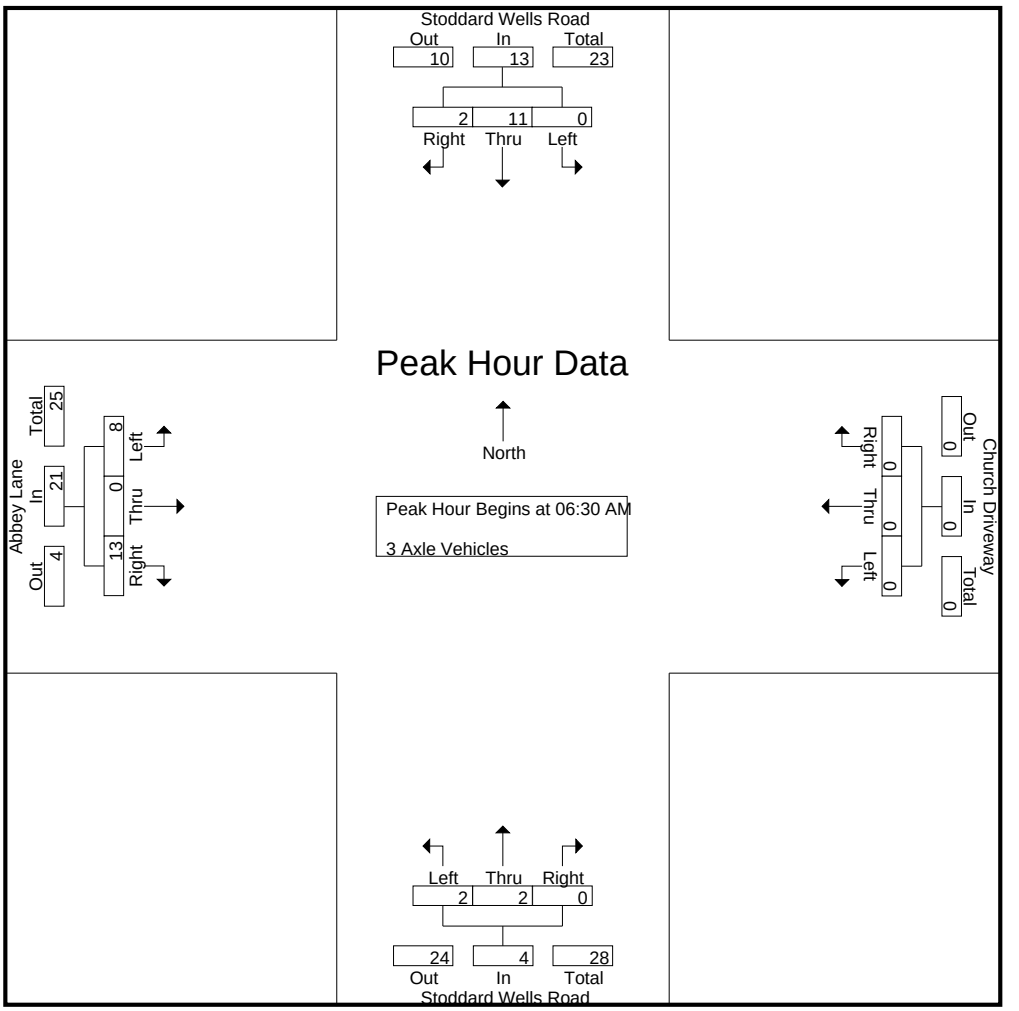
E/W: Abbey Lane
Weather: Clear

File Name : 02_VIC_SW_Abb AM
Site Code : 22524674
Start Date : 7/31/2024
Page No : 2



Peak Hour Analysis From 06:30 AM to 07:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:30 AM				06:30 AM				06:30 AM				06:30 AM			
+0 mins.	0	2	**1**	3	0	0	0	0	**1**	**1**	0	**2**	**5**	0	**7**	**12**
+15 mins.	0	**6**	0	**6**	0	0	0	0	0	0	0	0	2	0	2	4
+30 mins.	0	1	1	2	0	0	0	0	0	1	0	1	0	0	3	3
+45 mins.	0	2	0	2	0	0	0	0	1	0	0	1	1	0	1	2
Total Volume	0	11	2	13	0	0	0	0	2	2	0	4	8	0	13	21
% App. Total	0	84.6	15.4		0	0	0		50	50	0		38.1	0	61.9	
PHF	.000	.458	.500	.542	.000	.000	.000	.000	.500	.500	.000	.500	.400	.000	.464	.438

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City of Victorville
N/S: Stoddard Wells Road
E/W: Abbey Lane
Weather: Clear

File Name : 02_VIC_SW_Abb AM
Site Code : 22524674
Start Date : 7/31/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

	Stoddard Wells Road Southbound				Church Driveway Westbound				Stoddard Wells Road Northbound				Abbey Lane 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
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	1	1	4
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	8	0	8	0	0	1	1	9
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	1	1	0	2	0	0	1	1	3
08:30 AM	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
08:45 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total	0	9	0	9	0	0	0	0	1	3	0	4	0	0	1	1	14
Grand Total	0	9	0	9	0	0	0	0	1	12	0	13	0	0	2	2	24
Apprch %	0	100	0		0	0	0		7.7	92.3	0		0	0	100		
Total %	0	37.5	0	37.5	0	0	0	0	4.2	50	0	54.2	0	0	8.3	8.3	

	Stoddard Wells Road Southbound				Church Driveway Westbound				Stoddard Wells Road Northbound				Abbey Lane 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 06:30 AM to 07:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:30 AM																	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	**1**	**1**	**4**
Total Volume	0	0	0	0	0	0	0	0	0	5	0	5	0	0	1	1	6
% App. Total	0	0	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.250	.250	.375

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City of Victorville
N/S: Stoddard Wells Road
E/W: Abbey Lane
Weather: Clear

File Name : 02_VIC_SW_Abb AM
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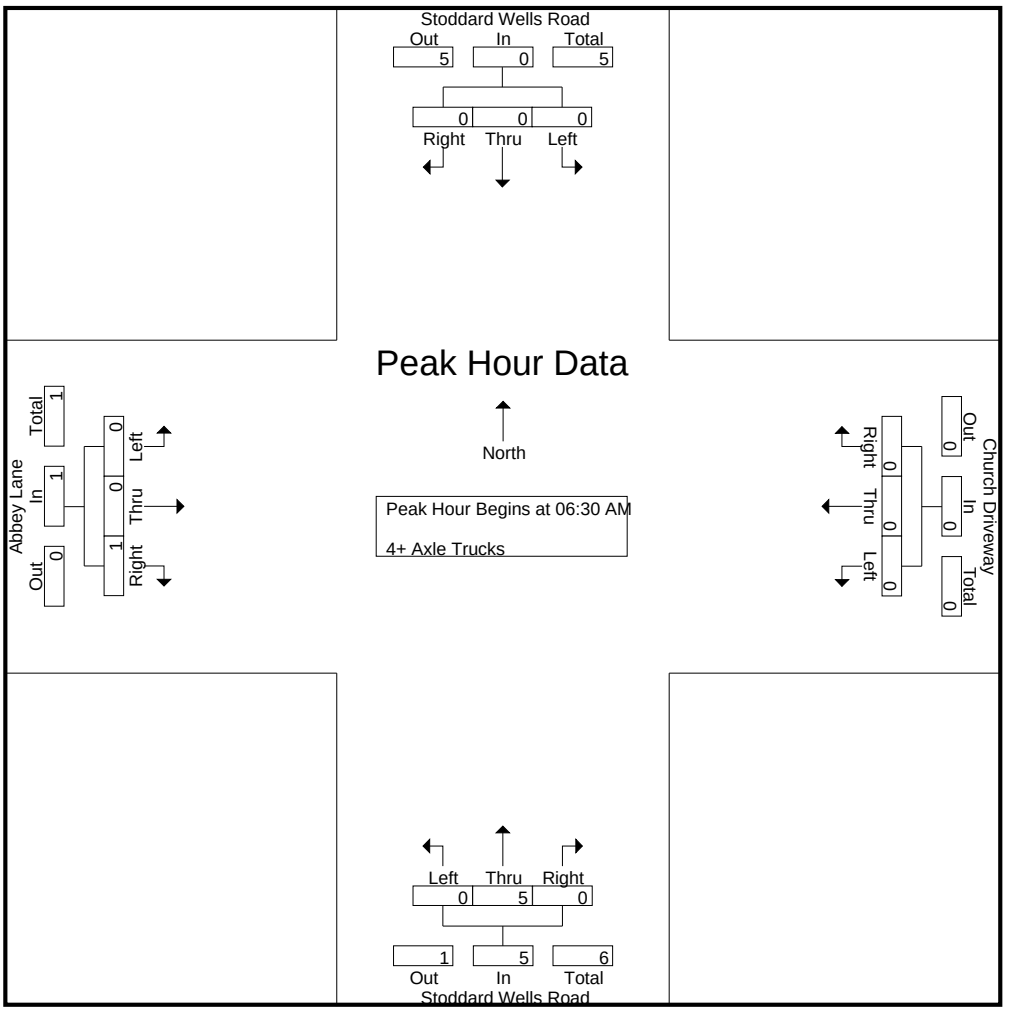
Start Date : 7/31/2024
Page No : 2



Peak Hour Analysis From 06:30 AM to 07:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:30 AM				06:30 AM				06:30 AM				06:30 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	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	**1**	**1**
Total Volume	0	0	0	0	0	0	0	0	0	5	0	5	0	0	1	1
% App. Total	0	0	0		0	0	0		0	100	0		0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.250	.250

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Weather: Clear

File Name : 02_VIC_SW_Abb PM
Site Code : 22524674
Start Date : 7/31/2024
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Stoddard Wells Road Southbound				Church Driveway Westbound				Stoddard Wells Road Northbound				Abbey Lane 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
03:00 PM	0	21	0	21	0	0	1	1	2	19	1	22	0	0	5	5	49
03:15 PM	0	21	1	22	0	0	0	0	2	17	0	19	0	0	9	9	50
03:30 PM	0	22	0	22	0	0	0	0	4	21	0	25	0	0	4	4	51
03:45 PM	0	23	2	25	0	0	0	0	3	27	0	30	3	0	1	4	59
Total	0	87	3	90	0	0	1	1	11	84	1	96	3	0	19	22	209
04:00 PM	0	42	1	43	0	0	0	0	0	25	0	25	0	0	3	3	71
04:15 PM	0	20	2	22	0	0	0	0	5	30	0	35	0	0	2	2	59
04:30 PM	0	21	4	25	0	0	0	0	6	23	0	29	0	0	7	7	61
04:45 PM	0	29	4	33	0	0	0	0	8	31	0	39	0	0	6	6	78
Total	0	112	11	123	0	0	0	0	19	109	0	128	0	0	18	18	269
05:00 PM	0	38	3	41	0	0	0	0	5	20	0	25	1	0	6	7	73
05:15 PM	0	38	5	43	0	0	0	0	2	17	0	19	1	0	1	2	64
05:30 PM	0	32	2	34	0	0	0	0	1	13	0	14	0	0	6	6	54
05:45 PM	0	25	0	25	0	0	0	0	2	20	0	22	0	0	5	5	52
Total	0	133	10	143	0	0	0	0	10	70	0	80	2	0	18	20	243
Grand Total	0	332	24	356	0	0	1	1	40	263	1	304	5	0	55	60	721
Apprch %	0	93.3	6.7		0	0	100		13.2	86.5	0.3		8.3	0	91.7		
Total %	0	46	3.3	49.4	0	0	0.1	0.1	5.5	36.5	0.1	42.2	0.7	0	7.6	8.3	
Passenger Vehicles	0	305	0	305	0	0	1	1	6	212	1	219	1	0	47	48	573
% Passenger Vehicles	0	91.9	0	85.7	0	0	100	100	15	80.6	100	72	20	0	85.5	80	79.5
Large 2 Axle Vehicles	0	18	2	20	0	0	0	0	5	12	0	17	0	0	2	2	39
% Large 2 Axle Vehicles	0	5.4	8.3	5.6	0	0	0	0	12.5	4.6	0	5.6	0	0	3.6	3.3	5.4
3 Axle Vehicles	0	8	22	30	0	0	0	0	29	38	0	67	4	0	5	9	106
% 3 Axle Vehicles	0	2.4	91.7	8.4	0	0	0	0	72.5	14.4	0	22	80	0	9.1	15	14.7
4+ Axle Trucks	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
% 4+ Axle Trucks	0	0.3	0	0.3	0	0	0	0	0	0.4	0	0.3	0	0	1.8	1.7	0.4

	Stoddard Wells Road Southbound				Church Driveway Westbound				Stoddard Wells Road Northbound				Abbey Lane 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 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	21	4	25	0	0	0	0	6	23	0	29	0	0	**7**	**7**	61
04:45 PM	0	29	4	33	0	0	0	0	**8**	**31**	0	**39**	0	0	6	6	**78**
05:00 PM	0	**38**	3	41	0	0	0	0	5	20	0	25	**1**	0	6	7	73
05:15 PM	0	38	**5**	**43**	0	0	0	0	2	17	0	19	1	0	1	2	64
Total Volume	0	126	16	142	0	0	0	0	21	91	0	112	2	0	20	22	276
% App. Total	0	88.7	11.3		0	0	0		18.8	81.2	0		9.1	0	90.9		
PHF	.000	.829	.800	.826	.000	.000	.000	.000	.656	.734	.000	.718	.500	.000	.714	.786	.885

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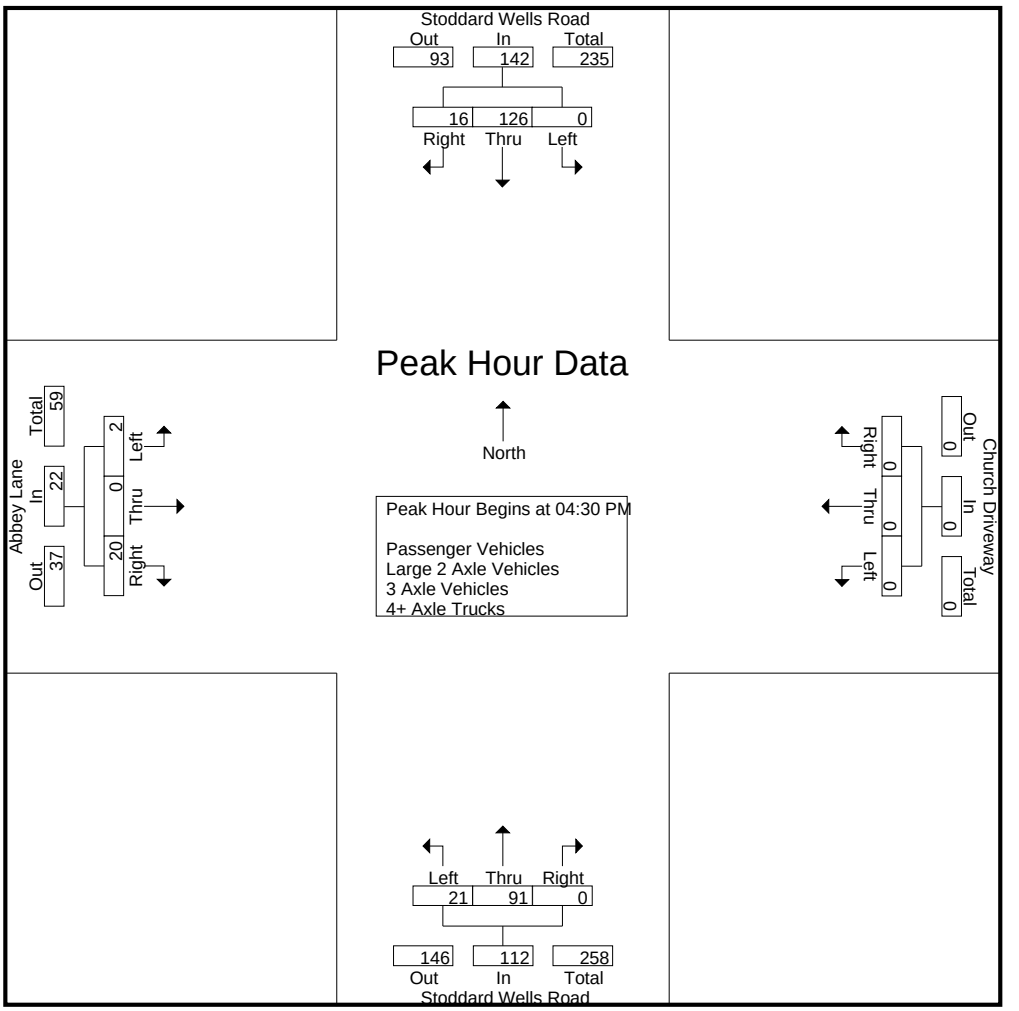

