APPENDIX H: LOCAL TRANSPORTATION ASSESSMENT

Lancaster Travel Center Project
Draft IS/MND

Lead Agency

City of Lancaster
44933 Fern Avenue
Lancaster, CA 93534

July 2026

Local Transportation Assessment

for:

Pilot Travel Center

In the City of Lancaster

April 2026

Kimley»Horn

LOCAL TRANSPORTATION ASSESSMENT
FOR THE PROPOSED
PILOT TRAVEL CENTER
IN THE CITY OF LANCASTER

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LOCAL TRANSPORTATION ASSESSMENT
FOR THE PROPOSED
PILOT TRAVEL CENTER
IN THE CITY OF LANCASTER

INTRODUCTION

Purpose and Study Objectives

This Local Transportation Assessment (LTA) has been prepared to address the traffic-related effects of the proposed Pilot truck stop project in the City of Lancaster. This assessment has been conducted in accordance with the City of Lancaster *Local Transportation Assessment Guidelines* (January 2021). This report includes a description of existing traffic conditions in the surrounding area, estimated project trip generation and distribution, future traffic growth, cumulative projects impact and an assessment of project-related effects on the transportation system.

Project Overview

The applicant proposes to construct a travel center consisting of a 9,000 square foot travel center building, a 2,000 square foot fast-food restaurant with drive-through, two 3,400 square foot fast-food restaurants with drive-throughs, 18 fueling positions for passenger vehicles, 6 fueling positions for trucks, and designated overnight truck parking. It should be noted that per the applicant, trucks utilizing overnight truck parking would first access the site for fueling, meaning the parking would not generate trips independently. Therefore, parking will not be encompassed in this analysis.

It should also be noted that the proposed site plan has been modified since the initial submittal to reflect a reduction in passenger vehicle fueling positions from 20 to 18 and a reduction in truck fueling positions from 8 to 6. The fast-food restaurant square footage remains unchanged.

The project is located at the southeast corner of the intersection of Avenue H and 25th Street W in the City of Lancaster. The project site is currently vacant and bounded by Avenue H to the north, 25th Street W to the west, SR-14 (Aerospace Hwy) to the east, and Avenue H-2 to the south. Direct vehicular access to the development will be provided via two proposed unsignalized right- in, right-out driveways along Avenue H, and two proposed unsignalized full-movement driveways along 25th Street W. Access to the truck fueling positions and overnight truck parking will be provided via the southernmost driveway along 25th Street W. Egress for trucks will be provided via an exit-only driveway on Avenue H-2. Internal passenger vehicular circulation will be accommodated through shared drive aisles connecting all proposed uses within the site. The project location, in its local context, is shown on **Figure 1**, and the proposed site plan is shown on **Figure 2.**

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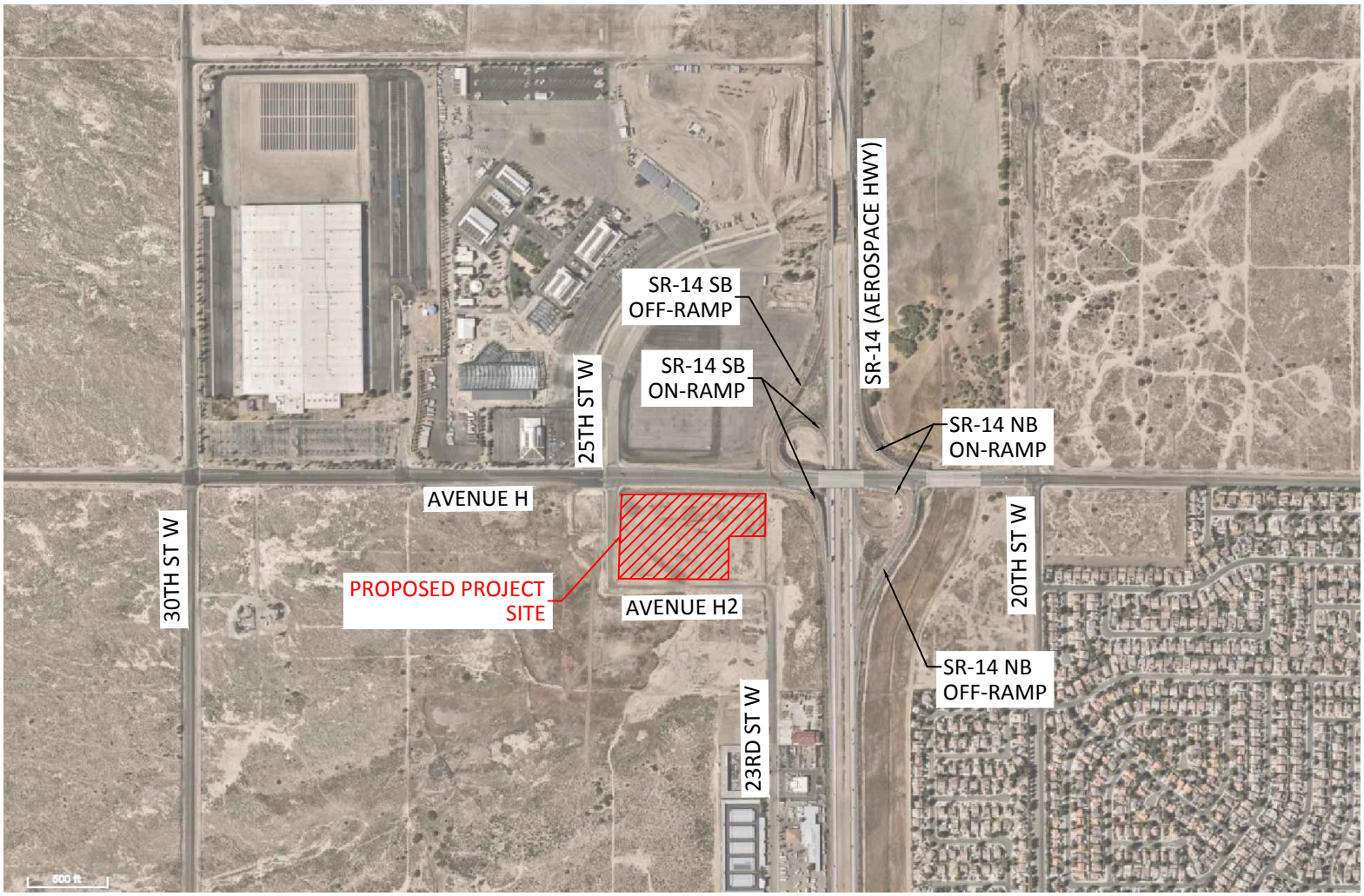


FIGURE 1
VICINITY MAP

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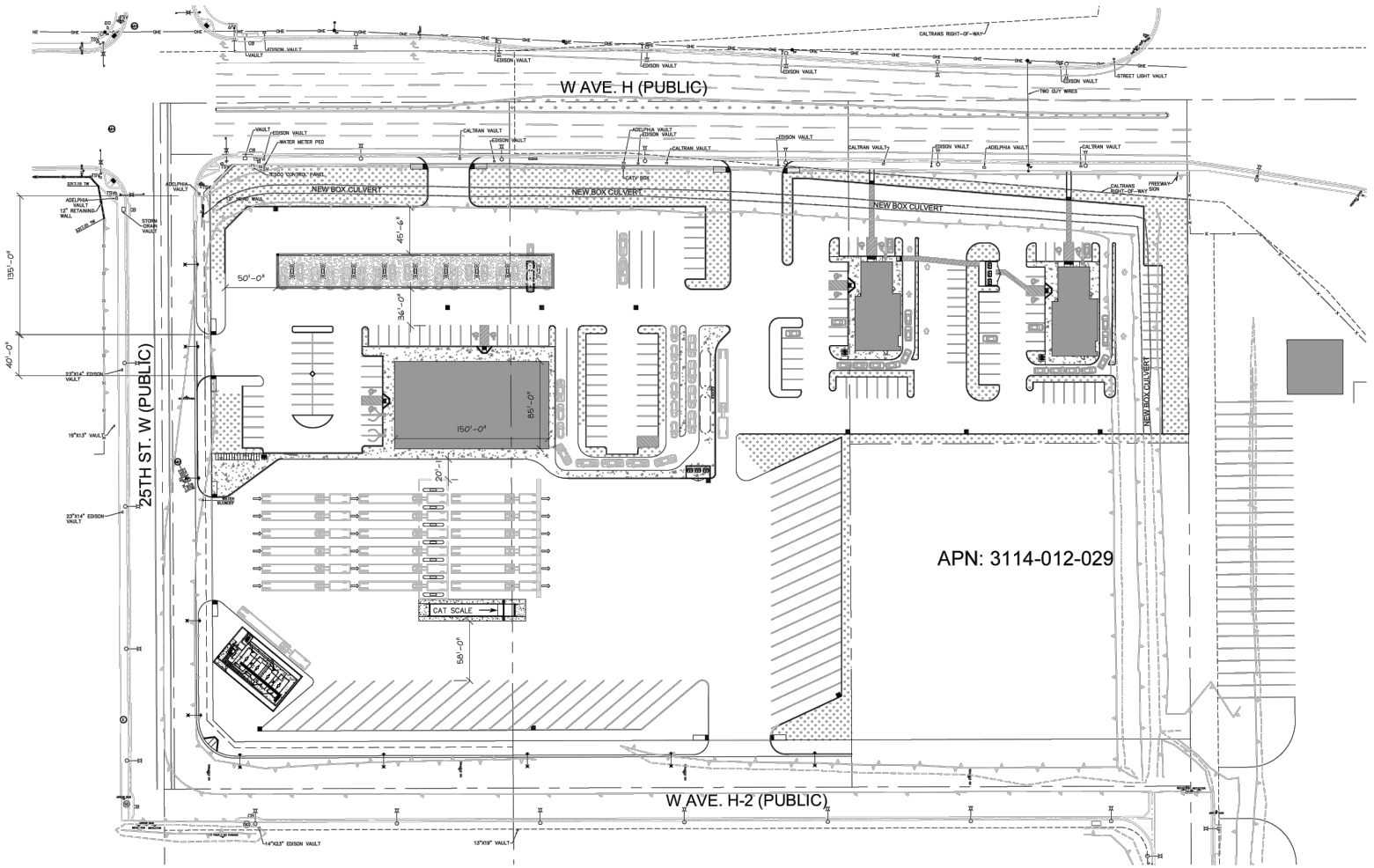


FIGURE 2
PROJECT SITE PLAN

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STUDY SCENARIOS AND METHODOLOGY

The study scenarios, methodology, and study locations were established with City of Lancaster staff through the Scoping Agreement process. The approved Scoping Agreement is provided in ***Appendix A.***

Study Scenarios

Based on City of Lancaster *Local Transportation Assessment Guidelines* (January 2021), the study intersections will be evaluated in the morning and evening peak hours on a typical weekday for the following conditions:

- Existing
- Existing Conditions Plus Project
- Opening Year 2027 Cumulative (Existing + Ambient Growth + Cumulative Projects)
- Opening Year 2027 Cumulative Plus Project

Intersection Analysis – HCM Methodology

Intersection Level of Service calculations will be based on the Highway Capacity Manual (7th Edition) and will be conducted using Synchro 12 software. Intersection analysis parameters will be based on the assumptions and values presented in the Highway Capacity Manual (7th Edition) and City of Lancaster requirements.

For signalized intersections, Level of Service (LOS) designations are based on the average control delay expressed in seconds per vehicle. The HCM methodology accounts for vehicular volumes, lane geometries, signal phasing, signal timings, bicycle and pedestrian volumes, upstream bottlenecks impacting travel flows, and the distribution of travel flows throughout the peak hour (peak hour factor).

For unsignalized intersections, the HCM methodology analysis determines the worst-case delay per lane for each vehicle making any movement from the stop-controlled minor street, as well as left turns from the major street. Delay values are calculated based on the relationship between traffic on the major street and the availability of acceptable gaps in the traffic stream through which conflicting traffic movements can be made.

The HCM delay forecast translates to a Level of Service designation, ranging from LOS A to LOS F. A summary of each Level of Service and the corresponding delay is provided in the following chart.

LEVEL OF SERVICE DEFINITIONS	
Level of Service	**Description**
A	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted but not objectionably so.
D	This level encompasses a zone of increasing restriction, approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED AND UNSIGNALIZED INTERSECTIONS		
Level of Service	**Signalized Intersection (Average delay per vehicle, in seconds) [1]**	**Unsignalized Intersections (Average delay per vehicle, in seconds) [2]**
A	≤ 10	0 – 10
B	> 10 – 20	> 10 – 15
C	> 20 – 35	> 15 – 25
D	> 35 – 55	> 25 – 35
E	> 55 – 80	> 35 – 50
F	> 80	> 50

[1] Source: Highway Capacity Manual (HCM 7th Edition), Exhibit 19-8.
[2] Source: Highway Capacity Manual (HCM 7th Edition), Exhibit 20-2.

Level of Service Standards

For locations outside of the City's "infill area," peak hour LOS should generally be maintained at LOS D or better. However, improvements identified strictly by vehicular-based LOS criteria shall be evaluated against other City goals and objectives contained in the adopted Master Plan of Complete Streets.

Thresholds of Significance

Project impacts at signalized intersections are considered significant under two conditions:

1. If an intersection currently operates at LOS A, B, C or D and would degrade to LOS E or F with the addition of project related volumes.
2. If an intersection is already operating at LOS E or F under baseline conditions, and the addition of project traffic causes an increase in delay of 5.0 seconds or more.

Project impacts at all-way stop-controlled (unsignalized) intersections are considered significant under two conditions:

1. If an intersection operates at LOS A, B, C or D without project traffic and would degrade to LOS E or F with the addition of project traffic.
2. If an intersection is already operating at LOS E or F, and the addition of project traffic causes an increase in delay of 3.0 seconds or more. In these cases, signal or roundabout warrant analyses must also be conducted.

Project impacts at side-street stop controlled (unsignalized) intersections are considered significant under two conditions:

1. If an intersection operates at LOS A, B, C, or D without project traffic and would degrade to LOS E or F with the addition of project traffic, and meets the peak hour warrant for a traffic signal.
2. If an intersection operates at LOS E and the addition of project traffic degrades the intersection to LOS F, or the addition of project traffic adds greater than 10.0 seconds of delay to an intersection operating at LOS F; and meets the peak hour warrant for a traffic signal.

STUDY AREA

This Local Transportation Assessment includes documentation of existing conditions, opening year conditions, and identification of project-related deficiencies (if applicable) at the following study locations:

1. Avenue H at 25th Street W
2. Avenue H at SR-14 Southbound Ramps
3. Avenue H at SR-14 Northbound Ramps

The study locations were established in consultation with City of Lancaster staff through the Scoping Agreement process. The approved Scoping Agreement is provided in ***Appendix A.***

AREA CONDITIONS

Existing Street System

Local access to the site is provided primarily by Avenue H, while regional access to the site is provided primarily by Aerospace Highway (SR-14). Existing lane configurations and intersection controls at the study intersections are shown on **Figure 3.**

Avenue H is an east–west roadway with three travel lanes in the eastbound direction and three travel lanes in the westbound direction to the east of 25th Street W, and two travel lanes in the eastbound direction and three travel lanes in the westbound direction to the west of 25th Street W. The posted speed limit is 55 miles per hour (mph). On-street parking is prohibited on both sides of the roadway. Bike lanes are provided on both eastbound and westbound directions of Avenue H west of 25th Street.

W 25th Street is a north–south roadway with one travel lane in each direction in the project vicinity. The posted speed limit is 40mph. On-street parking is prohibited on both sides of the roadway. No bike lanes are provided in the project vicinity.

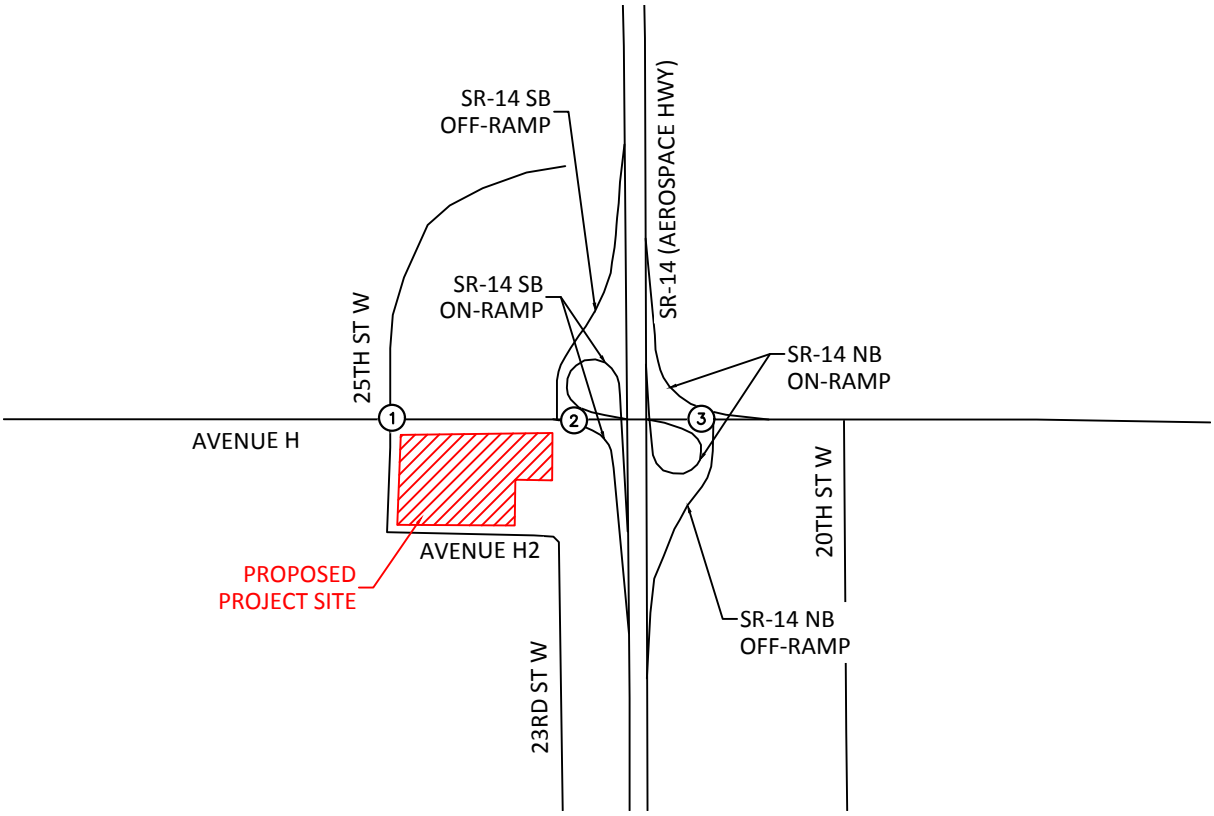
Avenue H-2 is an east-west roadway with one travel lane in each direction in the project vicinity. The posted speed limit is 40mph. On-street parking is prohibited on both sides of the roadway. No bike lanes are provided in the project vicinity.

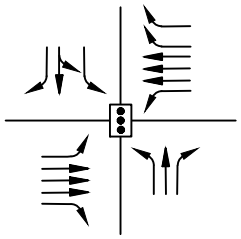
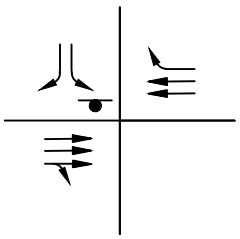
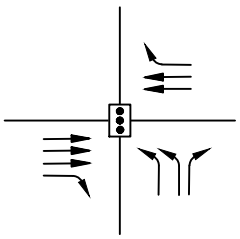
Transit

Transit service within the project area is provided by Antelope Valley Transit Authority (AVTA), which serves the cities of Antelope Valley, Lancaster and Palmdale and other surrounding communities. The closest bus stop in the project vicinity is located at the project frontage along eastbound Avenue H and is easily accessible both to and from the project site via sidewalks. A description of the bus route serving the project area is provided below.