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				03:00 PM				04:00 PM				03:00 PM			
+0 mins.	0	29	4	33	0	0	**1**	**1**	0	25	0	25	0	0	5	5
+15 mins.	0	**38**	3	41	0	0	0	0	5	30	0	35	0	0	**9**	**9**
+30 mins.	0	38	**5**	**43**	0	0	0	0	6	23	0	29	0	0	4	4
+45 mins.	0	32	2	34	0	0	0	0	**8**	**31**	0	**39**	**3**	0	1	4
Total Volume	0	137	14	151	0	0	1	1	19	109	0	128	3	0	19	22
% App. Total	0	90.7	9.3		0	0	100		14.8	85.2	0		13.6	0	86.4	
PHF	.000	.901	.700	.878	.000	.000	.250	.250	.594	.879	.000	.821	.250	.000	.528	.611

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File Name : 02_VIC_SW_Abb PM
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Groups Printed- Passenger Vehicles

	Stoddard Wells Road Southbound				Church Driveway Westbound				Stoddard Wells Road Northbound				Abbey Lane 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
03:00 PM	0	15	0	15	0	0	1	1	0	18	1	19	0	0	3	3	38
03:15 PM	0	18	0	18	0	0	0	0	2	12	0	14	0	0	7	7	39
03:30 PM	0	19	0	19	0	0	0	0	0	18	0	18	0	0	4	4	41
03:45 PM	0	22	0	22	0	0	0	0	1	21	0	22	0	0	0	0	44
Total	0	74	0	74	0	0	1	1	3	69	1	73	0	0	14	14	162
04:00 PM	0	41	0	41	0	0	0	0	0	19	0	19	0	0	2	2	62
04:15 PM	0	19	0	19	0	0	0	0	0	17	0	17	0	0	1	1	37
04:30 PM	0	17	0	17	0	0	0	0	0	20	0	20	0	0	6	6	43
04:45 PM	0	27	0	27	0	0	0	0	0	24	0	24	0	0	6	6	57
Total	0	104	0	104	0	0	0	0	0	80	0	80	0	0	15	15	199
05:00 PM	0	37	0	37	0	0	0	0	2	19	0	21	0	0	6	6	64
05:15 PM	0	34	0	34	0	0	0	0	0	14	0	14	1	0	1	2	50
05:30 PM	0	31	0	31	0	0	0	0	0	13	0	13	0	0	6	6	50
05:45 PM	0	25	0	25	0	0	0	0	1	17	0	18	0	0	5	5	48
Total	0	127	0	127	0	0	0	0	3	63	0	66	1	0	18	19	212
Grand Total	0	305	0	305	0	0	1	1	6	212	1	219	1	0	47	48	573
Apprch %	0	100	0		0	0	100		2.7	96.8	0.5		2.1	0	97.9		
Total %	0	53.2	0	53.2	0	0	0.2	0.2	1	37	0.2	38.2	0.2	0	8.2	8.4	

	Stoddard Wells Road Southbound				Church Driveway Westbound				Stoddard Wells Road Northbound				Abbey Lane 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	17	0	17	0	0	0	0	0	20	0	20	0	0	**6**	**6**	43
04:45 PM	0	27	0	27	0	0	0	0	0	**24**	0	**24**	0	0	6	6	57
05:00 PM	0	**37**	0	**37**	0	0	0	0	**2**	19	0	21	0	0	6	6	**64**
05:15 PM	0	34	0	34	0	0	0	0	0	14	0	14	**1**	0	1	2	50
Total Volume	0	115	0	115	0	0	0	0	2	77	0	79	1	0	19	20	214
% App. Total	0	100	0		0	0	0		2.5	97.5	0		5	0	95		
PHF	.000	.777	.000	.777	.000	.000	.000	.000	.250	.802	.000	.823	.250	.000	.792	.833	.836

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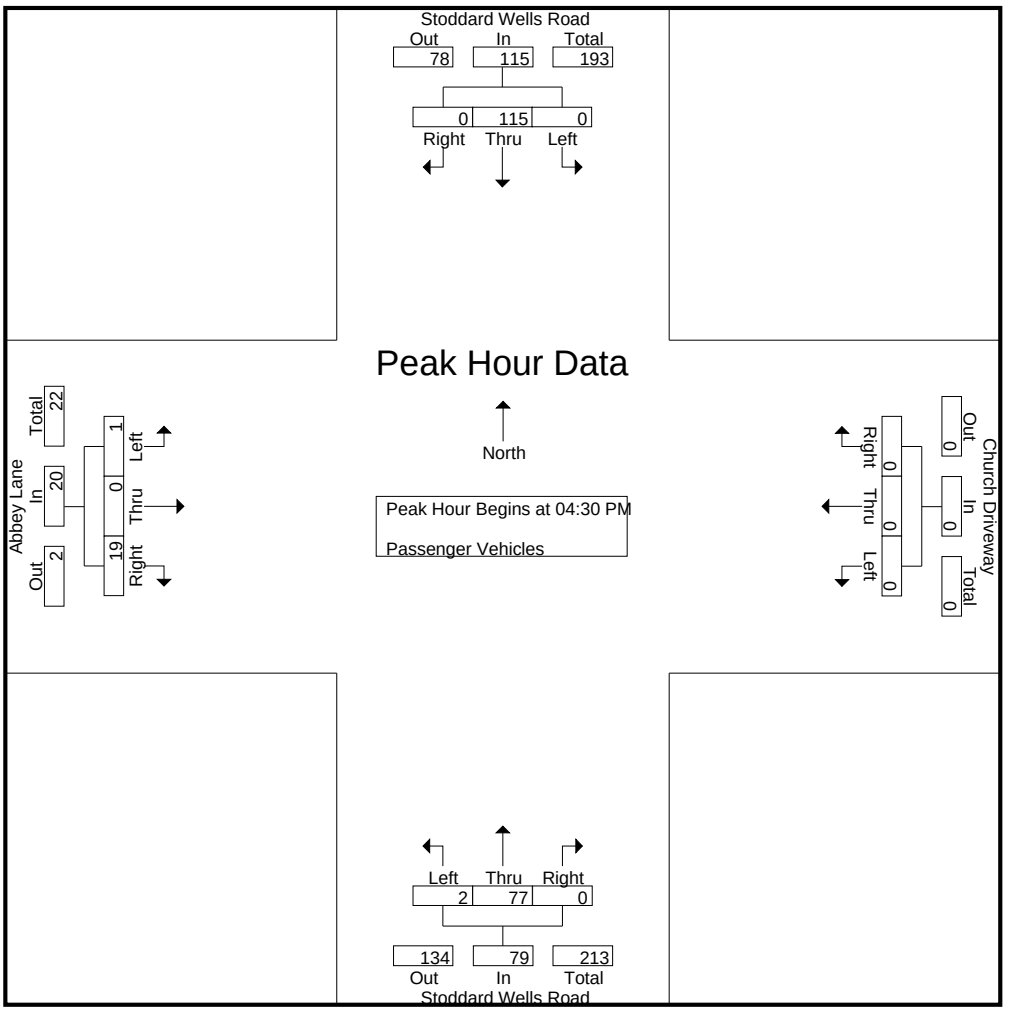

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	17	0	17	0	0	0	0	0	20	0	20	0	0	**6**	**6**
+15 mins.	0	27	0	27	0	0	0	0	0	**24**	0	**24**	0	0	6	6
+30 mins.	0	**37**	0	**37**	0	0	0	0	**2**	19	0	21	0	0	6	6
+45 mins.	0	34	0	34	0	0	0	0	0	14	0	14	**1**	0	1	2
Total Volume	0	115	0	115	0	0	0	0	2	77	0	79	1	0	19	20
% App. Total	0	100	0		0	0	0		2.5	97.5	0		5	0	95	
PHF	.000	.777	.000	.777	.000	.000	.000	.000	.250	.802	.000	.823	.250	.000	.792	.833

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Groups Printed- Large 2 Axle Vehicles

	Stoddard Wells Road Southbound				Church Driveway Westbound				Stoddard Wells Road Northbound				Abbey Lane 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
03:00 PM	0	2	0	2	0	0	0	0	1	0	0	1	0	0	1	1	4
03:15 PM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
03:30 PM	0	3	0	3	0	0	0	0	1	0	0	1	0	0	0	0	4
03:45 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	1	1	3
Total	0	8	1	9	0	0	0	0	2	4	0	6	0	0	2	2	17
04:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:15 PM	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:30 PM	0	3	0	3	0	0	0	0	2	0	0	2	0	0	0	0	5
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	5	1	6	0	0	0	0	2	4	0	6	0	0	0	0	12
05:00 PM	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	0	3
05:15 PM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	5	0	0	0	0	1	4	0	5	0	0	0	0	10
Grand Total	0	18	2	20	0	0	0	0	5	12	0	17	0	0	2	2	39
Apprch %	0	90	10		0	0	0		29.4	70.6	0		0	0	100		
Total %	0	46.2	5.1	51.3	0	0	0	0	12.8	30.8	0	43.6	0	0	5.1	5.1	

	Stoddard Wells Road Southbound				Church Driveway Westbound				Stoddard Wells Road Northbound				Abbey Lane 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**3**	0	**3**	0	0	0	0	**2**	0	0	2	0	0	0	0	5
04:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:00 PM	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	0	3
05:15 PM	0	3	0	3	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**6**
Total Volume	0	8	0	8	0	0	0	0	3	5	0	8	0	0	0	0	16
% App. Total	0	100	0		0	0	0		37.5	62.5	0		0	0	0		
PHF	.000	.667	.000	.667	.000	.000	.000	.000	.375	.417	.000	.667	.000	.000	.000	.000	.667

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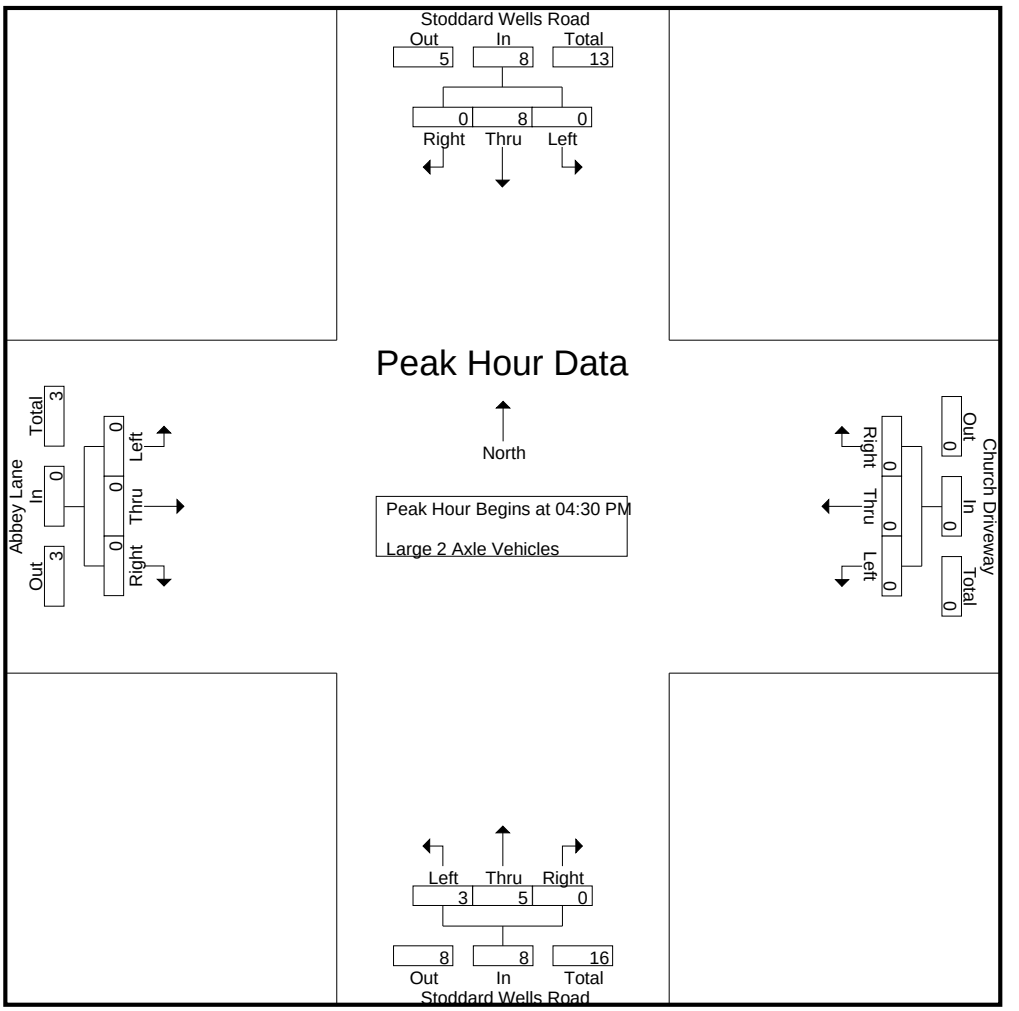

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	**3**	0	**3**	0	0	0	0	**2**	0	0	2	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	0
+45 mins.	0	3	0	3	0	0	0	0	0	**3**	0	**3**	0	0	0	0
Total Volume	0	8	0	8	0	0	0	0	3	5	0	8	0	0	0	0
% App. Total	0	100	0		0	0	0		37.5	62.5	0		0	0	0	
PHF	.000	.667	.000	.667	.000	.000	.000	.000	.375	.417	.000	.667	.000	.000	.000	.000

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Groups Printed- 3 Axle Vehicles

	Stoddard Wells Road Southbound				Church Driveway Westbound				Stoddard Wells Road Northbound				Abbey Lane 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
03:00 PM	0	3	0	3	0	0	0	0	1	1	0	2	0	0	0	0	5
03:15 PM	0	0	1	1	0	0	0	0	0	2	0	2	0	0	2	2	5
03:30 PM	0	0	0	0	0	0	0	0	3	3	0	6	0	0	0	0	6
03:45 PM	0	1	1	2	0	0	0	0	2	4	0	6	3	0	0	3	11
Total	0	4	2	6	0	0	0	0	6	10	0	16	3	0	2	5	27
04:00 PM	0	1	1	2	0	0	0	0	0	4	0	4	0	0	1	1	7
04:15 PM	0	0	1	1	0	0	0	0	5	12	0	17	0	0	1	1	19
04:30 PM	0	1	4	5	0	0	0	0	4	3	0	7	0	0	1	1	13
04:45 PM	0	1	4	5	0	0	0	0	8	6	0	14	0	0	0	0	19
Total	0	3	10	13	0	0	0	0	17	25	0	42	0	0	3	3	58
05:00 PM	0	0	3	3	0	0	0	0	2	0	0	2	1	0	0	1	6
05:15 PM	0	1	5	6	0	0	0	0	2	0	0	2	0	0	0	0	8
05:30 PM	0	0	2	2	0	0	0	0	1	0	0	1	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	1	3	0	4	0	0	0	0	4
Total	0	1	10	11	0	0	0	0	6	3	0	9	1	0	0	1	21
Grand Total	0	8	22	30	0	0	0	0	29	38	0	67	4	0	5	9	106
Apprch %	0	26.7	73.3		0	0	0		43.3	56.7	0		44.4	0	55.6		
Total %	0	7.5	20.8	28.3	0	0	0	0	27.4	35.8	0	63.2	3.8	0	4.7	8.5	