Route 9 – Route 9 provides connectivity through North and West Lancaster and is provided along Avenue H in both eastbound and westbound directions. Route 9 operates on weekdays from 6:00 AM to 8:00 PM and on weekends from 8:00 AM to 7:00 PM with approximately 90-minute headways (the time between bus arrivals).

NOT TO SCALE



1. Avenue H at 25th Street West	2. Avenue H at SR-14 Southbound Ramps	3. Avenue H at SR-14 Northbound Ramps
		

LEGEND:

- X = Study Intersection
- = Turn or Through Lane
- = Signal
- = Stop Sign

FIGURE 3
EXISTING LANE CONFIGURATION AND TRAFFIC CONTROL

Existing Conditions

Existing morning peak hour and evening peak hour counts were conducted at the study intersections on a typical weekday. The counts were completed on Tuesday, November 18th, 2025, while schools were in session. Peak hour intersection traffic count worksheets are provided in ***Appendix B*.**

However, after discussion with City staff and review of collected volume data, it was determined that the collected volumes were inflated at the SR-14 ramp intersections, due to closures of adjacent SR-14 ramps in the Lancaster area in mid-November 2025. The ramp closures resulted in additional vehicles being diverted to study Intersection #2 and #3, yielding higher-than-normal traffic volumes. Accordingly, City staff provided previous traffic counts at Intersection #2 and #3 conducted in 2023, when closures were not present. Per discussion with City staff, these volumes were factored by 1.25% (consistent with the growth rate specified in the approved scoping agreement) to get "existing" 2025 volumes. Peak hour traffic count worksheets and factored volume worksheets for Intersection #2 and #3 are provided in ***Appendix C.***

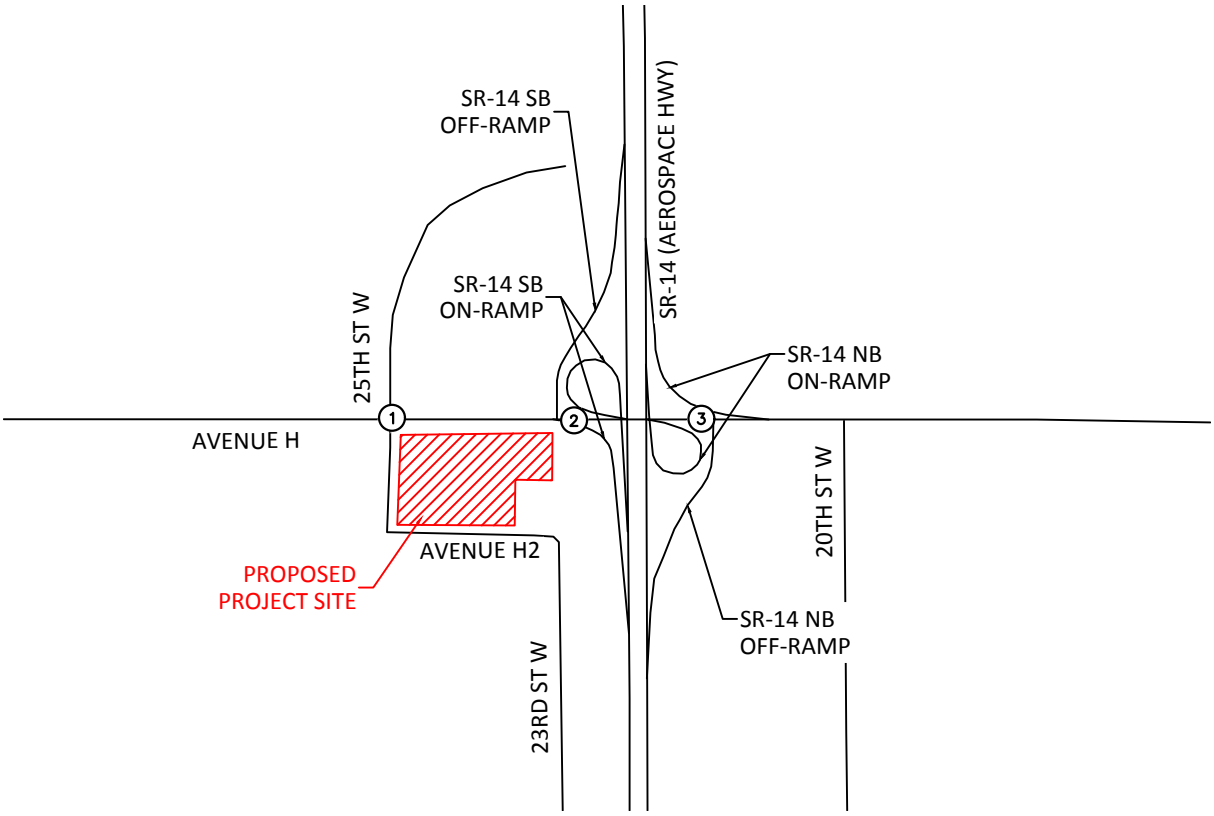
The traffic counts included vehicle classifications for passenger cars, 2-axle trucks, 3-axle trucks, and 4+-axle trucks. The vehicle classification data was used to develop Passenger Car Equivalent (PCE) volumes by applying a PCE factor of 1.5 PCE for 2-axle trucks, 2.0 PCE for 3-axle trucks, and 3.0 for 4+-axle trucks. PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purpose of Level of Service (LOS) analysis. PCE worksheets are provided in ***Appendix D***. It should be noted that the historical counts provided for Intersection #2 and #3 have already been PCE converted, as shown in Appendix C. Existing morning and evening peak hour volumes are presented in **Figure 4.**

Intersection Operating Conditions

Intersection Level of Service analysis was conducted for the morning and evening peak hours using the analysis procedures and assumptions described previously in this report. The results of the intersection analysis for Existing Conditions are shown on **Table 1**. Copies of Existing Conditions intersection analysis worksheets are provided in ***Appendix E***.

Review of this table indicates that all study intersections currently operate at an acceptable Level of Service during morning and evening peak hours.

NOT TO SCALE



1. Avenue H at 25th Street West	2. Avenue H at SR-14 Southbound Ramps	3. Avenue H at SR-14 Northbound Ramps
1(2) ↙ 1(0) ← 459(493) ← 24(28) ↖ 0(1) → 457(275) → 4(0) ↘ 4(2) ↑ 9(27) ↗	60(63) ↙ 167(148) ↑ 396(342) ← 345(232) ↖ 307(230) → 47(78) ↘	405(329) ← 638(479) ↖ 395(296) → 76(80) ↘ 104(95) ↑ 169(150) ↗

LEGEND:

(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

FIGURE 4
EXISTING TRAFFIC VOLUMES

TABLE 1
SUMMARY OF INTERSECTION OPERATION
EXISTING CONDITIONS

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Avenue H at 25th Street West	S	6.4	A	8.1	A
2	Avenue H at SR-14 Southbound Ramps	U	15.8	C	12.3	B
3	Avenue H at SR-14 Northbound Ramps	S	6.5	A	5.5	A

Notes:
- Bold values indicate intersections operating at an unacceptable Level of Service
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

S = Signalized; U = Unsignalized

PROJECT TRAFFIC

Project Trip Generation

The trips expected to be generated by the fast-food restaurant component of the proposed project were calculated using the trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 12th Edition* (2025). Trip rates are based on the following ITE Land Use Categories:

- LU 934 – Fast-Food Restaurant with Drive-Through

Given the unique nature of the proposed travel center, the trips expected to be generated by the travel center (truck and passenger vehicle fueling) component of the proposed project were calculated using site-specific trip data collected at a comparable existing Pilot Travel Center located at the following location:

- 951 Work Street, Salinas, CA 93901

This Pilot travel center was selected as a representative location to the proposed Pilot travel center due to following similar characteristics:

- Provides passenger vehicle and diesel (truck) fueling
- Located near a high-volume arterial
- Located adjacent to major freeway ramps

To determine project trip generation rate for the proposed travel center fueling components, daily and peak-hour (AM and PM) vehicle volumes were identified using hourly sales data collected at the existing Pilot travel center in Salinas. Peak-hour volumes were determined by identifying the single highest consecutive one-hour period relative to adjacent street traffic morning and evening peak hours, while daily volumes were determined by summing all hourly volumes over a 24-hour period. Identified peak-hour Passenger vehicle fueling trips were divided by the total number of passenger vehicle fueling positions (eight) at the existing study location, and diesel truck fueling trips were divided by the total number of diesel fueling lanes (six). These per-position trip rates were then applied to the proposed project to estimate passenger vehicle and truck trip generation. Hourly sales data collected at the comparable existing Pilot travel center and calculations used in this analysis are provided as Attachment A in **Appendix A.**

Passenger Car Equivalent (PCE) factors were applied to the proposed diesel truck trip generation. PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purpose of Level Of Service (LOS) analysis. A PCE factor of 3.0 has been utilized for all trucks, as all trucks utilizing the diesel pumps are anticipated to be 4 axles or more.

It is recognized that not all trips to the proposed project will be "new" trips on the roadway system in the vicinity of the project site. Some trips to the project site will consist of "pass-by" trips, motorists who are already traveling on the surrounding roadways from one place to another. Common pass-by trips would be individuals who stop at the project site on the way to work, home, shopping, or school.

Based on the ITE Trip Generation Manual, 12th Edition (2025), a pass-by rate of 50% in the morning peak hour and 55% in the evening peak hour was applied to the trips generated by the proposed fast-food restaurant with drive-through land use. As the ITE Trip Generation Manual does not provide pass-by rates for daily trips, the daily pass-by trip percentage was assumed to be the average of the morning and evening peak periods (52.5%).

For the travel center component, ITE Land Use Code (LU) 945 – Convenience Store/Gas Station was used to derive pass-by rates, as vehicles arriving at the site for fuel would have comparable origin/destination tendencies to those specified for ITE Land Use 945. Accordingly, a pass-by rate of 76% in the morning peak hour and 75% in the evening peak hour was applied to the trips generated by the passenger vehicle fueling, while a pass-by rate of 60% in the morning peak hour and 56% in the evening peak hour was applied to the trips generated by the Diesel (truck) fueling. As the ITE Trip Generation Manual does not provide pass-by rates for daily trips, the daily pass-by trip percentage was assumed to be the average of the morning and evening peak periods, resulting in daily pass-by rates of 75.5% for passenger vehicle fueling trips and 58% for diesel truck fueling trips.

After applying the pass-by reduction, the entire proposed Pilot Travel Center development is estimated to generate 3,309 daily trips, with 239 trips in the morning peak hour (121 inbound, 118 outbound) and 219 trips in the evening peak hour (112 inbound, 107 outbound). The resulting trip rates and the project trip generation estimates are shown on **Table 2**.

Trip Distribution and Assignment

Project trip distribution assumptions for the project site were developed based on the proposed site uses and roadway network, specifically routes to and from the freeway system. Trip distribution assumptions were established separately for passenger vehicle trips, associated with the passenger vehicle fueling and fast-food restaurant uses, and truck trips, associated with truck fueling and related uses. Trip distribution assumptions are shown in **Figure 5**.

Based on the proposed project trip distribution, project trips were assigned through the study intersections and project driveways accordingly. **Figure 6** shows new project trips that would be added to the study intersections. However, these trips do not include pass-by trips, which would typically be added to project driveways but not to non-adjacent study intersections; pass-by trips are assumed to be part of the existing flow of traffic until reaching the project site (or project vicinity with diverted trips) from SR-14. Pass-by trips are shown on **Figure 7** and are added to the volumes shown on Figure 6 to determine the total project trips at each study intersection. The total project trips are shown in **Figure 8**. Pass-by trip calculations are shown in ***Appendix F.***

TABLE 2

SUMMARY OF PROJECT TRIP GENERATION

PILOT TRAVEL CENTER DEVELOPMENT - LANCASTER

TRIP GENERATION RATES

ITE Land Use	ITE Code	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Fast-Food Restaurant w/ Drive-Through[1]	934	KSF	448.120	16.952	16.288	33.240	16.432	15.168	31.600
Passenger Vehicle Fueling [2]	-	Fueling Positions	218.750	5.250	5.250	10.500	7.875	7.875	15.750
Diesel (Truck) Fueling [2]	-	Fueling Positions	62.334	3.333	3.333	6.666	1.500	1.500	3.000

PROJECT TRIP GENERATION - PASSENGER VEHICLE TRIPS

Project Land Use	Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Fast-Food Restaurant w/ Drive-Through	8.800	KSF	3,943	149	143	292	145	133	278
Pass-by Trips (52.5% Daily, 50% AM, 55% PM) [1,5]			-2070	-75	-72	-147	-80	-73	-153
Net Fast-Food Trips			*1,873*	*74*	*71*	*145*	*65*	*60*	*125*
Passenger Vehicle Fueling	18	Fueling Positions	3,938	95	95	190	142	142	284
Pass-by Trips (75.5% Daily, 76% AM, 75% PM) [1,5]			-2973	-72	-72	-144	-107	-107	-214
Net Passenger Vehicle Fueling Trips			*965*	*23*	*23*	*46*	*35*	*35*	*70*

PROJECT TRIP GENERATION - TRUCK TRIPS

Diesel (Truck) Fueling	6	Fueling Positions	374	20	20	40	9	9	18
Total Truck PCE Trips (3.0 Per Truck)[3]			1,122	60	60	120	27	27	54
Pass-by Trips (58% Daily, 60% AM, 56% PM) [1,4,5]			-651	-36	-36	-72	-15	-15	-30
Net Truck Trips			*471*	*24*	*24*	*48*	*12*	*12*	*24*
Total Project Trips			3,309	121	118	239	112	107	219

KSF = Thousand Square Feet, PCE = Passenger Car Equivalent

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition

[2] Passenger Vehicle Fueling and Diesel (Truck) Fueling rates were obtained and calculated based on data collected at an existing Pilot Travel Center located at 951 Work St, Salinas, CA 93901 to represent accurate trip generation rates.

[3] Consistent with ITE methodolgy a passenger car equivalent (PCE) factor of 3.0 per truck was applied to all truck fueling trips as all trucks are anticipated to be 4+ axle trucks.

[4] Note: As the ITE Trip Generation Manual does not provide pass-by rates for Diesel (Truck) Vehicle Fueling, pass-by rates for Passenger Vehicle Fueling for ITE Land Use Code 945 were applied (consistent with 6 fueling positions).

[5] Note: The Trip Generation Manual does not provide pass-by rates for daily trip generation. The daily pass-by trip percentage shown is the average of the AM and the PM pass-by trip percentages.

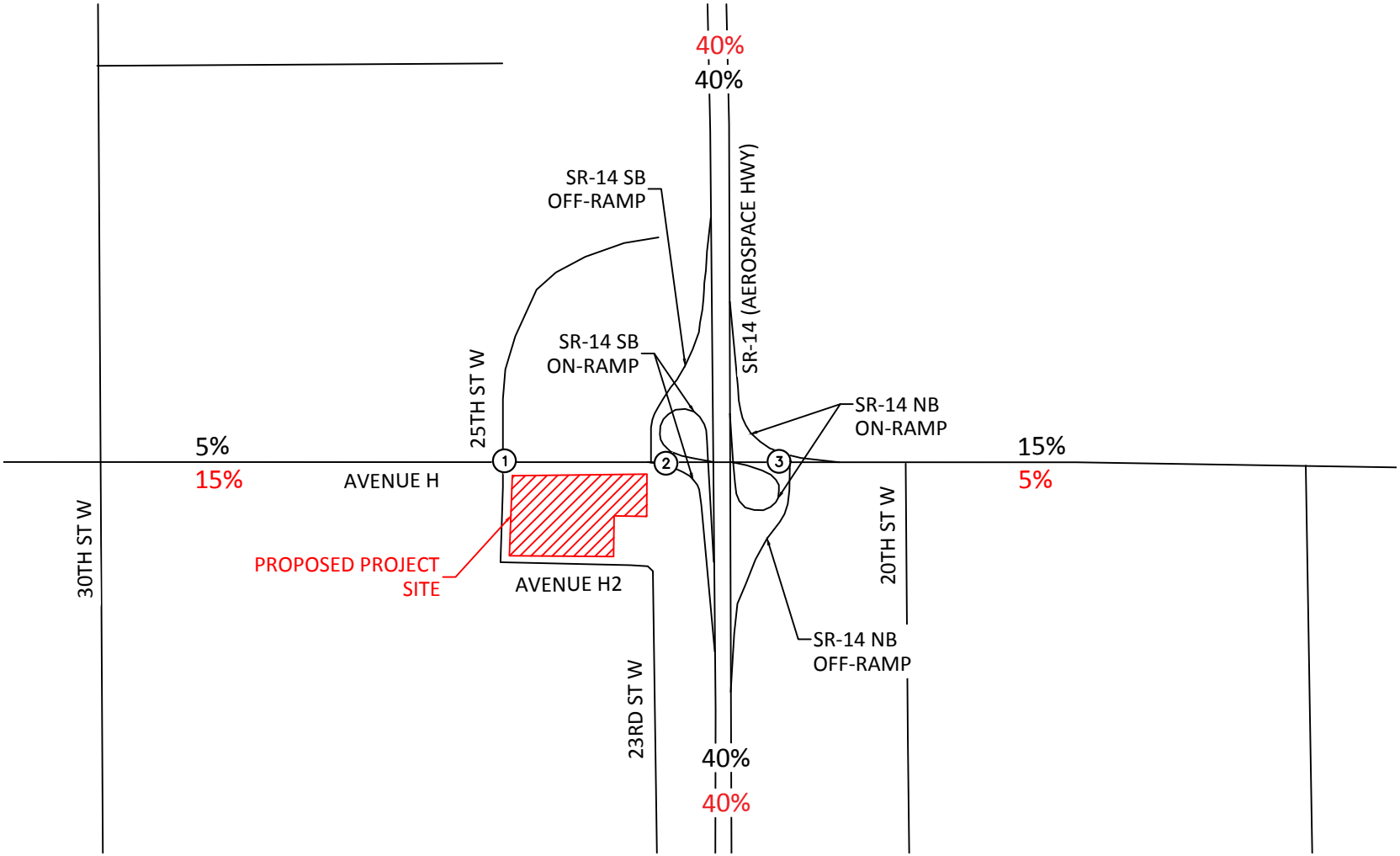
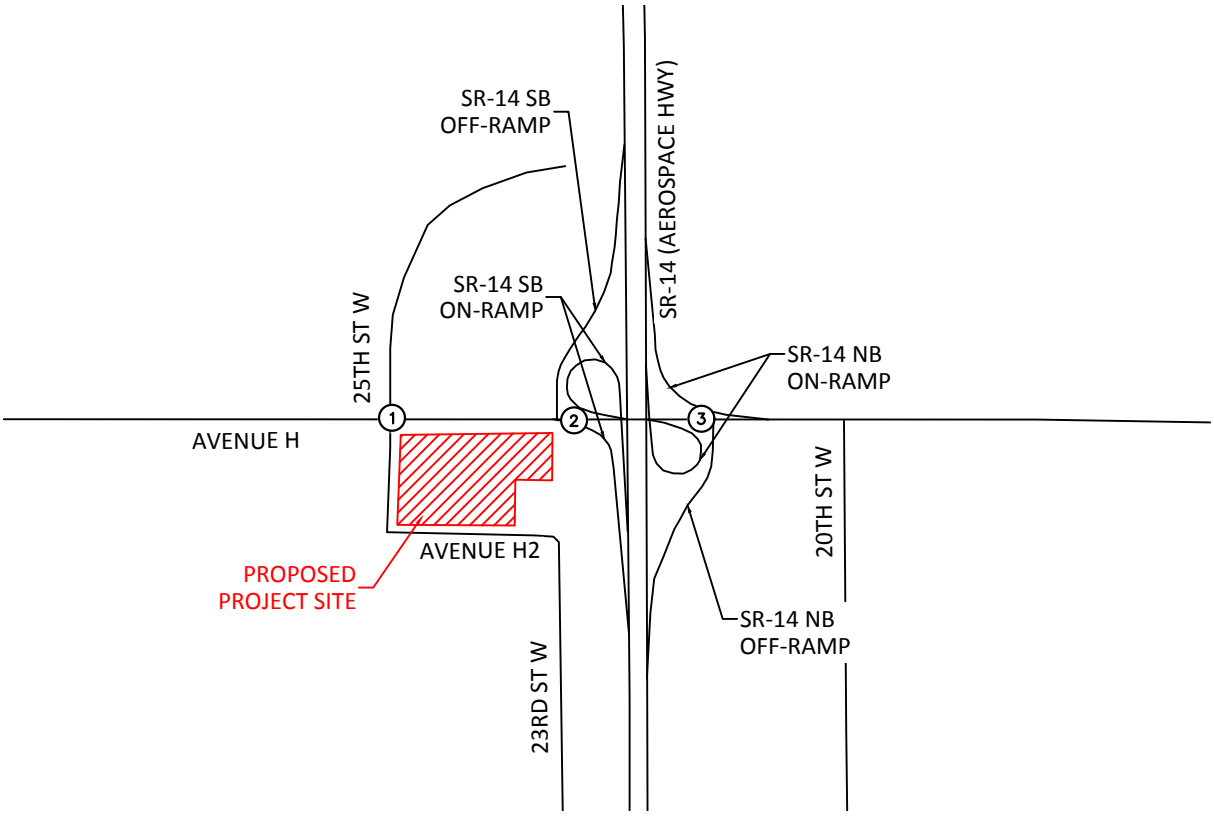