	Stoddard Wells Road Southbound				Church Driveway Westbound				Stoddard Wells Road Northbound				Abbey Lane 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**1**	4	5	0	0	0	0	4	3	0	7	0	0	**1**	**1**	13
04:45 PM	0	1	4	5	0	0	0	0	**8**	**6**	0	**14**	0	0	0	0	**19**
05:00 PM	0	0	3	3	0	0	0	0	2	0	0	2	**1**	0	0	1	6
05:15 PM	0	1	**5**	**6**	0	0	0	0	2	0	0	2	0	0	0	0	8
Total Volume	0	3	16	19	0	0	0	0	16	9	0	25	1	0	1	2	46
% App. Total	0	15.8	84.2		0	0	0		64	36	0		50	0	50		
PHF	.000	.750	.800	.792	.000	.000	.000	.000	.500	.375	.000	.446	.250	.000	.250	.500	.605

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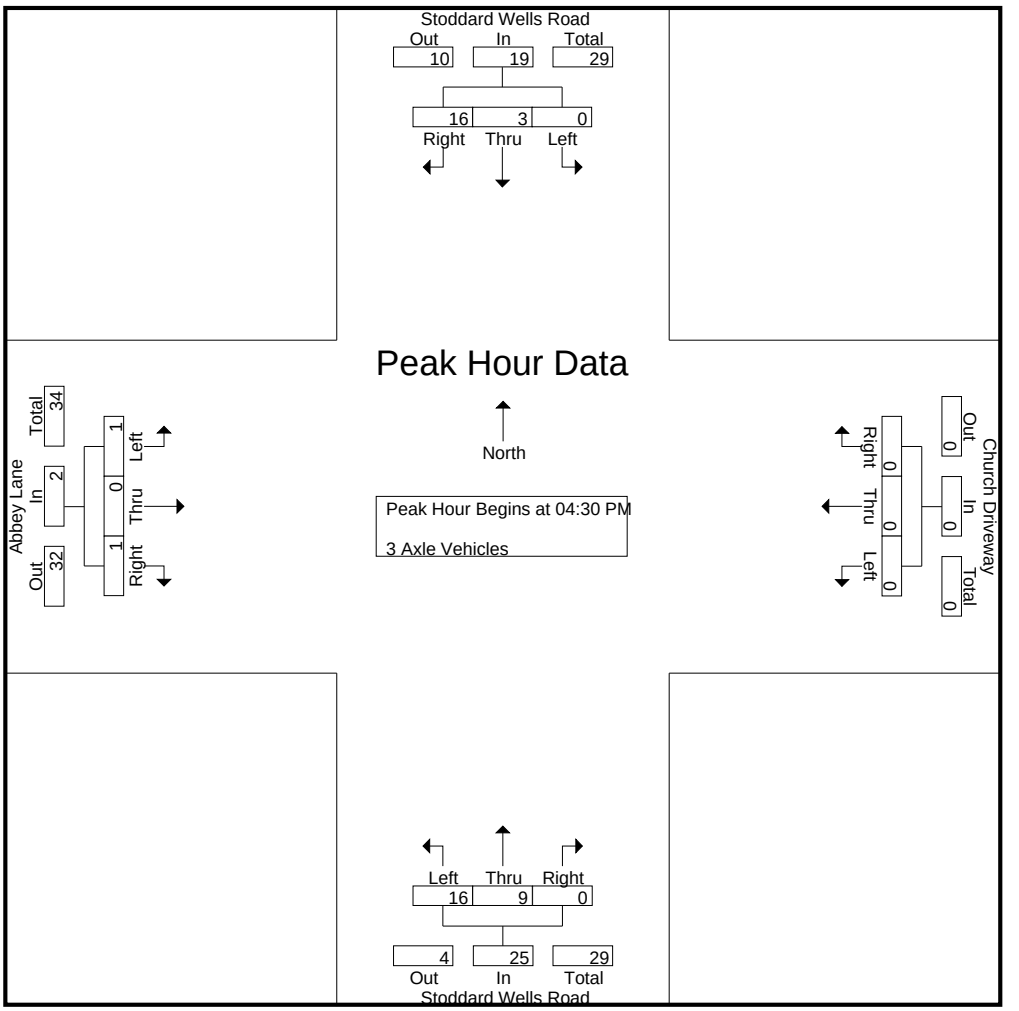

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	**1**	4	5	0	0	0	0	4	3	0	7	0	0	**1**	**1**
+15 mins.	0	1	4	5	0	0	0	0	**8**	**6**	0	**14**	0	0	0	0
+30 mins.	0	0	3	3	0	0	0	0	2	0	0	2	**1**	0	0	1
+45 mins.	0	1	**5**	**6**	0	0	0	0	2	0	0	2	0	0	0	0
Total Volume	0	3	16	19	0	0	0	0	16	9	0	25	1	0	1	2
% App. Total	0	15.8	84.2		0	0	0		64	36	0		50	0	50	
PHF	.000	.750	.800	.792	.000	.000	.000	.000	.500	.375	.000	.446	.250	.000	.250	.500

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

City of Victorville
N/S: Stoddard Wells Road
E/W: Abbey Lane
Weather: Clear

File Name : 02_VIC_SW_Abb PM
Site Code : 22524674
Start Date : 7/31/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

	Stoddard Wells Road Southbound				Church Driveway Westbound				Stoddard Wells Road Northbound				Abbey Lane 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
03:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
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	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
Apprch %	0	100	0		0	0	0		0	100	0		0	0	100		
Total %	0	33.3	0	33.3	0	0	0	0	0	33.3	0	33.3	0	0	33.3	33.3	

	Stoddard Wells Road Southbound				Church Driveway Westbound				Stoddard Wells Road Northbound				Abbey Lane 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 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
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
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
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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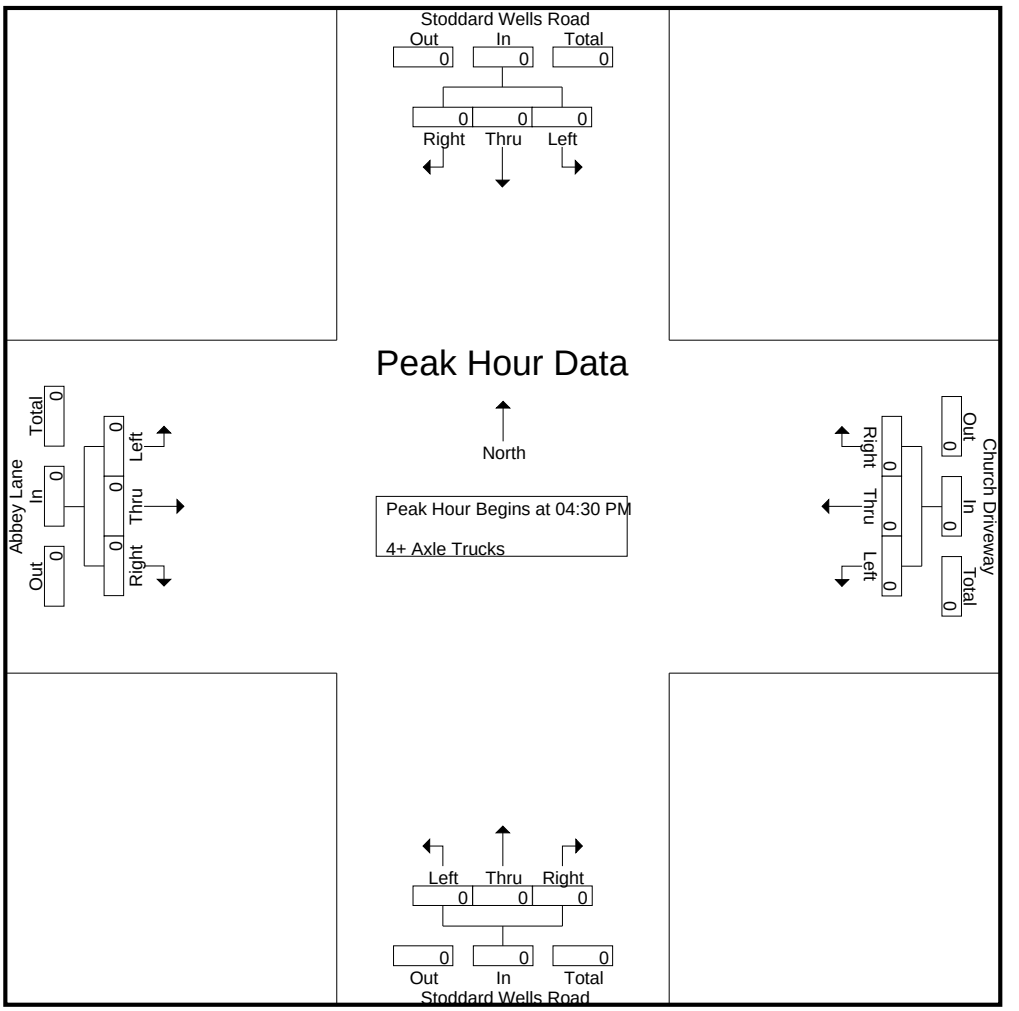
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 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

Location: Victorville
N/S: Stoddard Wells Road
E/W: Abbey Lane

Date: 7/31/2024
Day: Wednesday

PEDESTRIANS

	North Leg Stoddard Wells Road	East Leg Church Driveway	South Leg Stoddard Wells Road	West Leg Abbey Lane	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
6:00 AM	0	0	0	1	1
6:15 AM	0	0	0	0	0
6:30 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
7:00 AM	0	0	0	1	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	2	2

	North Leg Stoddard Wells Road	East Leg Church Driveway	South Leg Stoddard Wells Road	West Leg Abbey Lane	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Victorville
N/S: Stoddard Wells Road
E/W: Abbey Lane

Date: 7/31/2024
Day: Wednesday

BICYCLES

	Southbound Stoddard Wells Road			Westbound Church Driveway			Northbound Stoddard Wells Road			Eastbound Abbey Lane			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	1	0	0	0	0	2

	Southbound Stoddard Wells Road			Westbound Church Driveway			Northbound Stoddard Wells Road			Eastbound Abbey Lane			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
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
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

APPENDIX D

INTERSECTION LEVEL OF SERVICE WORKSHEETS

EXISTING

AM PEAK HOUR

Intersection Level Of Service Report
Intersection 1: E Abbey Ln (NS) at Abbey Ln (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.074

Intersection Setup

Name	E Abbey Ln			E Abbey Ln			Abbey Ln			Abbey Ln		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	E Abbey Ln			E Abbey Ln			Abbey Ln			Abbey Ln		
Base Volume Input [veh/h]	0	0	0	7	0	0	0	2	0	0	32	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	7	0	0	0	2	0	0	32	9
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	4	0	0	0	1	0	0	16	5
Total Analysis Volume [veh/h]	0	0	0	14	0	0	0	4	0	0	64	18
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.02
d_M, Delay for Movement [s/veh]	7.20	0.00	0.00	7.22	0.00	0.00	9.31	9.20	8.32	9.11	9.58	8.70
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.03	0.03	0.03	0.01	0.01	0.01	0.30	0.30	0.30
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.65	0.65	0.65	0.35	0.35	0.35	7.47	7.47	7.47
d_A, Approach Delay [s/veh]	2.40			7.22			9.20			9.38		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	9.07											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 2: Stoddard Wells Rd (NS) at Abbey Ln (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.030

Intersection Setup

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	215.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Base Volume Input [veh/h]	31	60	68	5	14	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	60	68	5	14	20
Peak Hour Factor	0.6600	0.6600	0.6600	0.6600	0.6600	0.6600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	23	26	2	5	8
Total Analysis Volume [veh/h]	47	91	103	8	21	30
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.03	0.03
d_M, Delay for Movement [s/veh]	7.49	0.00	0.00	0.00	10.39	8.85
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.10	0.00	0.00	0.00	0.19	0.19
95th-Percentile Queue Length [ft/ln]	2.44	0.00	0.00	0.00	4.75	4.75
d_A, Approach Delay [s/veh]	2.55		0.00		9.48	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.79					
Intersection LOS	B					

PM PEAK HOUR

Intersection Level Of Service Report
Intersection 1: E Abbey Ln (NS) at Abbey Ln (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.030

Intersection Setup

Name	E Abbey Ln			E Abbey Ln			Abbey Ln			Abbey Ln		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	E Abbey Ln			E Abbey Ln			Abbey Ln			Abbey Ln		
Base Volume Input [veh/h]	0	0	0	18	0	0	0	18	0	0	2	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	18	0	0	0	18	0	0	2	19
Peak Hour Factor	0.7125	0.7125	0.7125	0.7125	0.7125	0.7125	0.7125	0.7125	0.7125	0.7125	0.7125	0.7125
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	6	0	0	0	6	0	0	1	7
Total Analysis Volume [veh/h]	0	0	0	25	0	0	0	25	0	0	3	27
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	7.20	0.00	0.00	7.23	0.00	0.00	9.16	9.46	8.43	9.12	9.42	8.40
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.05	0.05	0.05	0.09	0.09	0.09	0.09	0.09	0.09
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	1.16	1.16	1.16	2.32	2.32	2.32	2.19	2.19	2.19
d_A, Approach Delay [s/veh]	2.40			7.23			9.46			8.50		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	8.40											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 2: Stoddard Wells Rd (NS) at Abbey Ln (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	215.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Base Volume Input [veh/h]	21	91	126	16	2	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	91	126	16	2	20
Peak Hour Factor	0.8846	0.8846	0.8846	0.8846	0.8846	0.8846
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	26	36	5	1	6
Total Analysis Volume [veh/h]	24	103	142	18	2	23
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	7.56	0.00	0.00	0.00	10.17	8.81
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.00	0.00	0.08	0.08
95th-Percentile Queue Length [ft/ln]	1.28	0.00	0.00	0.00	2.04	2.04
d_A, Approach Delay [s/veh]	1.43		0.00		8.92	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.30					
Intersection LOS	B					

EXISTING PLUS PROJECT

AM PEAK HOUR

Intersection Level Of Service Report
Intersection 1: E Abbey Ln (NS) at Abbey Ln (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.086

Intersection Setup

Name	E Abbey Ln			E Abbey Ln			Abbey Ln			Abbey Ln		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	E Abbey Ln			E Abbey Ln			Abbey Ln			Abbey Ln		
Base Volume Input [veh/h]	0	0	0	7	0	0	0	2	0	0	32	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	3	0	2	1	3	0	0	4	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	10	0	2	1	5	0	0	36	15
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	5	0	1	1	3	0	0	18	8
Total Analysis Volume [veh/h]	0	0	0	20	0	4	2	10	0	0	72	30
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.01	0.00	0.00	0.09	0.03
d_M, Delay for Movement [s/veh]	7.21	0.00	0.00	7.23	0.00	0.00	9.64	9.33	8.37	9.35	9.79	8.81
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.04	0.04	0.04	0.04	0.04	0.04	0.38	0.38	0.38
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	1.01	1.01	1.01	1.10	1.10	1.10	9.53	9.53	9.53
d_A, Approach Delay [s/veh]	2.40			6.03			9.38			9.50		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	8.89											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 2: Stoddard Wells Rd (NS) at Abbey Ln (EW)

Control Type:	Two-way stop	Delay (sec / veh):	11.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.040