FIGURE 5
PROJECT TRIP DISTRIBUTION

NOT TO SCALE



1. Avenue H at 25th Street West	2. Avenue H at SR-14 Southbound Ramps	3. Avenue H at SR-14 Northbound Ramps
← 0(0) ↰ 43(43) ↰ 70(62) 5(5) → 4(2) ↘ ↱ 8(7) ↱ 20(10)	↰ 48(45) ← 64(60) 63(58) → 47(43) ↘	← 16(16) 15(15) → 47(43) ↘ ↱ 48(45)

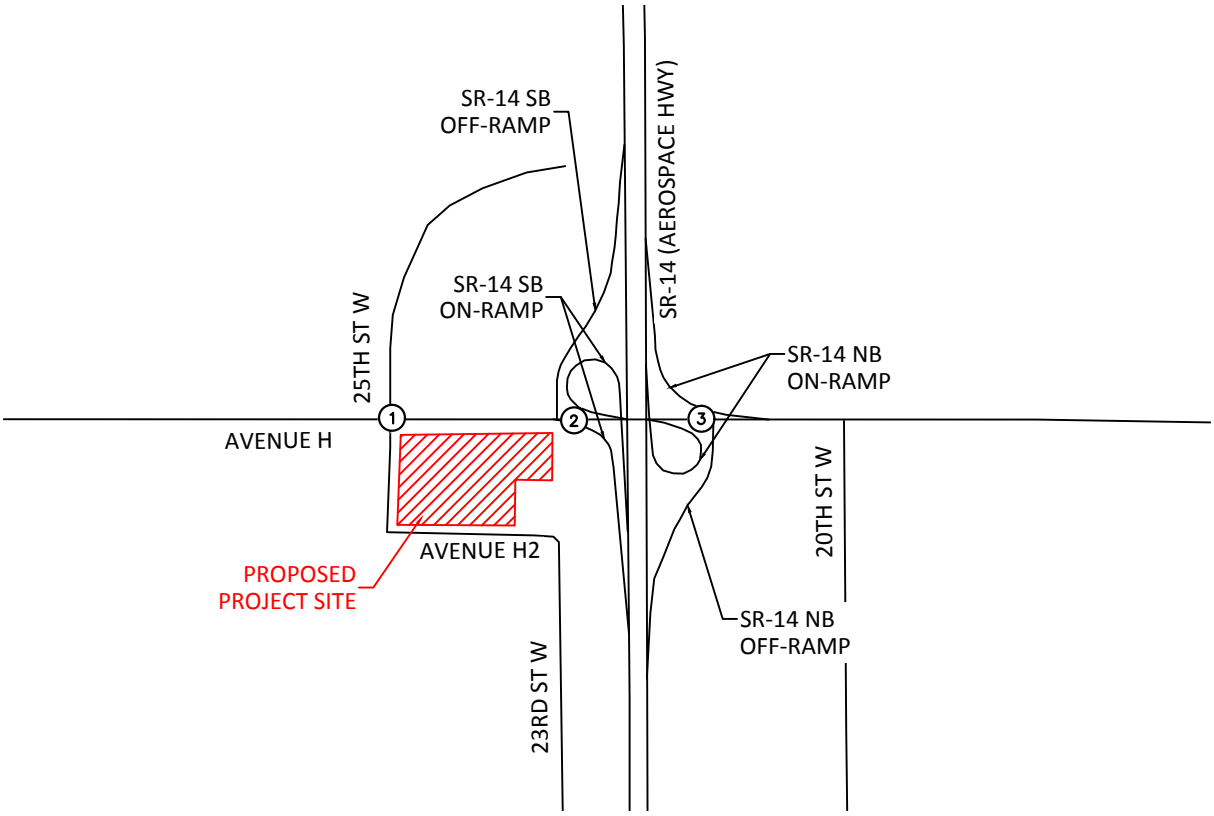
LEGEND:

(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

FIGURE 6
PROJECT-RELATED
TRAFFIC VOLUMES

NOT TO SCALE



1. Avenue H at 25th Street West	2. Avenue H at SR-14 Southbound Ramps	3. Avenue H at SR-14 Northbound Ramps
← 24(29) 99(114) 71(76) 2(7) → 5(2) ↘ 23(28) ↑ 34(14) ↗	73(81) ↖ ← 97(110) 85(89) → 72(78) ↘	← 24(29) 13(11) → 72(78) ↘ 73(81) ↑

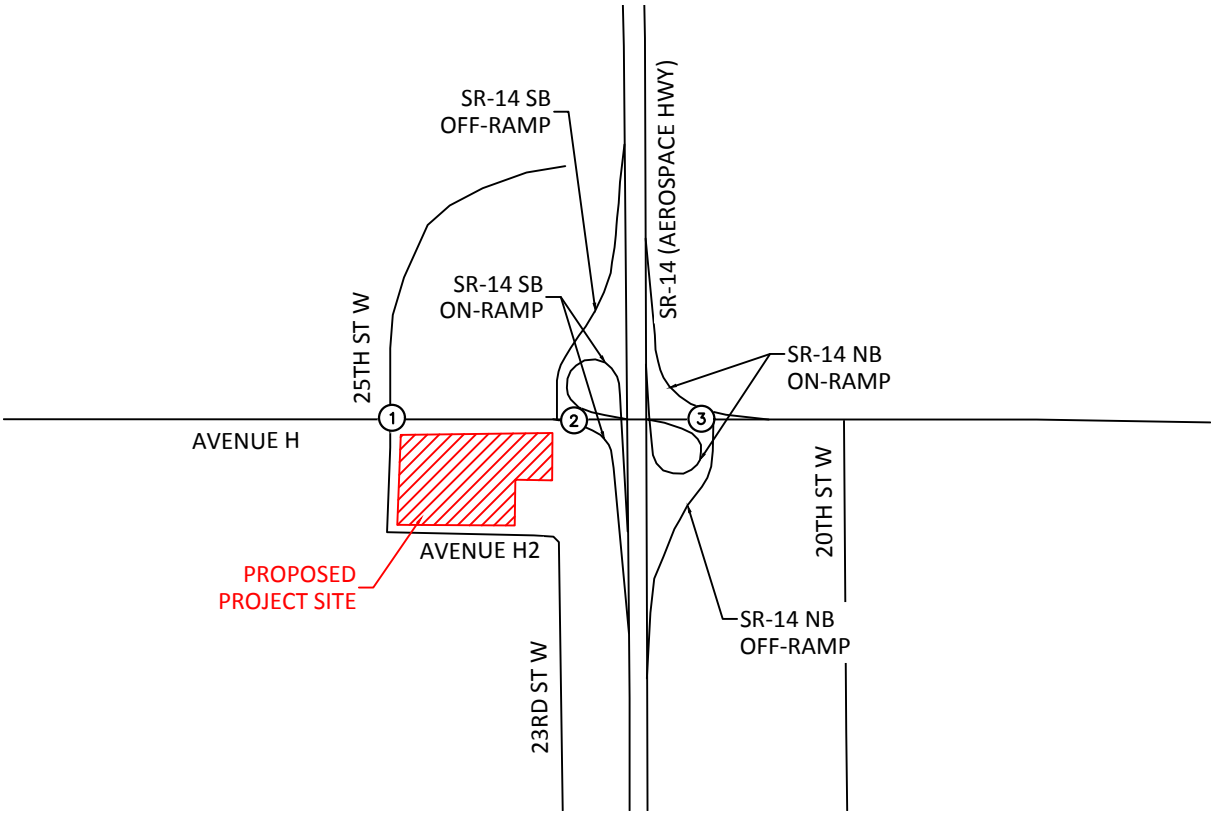
LEGEND:

(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

FIGURE 7
PASS-BY
TRAFFIC VOLUMES

NOT TO SCALE



1. Avenue H at 25th Street West	2. Avenue H at SR-14 Southbound Ramps	3. Avenue H at SR-14 Northbound Ramps
← 24(29) 142(157) 141(138) 7(12) → 9(4) ↘ 31(35) ↑ 54(24) ↗	121(126) ↖ ← 161(170) 148(147) → 119(121) ↘	← 40(45) 28(26) → 119(121) ↘ 121(126) ↑

LEGEND:

(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

FIGURE 8
TOTAL PROJECT
TRAFFIC VOLUMES

EXISTING PLUS PROJECT CONDITIONS

Project related traffic volumes were added to existing condition traffic volumes collected at the study intersections. The sum of existing morning and evening peak hour traffic volumes and total project related traffic volumes are presented in **Figure 9**.

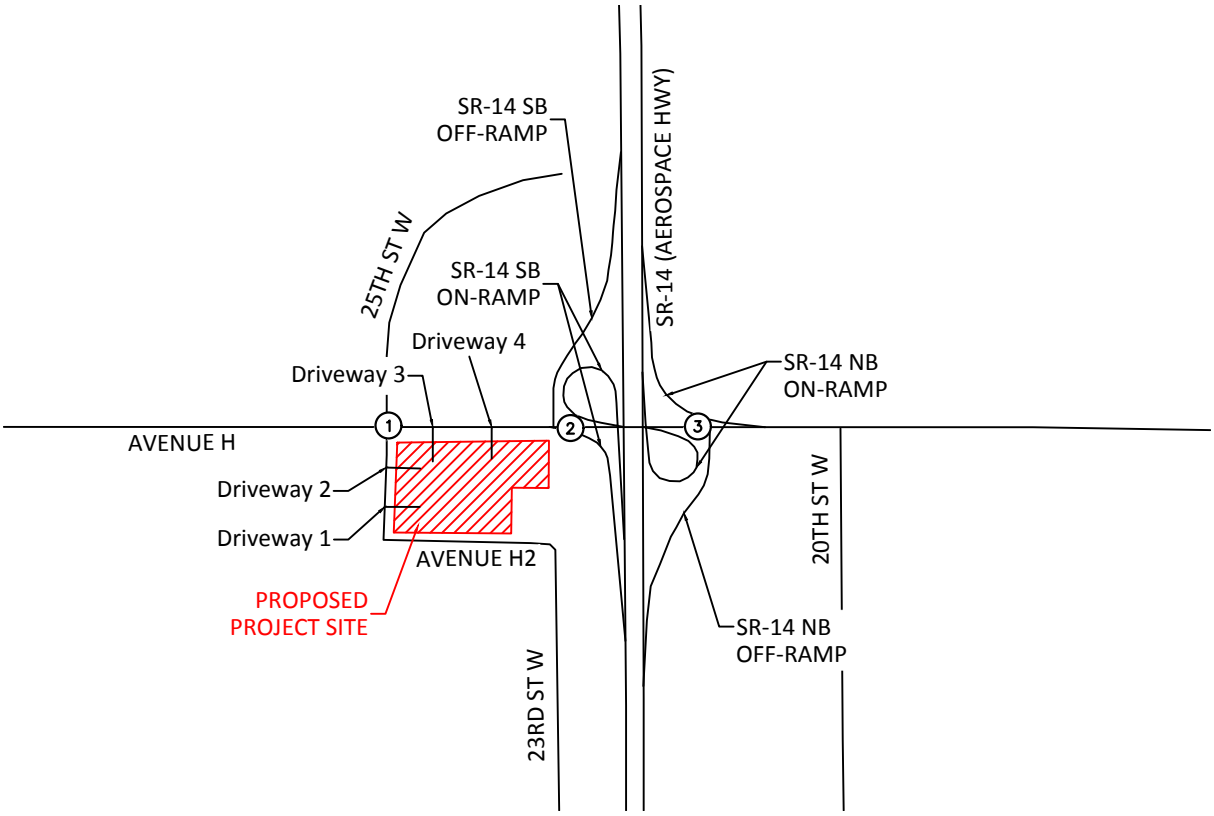
Intersection Operating Conditions

Intersection Level of Service analysis was conducted for the morning and evening peak hours using the analysis procedures and assumptions described previously in this report. For the purpose of this analysis and to maintain consistency with HCM (7th Edition) methodology, U-turn movements were modeled as left-turn movements in order to accurately account for the delay associated with those movements. The results of the intersection analysis for Existing Plus Project conditions are shown in **Table 3**. Copies of Existing Plus Project conditions intersection analysis worksheets are provided in ***Appendix E***.

Review of this table indicates that with the addition of projected related traffic, all study intersections would continue to operate at an acceptable Level of Service.

It should be noted that Table 3 shows that the average delay at Intersection #3 slightly improves (decreases) in the AM peak hour with the addition of project-related traffic volumes. Intersection delay is calculated based on the overall weighted average of the delay on each of the movements involved. The overall delay is a product of the volume of vehicles vs. vehicles on conflicting movements, as well as the amount of green time given to each movement relative to vehicle volume. If nominal volumes are added primarily to a movement which has a much lower delay than the opposing turn movements; or if nominal volumes added to an approach can be serviced within the same allocated approach phase green time (on a per-cycle basis), the average delay for the entire approach may actually decrease with the addition of project related traffic volumes. The decrease in overall average delay during the AM peak hour is due to the addition of traffic primarily to through movements that typically operate with relatively low delay, which brings the average of all delays down.

NOT TO SCALE



1. Avenue H at 25th Street West	2. Avenue H at SR-14 Southbound Ramps	3. Avenue H at SR-14 Northbound Ramps
1(2) ↙ 1(0) ↑ 435(464) ← 307(323) ↖ 0(1) → 464(287) → 13(4) ↘ 35(37) ↑ 63(51) ↗	181(189) ↖ 167(148) ↙ 396(342) ↑ 506(402) ← 455(377) → 166(199) ↘	405(329) ↑ 678(524) ← 423(322) → 195(201) ↘ 225(221) ↗ 169(150) ↑

LEGEND:

(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

FIGURE 9
EXISTING PLUS PROJECT
TRAFFIC VOLUMES

TABLE 3
SUMMARY OF INTERSECTION OPERATION
EXISTING PLUS PROJECT CONDITIONS

Int. #	Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
			Without Project		With Project		Change Delay	Project Effect?	Without Project		With Project		Change Delay	Project Effect?
			Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
1	Avenue H at 25th Street West	S	6.4	A	9.8	A	3.4	No	8.1	A	10.1	B	2.0	No
2	Avenue H at SR-14 Southbound Ramps	U	15.8	C	16.4	C	0.6	No	12.3	B	13.4	B	1.1	No
3	Avenue H at SR-14 Northbound Ramps	S	6.5	A	6.2	A	-0.3	No	5.5	A	5.9	A	0.4	No

Notes:
- Bold values indicate intersections operating at an unacceptable Level of Service
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.
  S = Signalized; U = Unsignalized

OPENING YEAR 2027 CUMULATIVE CONDITIONS

The Project Opening Year (the year the project would be constructed and occupied) is anticipated to be Year 2027. Based on consultation with City staff, an ambient growth rate of 1.25% per year to Opening Year 2027 was applied to existing traffic volumes. Additionally, Cumulative Project traffic volumes were added to the Opening Year 2027 volumes and are detailed below.

Cumulative Projects

In addition to ambient growth, Cumulative Project traffic volumes were added to existing traffic volumes. Information about Cumulative Projects in the area was provided by City of Lancaster staff. Cumulative projects consist of any project that has been approved but is not yet constructed/occupied, and projects that are in various stages of the application and approval process but have not yet been approved. A summary of cumulative projects in the project vicinity and the trip generation associated with each project is provided on **Table 4.** The location of Cumulative Projects is shown on **Figure 10**.

Trip generation information for the Cumulative Projects was derived either from approved traffic studies, where available; or developed by Kimley-Horn (utilizing ITE Trip Generation Manual, 12th Edition methodology) if approved traffic studies were not available. Likewise, trip distribution and assignment for the Cumulative Projects were either derived from approved traffic studies, where available; or were developed by Kimley-Horn if approved traffic studies were not available. Project information and trip distribution assumptions for Cumulative Projects are provided in ***Appendix G***. Traffic volumes associated with Cumulative Projects were compiled for each of the study locations and are shown on **Figure 11**. It should be noted that trips generated by Cumulative Project #1, as identified in Table 4, were not included in the analysis, as the project is not expected to generate traffic during the AM or PM weekday peak hours. In addition, trips generated by Cumulative Project #17, as identified in Table 4, were also excluded from the analysis due to its location. Consequently, trips generated by Cumulative Project #17 are not expected to travel through the study intersections. The ambient traffic growth and the traffic volumes from the cumulative projects were added to the existing peak hour volumes to develop Opening Year 2027 Cumulative traffic forecasts. The resulting traffic volumes are shown in **Figure 12**.

Intersection Operating Conditions

Intersection Level of Service analysis was conducted for the morning and evening peak hours for the Opening Year 2027 Cumulative conditions. The results are shown on **Table 5**. Intersection analysis worksheets are provided in ***Appendix E***.