Intersection Setup

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	215.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Base Volume Input [veh/h]	31	60	68	5	14	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	30	-24	-23	2	3	34
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	36	45	7	17	54
Peak Hour Factor	0.6600	0.6600	0.6600	0.6600	0.6600	0.6600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	14	17	3	6	20
Total Analysis Volume [veh/h]	92	55	68	11	26	82
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.00	0.00	0.04	0.08
d_M, Delay for Movement [s/veh]	7.50	0.00	0.00	0.00	11.12	9.04
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.19	0.00	0.00	0.00	0.41	0.41
95th-Percentile Queue Length [ft/ln]	4.79	0.00	0.00	0.00	10.17	10.17
d_A, Approach Delay [s/veh]	4.69		0.00		9.54	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.15					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 3: E Abbey Ln (NS) at Project North Dwy (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	E Abbey Ln		E Abbey Ln		Project North Dwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	E Abbey Ln		E Abbey Ln		Project North Dwy	
Base Volume Input [veh/h]	9	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	0	0	1	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	4	0	0	1	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	0	0	0	0
Total Analysis Volume [veh/h]	10	4	0	0	1	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.23	0.00	8.56	8.35
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.07	0.07
d_A, Approach Delay [s/veh]	0.00		3.61		8.56	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.57					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: E Abbey Ln (NS) at Project South Dwy (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	E Abbey Ln		E Abbey Ln		Project South Dwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	E Abbey Ln		E Abbey Ln		Project South Dwy	
Base Volume Input [veh/h]	9	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	3	0	1	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	3	0	1	4	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	0	0	1	0
Total Analysis Volume [veh/h]	14	3	0	1	4	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.23	0.00	8.59	8.38
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.30	0.30
d_A, Approach Delay [s/veh]	0.00		0.00		8.59	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.56					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 5: Project Dwy (NS) at Abbey Ln (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.040

Intersection Setup

Name			Abbey Ln		Abbey Ln	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name			Abbey Ln		Abbey Ln	
Base Volume Input [veh/h]	0	0	0	9	36	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	34	4	3	3	6	26
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	4	3	12	42	26
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	1	1	3	11	7
Total Analysis Volume [veh/h]	37	4	3	13	46	28
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.06	8.74	7.34	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.44	3.44	0.13	0.13	0.00	0.00
d_A, Approach Delay [s/veh]	9.03		1.38		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.99					
Intersection LOS	A					

PM PEAK HOUR

Intersection Level Of Service Report
Intersection 1: E Abbey Ln (NS) at Abbey Ln (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.038

Intersection Setup

Name	E Abbey Ln			E Abbey Ln			Abbey Ln			Abbey Ln		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	E Abbey Ln			E Abbey Ln			Abbey Ln			Abbey Ln		
Base Volume Input [veh/h]	0	0	0	18	0	0	0	18	0	0	2	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	22	0	1	1	3	0	0	3	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	40	0	1	1	21	0	0	5	21
Peak Hour Factor	0.7125	0.7125	0.7125	0.7125	0.7125	0.7125	0.7125	0.7125	0.7125	0.7125	0.7125	0.7125
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	14	0	0	0	7	0	0	2	7
Total Analysis Volume [veh/h]	0	0	0	56	0	1	1	29	0	0	7	29
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.04	0.00	0.00	0.01	0.03
d_M, Delay for Movement [s/veh]	7.20	0.00	0.00	7.29	0.00	0.00	9.76	9.97	8.50	9.68	9.91	8.43
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.12	0.12	0.12	0.12	0.12	0.12	0.11	0.11	0.11
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	2.91	2.91	2.91	3.10	3.10	3.10	2.79	2.79	2.79
d_A, Approach Delay [s/veh]	2.40			7.17			9.96			8.72		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	8.30											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 2: Stoddard Wells Rd (NS) at Abbey Ln (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.007

Intersection Setup

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	215.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Base Volume Input [veh/h]	21	91	126	16	2	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	26	-23	-27	2	2	41
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	68	99	18	4	61
Peak Hour Factor	0.8846	0.8846	0.8846	0.8846	0.8846	0.8846
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	19	28	5	1	17
Total Analysis Volume [veh/h]	53	77	112	20	5	69
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.00	0.00	0.01	0.07
d_M, Delay for Movement [s/veh]	7.55	0.00	0.00	0.00	10.60	8.95
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.11	0.00	0.00	0.00	0.25	0.25
95th-Percentile Queue Length [ft/ln]	2.81	0.00	0.00	0.00	6.24	6.24
d_A, Approach Delay [s/veh]	3.08		0.00		9.06	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.19					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 3: E Abbey Ln (NS) at Project North Dwy (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.023

Intersection Setup

Name	E Abbey Ln		E Abbey Ln		Project North Dwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	E Abbey Ln		E Abbey Ln		Project North Dwy	
Base Volume Input [veh/h]	19	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	21	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	0	0	0	21	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	0	0	6	0
Total Analysis Volume [veh/h]	21	0	0	0	23	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.24	0.00	8.68	8.47
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.07	0.07
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	1.76	1.76
d_A, Approach Delay [s/veh]	0.00		3.62		8.68	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.54					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: E Abbey Ln (NS) at Project South Dwy (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	E Abbey Ln		E Abbey Ln		Project South Dwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	E Abbey Ln		E Abbey Ln		Project South Dwy	
Base Volume Input [veh/h]	19	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	0	21	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	3	0	21	3	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	0	6	1	0
Total Analysis Volume [veh/h]	21	3	0	23	3	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.24	0.00	8.72	8.41
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.23	0.23
d_A, Approach Delay [s/veh]	0.00		0.00		8.72	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.52					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 5: Project Dwy (NS) at Abbey Ln (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.026

Intersection Setup

Name			Abbey Ln		Abbey Ln	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name			Abbey Ln		Abbey Ln	
Base Volume Input [veh/h]	0	0	0	36	37	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	21	3	3	22	2	26
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	3	3	58	39	26
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	1	1	16	11	7
Total Analysis Volume [veh/h]	23	3	3	63	42	28
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.25	8.66	7.34	0.00	0.00	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.26	2.26	0.13	0.13	0.00	0.00
d_A, Approach Delay [s/veh]	9.18		0.33		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.61					
Intersection LOS	A					

OPENING YEAR (2027) WITHOUT PROJECT

AM PEAK HOUR

Intersection Level Of Service Report
Intersection 1: E Abbey Ln (NS) at Abbey Ln (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.079

Intersection Setup

Name	E Abbey Ln			E Abbey Ln			Abbey Ln			Abbey Ln		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	E Abbey Ln			E Abbey Ln			Abbey Ln			Abbey Ln		
Base Volume Input [veh/h]	0	0	0	7	0	0	0	2	0	0	32	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	7	0	0	0	2	0	0	34	10
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	4	0	0	0	1	0	0	17	5
Total Analysis Volume [veh/h]	0	0	0	14	0	0	0	4	0	0	68	20
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.02
d_M, Delay for Movement [s/veh]	7.20	0.00	0.00	7.22	0.00	0.00	9.36	9.20	8.32	9.14	9.61	8.73
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.03	0.03	0.03	0.01	0.01	0.01	0.32	0.32	0.32
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.65	0.65	0.65	0.35	0.35	0.35	8.05	8.05	8.05
d_A, Approach Delay [s/veh]	2.40			7.22			9.20			9.41		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	9.11											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 2: Stoddard Wells Rd (NS) at Abbey Ln (EW)

Control Type:	Two-way stop	Delay (sec / veh):	37.8
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.362

Intersection Setup

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	215.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Base Volume Input [veh/h]	31	60	68	5	14	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	233	9	8	93	22	54
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	266	73	80	98	37	75
Peak Hour Factor	0.6600	0.6600	0.6600	0.6600	0.6600	0.6600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	101	28	30	37	14	28
Total Analysis Volume [veh/h]	403	111	121	148	56	114
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.31	0.00	0.00	0.00	0.36	0.13
d_M, Delay for Movement [s/veh]	8.98	0.00	0.00	0.00	37.80	18.55
Movement LOS	A	A	A	A	E	C
95th-Percentile Queue Length [veh/ln]	1.32	0.00	0.00	0.00	2.57	2.57
95th-Percentile Queue Length [ft/ln]	33.07	0.00	0.00	0.00	64.37	64.37
d_A, Approach Delay [s/veh]	7.04		0.00		24.89	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	8.24					
Intersection LOS	E					

PM PEAK HOUR

Intersection Level Of Service Report
Intersection 1: E Abbey Ln (NS) at Abbey Ln (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.033

Intersection Setup

Name	E Abbey Ln			E Abbey Ln			Abbey Ln			Abbey Ln		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	E Abbey Ln			E Abbey Ln			Abbey Ln			Abbey Ln		
Base Volume Input [veh/h]	0	0	0	18	0	0	0	18	0	0	2	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	19	0	0	0	19	0	0	2	20
Peak Hour Factor	0.7125	0.7125	0.7125	0.7125	0.7125	0.7125	0.7125	0.7125	0.7125	0.7125	0.7125	0.7125
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	7	0	0	0	7	0	0	1	7
Total Analysis Volume [veh/h]	0	0	0	27	0	0	0	27	0	0	3	28
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	7.20	0.00	0.00	7.24	0.00	0.00	9.21	9.50	8.45	9.17	9.45	8.40
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.05	0.05	0.05	0.10	0.10	0.10	0.09	0.09	0.09
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	1.26	1.26	1.26	2.53	2.53	2.53	2.26	2.26	2.26
d_A, Approach Delay [s/veh]	2.40			7.24			9.50			8.50		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	8.42											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 2: Stoddard Wells Rd (NS) at Abbey Ln (EW)

Control Type:	Two-way stop	Delay (sec / veh):	25.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.327

Intersection Setup

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	215.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Base Volume Input [veh/h]	21	91	126	16	2	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	154	7	8	62	96	241
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	176	103	142	79	98	262
Peak Hour Factor	0.8846	0.8846	0.8846	0.8846	0.8846	0.8846
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	29	40	22	28	74
Total Analysis Volume [veh/h]	199	116	161	89	111	296
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.00	0.00	0.00	0.33	0.33
d_M, Delay for Movement [s/veh]	8.19	0.00	0.00	0.00	25.76	19.13
Movement LOS	A	A	A	A	D	C
95th-Percentile Queue Length [veh/ln]	0.53	0.00	0.00	0.00	4.79	4.79
95th-Percentile Queue Length [ft/ln]	13.18	0.00	0.00	0.00	119.65	119.65
d_A, Approach Delay [s/veh]	5.17		0.00		20.94	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	10.45					
Intersection LOS	D					

OPENING YEAR (2027) WITH PROJECT

AM PEAK HOUR

Intersection Level Of Service Report
Intersection 1: E Abbey Ln (NS) at Abbey Ln (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.090

Intersection Setup

Name	E Abbey Ln			E Abbey Ln			Abbey Ln			Abbey Ln		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	E Abbey Ln			E Abbey Ln			Abbey Ln			Abbey Ln		
Base Volume Input [veh/h]	0	0	0	7	0	0	0	2	0	0	32	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	3	0	2	1	3	0	0	4	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	10	0	2	1	5	0	0	38	16
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	5	0	1	1	3	0	0	19	8
Total Analysis Volume [veh/h]	0	0	0	20	0	4	2	10	0	0	76	32
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.01	0.00	0.00	0.09	0.03
d_M, Delay for Movement [s/veh]	7.21	0.00	0.00	7.23	0.00	0.00	9.69	9.33	8.37	9.39	9.82	8.84
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.04	0.04	0.04	0.04	0.04	0.04	0.41	0.41	0.41
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	1.01	1.01	1.01	1.10	1.10	1.10	10.15	10.15	10.15
d_A, Approach Delay [s/veh]	2.40			6.03			9.39			9.53		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	8.93											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 2: Stoddard Wells Rd (NS) at Abbey Ln (EW)

Control Type:	Two-way stop	Delay (sec / veh):	44.9
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.434

Intersection Setup

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	215.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Base Volume Input [veh/h]	31	60	68	5	14	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	263	-15	-15	95	25	88
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	296	49	57	100	40	109
Peak Hour Factor	0.6600	0.6600	0.6600	0.6600	0.6600	0.6600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	112	19	22	38	15	41
Total Analysis Volume [veh/h]	448	74	86	152	61	165
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.33	0.00	0.00	0.00	0.43	0.18
d_M, Delay for Movement [s/veh]	9.03	0.00	0.00	0.00	44.93	23.27
Movement LOS	A	A	A	A	E	C
95th-Percentile Queue Length [veh/ln]	1.49	0.00	0.00	0.00	3.91	3.91
95th-Percentile Queue Length [ft/ln]	37.14	0.00	0.00	0.00	97.67	97.67
d_A, Approach Delay [s/veh]	7.75		0.00		29.12	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	10.77					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 3: E Abbey Ln (NS) at Project North Dwy (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	E Abbey Ln		E Abbey Ln		Project North Dwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	E Abbey Ln		E Abbey Ln		Project North Dwy	
Base Volume Input [veh/h]	9	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	0	0	1	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	4	0	0	1	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	1	0	0	0	0
Total Analysis Volume [veh/h]	11	4	0	0	1	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.23	0.00	8.56	8.36
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.07	0.07
d_A, Approach Delay [s/veh]	0.00		3.61		8.56	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.54					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: E Abbey Ln (NS) at Project South Dwy (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	E Abbey Ln		E Abbey Ln		Project South Dwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	E Abbey Ln		E Abbey Ln		Project South Dwy	
Base Volume Input [veh/h]	9	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	3	0	1	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	3	0	1	4	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	0	0	1	0
Total Analysis Volume [veh/h]	15	3	0	1	4	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.23	0.00	8.59	8.38
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.30	0.30
d_A, Approach Delay [s/veh]	0.00		0.00		8.59	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.49					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 5: Project Dwy (NS) at Abbey Ln (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.053

Intersection Setup

Name			Abbey Ln		Abbey Ln	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name			Abbey Ln		Abbey Ln	
Base Volume Input [veh/h]	0	0	0	9	36	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	34	4	3	41	168	26
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	4	3	51	206	26
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	1	1	14	56	7
Total Analysis Volume [veh/h]	37	4	3	55	224	28
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.50	9.78	7.72	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.18	0.18	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.62	4.62	0.13	0.13	0.00	0.00
d_A, Approach Delay [s/veh]	10.43		0.40		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.28					
Intersection LOS	B					

PM PEAK HOUR

Intersection Level Of Service Report
Intersection 1: E Abbey Ln (NS) at Abbey Ln (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.041

Intersection Setup

Name	E Abbey Ln			E Abbey Ln			Abbey Ln			Abbey Ln		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	E Abbey Ln			E Abbey Ln			Abbey Ln			Abbey Ln		
Base Volume Input [veh/h]	0	0	0	18	0	0	0	18	0	0	2	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	22	0	1	1	3	0	0	3	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	41	0	1	1	22	0	0	5	22
Peak Hour Factor	0.7125	0.7125	0.7125	0.7125	0.7125	0.7125	0.7125	0.7125	0.7125	0.7125	0.7125	0.7125
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	14	0	0	0	8	0	0	2	8
Total Analysis Volume [veh/h]	0	0	0	58	0	1	1	31	0	0	7	31
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.04	0.00	0.00	0.01	0.03
d_M, Delay for Movement [s/veh]	7.20	0.00	0.00	7.30	0.00	0.00	9.83	10.01	8.52	9.74	9.94	8.44
Movement LOS	A	A	A	A	A	A	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.12	0.12	0.12	0.13	0.13	0.13	0.12	0.12	0.12
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	3.01	3.01	3.01	3.33	3.33	3.33	2.94	2.94	2.94
d_A, Approach Delay [s/veh]	2.40			7.17			10.01			8.72		
Approach LOS	A			A			B			A		
d_I, Intersection Delay [s/veh]	8.33											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 2: Stoddard Wells Rd (NS) at Abbey Ln (EW)

Control Type:	Two-way stop	Delay (sec / veh):	29.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.347