Review of this table indicates that, with the addition of cumulative project volumes and the ambient growth, the following study intersection would operate at an unacceptable Level of Service:

- #2 – Avenue H at SR-14 Southbound Ramps: AM – LOS E

TABLE 4
SUMMARY OF CUMULATIVE PROJECTS TRIP GENERATION

Project #	Location	Land Use	Quantity	Unit	Trip Generation EStreetimates						
					Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
1	2552 Avenue H [2]	Recreational Community Center	165	KSF	705	208	107	315	194	219	413
2	South side of Avenue H between 25th Street W & 27th Street W	Manufacturing	3.75	KSF	16	1	0	1	1	2	3
		Warehouse	15	KSF	21	1	0	1	1	2	3
		Small Office	2	KSF	29	3	1	4	1	3	4
3	SWC Avenue H & 50th Street W	Manufacturing	630.00	KSF	2,690	241	81	322	115	282	397
4	SWC 20th Street W & Avenue H	Single-Family Detached Housing	49	DU	445	9	25	34	28	17	46
5	NEC Avenue H & 35th Street W	High Cube Fullfillment Center Warehouse	395.39	KSF	700	36	12	48	23	33	55
6	SEC William Barnes Avenue & 47th Street W	High Cube Fullfillment Center Warehouse	275.00	KSF	487	25	8	33	16	23	39
		High Cube Fullfillment Center Warehouse	215.00	KSF	381	19	6	25	12	18	30
7	NEC Avenue G & 45th Street W	High Cube Fullfillment Center Warehouse	647.756	KSF	1,147	58	19	77	37	54	91
8	NEC 30th Street W & Avenue G	Manufacturing	400	KSF	1,708	153	51	204	73	179	252
9	SWC of Avenue G & SR-14 Southbound ramps	High Cube Fullfillment Center Warehouse	1,224.96	KSF	2,168	110	37	147	70	102	172
10	SEC 27th Street W & Avenue F-8	High Cube Fullfillment Center Warehouse	510.00	KSF	903	46	15	61	29	42	71
11	Trevor Avenue, south of Avenue H	Warehouse	17.099	KSF	24	2	0	2	1	2	3
12	NEC Avenue H & 20th Street W	Convenience Store / Gas Station (Truck Fueling)	3	Fueling Positions	1,740	73	73	146	75	75	150
		Convenience Store / Gas Station	16	Fueling Positions	9,278	389	389	778	401	401	802
13	Westside of Sierra Hwy between Avenue H-4 & Avenue H-8	Affordable Housing	196	DU	943	20	50	70	53	37	90
14	Westside of Sierra Hwy between Avenue H & Avenue H-4	Senior Adult Housing - Multifamility	303	DU	982	20	38	58	42	33	75
15	NWC 20th Street W & Avenue G	Warehouse	578	KSF	798	53	16	69	24	62	86
16	SEC Avenue F & 20th Street West	High Cube Fullfillment Center Warehouse	2,015.07	KSF	3,567	181	60	241	115	167	282
17	SWC Avenue D & 20th Street W [1]	Travel Center	23	Fueling Positions	4,073	100	100	200	131	131	262
18	40th Street W & Avenue H-8	Single-Family Detached Housing	155	DU	1,409	29	79	108	89	55	144
19	4011 W Avenue I	Multifamily Housing (Low Rise)	688	KSF	4,272	67	215	282	222	136	358
20	30th Street W & Avenue I	Multifamily Housing (Low Rise)	280	DU	1,739	27	87	114	90	55	145
21	North side of Avenue I at 42nd Street W	Single-Family Detached Housing	163	DU	1,482	31	83	114	94	58	152
22	NEC Lancaster Boulevard & 44th Street W	Single-Family Detached Housing	109	DU	991	21	56	77	63	38	101
23	NWC Lancaster Boulevard & 40th Street W	Single-Family Detached Housing	141	DU	1,282	27	72	99	81	50	131
24	Avenue I, 40th Street W, Jackman Avenue, 42nd Street W	Single-Family Detached Housing	139	DU	1,264	26	71	97	80	49	129
25	SEC Avenue I & 40th Street W	Single-Family Detached Housing	154	DU	1,400	29	79	108	89	54	143
Total Project Trips					46,644	2,005	1,830	3,835	2,250	2,379	4,629

KSF = Thousand Square Feet, DU = Dwelling Units
ADT = Average Daily Traffic

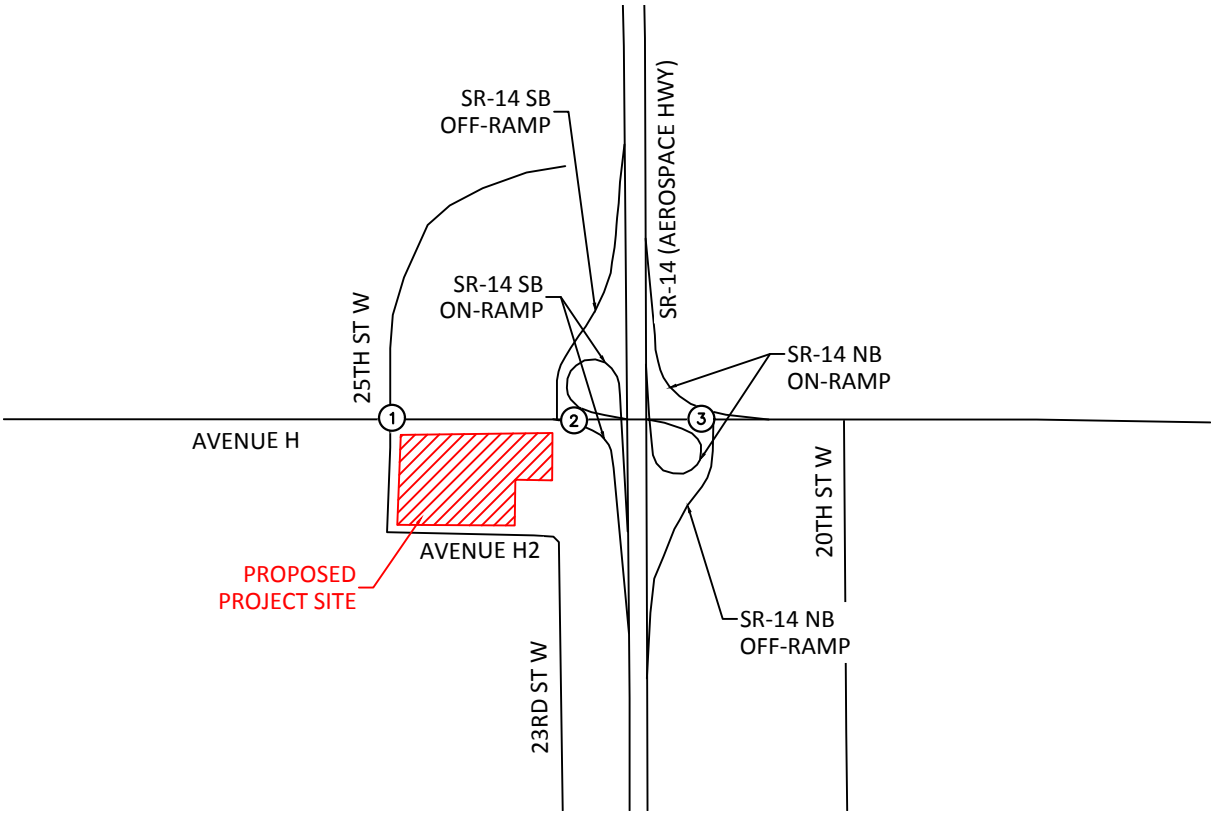
[1] Trips generated by Cumulative Project #17 were not included in trip distribution due to the location of the project. Consequently, trips generated by Cumulative Project #17 are not expected to travel through the study intersections.

[2] Trips generated by Cumulative Project #1 were not included in the trip distribution, as the project is not expected to operate use during the AM or PM weekday peak hours.



FIGURE 10
LOCATION OF CUMULATIVE PROJECTS

NOT TO SCALE



1. Avenue H at 25th Street West	2. Avenue H at SR-14 Southbound Ramps	3. Avenue H at SR-14 Northbound Ramps
15(10) ↓ → 341(176) 5(16) ↗ 113(381) →	159(82) ↓ 186(190) ↓ ↗ 230(226) ← 181(94) 61(203) → 53(177) ↘	↗ 185(191) ← 253(237) 194(216) → 53(177) ↘ 159(82) ↗ 206(239) ↗

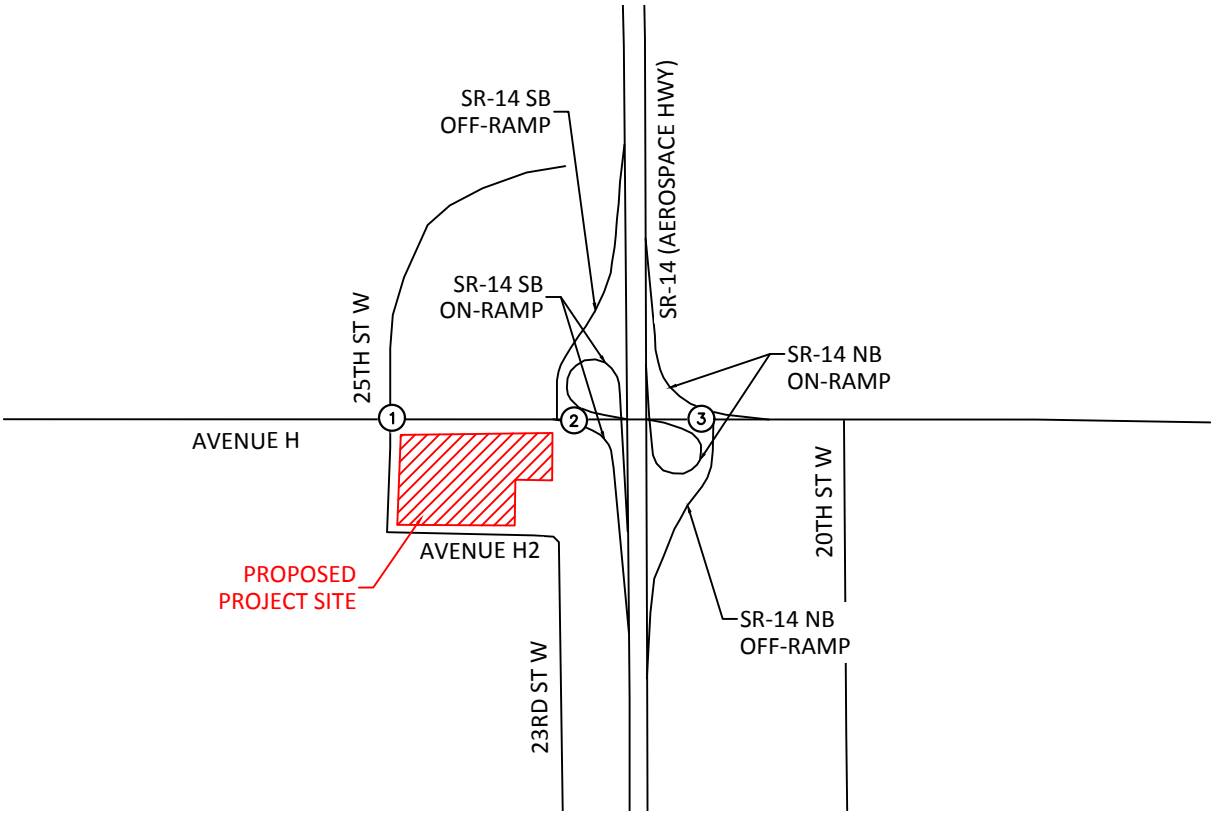
LEGEND:

(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

FIGURE 11
CUMULATIVE PROJECT TRAFFIC VOLUMES

NOT TO SCALE



1. Avenue H at 25th Street West	2. Avenue H at SR-14 Southbound Ramps	3. Avenue H at SR-14 Northbound Ramps
15(10) → 1(2) → 1(0) ← 812(681) ← 25(29) 5(17) → 581(663) → 4(0) ↓ 4(2) ↑ 9(28) ↑	221(147) → 357(342) → 636(577) ← 535(332) 376(439) → 101(257) ↓	600(528) ← 907(728) 599(519) → 131(259) ↓ 266(179) ↑ 379(393) ↑

LEGEND:

(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

FIGURE 12
OPENING YEAR 2027 CUMULATIVE TRAFFIC VOLUMES

TABLE 5
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2027 CUMULATIVE CONDITIONS

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Avenue H at 25th Street West	S	7.5	A	8.1	A
2	Avenue H at SR-14 Southbound Ramps	U	**46.8**	**E**	23.1	C
3	Avenue H at SR-14 Northbound Ramps	S	9.3	A	8.7	A

Notes:
- Bold values indicate intersections operating at an unacceptable Level of Service
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

S = Signalized; U = Unsignalized

OPENING YEAR 2027 CUMULATIVE PLUS PROJECT CONDITIONS

Project-related traffic was added to the Opening Year 2027 Cumulative traffic volumes, and the resulting morning and evening peak hour volumes are presented on **Figure 13**.

Intersection Operating Conditions

Intersection Level of Service analysis was conducted for the morning and evening peak hours for Opening Year 2027 Cumulative Plus Project conditions. For the purpose of this analysis and to maintain consistency with HCM (7th Edition) methodology, U-turn movements were modeled as left-turn movements in order to accurately account for the delay associated with those movements. The results of the intersection analysis are shown on **Table 6**. Copies of intersection analysis worksheets for this scenario are provided in ***Appendix E***.

Review of this table indicates that, with the addition of project volumes, the ambient growth and project traffic the following study intersection would operate at an unacceptable Level of Service:

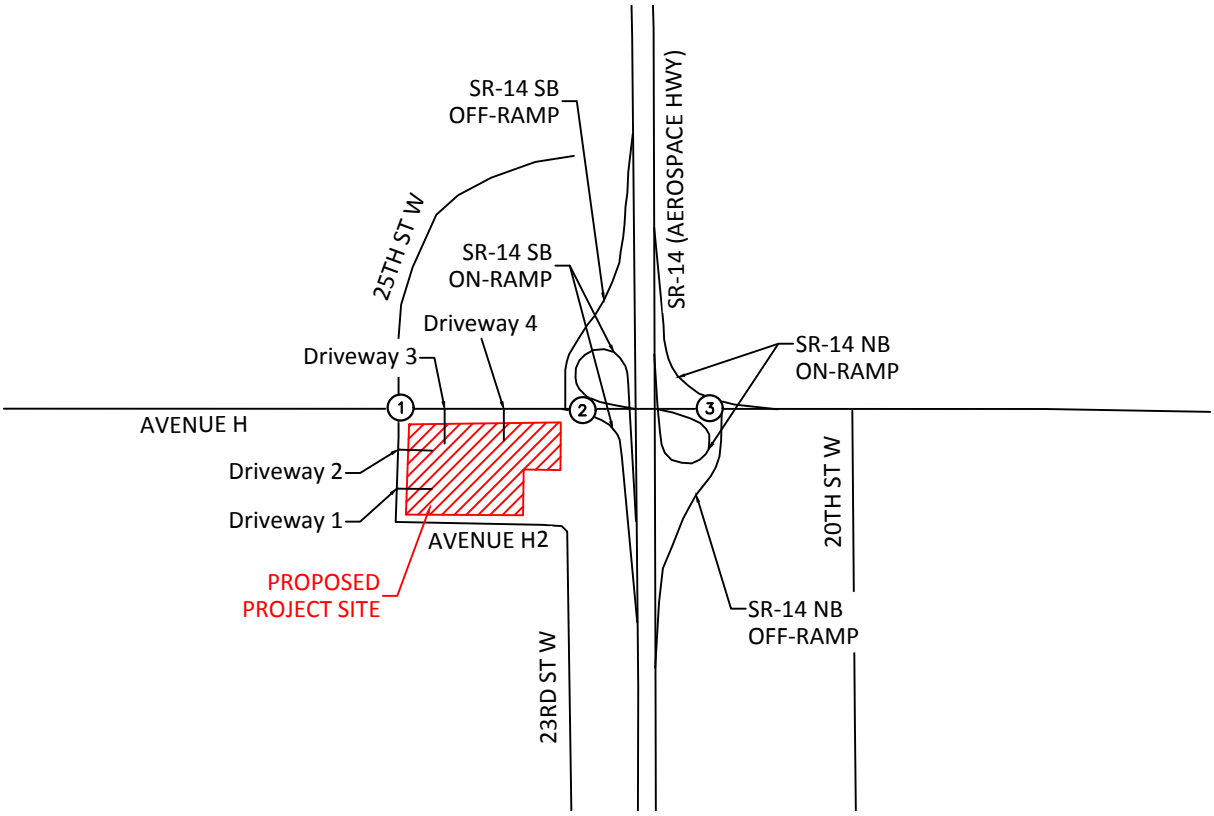
- #2 – Avenue H at SR-14 Southbound Ramps: AM – LOS F, PM – LOS E

TABLE 6
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2027 CUMULATIVE PLUS PROJECT CONDITIONS

Int. #	Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
			Without Project		With Project		Change Delay	Project Effect?	Without Project		With Project		Change Delay	Project Effect?
			Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
1	Avenue H at 25th Street West	S	7.5	A	10.2	B	2.7	No	8.1	A	10.9	B	2.8	No
2	Avenue H at SR-14 Southbound Ramps	U	**46.8**	**E**	**106.8**	**F**	60.0	Yes	23.1	C	**48.4**	**E**	25.3	Yes
3	Avenue H at SR-14 Northbound Ramps	S	9.3	A	9.7	A	0.4	No	8.7	A	9.0	A	0.3	No

Notes:
- Bold values indicate intersections operating at an unacceptable Level of Service
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.
  S = Signalized; U = Unsignalized

NOT TO SCALE



1. Avenue H at 25th Street West	2. Avenue H at SR-14 Southbound Ramps	3. Avenue H at SR-14 Northbound Ramps
15(10) ↖ 1(2) ↙ 1(0) ↖ 788(653) ← 166(186) ↖ 142(138) ↖ 5(17) → 588(675) → 14(4) ↘ 36(37) ↗ 63(52) ↗	342(272) ↖ 357(342) ↙ 636(577) ↖ 696(501) ← 523(586) → 220(378) ↘	600(528) ↖ 947(773) ← 627(546) → 250(380) ↘ 387(305) ↗ 379(393) ↗

LEGEND:

(X) = Study Intersection

XX(YY) = AM(PM) Peak Hour Turning Movement Volumes

FIGURE 13
OPENING YEAR 2027 CUMULATIVE PLUS PROJECT TRAFFIC VOLUMES

SIGNAL WARRANT ANALYSIS

Traffic signal warrants, as defined in the California Manual on Uniform Traffic Control Devices (CA MUTCD), are used to determine whether traffic volumes on minor streets are sufficient to justify the installation of a traffic signal at an unsignalized intersection. Warrant 1 – Eight-Hour Volume and Warrant 2 – Four-Hour Volume were used to evaluate the need for a traffic signal at the unsignalized intersection of Avenue H and the SR-14 southbound ramps (Intersection #2). The study intersection was evaluated under all study scenarios. It should be noted that the eight-hour vehicular volumes required to evaluate Warrant 1 were not collected at this study intersection. Therefore, the available four-hour peak periods volumes were utilized to evaluate Warrant 1. Subsequently, evaluation of Warrant 1 criteria is intended primarily as a supplement to the signal warrant analysis.

As California Manual on Uniform Traffic Control Devices (CA MUTCD) traffic signal warrants are evaluated using 15-minute incremental traffic volumes, traffic count data provided by the City for the morning (7:00 AM to 9:00 AM) and evening (4:00 PM to 6:00 PM) peak periods in 2023 were utilized. These volumes were grown by 1.25% (consistent with the growth rate specified in the approved scoping agreement) to estimate "existing" 2025 volumes. 15-minute incremental volumes for the Existing Plus Project condition were calculated by dividing the total project traffic (project related traffic plus pass-by traffic) at each movement at Intersection #2 by four and adding the resulting value to each corresponding 15-minute existing volume during the AM and PM peak periods. To estimate Opening Year 2027 volumes, the Existing 2025 volumes were grown by an additional 1.25%. The cumulative project traffic was then distributed across the 15-minute increments using the same methodology applied for the Existing Plus Project condition.

Traffic signal warrant worksheets can be found in ***Appendix H.*** Although review of Warrant 1 indicates that the overall warrant is not met on the basis of insufficient volumes, the review of Warrant 1, condition B indicates that with the application of 70% reduction to warrant thresholds, all four hours utilized satisfy the Warrant 1 criteria for Existing and Existing Plus Project conditions. For Opening Year 2027 Cumulative and Opening Year 2027 Cumulative Plus Project conditions, under condition B six hours of traffic volumes were sufficient to satisfy the warrant criteria; this was possible due to evaluation of 30 minutes worth of traffic volumes at the beginning of AM peak period and at the end of the PM peak period, which demonstrates the magnitude of minor-approach volumes at the intersection.

Based on the 15-minute increment volumes, the results indicate that minor street traffic volumes are sufficient to warrant a traffic signal at Intersection #2 under Warrant 2 of the CA MUTCD during AM and PM peak periods for Existing, Existing Plus Project, Opening Year 2027 Cumulative, and Opening Year 2027 Cumulative Plus Project conditions.

OFF-SITE QUEUING ANALYSIS

Queue lengths for identified movements at the following project driveways were assessed for both AM and PM peak hours under Existing, Existing Plus Project, Opening Year 2027 Cumulative and

Opening Year 2027 Cumulative Plus Project conditions:

- Intersection #1 - Westbound left-turn, Northbound left-turn and Northbound right-turn
- Project Driveway #2 (Southern Driveway) at 25th Street West - Southbound left-turn
- Project Driveway #1 (Northern Driveway) at 25th Street West - Southbound left-turn

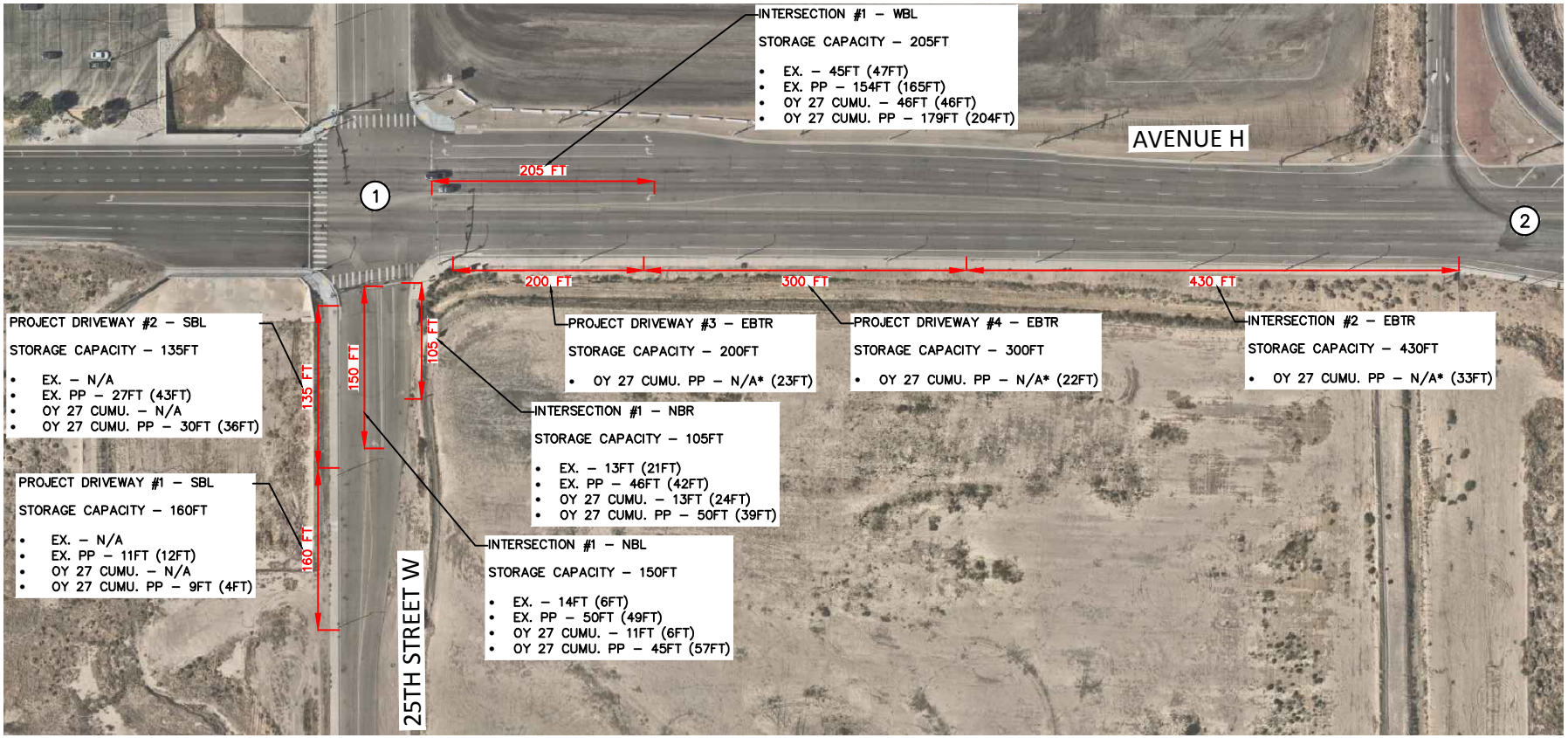
The results of the off-site queuing analysis are summarized in **Table 7**. Based on the results, the 95th percentile queue lengths do not adversely impact any of the identified movements at the locations listed above. Off-site queuing analysis worksheets are provided in ***Appendix I.*** Additionally, it should be noted that queuing analysis results for the eastbound through-right curb lane at Intersection #2, Driveway #3 and Driveway #4 are included in Table 7. While not required by the City as part of the off-site queuing analysis, these results have been included for reference in the Weaving Analysis discussed later in this study***.*** A visual representation of the available storage lane capacity and the expected peak hour queue lengths are shown on **Figure 14*.***

TABLE 7
SUMMARY OF OFF-SITE QUEUE LENGTH ANALYSIS

Intersection	Movement	Storage Lane Capacity (ft/ln)	Peak Hour	Peak Hour Queue Length (ft/ln)			
				Existing	Existing Plus Project	Opening Year 2027 Cumulative	Opening Year 2027 Cumulative Plus Project
				95th Percentile	95th Percentile	95th Percentile	95th Percentile
Intersection #1: Avenue H at 25th Street West	NBL	150	AM	14	50	11	45
			PM	6	49	6	57
	NBR	105	AM	13	46	13	50
			PM	21	42	24	39
	WBL	205	AM	45	154	46	179
			PM	47	165	46	204
Project Driveway #1 (Southern Driveway) at 25th Street West	SBL	160	AM	-	11	-	9
			PM	-	12	-	4
Project Driveway #2 (Nothern Driveway) at 25th Street West	SBL	135	AM	-	27	-	30
			PM	-	43	-	36
Project Driveway #3 (Eastern Driveway) at Avenue H [1]	EBTR	200	AM	-	-	-	-
			PM	-	-	-	23
Project Driveway #4 (Western Driveway) at Avenue H [1]	EBTR	300	AM	-	-	-	-
			PM	-	-	-	22
Intersection #2: Avenue H at 25th Street West [1]	EBTR	430	AM	-	-	-	-
			PM	-	-	-	33

Notes:
- Shaded values indicate 95th percentile queue length exceeding existing storage.

[1] Off-Site queue length analysis was performed for eastbound through-right movements at project driveway #3, #4 and Intersection #2 under Opening Year 2027 Cumulative Plus Project (PM peak hour) condition as part of the weaving analysis at eastbound roadway segment between Intersection #1 (Avenue H at 25th Street W) and the SR-14 southbound on-ramp discussed later in this report.



*AM peak hour queues were not analyzed as part of weaving analysis.

LEGEND:

(X)	= Study Intersections
XX(XX)	= AM(PM) Peak Hour Queue Length
Ex.	= Existing
Ex. PP	= Existing Plus Project
OY 2027 Cumu.	= Opening Year 2027 Cumulative
OY 27 Cumu. PP	= Opening Year 2027 Cumulative Plus Project

FIGURE 14
OFF-SITE STORAGE LANE CAPACITY AND PEAK HOUR QUEUE LENGTHS

ON-SITE QUEUING ANALYSIS

Queue lengths for identified movements at the following project driveways were assessed for both AM and PM peak hours under Existing Plus Project, and Opening Year 2027 Cumulative Plus Project conditions in order to evaluate the adequacy of the internal driveway queue storage:

- Driveway #3 at Avenue H (Western Driveway) - Northbound right-turn
- Driveway #4 at Avenue H (Eastern Driveway) - Northbound right-turn

The results of the on-site queuing analysis are summarized in **Table 8.** Review of the results indicate that Driveway #3 at Avenue H (northbound right-turn) exceeds the assumed storage length under all analyzed conditions. On-site queuing analysis worksheets are provided in ***Appendix J.*** A visual representation of the available storage lane capacity and the expected peak hour queue lengths are shown on **Figure 15.**

However, review of the project site plan indicates that additional 100 ft of queuing space is available along the curb to the right of Driveway #3, beyond the storage length assumed in the analysis (distance between on-site and Avenue H curb returns). Vehicles are expected to queue within the site without obstructing access to fueling positions or adversely affecting overall site circulation.

RECOMMENDED IMPROVEMENTS

Based on the City of Lancaster standards and criteria discussed previously in this report, the results of the LOS analysis indicate that the following unsignalized intersection operates at an unacceptable Level of Service under Opening Year 2027 Cumulative and Opening Year 2027 Cumulative Plus Project conditions:

- Intersection #2 (Avenue H at SR-14 Southbound Ramps): AM – LOS F, PM – LOS E

Additionally, a traffic signal warrant analysis was conducted for Intersection #2 in accordance with the California Manual on Uniform Traffic Control Devices (CA MUTCD). The results demonstrate that Warrant 2 – Four-Hour Volume is satisfied under all analyzed scenarios and warrants signalization of Intersection #2.

Implementation of the following improvement is recommended to address the deficiencies at Intersection #2:

- Signalization of Intersection #2 (Avenue H at SR-14 Southbound Ramps)

Summary of the intersection operation before and after implementation of the recommended improvements is provided on **Table 9**. Copies of intersection analysis worksheets with improvements are provided in ***Appendix K***.

TABLE 8
SUMMARY OF ON-SITE QUEUE LENGTH ANALYSIS

Intersection	Movement	Storage Lane Capacity (ft/ln)	Peak Hour	Peak Hour Queue Length (ft/ln)			
				Existing [1]	Existing Plus Project	Opening Year 2027 Cumulative [1]	Opening Year 2027 Cumulative Plus Project
				95th Percentile	95th Percentile	95th Percentile	95th Percentile
Project Driveway #3 (Western Driveway) at Avenue H	NBR	43	AM	-	58	-	59
			PM	-	63	-	69
Project Driveway #4 (Eastern Drivway) at Avenue H	NBR	95	AM	-	68	-	75
			PM	-	66	-	78

Notes:
- Shaded values indicate 95th percentile queue length exceeding existing storage.
[1] Queue length analysis was not performed for Existing and Opening Year 2027 Cumulative conditions, as the driveways will not exist in these conditions.

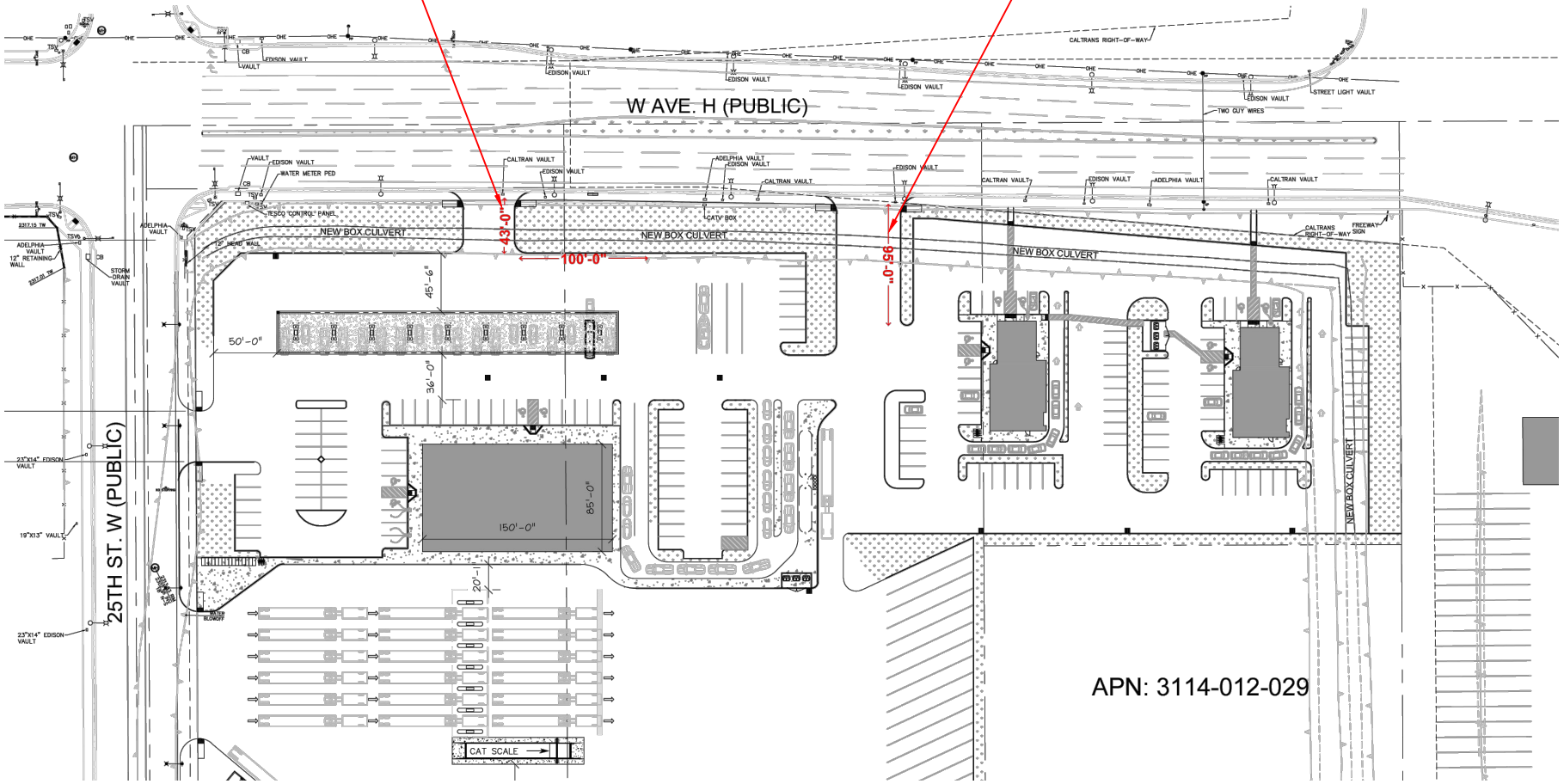


FIGURE 15
ON-SITE STORAGE LANE CAPACITY AND PEAK HOUR QUEUE LENGTHS

TABLE 9
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2027 CUMULATIVE PLUS PROJECT CONDITIONS WITH IMPROVEMENT

Int. #	Intersection	AM Peak Hour					PM Peak Hour				
		Without Improvement		With Improvement		Change Delay	Without Improvement		With Improvement		Change Delay
		Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS	
2	Avenue H at SR-14 Southbound Ramps	**106.8**	**F**	8.5	A	-98.3	**48.4**	**E**	7.4	A	-41.0

Notes:
- Bold values indicate intersections operating at an unacceptable Level of Service

Recommended improvements may include a combination of fee payments to established programs (i.e., TUMF), construction of specific improvements, payment of a fair-share contribution toward future improvements, or a combination of these approaches. The fair share proportion for non-programmed improvements at deficient study intersections is shown on **Table 10**. For programmed improvements, the developer will pay into the regional transportation fee program.

WEAVING ANALYSIS

Per discussion with City staff, a weaving analysis was conducted for the eastbound direction of Avenue H between 25th Street W and the SR-14 southbound on-ramp. As part of the proposed development, two unsignalized right-in, right-out project driveways are proposed along Avenue H. It is understood that vehicles exiting from these two proposed project driveways along Avenue H may conflict with vehicles weaving across eastbound Avenue H to access the SR-14 southbound on-ramp. This weaving analysis evaluates traffic volumes utilizing the study segment, available lane capacity, and queuing at key movements to assess the operational conditions and safety of vehicles exiting the project driveways and vehicles weaving to access the SR-14 southbound on-ramp. For the purpose of this evaluation, Opening Year 2027 Cumulative Plus Project PM peak hour condition was analyzed as it represents the "worst-case" scenario.

Approximately 867 vehicles are estimated to travel eastbound through Intersection #1 toward the SR-14 southbound on-ramp. Along this segment of Avenue H, a portion of the eastbound traffic may be disrupted by project driveway activity. Specifically, approximately 152 vehicles divert from the eastbound direction by making right turns into the project driveways, while about 243 vehicles re-enter the Avenue H eastbound roadway by making northbound right-turn movements exiting the driveways. It should be noted that diverted and re-entering trips directly reflect proposed project trip generation in and out of Driveway #3 and Driveway #4, based on proximity of land uses to the driveways. At Intersection #2, the eastbound traffic stream splits, with approximately 586 vehicles continuing eastbound through the intersection and about 378 vehicles turning right onto the SR-14 southbound on-ramp.

Per HCM 7th edition methodology, the standard saturation flow rate is 1,900 vehicles per lane per hour (vphpl). The 964 eastbound vehicles traveling through Intersection #2 are well below the capacity of a single through lane, indicating that the roadway operates with significant unused capacity; as evidenced by the volumes previously mentioned, a majority of the eastbound volumes would be through volumes that would not weave, and would utilize the #2 and #3 through lanes. As three eastbound through lanes are provided along Avenue H at the project frontage, a total capacity of approximately 5,700 vehicles per hour exists for this roadway segment.

Based on this comparison, the estimated eastbound traffic volumes operate well below available lane capacity, indicating that adequate gaps exist to accommodate weaving movements associated with project driveway exits and vehicles accessing the SR-14 southbound on-ramp.

TABLE 10

SUMMARY OF PROJECT FAIR SHARE

OPENING YEAR 2027 CUMULATIVE

Int. #	Intersection	AM Peak Hour					PM Peak Hour				
		Total Volume		Total	Project		Total Volume		Total	Project	
		2025	2027	Growth	Trips	%-age	2025	2027	Growth	Trips	%-age
2	Avenue H at SR -14 SB Ramps	1,322	2,774	1,452	549	37.8%	1,093	2,656	1,563	564	36.1%

Notes:

- Fair Share percentage is to be applied to non-programmed improvements.

Additionally, off-site queue lengths were evaluated for the following specific movements that may be influenced by vehicles exiting the proposed project driveways and by eastbound traffic weaving to access the SR-14 southbound on-ramp. The identified movements at Driveway #3 (Eastbound shared through-right turn movement), Driveway #4 (Eastbound shared through-right turn movement) and Intersection #2 (Eastbound shared through-right turn movement) were selected for analysis as they represent the movements most likely to experience queuing resulting from driveway activity and weaving maneuvers along this roadway segment. The results of the off-site queuing analysis were previously summarized in **Table 7**.