Intersection Setup

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	215.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Base Volume Input [veh/h]	21	91	126	16	2	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	180	-16	-19	64	98	282
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	202	80	115	81	100	303
Peak Hour Factor	0.8846	0.8846	0.8846	0.8846	0.8846	0.8846
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	23	33	23	28	86
Total Analysis Volume [veh/h]	228	90	130	92	113	343
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.00	0.00	0.00	0.35	0.37
d_M, Delay for Movement [s/veh]	8.18	0.00	0.00	0.00	29.10	21.91
Movement LOS	A	A	A	A	D	C
95th-Percentile Queue Length [veh/ln]	0.60	0.00	0.00	0.00	6.01	6.01
95th-Percentile Queue Length [ft/ln]	15.06	0.00	0.00	0.00	150.13	150.13
d_A, Approach Delay [s/veh]	5.87		0.00		23.69	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	12.72					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 3: E Abbey Ln (NS) at Project North Dwy (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.023

Intersection Setup

Name	E Abbey Ln		E Abbey Ln		Project North Dwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	E Abbey Ln		E Abbey Ln		Project North Dwy	
Base Volume Input [veh/h]	19	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	21	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	0	0	0	21	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	0	0	6	0
Total Analysis Volume [veh/h]	22	0	0	0	23	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.24	0.00	8.69	8.48
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.07	0.07
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	1.77	1.77
d_A, Approach Delay [s/veh]	0.00		3.62		8.69	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.44					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: E Abbey Ln (NS) at Project South Dwy (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	E Abbey Ln		E Abbey Ln		Project South Dwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	E Abbey Ln		E Abbey Ln		Project South Dwy	
Base Volume Input [veh/h]	19	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	0	21	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	3	0	21	3	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	0	6	1	0
Total Analysis Volume [veh/h]	22	3	0	23	3	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.25	0.00	8.73	8.41
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.23	0.23
d_A, Approach Delay [s/veh]	0.00		0.00		8.73	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.51					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 5: Project Dwy (NS) at Abbey Ln (EW)

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.039

Intersection Setup

Name			Abbey Ln		Abbey Ln	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name			Abbey Ln		Abbey Ln	
Base Volume Input [veh/h]	0	0	0	36	37	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	21	3	3	191	110	26
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	3	3	229	149	26
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	1	1	62	40	7
Total Analysis Volume [veh/h]	23	3	3	249	162	28
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.43	9.39	7.58	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.35	3.35	0.13	0.13	0.00	0.00
d_A, Approach Delay [s/veh]	11.20		0.09		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.67					
Intersection LOS	B					

OPENING YEAR (2027) WITHOUT PROJECT

WITH IMPROVEMENTS

AM PEAK HOUR

Intersection Level Of Service Report
Intersection 2: Stoddard Wells Rd (NS) at Abbey Ln (EW)

Control Type:	Signalized	Delay (sec / veh):	25.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.403

Intersection Setup

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	215.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Base Volume Input [veh/h]	31	60	68	5	14	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	233	9	8	93	22	54
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	266	73	80	98	37	75
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	19	21	26	10	20
Total Analysis Volume [veh/h]	280	77	84	103	39	79
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	75
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	10	10	0	7	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	24	45	21	0	30	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	7	7	0	7	0
Pedestrian Clearance [s]	0	10	10	0	19	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C	C
C, Cycle Length [s]	75	75	75	75	75
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15	59	40	40	8
g / C, Green / Cycle	0.21	0.79	0.53	0.53	0.10
(v / s)_i Volume / Saturation Flow Rate	0.18	0.02	0.05	0.07	0.08
s, saturation flow rate [veh/h]	1543	3084	1620	1377	1428
c, Capacity [veh/h]	319	2440	860	731	146
d1, Uniform Delay [s]	28.85	1.68	8.72	8.94	32.98
k, delay calibration	0.11	0.50	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.62	0.02	0.23	0.40	9.95
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.03	0.10	0.14	0.81
d, Delay for Lane Group [s/veh]	36.47	1.71	8.95	9.34	42.92
Lane Group LOS	D	A	A	A	D
Critical Lane Group	Yes	No	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	5.11	0.04	0.60	0.77	2.44
50th-Percentile Queue Length [ft/ln]	127.87	0.97	15.08	19.30	61.04
95th-Percentile Queue Length [veh/ln]	8.82	0.07	1.09	1.39	4.40
95th-Percentile Queue Length [ft/ln]	220.60	1.75	27.14	34.73	109.88

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	36.47	1.71	8.95	9.34	42.92	42.92
Movement LOS	D	A	A	A	D	D
d_A, Approach Delay [s/veh]	28.97		9.16		42.92	
Approach LOS	C		A		D	
d_I, Intersection Delay [s/veh]	25.86					
Intersection LOS	C					
Intersection V/C	0.403					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	27.33	27.33	27.33
l_p,int, Pedestrian LOS Score for Intersectio	2.442	2.232	1.949
Crosswalk LOS	B	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1093	453	693
d_b, Bicycle Delay [s]	7.73	22.45	16.03
l_b,int, Bicycle LOS Score for Intersection	1.854	1.714	1.754
Bicycle LOS	A	A	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



PM PEAK HOUR

Intersection Level Of Service Report
Intersection 2: Stoddard Wells Rd (NS) at Abbey Ln (EW)

Control Type:	Signalized	Delay (sec / veh):	25.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.616

Intersection Setup

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	215.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Base Volume Input [veh/h]	21	91	126	16	2	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	154	7	8	62	96	241
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	176	103	142	79	98	262
Peak Hour Factor	0.8846	0.8846	0.8846	0.8846	0.8846	0.8846
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	29	40	22	28	74
Total Analysis Volume [veh/h]	199	116	161	89	111	296
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	65
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	10	10	0	7	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	14	35	21	0	30	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	7	7	0	7	0
Pedestrian Clearance [s]	0	10	10	0	19	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C	C
C, Cycle Length [s]	65	65	65	65	65
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	36	23	23	21
g / C, Green / Cycle	0.15	0.56	0.35	0.35	0.32
(v / s)_i Volume / Saturation Flow Rate	0.13	0.04	0.08	0.09	0.29
s, saturation flow rate [veh/h]	1543	3084	1620	1439	1419
c, Capacity [veh/h]	237	1727	559	496	450
d1, Uniform Delay [s]	26.80	6.56	15.15	15.31	21.29
k, delay calibration	0.11	0.50	0.50	0.50	0.17
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.79	0.08	0.93	1.22	10.53
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.07	0.22	0.25	0.90
d, Delay for Lane Group [s/veh]	34.59	6.63	16.07	16.52	31.82
Lane Group LOS	C	A	B	B	C
Critical Lane Group	Yes	No	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	3.20	0.28	1.26	1.30	6.72
50th-Percentile Queue Length [ft/ln]	79.92	7.05	31.54	32.44	168.03
95th-Percentile Queue Length [veh/ln]	5.75	0.51	2.27	2.34	10.97
95th-Percentile Queue Length [ft/ln]	143.86	12.69	56.78	58.39	274.33

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	34.59	6.63	16.17	16.52	31.82	31.82
Movement LOS	C	A	B	B	C	C
d_A, Approach Delay [s/veh]	24.29		16.30		31.82	
Approach LOS	C		B		C	
d_I, Intersection Delay [s/veh]	25.39					
Intersection LOS	C					
Intersection V/C	0.616					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	22.47	22.47	22.47
l_p,int, Pedestrian LOS Score for Intersectio	2.508	2.288	2.036
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	953	522	799
d_b, Bicycle Delay [s]	8.92	17.76	11.73
l_b,int, Bicycle LOS Score for Intersection	1.819	1.766	2.231
Bicycle LOS	A	A	B

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



OPENING YEAR (2027) WITH PROJECT

WITH IMPROVEMENTS

AM PEAK HOUR

Intersection Level Of Service Report
Intersection 2: Stoddard Wells Rd (NS) at Abbey Ln (EW)

Control Type:	Signalized	Delay (sec / veh):	30.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.458

Intersection Setup

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	215.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Base Volume Input [veh/h]	31	60	68	5	14	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	263	-15	-15	95	25	88
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	296	49	57	100	40	109
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	78	13	15	26	11	29
Total Analysis Volume [veh/h]	312	52	60	105	42	115
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	80
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	10	10	0	7	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	29	50	21	0	30	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	7	7	0	7	0
Pedestrian Clearance [s]	0	10	10	0	19	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C	C
C, Cycle Length [s]	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	18	61	39	39	11
g / C, Green / Cycle	0.23	0.77	0.49	0.49	0.13
(v / s)_i Volume / Saturation Flow Rate	0.20	0.02	0.04	0.08	0.11
s, saturation flow rate [veh/h]	1543	3084	1620	1377	1418
c, Capacity [veh/h]	351	2364	793	674	189
d1, Uniform Delay [s]	29.97	2.22	10.84	11.30	33.80
k, delay calibration	0.11	0.50	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.06	0.02	0.19	0.49	8.91
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	0.02	0.08	0.16	0.83
d, Delay for Lane Group [s/veh]	38.04	2.24	11.03	11.80	42.71
Lane Group LOS	D	A	B	B	D
Critical Lane Group	Yes	No	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	6.11	0.05	0.53	0.98	3.36
50th-Percentile Queue Length [ft/ln]	152.84	1.21	13.13	24.39	84.06
95th-Percentile Queue Length [veh/ln]	10.17	0.09	0.95	1.76	6.05
95th-Percentile Queue Length [ft/ln]	254.21	2.18	23.64	43.91	151.30

Movement, Approach, & Intersection Results

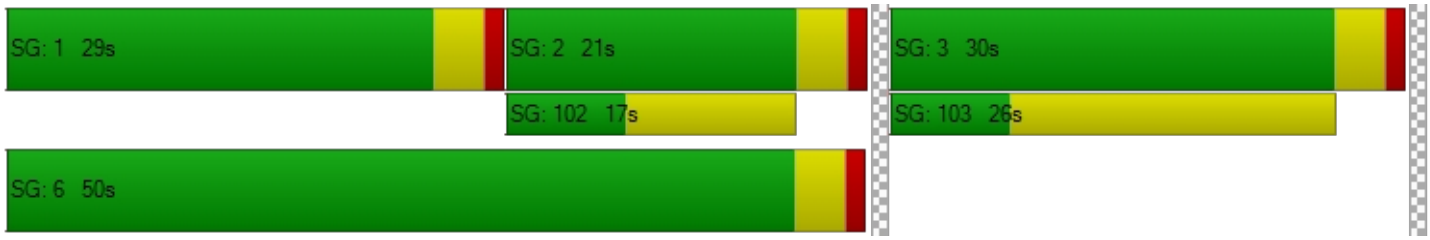
d_M, Delay for Movement [s/veh]	38.04	2.24	11.03	11.80	42.71	42.71
Movement LOS	D	A	B	B	D	D
d_A, Approach Delay [s/veh]	32.92		11.52		42.71	
Approach LOS	C		B		D	
d_I, Intersection Delay [s/veh]	30.01					
Intersection LOS	C					
Intersection V/C	0.458					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	29.78	29.78	29.78
l_p,int, Pedestrian LOS Score for Intersectio	2.451	2.219	1.988
Crosswalk LOS	B	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1149	425	650
d_b, Bicycle Delay [s]	7.24	24.83	18.24
l_b,int, Bicycle LOS Score for Intersection	1.860	1.696	1.819
Bicycle LOS	A	A	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



PM PEAK HOUR

Intersection Level Of Service Report
Intersection 2: Stoddard Wells Rd (NS) at Abbey Ln (EW)

Control Type:	Signalized	Delay (sec / veh):	32.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.653

Intersection Setup

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	215.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Base Volume Input [veh/h]	21	91	126	16	2	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0600	1.0600	1.0600	1.0600	1.0600	1.0600
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	180	-16	-19	64	98	282
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	202	80	115	81	100	303
Peak Hour Factor	0.8846	0.8846	0.8846	0.8846	0.8846	0.8846
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	57	23	33	23	28	86
Total Analysis Volume [veh/h]	228	90	130	92	113	343
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	75
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	10	10	0	7	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	16	37	21	0	38	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	7	7	0	7	0
Pedestrian Clearance [s]	0	10	10	0	19	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C	C
C, Cycle Length [s]	75	75	75	75	75
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	41	25	25	26
g / C, Green / Cycle	0.16	0.54	0.33	0.33	0.35
(v / s)_i Volume / Saturation Flow Rate	0.15	0.03	0.07	0.08	0.32
s, saturation flow rate [veh/h]	1543	3084	1620	1413	1415
c, Capacity [veh/h]	248	1677	534	466	495
d1, Uniform Delay [s]	31.04	8.05	18.11	18.31	23.43
k, delay calibration	0.11	0.50	0.50	0.50	0.24
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	13.15	0.06	0.88	1.20	14.67
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.92	0.05	0.21	0.24	0.92
d, Delay for Lane Group [s/veh]	44.19	8.12	18.99	19.51	38.10
Lane Group LOS	D	A	B	B	D
Critical Lane Group	Yes	No	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	4.63	0.29	1.37	1.41	9.20
50th-Percentile Queue Length [ft/ln]	115.87	7.24	34.24	35.20	230.09
95th-Percentile Queue Length [veh/ln]	8.17	0.52	2.47	2.53	14.18
95th-Percentile Queue Length [ft/ln]	204.14	13.03	61.63	63.36	354.48

Movement, Approach, & Intersection Results

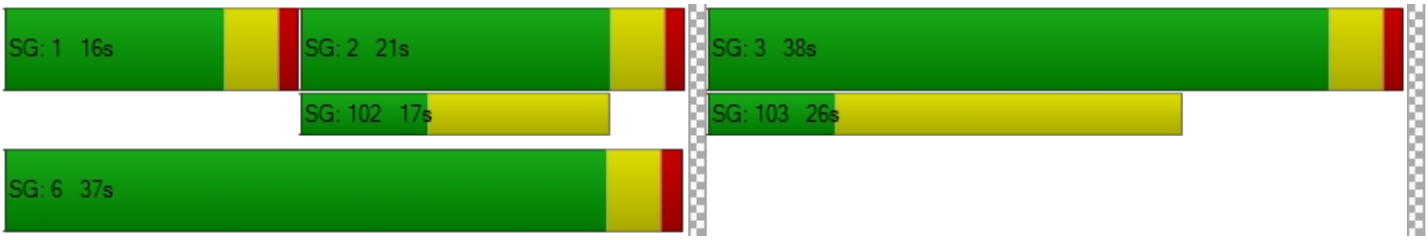
d_M, Delay for Movement [s/veh]	44.19	8.12	19.07	19.51	38.10	38.10
Movement LOS	D	A	B	B	D	D
d_A, Approach Delay [s/veh]	33.98		19.25		38.10	
Approach LOS	C		B		D	
d_I, Intersection Delay [s/veh]	32.58					
Intersection LOS	C					
Intersection V/C	0.653					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	27.33	27.33	27.33
l_p,int, Pedestrian LOS Score for Intersectio	2.521	2.276	2.083
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	879	453	906
d_b, Bicycle Delay [s]	11.78	22.45	11.23
l_b,int, Bicycle LOS Score for Intersection	1.822	1.743	2.312
Bicycle LOS	A	A	B

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



YEAR 2040 WITHOUT PROJECT

AM PEAK HOUR

Intersection Level Of Service Report
Intersection 1: E Abbey Ln (NS) at Abbey Ln (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.053

Intersection Setup

Name	E Abbey Ln			E Abbey Ln			Abbey Ln			Abbey Ln		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	E Abbey Ln			E Abbey Ln			Abbey Ln			Abbey Ln		
Base Volume Input [veh/h]	0	0	0	10	0	0	0	3	0	0	44	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	10	0	0	0	3	0	0	44	12
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	3	0	0	0	1	0	0	12	3
Total Analysis Volume [veh/h]	0	0	0	11	0	0	0	3	0	0	46	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.01
d_M, Delay for Movement [s/veh]	7.20	0.00	0.00	7.21	0.00	0.00	9.08	9.15	8.31	8.94	9.41	8.57
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.02	0.02	0.02	0.01	0.01	0.01	0.21	0.21	0.21
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.51	0.51	0.51	0.26	0.26	0.26	5.19	5.19	5.19
d_A, Approach Delay [s/veh]	2.40			7.21			9.15			9.23		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	8.92											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 2: Stoddard Wells Rd (NS) at Abbey Ln (EW)