Review of the results presented in **Table 7** indicate that significant queuing along the eastbound roadway segment between Intersection #1 (Avenue H at 25th Street W) and the SR-14 southbound on-ramp is not anticipated under the analyzed conditions. Off-site queuing analysis worksheets are provided in ***Appendix I.***

Based on weaving and off-site queuing analyses, eastbound traffic operations along Avenue H between 25th Street W and the SR-14 southbound on-ramp are expected to operate safely and acceptably under Opening Year 2027 Cumulative Plus Project PM peak hour conditions. The results indicate that weaving demand associated with project driveway activity remains well within available roadway capacity, and that significant queueing is not anticipated within the study segment. Accordingly, the proposed project is not expected to result in adverse weaving-related operational impacts.

SITE ACCESS AND CIRCULATION

Based on the review of the site plan, primary access to the development will be provided via two proposed unsignalized right- in, right-out driveways along Avenue H, and two proposed unsignalized full-movement driveways along 25th Street W. Access to passenger vehicle fueling stations will be provided by the proposed Driveway #2 and #3 located along 25th Street W and Avenue H respectively. Access to the fast-food restaurants will be provided by the proposed Driveway #4 located on Avenue H and access to truck fueling and overnight parking will be provided by Driveway #1 along 25th Street W. Egress for trucks will be provided via an exit-only driveway on Avenue H-2. Internal vehicular circulation will be accommodated through shared drive aisles connecting all uses within the site.

VEHICLE MILES TRAVELED ANALYSIS

The City of Lancaster Local Transportation Assessment Guidelines (January 2021) provides details on appropriate screening thresholds that can be used to identify when a proposed project is anticipated to result in a less-than-significant impact without conducting a more detailed level analysis. Screening thresholds are broken down into the following six criteria.

1. Project Size
2. Locally Serving Retail
3. Project located in a Low VMT Area
4. Transit Proximity
5. Affordable Housing
6. Transportation facilities

Land development projects that meet one or more of the above screening thresholds may be presumed to create a less-than-significant impact on transportation and circulation and a full VMT Impact Analysis will not be required. The screening thresholds were reviewed and evaluated for this project and results are shown along with the approved scoping agreement in ***Appendix A.***

Per the review of the City's VMT screening thresholds, as presented in Attachment A of ***Appendix A***, the proposed project is presumed to generate a less-than-significant VMT impact under the local-serving retail screening category. The City defines this category as: "A project that has locally serving retail uses that are 50,000 square feet or less, including specialty retail, shopping center, grocery store, pharmacy, financial services/banks, fitness center or health club, restaurant, and café. If the project contains other land uses, those uses need to be evaluated under the applicable screening criteria." Therefore, no further VMT analysis is required.

SUMMARY OF FINDINGS AND CONCLUSIONS

- The applicant proposes to construct a travel center consisting of a 9,000 square foot travel center building, a 2,000 square foot fast-food restaurant with drive-through, two 3,400 square foot fast-food restaurants with drive-throughs, 18 fueling positions for passenger vehicles, 6 fueling positions for trucks, and designated overnight truck parking.

- Direct vehicular access will be provided via two proposed unsignalized right- in, right- out driveways along Avenue H and two proposed unsignalized full-movement driveways along 25th Street W. Egress for trucks will be provided via an exit-only driveway on Avenue H-2.

- Morning and evening peak hour operating conditions were evaluated at the study intersections for the following study scenarios:
  - Existing
  - Existing Plus Project
  - Opening Year 2027 Cumulative
  - Opening Year 2027 Cumulative Plus Project

- Existing peak hour traffic counts were collected in 2025. However, based on consultation with City staff, factored historical hour traffic counts from 2023 were used for Intersection #2 and #3.

- Under Existing Conditions, all study intersections currently operate at an acceptable LOS.

- Overall, the entire proposed Pilot Travel Center development is estimated to generate 3,309 daily trips, with 239 trips in the morning peak hour (121 inbound, 118 outbound) and 219 trips in the evening peak hour (112 inbound, 107 outbound).

- Under Existing Plus Project conditions, all study intersections currently operate at an acceptable LOS.

- Based on consultation with City staff, an ambient growth rate of 1.25% per year to Opening Year 2027 was applied to existing traffic volumes.

- Under Opening Year 2027 Cumulative conditions, the following intersection would operate at an unacceptable Level of Service.
    - Intersection #2 – Avenue H at SR-14 Southbound Ramps: AM – LOS E

- Under Opening Year 2027 Cumulative Plus Project conditions, the following intersection would operate at an unacceptable Level of Service.
    - Intersection #2 – Avenue H at SR-14 Southbound Ramps: AM – LOS F, PM – LOS E

- Based on peak hour volumes, the results of the signal warrant analysis indicate that minor street traffic volumes are sufficient to warrant a traffic signal at Intersection #2 (Avenue H at SR-14 Southbound Ramps).

- Recommended improvements were provided to address the deficiencies at Intersection #2 (Avenue H at SR -14 Southbound Ramps):
    - Install a traffic signal

- Recommended improvements may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair-share contribution toward future improvements, or a combination of these approaches.

- A weaving analysis was conducted for the eastbound direction of Avenue H between 25th Street W and the SR-14 southbound on-ramp. Based on the results, eastbound traffic operations along Avenue H are expected to operate safely and acceptably.

- Per the review of VMT screening thresholds established by the City, the proposed project is presumed to result in a less-than-significant VMT impact on the basis of local serving retail screening category. Therefore, no further VMT analysis is required.

APPENDIX A

APPROVED SCOPING AGREEMENT

December 24, 2025

Matt Simons
Senior Engineer - City of Lancaster
44933 Fern Avenue,
Lancaster, CA 93534

RE: ***Local Transportation Assessment (LTA) Scope of Work for the Proposed Pilot Travel Center Development in the City of Lancaster***

Kimley-Horn and Associates, Inc. is pleased to submit this Scope of Work for the proposed Pilot Travel Center Development in the City of Lancaster**.** The scope of the Local Transportation Assessment (LTA) is summarized below. This scope of work is based on the review of the City of Lancaster *Local Transportation Assessment Guidelines* (January 2021).

PROJECT DESCRIPTION

The applicant proposes to construct a travel center consisting of a 9,000 square foot travel center building, a 2,000 square foot fast-food restaurant with drive-through, two 3,400 square foot fast-food restaurants with drive-throughs, 20 fueling positions for passenger vehicles, 8 fueling positions for trucks, and designated overnight truck parking.

The project is located at the southeast corner of the intersection of W Avenue H and 25th Street W in the City of Lancaster. The project site is currently vacant and bounded by W Avenue H to the north, 25th Street W to the west, SR-14 (Aerospace Hwy) to the east, and Avenue H-2 to the south**.** Direct vehicular access to the development will be provided via two proposed unsignalized right-in, right-out driveways along W Avenue H and two proposed unsignalized full movement driveways along 25th Street W. Access to the truck fueling positions and overnight truck parking will be provided via the southernmost driveway along 25th Street W. Internal passenger vehicular circulation will be accommodated through shared drive aisles connecting all proposed uses within the site. The project location, in its local context, is shown on **Figure 1**, and the proposed site plan is shown on **Figure 2.**

NOT TO SCALE

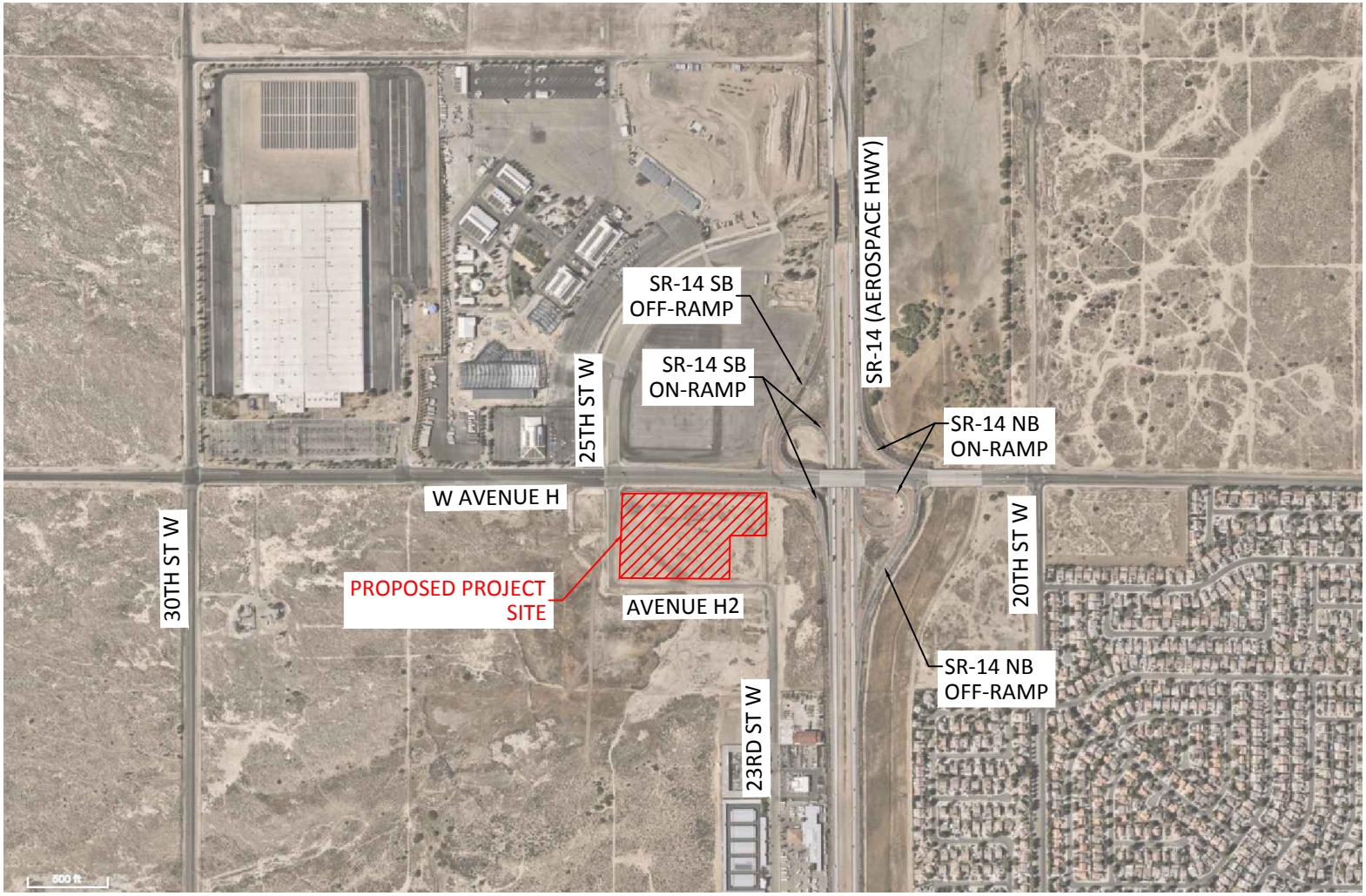
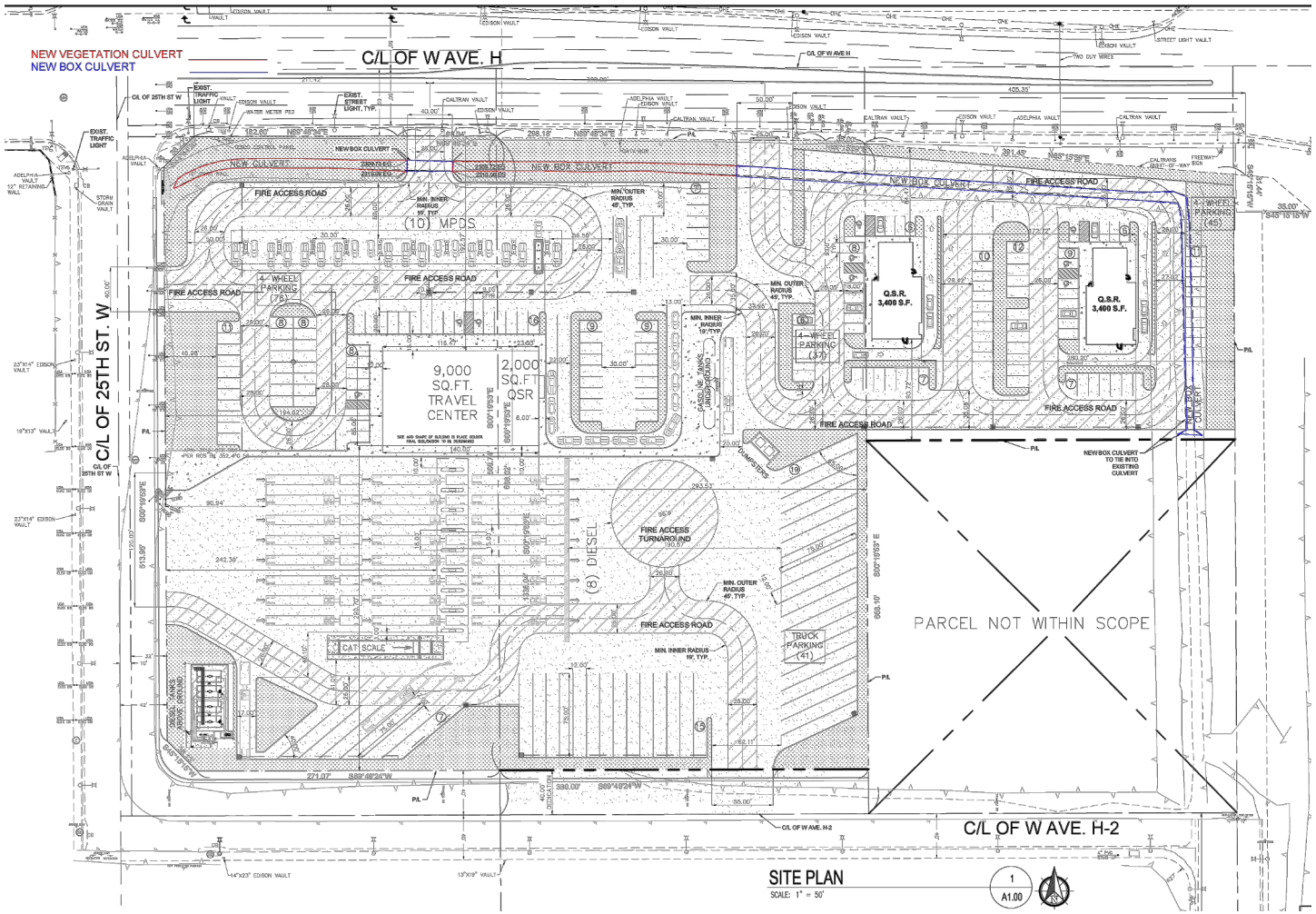


FIGURE 1
VICINITY MAP

Kimley»Horn



NOT TO SCALE

FIGURE 2
PROJECT SITE PLAN

PROJECT TRIP GENERATION

The trips expected to be generated by the fast-food restaurant component of the proposed project were calculated using the trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 12th Edition* (2025). Trip rates are based on the following ITE Land Use Categories:

- LU 934 – Fast-Food Restaurant with Drive-Through

Given the unique nature of the proposed travel center, the trips expected to be generated by the travel center (truck and passenger vehicle fueling) component of the proposed project were calculated using site-specific trip data collected at a comparable existing Pilot Travel Center located at the following location:

- 951 Work Street, Salinas, CA 93901

This Pilot travel center was selected as a representative location to the proposed Pilot travel center due to following similar characteristics:

- Provides passenger vehicle and diesel (truck) fueling
- Located near a high-volume arterial
- Located adjacent to major freeway ramps

To determine project trip generation rate for the proposed travel center fueling components, daily and peak-hour (AM and PM) vehicle volumes were identified using hourly sales data collected at the existing Pilot travel center in Salinas. Peak-hour volumes were determined by identifying the single highest consecutive one-hour period relative to adjacent street traffic morning and evening peak hours, while daily volumes were determined by summing all hourly volumes over a 24-hour period. Identified peak-hour Passenger vehicle fueling trips were divided by the total number of passenger vehicle fueling positions (eight) at the existing study location, and diesel truck fueling trips were divided by the total number of diesel fueling lanes (six). These per-position trip rates were then applied to the proposed project to estimate passenger vehicle and truck trip generation. Hourly sales data collected at the comparable existing Pilot travel center and calculations used in this analysis are provided in **Attachment A**.

Passenger Car Equivalent (PCE) factors were applied to the proposed diesel truck trip generation. PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purpose of Level Of Service (LOS) analysis. A PCE factor of 3.0 has been utilized for all trucks, as all trucks utilizing the diesel pumps are anticipated to be 4 axles or more.

It is recognized that not all trips to the proposed project will be "new" trips on the roadway system in the vicinity of the project site. Some trips to the project site will consist of "pass-by" trips, motorists who are already traveling on the surrounding roadways from one place to another. Common pass-by trips would be individuals who stop at the project site on the way to work, home, shopping, or school.

Based on the ITE Trip Generation Manual, 12th Edition (2025), a pass-by rate of 50% in the morning peak hour and 55% in the evening peak hour was applied to the trips generated by the proposed fast-food restaurant with drive-through land use. As the ITE Trip Generation Manual does not provide pass-by rates for daily trips, the daily pass-by trip percentage was assumed to be the average of the morning and evening peak periods (52.5%).

For the travel center component, ITE Land Use Code (LU) 945 – Convenience Store/Gas Station was used to derive pass-by rates, as vehicles arriving at the site for fuel would have comparable origin/destination tendencies to those specified for ITE Land Use 945. Accordingly, a pass-by rate of 76% in the morning peak hour and 75% in the evening peak hour was applied to the trips generated by the passenger vehicle fueling, while a pass-by rate of 60% in the morning peak hour and 56% in the evening peak hour was applied to the trips generated by the Diesel (truck) fueling. As the ITE Trip Generation Manual does not provide pass-by rates for daily trips, the daily pass-by trip percentage was assumed to be the average of the morning and evening peak periods, resulting in daily pass-by rates of 75.5% for passenger vehicle fueling trips and 58% for diesel truck fueling trips.

After applying the pass-by reduction, the entire proposed Pilot Travel Center development is estimated to generate 3,574 daily trips, with 259 trips in the morning peak hour (131 inbound, 128 outbound) and 171 trips in the evening peak hour (88 inbound, 83 outbound). The resulting trip rates and the project trip generation estimates are shown on **Table 1**.

TABLE 1
SUMMARY OF PROJECT TRIP GENERATION
PILOT TRAVEL CENTER DEVELOPMENT - LANCASTER

TRIP GENERATION RATES

ITE Land Use	ITE Code	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Fast-Food Restaurant w/ Drive-Through[1]	934	KSF	448.120	16.952	16.288	33.240	16.432	15.168	31.600
Passenger Vehicle Fueling [2]	-	Fueling Positions	218.750	5.250	5.250	10.500	7.875	7.875	15.750
Diesel (Truck) Fueling [2]	-	Fueling Positions	62.334	3.333	3.333	6.666	1.500	1.500	3.000

PROJECT TRIP GENERATION - PASSENGER VEHICLE TRIPS

Project Land Use	Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Fast-Food Restaurant w/ Drive-Through	8.800	KSF	3,943	149	143	292	145	133	278
Pass-by Trips (52.5% Daily, 50% AM, 55% PM) [1,5]			-2070	-75	-72	-147	-80	-73	-153
Net Fast-Food Trips			***1,873***	***74***	***71***	***145***	***65***	***60***	***125***
Passenger Vehicle Fueling	20	Fueling Positions	4,375	105	105	210	30	30	60
Pass-by Trips (75.5% Daily, 76% AM, 75% PM) [1,5]			-3303	-80	-80	-160	-23	-23	-46
Net Passenger Vehicle Fueling Trips			***1,072***	***25***	***25***	***50***	***7***	***7***	***14***

PROJECT TRIP GENERATION - TRUCK TRIPS

Diesel (Truck) Fueling	8	Fueling Positions	499	27	27	54	12	12	24
Total Truck PCE Trips (3.0 Per Truck)[3]			1,497	81	81	162	36	36	72
Pass-by Trips (75.5% Daily, 76% AM, 75% PM) [1,4,5]			-868	-49	-49	-98	-20	-20	-40
Net Truck Trips			***629***	***32***	***32***	***64***	***16***	***16***	***32***
Total Project Trips			**3,574**	**131**	**128**	**259**	**88**	**83**	**171**

KSF = Thousand Square Feet, PCE = Passenger Car Equivalent

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition

[2] Passenger Vehicle Fueling and Diesel (Truck) Fueling rates were obtained and calculated based on data collected at an existing Pilot Travel Center located at 951 Work St, Salinas, CA 93901 to represent accurate trip generation rates.

[3] Consistent with ITE methodolgy a passenger car equivalent (PCE) factor of 3.0 per truck was applied to all truck fueling trips as all trucks are anticipated to be 4+ axle trucks.

[4] Note: As the ITE Trip Generation Manual does not provide pass-by rates for Diesel (Truck) Vehicle Fueling, pass-by rates for Passenger Vehicle Fueling for ITE Land Use Code 945 were applied (consistent with 8 fueling positions).

[5] Note: The Trip Generation Manual does not provide pass-by rates for daily trip generation. The daily pass-by trip percentage shown is the average of the AM and the PM pass-by trip percentages.

PROJECT TRIP DISTRIBUTION

Project trip distribution assumptions were developed based on the proposed site use, existing roadway geometry, existing travel patterns, and routes to and from the freeway system. Trip distribution assumptions are shown in **Figure 3**.

STUDY INTERSECTIONS

Per correspondence with City staff, the following study (3) intersections will be included in the analysis. Locations of the study intersections are provided on **Figure 3**.

1. Avenue H at 25th Street West
2. Avenue H at SR-14 Southbound Ramps
3. Avenue H at SR-14 Northbound Ramps

STUDY SCENARIOS

Per correspondence with City staff, the following study scenarios will be included for analysis:

- Existing Conditions
- Existing Conditions Plus Project Conditions
- Opening Year 2027 (Existing + Ambient Growth)
- Opening Year 2027 Plus Project

EXISTING TRAFFIC COUNTS

Existing traffic volumes will be collected and analyzed for each of the study intersections during a typical weekday (Tuesday through Thursday) in the morning (7am-9am) and evening (4pm-6pm) peak hours.

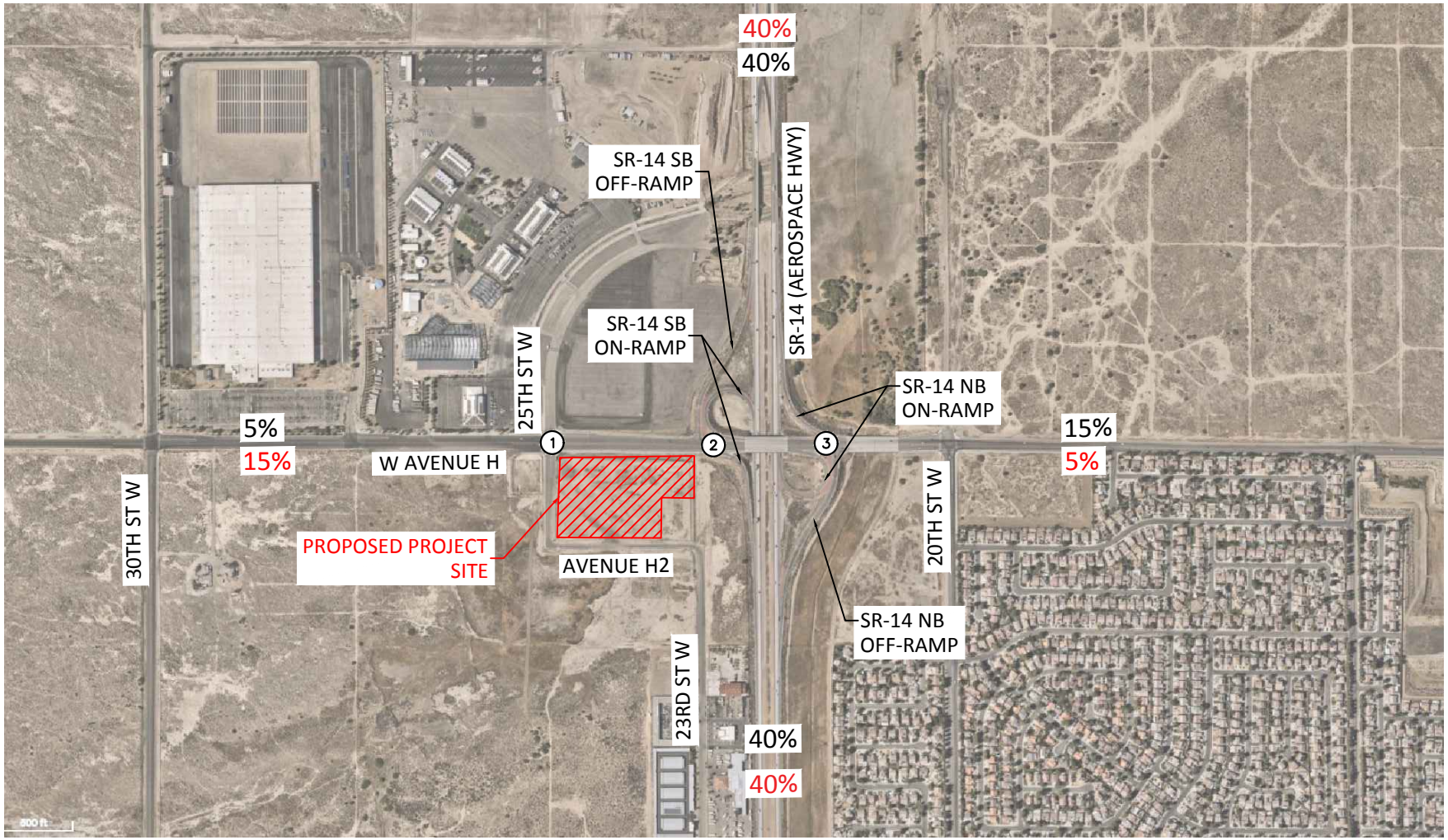
TRAFFIC GROWTH

Opening Year 2027 volumes, without the addition of the proposed project traffic, will be developed by growing existing volumes by 1.25% per year.

STUDY METHODOLOGY

Intersection Level of Service calculations will be based on the *Highway Capacity* Manual (7th Edition) and will be conducted using Synchro 12 software. Intersection analysis parameters will be based on the assumptions and values presented in *Highway Capacity Manual* (7th Edition) and typical California jurisdictional requirements.

NOT TO SCALE



LEGEND:

(X) = Study Intersection

XX% = Passenger Vehicle Trip Distribution

XX% = Truck Trip Distribution

FIGURE 3
TRIP DISTRIBUTION AND STUDY INTERSECTION

Kimley»Horn

SITE ACCESS AND CIRCULATION

Based on the review of the site plan, primary vehicular access to the development will be provided via two proposed right-in, right-out driveways along W Avenue H and two proposed full movement driveways along 25th Street W. Truck access to the area facilitating trucks such as truck fueling positions and truck overnight parking will be provided with the southernmost driveway along 25th Street W. Internal passenger vehicular circulation will be accommodated through shared drive aisles connecting all proposed uses within the site

OFF-SITE QUEUING ANALYSIS

Queue storage lengths for identified approaches at the following project driveways will be assessed under all study scenarios.

- Avenue H at 25th Street West – Westbound Left-turn, Northbound Left-turn & Northbound Right-turn
- Northern Project Driveway at 25th Street West – Southbound Left-turn
- Southern Project Driveway at 25th Street West – Southbound Left-turn

ON-SITE QUEUING ANALYSIS

The City has requested a queueing study be conducted to evaluate the adequacy of the internal driveway queue storage at the following locations. A formal driveway queueing analysis will be conducted for each identified location and presented as a part of the Local Transportation Assessment (LTA).

- Western Project Driveway & Avenue H
- Eastern Project Driveway & Avenue H

TRAFFIC SIGNAL WARRANT ANALYSIS

Per correspondence with City staff, a traffic signal warrant analysis will be conducted for the intersection of Avenue H at SR-14 SB Ramps per latest CA MUTCD methodology. Signal Warrant Analyses will be conducted for all study scenarios.

TRAFFIC WEAVING ANALYSIS

Per correspondence with City staff, a traffic weaving analysis will be conducted on Avenue H eastbound between 25th Street West and the SR-14 southbound on-ramp. It is understood that vehicles exiting from the two proposed project driveways along Avenue H may conflict with vehicles weaving across eastbound Avenue H to access the SR-14 southbound on-ramp. The weaving analysis will evaluate the safety of vehicles exiting the project site onto Avenue H, as well as vehicles accessing the SR-14 southbound on-ramp after making a southbound left-turn movement from 25th Street West onto Avenue H.

CEQA VEHICLE MILES TRAVELED (VMT) SCREENING

The City of Lancaster *Local Transportation Assessment Guidelines* (January 2021) provides details on appropriate screening thresholds that can be used to identify when a proposed project is anticipated to result in a less-than-significant impact without conducting a more detailed level analysis. Screening thresholds are broken down into the following six criteria.

1. Project Size
2. Locally Serving Retail
3. Project located in a Low VMT Area
4. Transit Proximity
5. Affordable Housing
6. Transportation facilities

Land development projects that meet one or more of the above screening thresholds may be presumed to create a less-than-significant impact on transportation and circulation and a full VMT Analysis will not be required. The screening thresholds were reviewed and evaluated for this project and results are shown on ***Attachment B.***

Per the review of VMT screening threshold established by the city shown on Attachment B, the proposed project is presumed to result in a less-than-significant VMT impact on the basis of local serving retail screening category. Therefore, no further VMT analysis is required.

ATTACHMENT A

Total Number of Diesel Lanes: 6

Total One-Way Trip Rate per Diesel Lane

(Total trips divided by number of lanes)

AM Peak of Adjacent Street Traffic: 3.333
PM Peak of Adjacent Street Traffic: 1.500
Daily: 31.167

Edited by Kimley-Horn, 12/16/25

Hourly Sales Report

Report Dates: 12/11/25
Store 237
Diesel Only

	Items			Guests		Sales			
Hour	Quantity	%	Average	Count	%	Amount	%	Average	Running Total
12:00AM	274	2.38%	273.73	2.0	1.07%	$1,396	2.38%	1,396	$1,396
01:00AM	118	1.02%	117.67	1.0	0.53%	$600	1.02%	600	$1,996
02:00AM	118	1.03%	117.78	3.0	1.60%	$601	1.03%	601	$2,596
03:00AM	137	1.19%	137.11	1.0	0.53%	$699	1.19%	699	$3,295
04:00AM	185	1.61%	185.38	4.0	2.14%	$945	1.61%	945	$4,241
05:00AM	706	6.15%	706.49	10.0	5.35%	$3,602	6.15%	3,602	$7,843
06:00AM	425	3.70%	425.40	10.0	5.35%	$2,169	3.70%	2,169	$10,012
07:00AM	634	5.52%	634.33	11.0	5.88%	$3,234	5.52%	3,234	$13,247
08:00AM	937	8.16%	937.49	12.0	6.42%	$4,780	8.16%	4,780	$18,027
09:00AM	1,310	11.41%	1,310.19	20.0	10.70%	$6,680	11.41%	6,680	$24,707
10:00AM	395	3.44%	394.99	5.0	2.67%	$2,014	3.44%	2,014	$26,721
11:00AM	794	6.91%	793.94	15.0	8.02%	$4,048	6.91%	4,048	$30,769
12:00PM	700	6.10%	700.30	20.0	10.70%	$3,571	6.10%	3,571	$34,340
01:00PM	374	3.26%	373.85	5.0	2.67%	$1,906	3.26%	1,906	$36,246
02:00PM	381	3.32%	381.32	8.0	4.28%	$1,944	3.32%	1,944	$38,190
03:00PM	1,090	9.50%	1,090.44	16.0	8.56%	$5,560	9.50%	5,560	$43,750
04:00PM	599	5.22%	599.02	9.0	4.81%	$3,054	5.22%	3,054	$46,805
05:00PM	510	4.44%	510.20	8.0	4.28%	$2,602	4.44%	2,602	$49,406
06:00PM	444	3.86%	443.82	6.0	3.21%	$2,263	3.87%	2,263	$51,669
07:00PM	436	3.80%	436.19	7.0	3.74%	$2,223	3.80%	2,223	$53,892
08:00PM	220	1.91%	219.53	3.0	1.60%	$1,119	1.91%	1,119	$55,011
09:00PM	383	3.34%	383.01	5.0	2.67%	$1,953	3.34%	1,953	$56,964
10:00PM	300	2.61%	299.74	5.0	2.67%	$1,528	2.61%	1,528	$58,493
11:00PM	11	0.10%	11.30	1.0	0.53%	$57	0.10%	57	$58,550
Total	**11,483**	**100.00%**	**478.47**	**187.0**	**100.00%**	**$58,550**	**100.00%**	**2,440**	**$58,550**

Total Number of Fueling Positions: 8

Total One-Way Trip Rate per Diesel Lane

(Total trips divided by number of fueling positions)

AM Peak of Adjacent Street Traffic: 5.250
PM Peak of Adjacent Street Traffic: 7.875
Daily: 109.375

Edited by Kimley-Horn, 12/16/25

Hourly Sales Report

Report Dates: 12/11/25
Store 237
Gas Only

	Items			Guests		Sales			
Hour	Quantity	%	Average	Count	%	Amount	%	Average	Running Total
12:00AM	112	1.16%	111.53	13.0	1.49%	$427	1.16%	427	$427
01:00AM	80	0.83%	80.45	9.0	1.03%	$308	0.84%	308	$735
02:00AM	43	0.44%	42.57	4.0	0.46%	$160	0.44%	160	$895
03:00AM	135	1.40%	134.76	13.0	1.49%	$503	1.37%	503	$1,398
04:00AM	121	1.26%	121.21	9.0	1.03%	$467	1.27%	467	$1,865
05:00AM	260	2.70%	260.49	23.0	2.63%	$992	2.70%	992	$2,857
06:00AM	527	5.47%	527.45	40.0	4.57%	$2,009	5.47%	2,009	$4,866
07:00AM	552	5.72%	552.08	42.0	4.80%	$2,100	5.71%	2,100	$6,966
08:00AM	373	3.87%	373.14	35.0	4.00%	$1,424	3.87%	1,424	$8,390
09:00AM	506	5.24%	505.89	42.0	4.80%	$1,917	5.22%	1,917	$10,306
10:00AM	490	5.08%	489.94	44.0	5.03%	$1,846	5.02%	1,846	$12,152
11:00AM	578	5.99%	577.85	50.0	5.71%	$2,184	5.94%	2,184	$14,337
12:00PM	635	6.58%	635.27	60.0	6.86%	$2,392	6.51%	2,392	$16,729
01:00PM	767	7.95%	767.35	71.0	8.11%	$2,915	7.93%	2,915	$19,643
02:00PM	550	5.70%	549.54	53.0	6.06%	$2,086	5.68%	2,086	$21,729
03:00PM	696	7.22%	696.37	62.0	7.09%	$2,660	7.24%	2,660	$24,389
04:00PM	681	7.05%	680.60	63.0	7.20%	$2,630	7.16%	2,630	$27,019
05:00PM	538	5.58%	538.15	51.0	5.83%	$2,074	5.64%	2,074	$29,093
06:00PM	692	7.17%	691.76	62.0	7.09%	$2,641	7.19%	2,641	$31,734
07:00PM	385	3.99%	385.30	35.0	4.00%	$1,488	4.05%	1,488	$33,222
08:00PM	346	3.59%	346.10	29.0	3.31%	$1,295	3.52%	1,295	$34,516
09:00PM	262	2.71%	261.68	30.0	3.43%	$999	2.72%	999	$35,515
10:00PM	191	1.97%	190.56	20.0	2.29%	$733	1.99%	733	$36,248
11:00PM	129	1.34%	129.34	15.0	1.71%	$502	1.37%	502	$36,750
Total	**9,649**	**100.00%**	**402.06**	**875.0**	**100.00%**	**$36,750**	**100.00%**	**1,531**	**$36,750**

ATTACHMENT B

R. Rex Parris Mayor
Marvin E. Crist Vice Mayor
Ken Mann Council Member
Raj Malhi Council Member
Darrell Dorris Council Member
Jason Caudle City Manager

Justification for VMT Analysis Waiver

Project Planning ID #:_____ Project Location: Southeast corner of intersection of W Avenue H and 25th Street West, Lancaster, CA 93536

Project Description: The applicant proposes to construct a travel center development consisting of three fast-food restaurants with drive-through (One 2,000 SF and the two 3,400 SF each), a 9,000 SF travel center building, 20 fueling positions for passenger vehicles and 8 fueling positions for trucks.

Pursuant to the adoption of California Senate Bill 743 (SB 743), land use projects can be screened from a VMT analysis based on their size, location, or accessibility to transit. The City of Lancaster has selected the screening criteria shown in the table below to determine which projects are subject to further VMT analysis. A project only needs to satisfy **one** of the screening criteria in the table below to be exempt from requiring further VMT analysis.

Screening Categories	Project Requirements to Meet Screening Criteria	VMT Analysis Required	
		Yes	No
Project Size	A project that generates 110 or fewer daily trips.		✓
Locally Serving Retail	A project that has locally serving retail uses that are 50,000 square feet or less, including specialty retail, shopping center, grocery store, pharmacy, financial services/banks, fitness center or health club, restaurant, and café. If the project contains other land uses, those uses need to be considered under other applicable screening criteria.	✓	
Project Located in a Low VMT Area[1]	A residential or office project that is located in a TAZ that is already 15% below the AVPA Baseline VMT.		✓
Transit Proximity	A multifamily residential project providing higher density housing or a commercial project in an area already zoned for commercial use that is located within a ½ mile of the Metrolink station or within a ½ mile of a bus stop with service frequency of 15 minutes or less during commute periods.		✓
Affordable Housing	A residential project that provides affordable housing units; if part of a larger development, only those units that meet the definition of affordable housing satisfy the screening criteria.		✓
Transportation Facilities	Transportation projects that promote non-auto travel, improve safety, or improve traffic operations at current bottlenecks, such as transit, bicycle and pedestrian facilities, intersection traffic control (e.g., traffic signals or roundabouts), or widening at intersections to provide new turn lanes.		✓

[1] See attached Low VMT Area maps

Documentation of supporting evidence must be submitted with completed screening criteria sheet including a location map, site plan, trip generation estimates and detailed project description.