Control Type:	Two-way stop	Delay (sec / veh):	26.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.195

Intersection Setup

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	215.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Base Volume Input [veh/h]	269	182	229	99	37	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	269	182	229	99	37	76
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	71	48	60	26	10	20
Total Analysis Volume [veh/h]	283	192	241	104	39	80
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.00	0.00	0.00	0.20	0.09
d_M, Delay for Movement [s/veh]	8.82	0.00	0.00	0.00	26.54	12.78
Movement LOS	A	A	A	A	D	B
95th-Percentile Queue Length [veh/ln]	0.89	0.00	0.00	0.00	1.18	1.18
95th-Percentile Queue Length [ft/ln]	22.36	0.00	0.00	0.00	29.60	29.60
d_A, Approach Delay [s/veh]	5.25		0.00		17.29	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	4.85					
Intersection LOS	D					

PM PEAK HOUR

Intersection Level Of Service Report
Intersection 1: E Abbey Ln (NS) at Abbey Ln (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.031

Intersection Setup

Name	E Abbey Ln			E Abbey Ln			Abbey Ln			Abbey Ln		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	E Abbey Ln			E Abbey Ln			Abbey Ln			Abbey Ln		
Base Volume Input [veh/h]	0	0	0	25	0	0	0	25	0	0	3	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	25	0	0	0	25	0	0	3	26
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	7	0	0	0	7	0	0	1	7
Total Analysis Volume [veh/h]	0	0	0	26	0	0	0	26	0	0	3	27
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	7.20	0.00	0.00	7.24	0.00	0.00	9.18	9.48	8.44	9.14	9.44	8.40
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.05	0.05	0.05	0.10	0.10	0.10	0.09	0.09	0.09
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	1.21	1.21	1.21	2.42	2.42	2.42	2.19	2.19	2.19
d_A, Approach Delay [s/veh]	2.40			7.24			9.48			8.50		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	8.41											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 2: Stoddard Wells Rd (NS) at Abbey Ln (EW)

Control Type:	Two-way stop	Delay (sec / veh):	35.3
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.399

Intersection Setup

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	215.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Base Volume Input [veh/h]	178	277	263	80	99	265
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	178	277	263	80	99	265
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	73	69	21	26	70
Total Analysis Volume [veh/h]	187	292	277	84	104	279
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.00	0.00	0.00	0.40	0.33
d_M, Delay for Movement [s/veh]	8.52	0.00	0.00	0.00	35.34	25.83
Movement LOS	A	A	A	A	E	D
95th-Percentile Queue Length [veh/ln]	0.55	0.00	0.00	0.00	6.08	6.08
95th-Percentile Queue Length [ft/ln]	13.67	0.00	0.00	0.00	152.11	152.11
d_A, Approach Delay [s/veh]	3.33		0.00		28.42	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	10.20					
Intersection LOS	E					

YEAR 2040 WITH PROJECT

AM PEAK HOUR

Intersection Level Of Service Report
Intersection 1: E Abbey Ln (NS) at Abbey Ln (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.059

Intersection Setup

Name	E Abbey Ln			E Abbey Ln			Abbey Ln			Abbey Ln		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	E Abbey Ln			E Abbey Ln			Abbey Ln			Abbey Ln		
Base Volume Input [veh/h]	0	0	0	10	0	0	0	3	0	0	44	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	3	0	2	1	3	0	0	4	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	13	0	2	1	6	0	0	48	18
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	3	0	1	0	2	0	0	13	5
Total Analysis Volume [veh/h]	0	0	0	14	0	2	1	6	0	0	51	19
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.01	0.00	0.00	0.06	0.02
d_M, Delay for Movement [s/veh]	7.20	0.00	0.00	7.22	0.00	0.00	9.23	9.22	8.34	9.06	9.52	8.63
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.03	0.03	0.03	0.02	0.02	0.02	0.25	0.25	0.25
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.71	0.71	0.71	0.62	0.62	0.62	6.22	6.22	6.22
d_A, Approach Delay [s/veh]	2.40			6.32			9.22			9.28		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	8.76											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 2: Stoddard Wells Rd (NS) at Abbey Ln (EW)

Control Type:	Two-way stop	Delay (sec / veh):	28.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.225

Intersection Setup

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	215.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Base Volume Input [veh/h]	269	182	229	99	37	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	30	-24	-23	2	3	34
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	299	158	206	101	40	110
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	79	42	54	27	11	29
Total Analysis Volume [veh/h]	315	166	217	106	42	116
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.00	0.00	0.00	0.23	0.13
d_M, Delay for Movement [s/veh]	8.85	0.00	0.00	0.00	28.84	13.72
Movement LOS	A	A	A	A	D	B
95th-Percentile Queue Length [veh/ln]	1.00	0.00	0.00	0.00	1.61	1.61
95th-Percentile Queue Length [ft/ln]	25.10	0.00	0.00	0.00	40.32	40.32
d_A, Approach Delay [s/veh]	5.80		0.00		17.74	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	5.81					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 3: E Abbey Ln (NS) at Project North Dwy (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	E Abbey Ln		E Abbey Ln		Project North Dwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	E Abbey Ln		E Abbey Ln		Project North Dwy	
Base Volume Input [veh/h]	12	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	0	0	1	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	4	0	0	1	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	1	0	0	0	0
Total Analysis Volume [veh/h]	13	4	0	0	1	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.23	0.00	8.57	8.37
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.07	0.07
d_A, Approach Delay [s/veh]	0.00		3.62		8.57	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.48					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: E Abbey Ln (NS) at Project South Dwy (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	E Abbey Ln		E Abbey Ln		Project South Dwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	E Abbey Ln		E Abbey Ln		Project South Dwy	
Base Volume Input [veh/h]	12	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	3	0	1	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	3	0	1	4	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	0	0	1	0
Total Analysis Volume [veh/h]	17	3	0	1	4	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.24	0.00	8.60	8.39
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.30	0.30
d_A, Approach Delay [s/veh]	0.00		0.00		8.60	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.38					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 5: Project Dwy (NS) at Abbey Ln (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.053

Intersection Setup

Name			Abbey Ln		Abbey Ln	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name			Abbey Ln		Abbey Ln	
Base Volume Input [veh/h]	0	0	0	48	203	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	34	4	3	3	6	26
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	4	3	51	209	26
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	1	1	14	57	7
Total Analysis Volume [veh/h]	37	4	3	55	227	28
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.52	9.80	7.73	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.19	0.19	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.64	4.64	0.13	0.13	0.00	0.00
d_A, Approach Delay [s/veh]	10.45		0.40		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.28					
Intersection LOS	B					

PM PEAK HOUR

Intersection Level Of Service Report
Intersection 1: E Abbey Ln (NS) at Abbey Ln (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.038

Intersection Setup

Name	E Abbey Ln			E Abbey Ln			Abbey Ln			Abbey Ln		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	E Abbey Ln			E Abbey Ln			Abbey Ln			Abbey Ln		
Base Volume Input [veh/h]	0	0	0	25	0	0	0	25	0	0	3	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	22	0	1	1	3	0	0	3	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	47	0	1	1	28	0	0	6	28
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	12	0	0	0	7	0	0	2	7
Total Analysis Volume [veh/h]	0	0	0	49	0	1	1	29	0	0	6	29
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.04	0.00	0.00	0.01	0.03
d_M, Delay for Movement [s/veh]	7.20	0.00	0.00	7.28	0.00	0.00	9.63	9.85	8.49	9.56	9.79	8.43
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.10	0.10	0.10	0.12	0.12	0.12	0.11	0.11	0.11
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	2.53	2.53	2.53	3.03	3.03	3.03	2.67	2.67	2.67
d_A, Approach Delay [s/veh]	2.40			7.14			9.85			8.66		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	8.31											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 2: Stoddard Wells Rd (NS) at Abbey Ln (EW)

Control Type:	Two-way stop	Delay (sec / veh):	41.4
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.426

Intersection Setup

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	215.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Base Volume Input [veh/h]	178	277	263	80	99	265
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	26	-23	-27	2	2	41
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	204	254	236	82	101	306
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	67	62	22	27	81
Total Analysis Volume [veh/h]	215	267	248	86	106	322
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	2

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.00	0.00	0.00	0.43	0.38
d_M, Delay for Movement [s/veh]	8.52	0.00	0.00	0.00	41.45	31.21
Movement LOS	A	A	A	A	E	D
95th-Percentile Queue Length [veh/ln]	0.63	0.00	0.00	0.00	7.69	7.69
95th-Percentile Queue Length [ft/ln]	15.71	0.00	0.00	0.00	192.37	192.37
d_A, Approach Delay [s/veh]	3.80		0.00		33.74	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	13.08					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 3: E Abbey Ln (NS) at Project North Dwy (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.023

Intersection Setup

Name	E Abbey Ln		E Abbey Ln		Project North Dwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	E Abbey Ln		E Abbey Ln		Project North Dwy	
Base Volume Input [veh/h]	26	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	21	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	0	0	0	21	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	0	0	0	6	0
Total Analysis Volume [veh/h]	28	0	0	0	23	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.25	0.00	8.72	8.51
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.07	0.07
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	1.78	1.78
d_A, Approach Delay [s/veh]	0.00		3.63		8.72	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.93					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: E Abbey Ln (NS) at Project South Dwy (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	E Abbey Ln		E Abbey Ln		Project South Dwy	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	E Abbey Ln		E Abbey Ln		Project South Dwy	
Base Volume Input [veh/h]	26	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	3	0	21	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	3	0	21	3	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	1	0	6	1	0
Total Analysis Volume [veh/h]	28	3	0	23	3	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.26	0.00	8.76	8.44
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.23	0.23
d_A, Approach Delay [s/veh]	0.00		0.00		8.76	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.46					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 5: Project Dwy (NS) at Abbey Ln (EW)

Control Type:	Two-way stop	Delay (sec / veh):	11.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.040

Intersection Setup

Name			Abbey Ln		Abbey Ln	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name			Abbey Ln		Abbey Ln	
Base Volume Input [veh/h]	0	0	0	209	148	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	21	3	3	22	2	26
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	3	3	231	150	26
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	1	1	63	41	7
Total Analysis Volume [veh/h]	23	3	3	251	163	28
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.46	9.40	7.58	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.01	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.36	3.36	0.13	0.13	0.00	0.00
d_A, Approach Delay [s/veh]	11.22		0.09		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.67					
Intersection LOS	B					

YEAR 2040 WITHOUT PROJECT

WITH IMPROVEMENTS

AM PEAK HOUR

Intersection Level Of Service Report
Intersection 2: Stoddard Wells Rd (NS) at Abbey Ln (EW)

Control Type:	Signalized	Delay (sec / veh):	21.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.452

Intersection Setup

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	215.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Base Volume Input [veh/h]	269	182	229	99	37	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	269	182	229	99	37	76
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	71	48	60	26	10	20
Total Analysis Volume [veh/h]	283	192	241	104	39	80
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	80
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	10	10	0	7	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	29	50	21	0	30	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	7	7	0	7	0
Pedestrian Clearance [s]	0	10	10	0	19	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C	C
C, Cycle Length [s]	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	17	64	43	43	8
g / C, Green / Cycle	0.21	0.80	0.54	0.54	0.10
(v / s)_i Volume / Saturation Flow Rate	0.18	0.06	0.11	0.12	0.08
s, saturation flow rate [veh/h]	1543	3084	1620	1464	1427
c, Capacity [veh/h]	322	2459	873	789	147
d1, Uniform Delay [s]	30.70	1.75	9.54	9.66	35.17
k, delay calibration	0.11	0.50	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.67	0.06	0.51	0.64	10.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.88	0.08	0.20	0.22	0.81
d, Delay for Lane Group [s/veh]	38.37	1.82	10.05	10.30	45.33
Lane Group LOS	D	A	B	B	D
Critical Lane Group	Yes	No	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	5.55	0.12	1.41	1.45	2.63
50th-Percentile Queue Length [ft/ln]	138.76	2.91	35.30	36.13	65.78
95th-Percentile Queue Length [veh/ln]	9.41	0.21	2.54	2.60	4.74
95th-Percentile Queue Length [ft/ln]	235.36	5.24	63.53	65.03	118.40

Movement, Approach, & Intersection Results

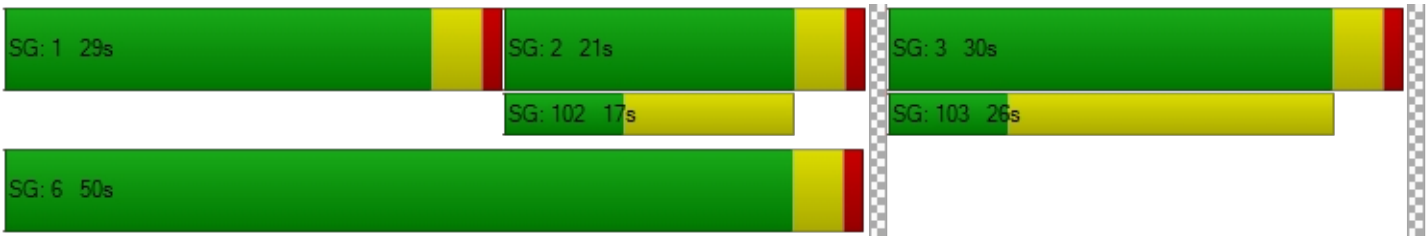
d_M, Delay for Movement [s/veh]	38.37	1.82	10.12	10.30	45.33	45.33
Movement LOS	D	A	B	B	D	D
d_A, Approach Delay [s/veh]	23.59		10.17		45.33	
Approach LOS	C		B		D	
d_I, Intersection Delay [s/veh]	21.42					
Intersection LOS	C					
Intersection V/C	0.452					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	29.78	29.78	29.78
l_p,int, Pedestrian LOS Score for Intersectio	2.526	2.335	1.955
Crosswalk LOS	B	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1149	425	650
d_b, Bicycle Delay [s]	7.24	24.83	18.24
l_b,int, Bicycle LOS Score for Intersection	1.951	1.844	1.756
Bicycle LOS	A	A	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



PM PEAK HOUR

Intersection Level Of Service Report
Intersection 2: Stoddard Wells Rd (NS) at Abbey Ln (EW)

Control Type:	Signalized	Delay (sec / veh):	21.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.628

Intersection Setup

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	215.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Base Volume Input [veh/h]	178	277	263	80	99	265
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	178	277	263	80	99	265
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	73	69	21	26	70
Total Analysis Volume [veh/h]	187	292	277	84	104	279
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	65
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	10	10	0	7	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	13	34	21	0	31	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	7	7	0	7	0
Pedestrian Clearance [s]	0	10	10	0	19	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C	C
C, Cycle Length [s]	65	65	65	65	65
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	37	24	24	20
g / C, Green / Cycle	0.14	0.58	0.38	0.38	0.30
(v / s)_i Volume / Saturation Flow Rate	0.12	0.09	0.11	0.12	0.27
s, saturation flow rate [veh/h]	1543	3084	1620	1497	1418
c, Capacity [veh/h]	215	1775	607	561	428
d1, Uniform Delay [s]	27.45	6.49	14.34	14.49	21.75
k, delay calibration	0.11	0.50	0.50	0.50	0.15
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.25	0.20	1.25	1.52	8.84
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.16	0.30	0.32	0.89
d, Delay for Lane Group [s/veh]	37.70	6.69	15.59	16.01	30.59
Lane Group LOS	D	A	B	B	C
Critical Lane Group	Yes	No	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	3.17	0.71	1.78	1.82	6.17
50th-Percentile Queue Length [ft/ln]	79.14	17.76	44.49	45.53	154.15
95th-Percentile Queue Length [veh/ln]	5.70	1.28	3.20	3.28	10.24
95th-Percentile Queue Length [ft/ln]	142.45	31.97	80.08	81.96	255.96

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	37.70	6.69	15.74	16.01	30.59	30.59
Movement LOS	D	A	B	B	C	C
d_A, Approach Delay [s/veh]	18.79		15.80		30.59	
Approach LOS	B		B		C	
d_I, Intersection Delay [s/veh]	21.60					
Intersection LOS	C					
Intersection V/C	0.628					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	22.47	22.47	22.47
l_p,int, Pedestrian LOS Score for Intersectio	2.585	2.390	2.016
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	922	522	830
d_b, Bicycle Delay [s]	9.45	17.76	11.14
l_b,int, Bicycle LOS Score for Intersection	1.955	1.857	2.192
Bicycle LOS	A	A	B

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



YEAR 2040 WITH PROJECT

WITH IMPROVEMENTS

AM PEAK HOUR

Intersection Level Of Service Report
Intersection 2: Stoddard Wells Rd (NS) at Abbey Ln (EW)

Control Type:	Signalized	Delay (sec / veh):	24.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.502

Intersection Setup

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	215.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Base Volume Input [veh/h]	269	182	229	99	37	76
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	30	-24	-23	2	3	34
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	299	158	206	101	40	110
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	79	42	54	27	11	29
Total Analysis Volume [veh/h]	315	166	217	106	42	116
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	80
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	10	10	0	7	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	29	50	21	0	30	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	7	7	0	7	0
Pedestrian Clearance [s]	0	10	10	0	19	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C	C
C, Cycle Length [s]	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	18	61	39	39	11
g / C, Green / Cycle	0.23	0.77	0.49	0.49	0.13
(v / s)_i Volume / Saturation Flow Rate	0.20	0.05	0.10	0.11	0.11
s, saturation flow rate [veh/h]	1543	3084	1620	1452	1418
c, Capacity [veh/h]	353	2362	788	707	191
d1, Uniform Delay [s]	29.90	2.32	11.72	11.87	33.77
k, delay calibration	0.12	0.50	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.31	0.06	0.59	0.75	8.89
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.89	0.07	0.20	0.23	0.83
d, Delay for Lane Group [s/veh]	38.21	2.38	12.31	12.63	42.65
Lane Group LOS	D	A	B	B	D
Critical Lane Group	Yes	No	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	6.19	0.16	1.53	1.57	3.38
50th-Percentile Queue Length [ft/ln]	154.81	4.06	38.34	39.28	84.54
95th-Percentile Queue Length [veh/ln]	10.27	0.29	2.76	2.83	6.09
95th-Percentile Queue Length [ft/ln]	256.84	7.31	69.01	70.70	152.17

Movement, Approach, & Intersection Results

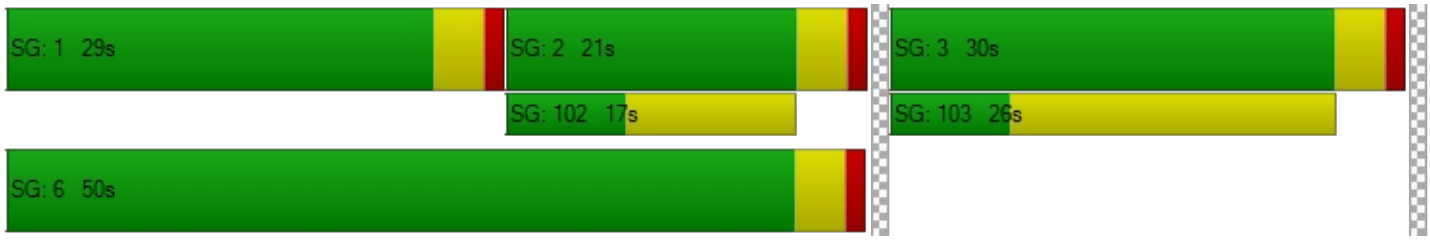
d_M, Delay for Movement [s/veh]	38.21	2.38	12.39	12.63	42.65	42.65
Movement LOS	D	A	B	B	D	D
d_A, Approach Delay [s/veh]	25.85		12.47		42.65	
Approach LOS	C		B		D	
d_I, Intersection Delay [s/veh]	24.11					
Intersection LOS	C					
Intersection V/C	0.502					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	29.78	29.78	29.78
l_p,int, Pedestrian LOS Score for Intersectio	2.531	2.319	1.991
Crosswalk LOS	B	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1149	425	650
d_b, Bicycle Delay [s]	7.24	24.83	18.24
l_b,int, Bicycle LOS Score for Intersection	1.956	1.826	1.820
Bicycle LOS	A	A	A

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



PM PEAK HOUR

Intersection Level Of Service Report
Intersection 2: Stoddard Wells Rd (NS) at Abbey Ln (EW)

Control Type:	Signalized	Delay (sec / veh):	24.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.680

Intersection Setup

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	215.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stoddard Wells Rd		Stoddard Wells Rd		Abbey Ln	
Base Volume Input [veh/h]	178	277	263	80	99	265
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	26	-23	-27	2	2	41
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	204	254	236	82	101	306
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	67	62	22	27	81
Total Analysis Volume [veh/h]	215	267	248	86	106	322
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	65
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-
Minimum Green [s]	7	10	10	0	7	0
Maximum Green [s]	30	30	30	0	30	0
Amber [s]	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	1.0	1.0	1.0	0.0	1.0	0.0
Split [s]	14	35	21	0	30	0
Vehicle Extension [s]	3.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	7	7	0	7	0
Pedestrian Clearance [s]	0	10	10	0	19	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall	No	No	No		No	
Maximum Recall	No	No	No		No	
Pedestrian Recall	No	No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C	C
C, Cycle Length [s]	65	65	65	65	65
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	36	21	21	22
g / C, Green / Cycle	0.15	0.55	0.33	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.14	0.09	0.10	0.11	0.30
s, saturation flow rate [veh/h]	1543	3084	1620	1485	1415
c, Capacity [veh/h]	239	1681	533	489	470
d1, Uniform Delay [s]	27.04	7.38	16.35	16.52	20.84
k, delay calibration	0.11	0.50	0.50	0.50	0.20
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.72	0.20	1.53	1.90	12.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.90	0.16	0.31	0.34	0.91
d, Delay for Lane Group [s/veh]	38.76	7.58	17.88	18.42	32.85
Lane Group LOS	D	A	B	B	C
Critical Lane Group	Yes	No	No	Yes	Yes
50th-Percentile Queue Length [veh/ln]	3.71	0.73	1.82	1.87	7.22
50th-Percentile Queue Length [ft/ln]	92.63	18.16	45.46	46.65	180.38
95th-Percentile Queue Length [veh/ln]	6.67	1.31	3.27	3.36	11.62
95th-Percentile Queue Length [ft/ln]	166.73	32.68	81.82	83.97	290.51

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	38.76	7.58	18.06	18.42	32.85	32.85
Movement LOS	D	A	B	B	C	C
d_A, Approach Delay [s/veh]	21.49		18.15		32.85	
Approach LOS	C		B		C	
d_I, Intersection Delay [s/veh]	24.50					
Intersection LOS	C					
Intersection V/C	0.680					

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	22.47	22.47	22.47
l_p,int, Pedestrian LOS Score for Intersectio	2.590	2.372	2.052
Crosswalk LOS	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	953	522	799
d_b, Bicycle Delay [s]	8.92	17.76	11.73
l_b,int, Bicycle LOS Score for Intersection	1.957	1.835	2.266
Bicycle LOS	A	A	B

Sequence

Ring 1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX E

TRAVEL DEMAND POST PROCESSING WORKSHEETS

Average Daily Traffic

	INTERSECTION	LEG	EXISTING w/o 2024	EXISTING w/ 2024	OPENING YEAR w/o 2027	OPENING YEAR w/ 2027	FUTURE w/o 2040	FUTURE w/ 2040	ADJUSTED BUILDOUT w/o 2040	ADJUSTED BUILDOUT w/ 2040
1	Bimini Street at Abbey Lane	North	430	570	460	600	430	570	480	600
		South	-	-	-	-	-	-		
		East	660	830	700	870	660	830	740	900
		West	230	330	240	340	230	330	250	400
2	Stoddard Wells Road at Abbey Lane	North	3,100	2,660	4,310	3,870	9,270	8,830		
		South	3,400	3,560	5,900	6,060	9,270	9,430		
		East	-	-	-	-	-	-		
		West	700	1,390	3,710	4,400	770	1,460	3,900	4,600
3	Bimini Street at Project North Driveway	North	430	430	460	460	430	430	480	500
		South	430	500	460	530	430	500	480	600
		East	-	70	-	70	-	70		
		West	-	-	-	-	-	-		
4	Bimini Street at Project South Driveway	North	430	500	460	530	430	500	480	600
		South	430	570	460	600	430	570	480	600
		East	-	70	-	70	-	70		
		West	-	-	-	-	-	-		
5	Project Driveway at Abbey Lane	North	-	650	-	650	-	650		
		South	-	-	-	-	-	-		
		East	660	1,350	2,180	2,870	660	1,350	2,290	3,000
		West	660	830	2,180	2,350	660	830	2,290	2,500

Notes:

1. Future volumes adjusted for minimum 10% growth over existing average dally traffic volumes.
2. Future volumes adjusted for minimum 5% growth over opening year dally traffic volumes.

Stoddard Wells Road (NS) / Abbey Lane (EW) - #2

MORNING PEAK HOUR	EVENING PEAK HOUR
EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):	EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):
2024	2024
2 53 0	0 115 0
< v >	< v >
1 ^ ^ 0	1 ^ ^ 0
0 > < 0	0 > < 0
6 v v 0	19 v v 0
< ^ >	< ^ >
28 49 0	2 77 0
EXISTING PEAK HOUR COUNT YEAR (AUTOS):	EXISTING PEAK HOUR COUNT YEAR (AUTOS):
2024	2024
55 50	115 78
v ^	v ^
30 < IN = 139 < 0	2 < IN = 214 < 0
7 > OUT = 139 > 0	20 > OUT = 214 > 0
v ^	v ^
59 77	134 79
EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCEs):	EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCEs):
6 28 0	32 18 0
< v >	< v >
24 ^ ^ 0	2 ^ ^ 0
0 > < 0	0 > < 0
29 v v 0	2 v v 0
PCE FACTORS BY AXLE: < ^ >	PCE FACTORS BY AXLE: < ^ >
2: 1.5 3: 2.0 4+: 3.0 6 25 0	2: 1.5 3: 2 4+: 3.0 37 26 0
TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCEs):	TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCEs):
2024	2024
8 81 0	32 133 0
< v >	< v >
25 ^ ^ 0	3 ^ ^ 0
0 > < 0	0 > < 0
35 v v 0	21 v v 0
< ^ >	< ^ >
34 74 0	39 103 0
EXISTING PEAK PERIOD MODEL YEAR (AUTO):	EXISTING PEAK PERIOD MODEL YEAR (AUTO):
2016	2016
194 342	496 380
v ^	v ^
0 < IN = 536 < 0	0 < IN = 876 < 0
0 > OUT = 536 > 0	0 > OUT = 876 > 0
v ^	v ^
194 342	496 380
EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):	EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):
2016	2016
4 4	5 4
v ^	v ^
0 < IN = 8 < 0	0 < IN = 10 < 0
0 > OUT = 8 > 0	0 > OUT = 8 > 0
v ^	v ^
4 4	4 5
EXISTING PEAK HOUR MODEL YEAR (PCEs):	EXISTING PEAK HOUR MODEL YEAR (PCEs):
PHF FOR CARS: 0.38	PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.333	PHF FOR TRUCKS: 0.25
75 131	140 107
v ^	v ^
0 < IN = 206 < 0	0 < IN = 248 < 0
0 > OUT = 206 > 0	0 > OUT = 247 > 0
v ^	v ^
75 131	140 108
FUTURE PEAK PERIOD MODEL YEAR (AUTO):	FUTURE PEAK PERIOD MODEL YEAR (AUTO):
2040	2040
781 740	1142 1248
v ^	v ^
0 < IN = 1521 < 0	0 < IN = 2390 < 0
0 > OUT = 1521 > 0	0 > OUT = 2390 > 0
v ^	v ^
781 740	1142 1248
FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):	FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):
2040	2040
36 37	39 40
v ^	v ^
0 < IN = 72 < 0	0 < IN = 79 < 0
0 > OUT = 74 > 0	0 > OUT = 79 > 0
v ^	v ^
37 36	39 40
FUTURE PEAK HOUR MODEL YEAR (PCEs):	FUTURE PEAK HOUR MODEL YEAR (PCEs):
PHF FOR CARS: 0.38	PHF FOR CARS: 0.28
PHF FOR TRUCKS: 0.333	PHF FOR TRUCKS: 0.25
309 294	330 359
v ^	v ^
0 < IN = 602 < 0	0 < IN = 689 < 0
0 > OUT = 603 > 0	0 > OUT = 689 > 0
v ^	v ^
309 293	330 359

Stoddard Wells Road (NS) / Abbey Lane (EW) - #2

MORNING PEAK HOUR	EVENING PEAK HOUR
PRORATED GROWTH (PCEs): 2024 TO 2040	PRORATED GROWTH (PCEs): 2024 TO 2040
16 YEARS	16 YEARS
150 110	130 170
v ^	v ^
0 < < 0	10 < < 0
10 > > 0	0 > > 0
v ^	v ^
150 110	130 170
NEW PROJECTED VOLUMES (PCEs): 2040	NEW PROJECTED VOLUMES (PCEs): 2040
240 210	300 280
v ^	v ^
40 < < 0	80 < < 0
70 > > 0	20 > > 0
v ^	v ^
270 220	280 310
YEAR 2027 GROWTH: 2024 TO 2027	YEAR 2027 GROWTH: 2024 TO 2027
3 YEARS	3 YEARS
30 20	20 30
v ^	v ^
0 < < 0	0 < < 0
0 > > 0	0 > > 0
v ^	v ^
30 20	20 30
INITIAL YEAR 2027 VOLUMES:	INITIAL YEAR 2027 VOLUMES:
2027	2027
120 120	190 140
v ^	v ^
40 < IN = 310 < 0	70 < IN = 380 < 0
60 > OUT = 310 > 0	20 > OUT = 380 > 0
v ^	v ^
150 130	170 170
BALANCED YEAR 2027 VOLUMES:	BALANCED YEAR 2027 VOLUMES:
2027	2027
120 120	190 140
v ^	v ^
40 < IN = 310 < 0	70 < IN = 380 < 0
60 > OUT = 310 > 0	20 > OUT = 380 > 0
v ^	v ^
150 130	170 170
ADT BY LEG:	ADT BY LEG:
2040	2040
9,270	9,270
N	N
1,100 W LEG E 0	1,100 W LEG E 0
S	S
9,270	9,270
ADT BY LEG:	ADT BY LEG:
2027	2027
3,790	3,790
N	N
1,120 W LEG E 0	1,120 W LEG E 0
S	S
4,090	4,090

APPENDIX F

TRAFFIC SIGNAL WARRANT WORKSHEETS

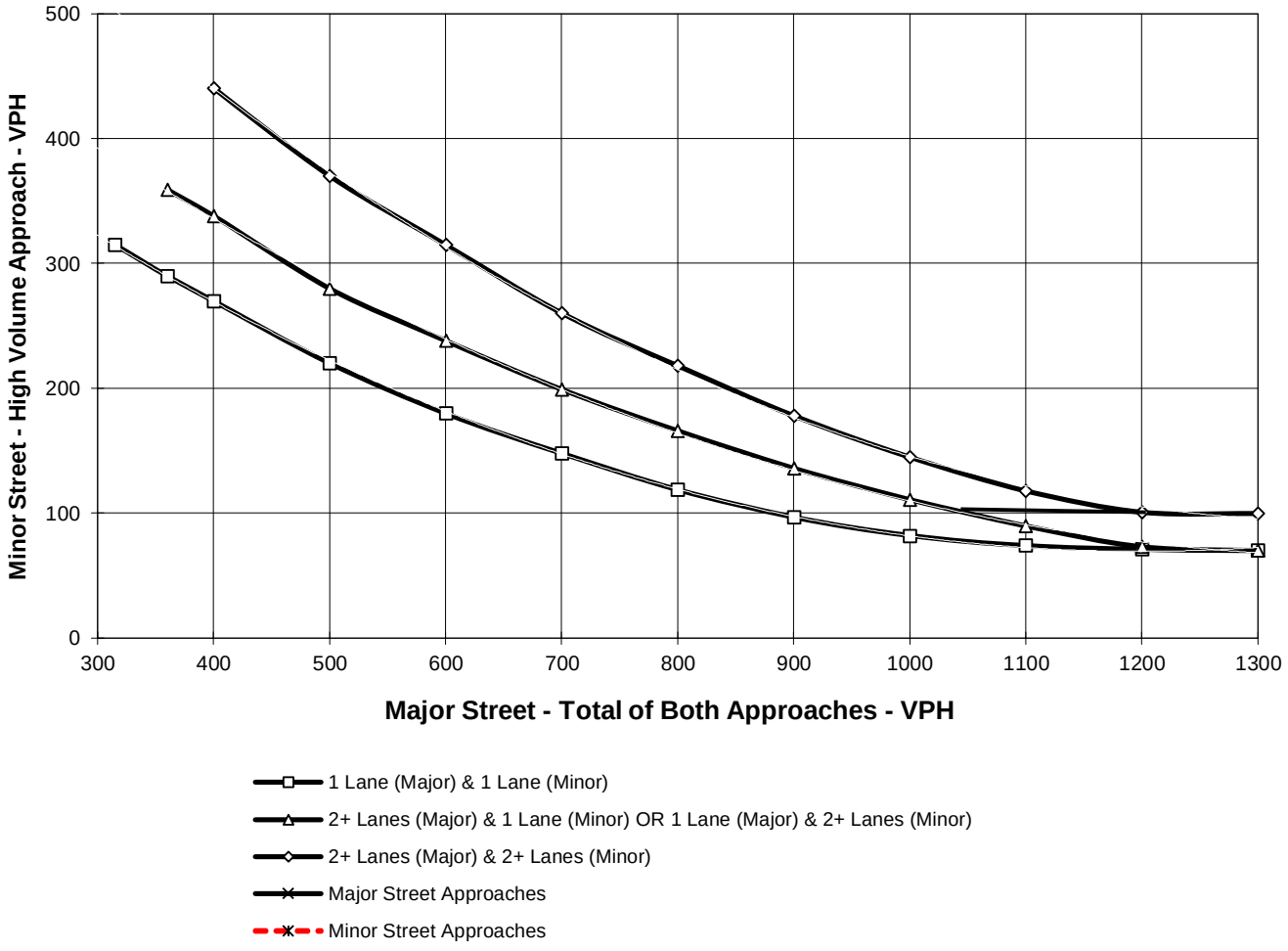
WARRANT 3, PEAK HOUR
(Rural Areas)

Traffic Conditions = **Existing Plus Ambient Growth Plus Project - AM**

Major Street Name = **Stoddard Wells Road** Total of Both Approaches (VPH) = **159**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Abbey Lane** High Volume Approach (VPH) = **73**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



Note:
* - 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.
Major street approaches with less than 300 vph are low volume and outside the graph boundaries.

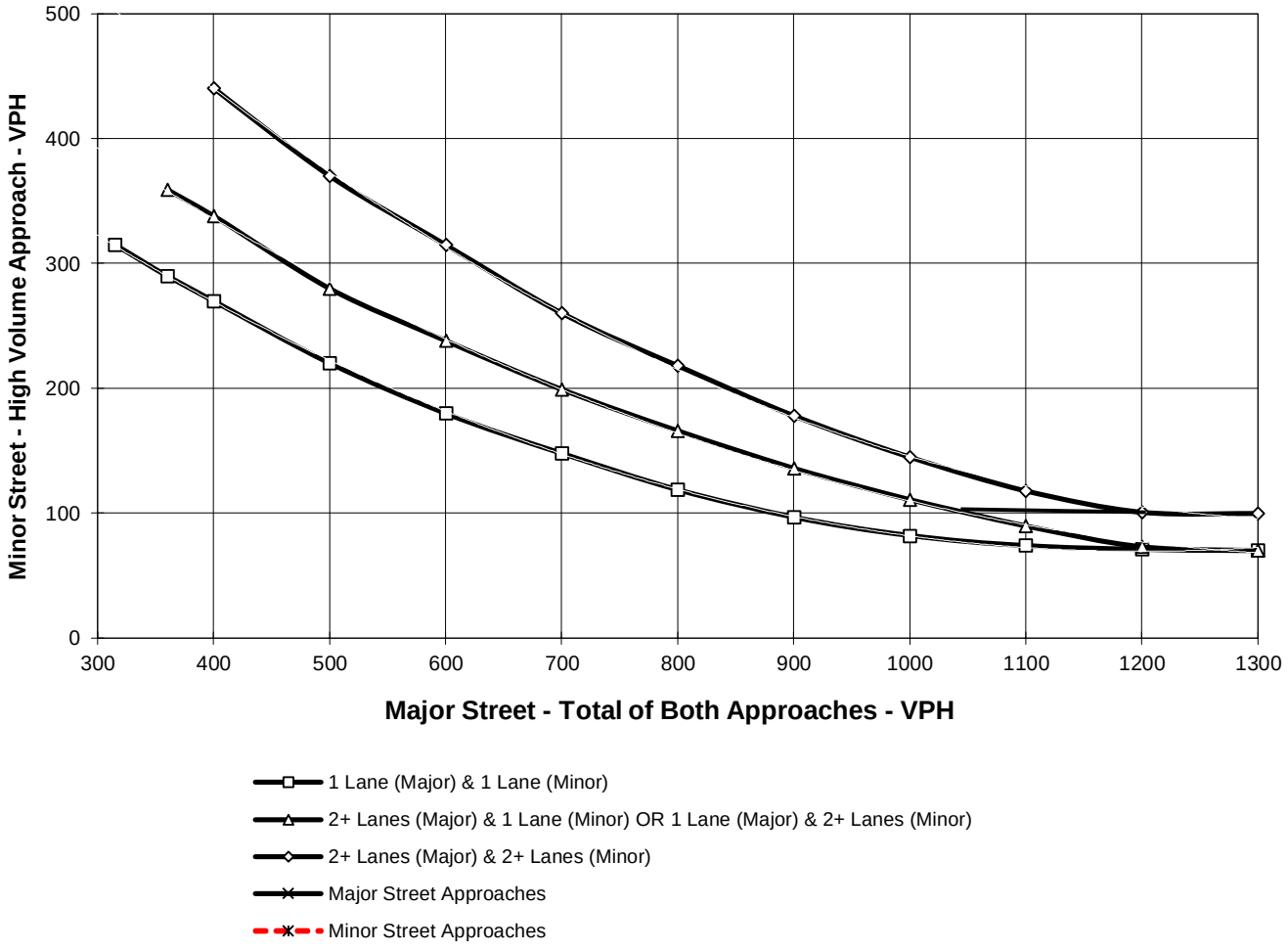
WARRANT 3, PEAK HOUR
(Rural Areas)

Traffic Conditions = **Existing Plus Ambient Growth Plus Project - PM**

Major Street Name = **Stoddard Wells Road** Total of Both Approaches (VPH) = **248**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Abbey Lane** High Volume Approach (VPH) = ***66***
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



Note:
* - 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.
Major street approaches with less than 300 vph are low volume and outside the graph boundaries.

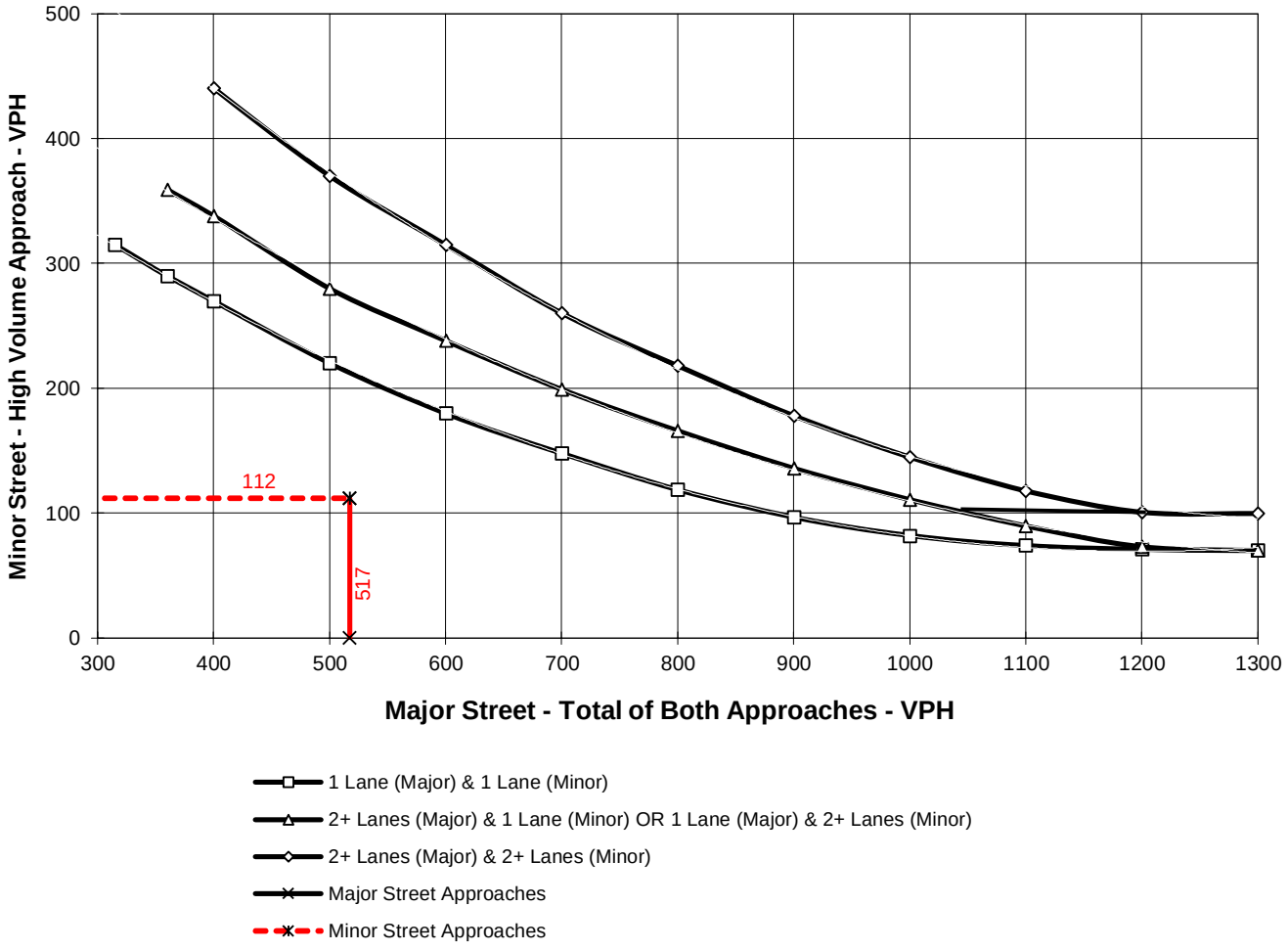
WARRANT 3, PEAK HOUR
(Rural Areas)

Traffic Conditions = **Opening Year Witout Project - AM**

Major Street Name = **Stoddard Wells Road** Total of Both Approaches (VPH) = **517**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Abbey Lane** High Volume Approach (VPH) = **112**
Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



Note:
* - 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.
Major street approaches with less than 300 vph are low volume and outside the graph boundaries.

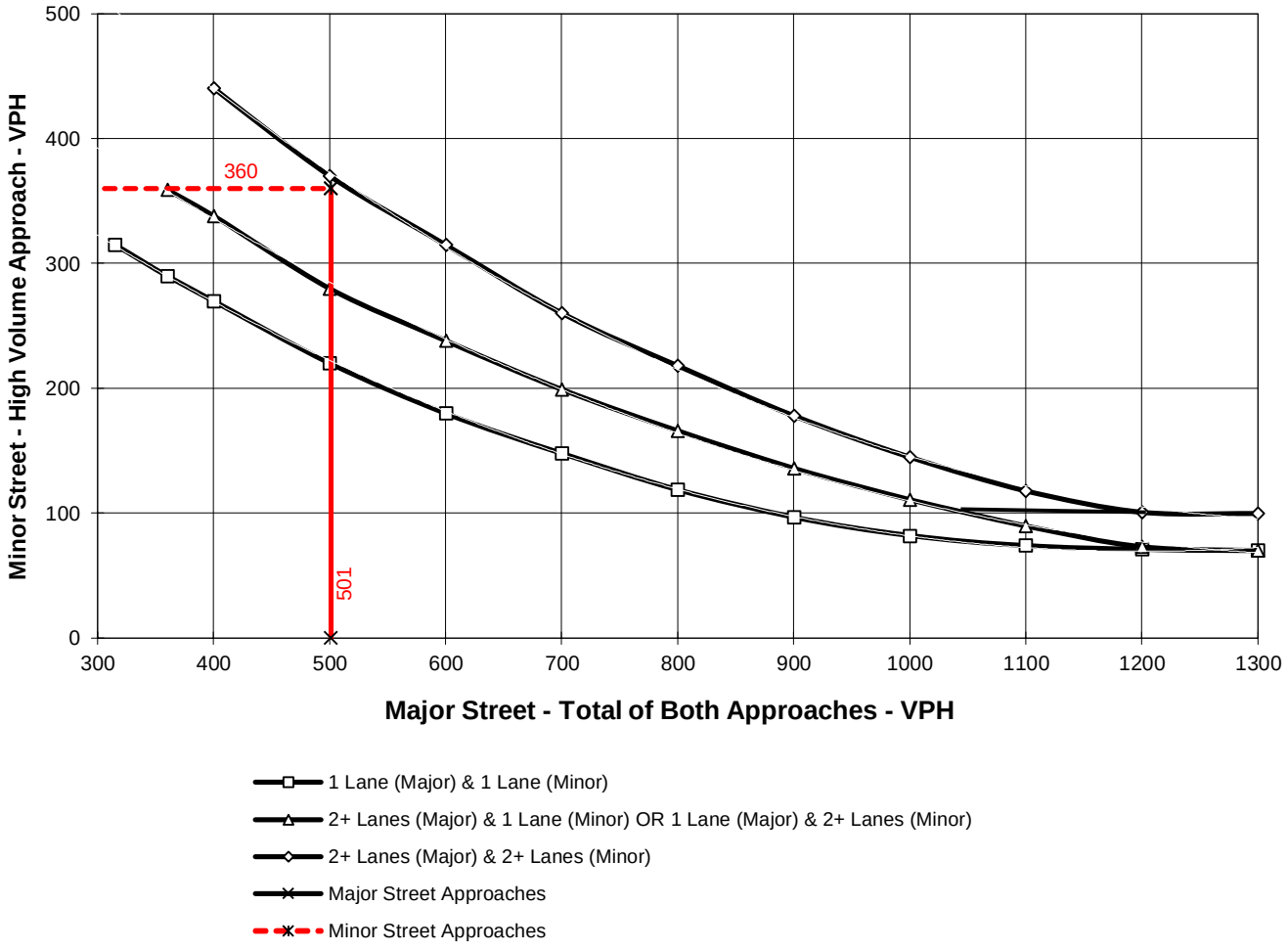
WARRANT 3, PEAK HOUR
(Rural Areas)

Traffic Conditions = **Opening Year Witout Project - PM**

Major Street Name = **Stoddard Wells Road** Total of Both Approaches (VPH) = **501**
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Abbey Lane** High Volume Approach (VPH) = **360**
Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



Note:
* - 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.
Major street approaches with less than 300 vph are low volume and outside the graph boundaries.



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