Traffic Engineering Staff Use Only

Approved:_____ Denied:_____ Reviewed by:_____ Date:_____

APPENDIX B

TRAFFIC COUNT DATA SHEETS

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

City of Lancaster
N/S: 25th Street West
E/W: W Avenue H
Weather: Clear

File Name : 01_LAN_25th W_Ave H AM
Site Code : 251121
Start Date : 11/18/2025
Page No : 1

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

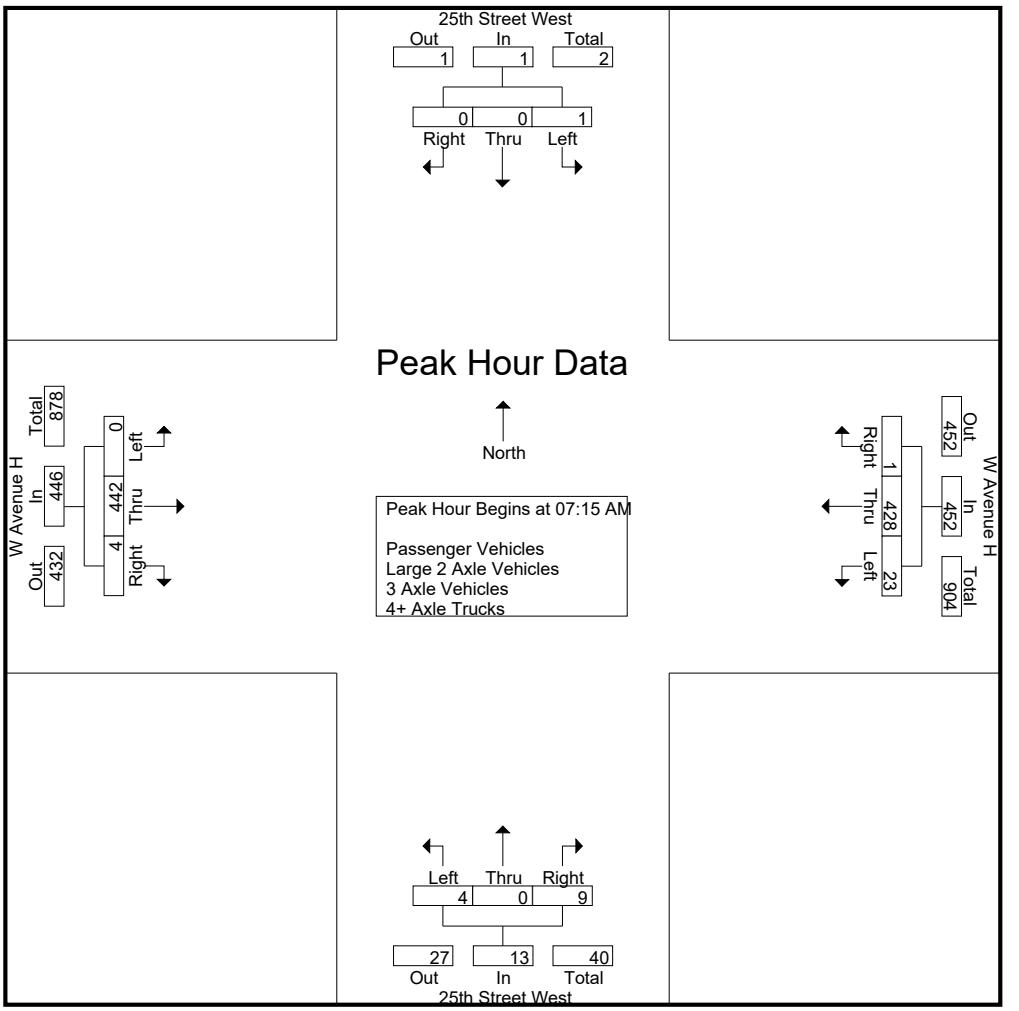
	25th Street West Southbound				W Avenue H Westbound				25th Street West Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	2	82	3	87	0	0	0	0	0	57	1	58	145
07:15 AM	0	0	0	0	4	111	0	115	0	0	3	3	0	97	0	97	215
07:30 AM	0	0	0	0	3	119	0	122	1	0	2	3	0	137	3	140	265
07:45 AM	1	0	0	1	13	120	1	134	1	0	3	4	0	135	0	135	274
Total	1	0	0	1	22	432	4	458	2	0	8	10	0	426	4	430	899
08:00 AM	0	0	0	0	3	78	0	81	2	0	1	3	0	73	1	74	158
08:15 AM	0	0	0	0	5	118	1	124	0	0	2	2	0	59	1	60	186
08:30 AM	0	1	0	1	3	75	2	80	0	0	3	3	0	58	1	59	143
08:45 AM	0	0	0	0	4	51	1	56	0	0	4	4	0	57	0	57	117
Total	0	1	0	1	15	322	4	341	2	0	10	12	0	247	3	250	604
Grand Total	1	1	0	2	37	754	8	799	4	0	18	22	0	673	7	680	1503
Apprch %	50	50	0		4.6	94.4	1		18.2	0	81.8		0	99	1		
Total %	0.1	0.1	0	0.1	2.5	50.2	0.5	53.2	0.3	0	1.2	1.5	0	44.8	0.5	45.2	
Passenger Vehicles	1	0	0	1	36	712	6	754	4	0	17	21	0	649	7	656	1432
% Passenger Vehicles	100	0	0	50	97.3	94.4	75	94.4	100	0	94.4	95.5	0	96.4	100	96.5	95.3
Large 2 Axle Vehicles	0	1	0	1	1	19	2	22	0	0	1	1	0	11	0	11	35
% Large 2 Axle Vehicles	0	100	0	50	2.7	2.5	25	2.8	0	0	5.6	4.5	0	1.6	0	1.6	2.3
3 Axle Vehicles	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
% 3 Axle Vehicles	0	0	0	0	0	0.4	0	0.4	0	0	0	0	0	0.6	0	0.6	0.5
4+ Axle Trucks	0	0	0	0	0	20	0	20	0	0	0	0	0	9	0	9	29
% 4+ Axle Trucks	0	0	0	0	0	2.7	0	2.5	0	0	0	0	0	1.3	0	1.3	1.9

	25th Street West Southbound				W Avenue H Westbound				25th Street West Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	4	111	0	115	0	0	**3**	3	0	97	0	97	215
07:30 AM	0	0	0	0	3	119	0	122	1	0	2	3	0	**137**	**3**	**140**	265
07:45 AM	**1**	0	0	**1**	**13**	**120**	**1**	**134**	1	0	3	**4**	0	135	0	135	**274**
08:00 AM	0	0	0	0	3	78	0	81	**2**	0	1	3	0	73	1	74	158
Total Volume	1	0	0	1	23	428	1	452	4	0	9	13	0	442	4	446	912
% App. Total	100	0	0		5.1	94.7	0.2		30.8	0	69.2		0	99.1	0.9		
PHF	.250	.000	.000	.250	.442	.892	.250	.843	.500	.000	.750	.813	.000	.807	.333	.796	.832

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

City of Lancaster
N/S: 25th Street West
E/W: W Avenue H
Weather: Clear

File Name : 01_LAN_25th W_Ave H AM
Site Code : 251121
Start Date : 11/18/2025
Page No : 2



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

	07:45 AM				07:30 AM				07:15 AM				07:15 AM			
+0 mins.	**1**	0	0	**1**	3	119	0	122	0	0	**3**	3	0	97	0	97
+15 mins.	0	0	0	0	**13**	**120**	**1**	**134**	1	0	2	3	0	**137**	**3**	**140**
+30 mins.	0	0	0	0	3	78	0	81	1	0	3	**4**	0	135	0	135
+45 mins.	0	**1**	0	1	5	118	1	124	**2**	0	1	3	0	73	1	74
Total Volume	1	1	0	2	24	435	2	461	4	0	9	13	0	442	4	446
% App. Total	50	50	0		5.2	94.4	0.4		30.8	0	69.2		0	99.1	0.9	
PHF	.250	.250	.000	.500	.462	.906	.500	.860	.500	.000	.750	.813	.000	.807	.333	.796

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City of Lancaster
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E/W: W Avenue H
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File Name : 01_LAN_25th W_Ave H AM
Site Code : 251121
Start Date : 11/18/2025
Page No : 1

Groups Printed- Passenger Vehicles

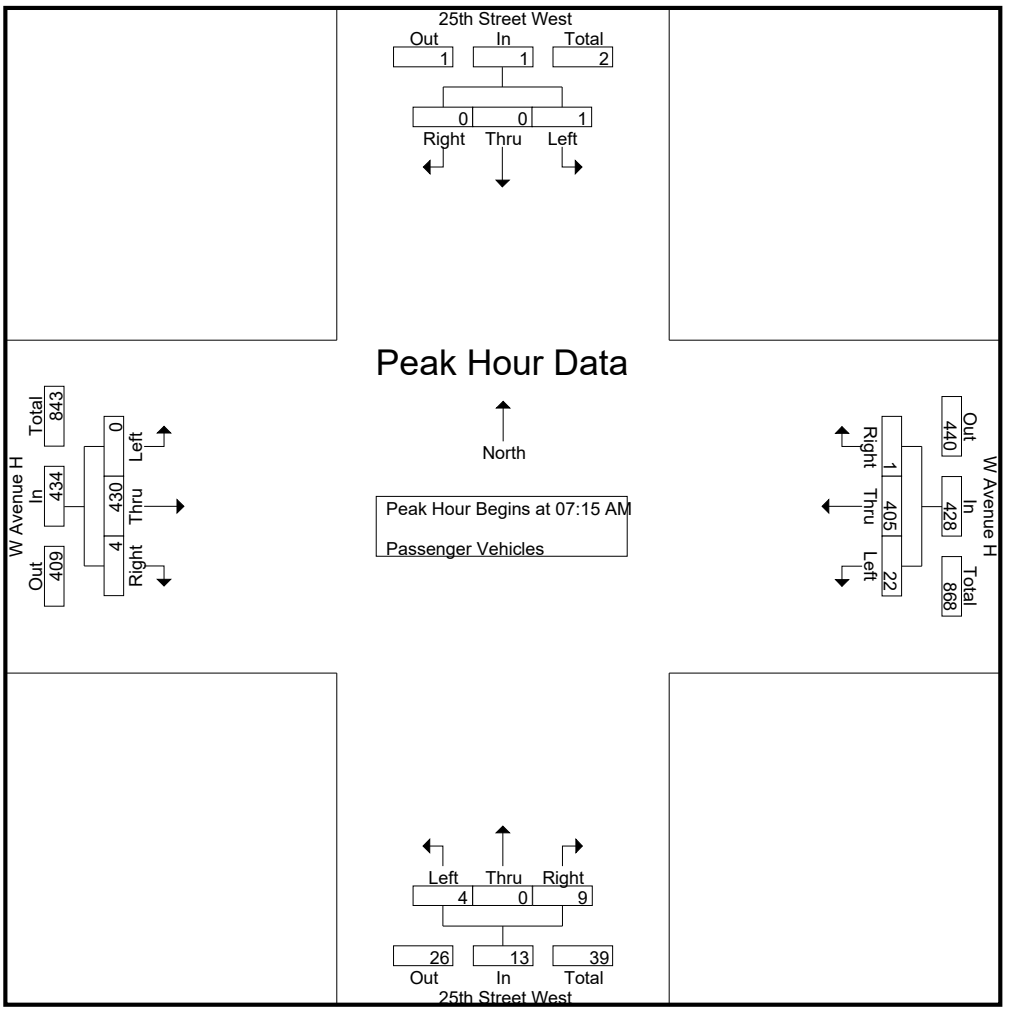
	25th Street West Southbound				W Avenue H Westbound				25th Street West Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	2	76	2	80	0	0	0	0	0	56	1	57	137
07:15 AM	0	0	0	0	4	106	0	110	0	0	3	3	0	94	0	94	207
07:30 AM	0	0	0	0	3	113	0	116	1	0	2	3	0	135	3	138	257
07:45 AM	1	0	0	1	13	113	1	127	1	0	3	4	0	130	0	130	262
Total	1	0	0	1	22	408	3	433	2	0	8	10	0	415	4	419	863
08:00 AM	0	0	0	0	2	73	0	75	2	0	1	3	0	71	1	72	150
08:15 AM	0	0	0	0	5	114	1	120	0	0	1	1	0	56	1	57	178
08:30 AM	0	0	0	0	3	70	2	75	0	0	3	3	0	55	1	56	134
08:45 AM	0	0	0	0	4	47	0	51	0	0	4	4	0	52	0	52	107
Total	0	0	0	0	14	304	3	321	2	0	9	11	0	234	3	237	569
Grand Total	1	0	0	1	36	712	6	754	4	0	17	21	0	649	7	656	1432
Apprch %	100	0	0		4.8	94.4	0.8		19	0	81		0	98.9	1.1		
Total %	0.1	0	0	0.1	2.5	49.7	0.4	52.7	0.3	0	1.2	1.5	0	45.3	0.5	45.8	

	25th Street West Southbound				W Avenue H Westbound				25th Street West Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	4	106	0	110	0	0	**3**	3	0	94	0	94	207
07:30 AM	0	0	0	0	3	**113**	0	116	1	0	2	3	0	**135**	**3**	**138**	257
07:45 AM	**1**	0	0	**1**	**13**	113	**1**	**127**	1	0	3	**4**	0	130	0	130	**262**
08:00 AM	0	0	0	0	2	73	0	75	**2**	0	1	3	0	71	1	72	150
Total Volume	1	0	0	1	22	405	1	428	4	0	9	13	0	430	4	434	876
% App. Total	100	0	0		5.1	94.6	0.2		30.8	0	69.2		0	99.1	0.9		
PHF	.250	.000	.000	.250	.423	.896	.250	.843	.500	.000	.750	.813	.000	.796	.333	.786	.836

Counts Unlimited, Inc.
PO Box 1178
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City of Lancaster
N/S: 25th Street West
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Weather: Clear

File Name : 01_LAN_25th W_Ave H AM
Site Code : 251121
Start Date : 11/18/2025
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	4	106	0	110	0	0	**3**	3	0	94	0	94
+15 mins.	0	0	0	0	3	**113**	0	116	1	0	2	3	0	**135**	**3**	**138**
+30 mins.	**1**	0	0	**1**	**13**	113	**1**	**127**	1	0	3	**4**	0	130	0	130
+45 mins.	0	0	0	0	2	73	0	75	**2**	0	1	3	0	71	1	72
Total Volume	1	0	0	1	22	405	1	428	4	0	9	13	0	430	4	434
% App. Total	100	0	0		5.1	94.6	0.2		30.8	0	69.2		0	99.1	0.9	
PHF	.250	.000	.000	.250	.423	.896	.250	.843	.500	.000	.750	.813	.000	.796	.333	.786

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City of Lancaster
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Weather: Clear

File Name : 01_LAN_25th W_Ave H AM
Site Code : 251121
Start Date : 11/18/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

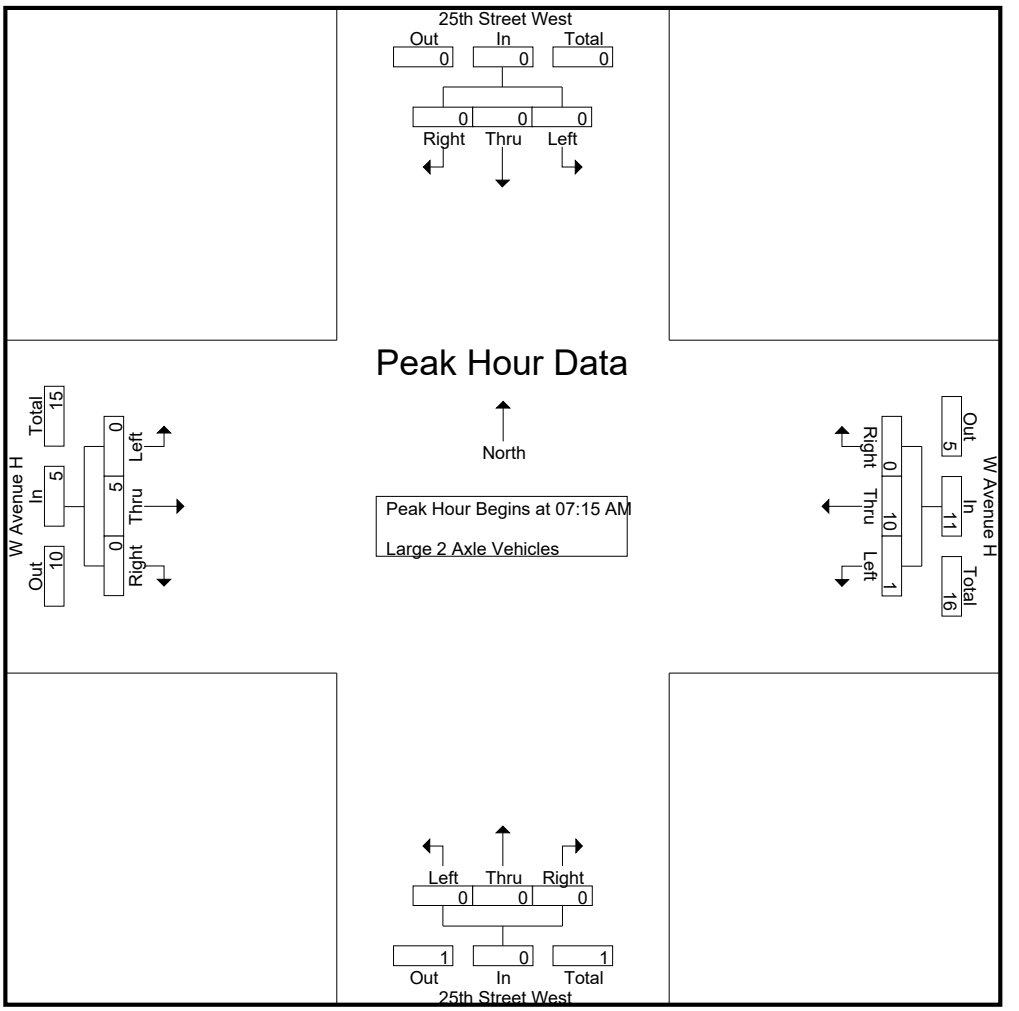
	25th Street West Southbound				W Avenue H Westbound				25th Street West Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
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	10	1	11	0	0	0	0	0	4	0	4	15
08:00 AM	0	0	0	0	1	2	0	3	0	0	0	0	0	1	0	1	4
08:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	2	0	2	4
08:30 AM	0	1	0	1	0	2	0	2	0	0	0	0	0	2	0	2	5
08:45 AM	0	0	0	0	0	4	1	5	0	0	0	0	0	2	0	2	7
Total	0	1	0	1	1	9	1	11	0	0	1	1	0	7	0	7	20
Grand Total	0	1	0	1	1	19	2	22	0	0	1	1	0	11	0	11	35
Apprch %	0	100	0		4.5	86.4	9.1		0	0	100		0	100	0		
Total %	0	2.9	0	2.9	2.9	54.3	5.7	62.9	0	0	2.9	2.9	0	31.4	0	31.4	

	25th Street West Southbound				W Avenue H Westbound				25th Street West Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	**2**	0	**2**	**5**
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:00 AM	0	0	0	0	**1**	2	0	3	0	0	0	0	0	1	0	1	4
Total Volume	0	0	0	0	1	10	0	11	0	0	0	0	0	5	0	5	16
% App. Total	0	0	0		9.1	90.9	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.833	.000	.917	.000	.000	.000	.000	.000	.625	.000	.625	.800

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City of Lancaster
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Site Code : 251121
Start Date : 11/18/2025
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	**1**	2	0	3	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	1	10	0	11	0	0	0	0	0	5	0	5
% App. Total	0	0	0		9.1	90.9	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.250	.833	.000	.917	.000	.000	.000	.000	.000	.625	.000	.625

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City of Lancaster
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E/W: W Avenue H
Weather: Clear

File Name : 01_LAN_25th W_Ave H AM
Site Code : 251121
Start Date : 11/18/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

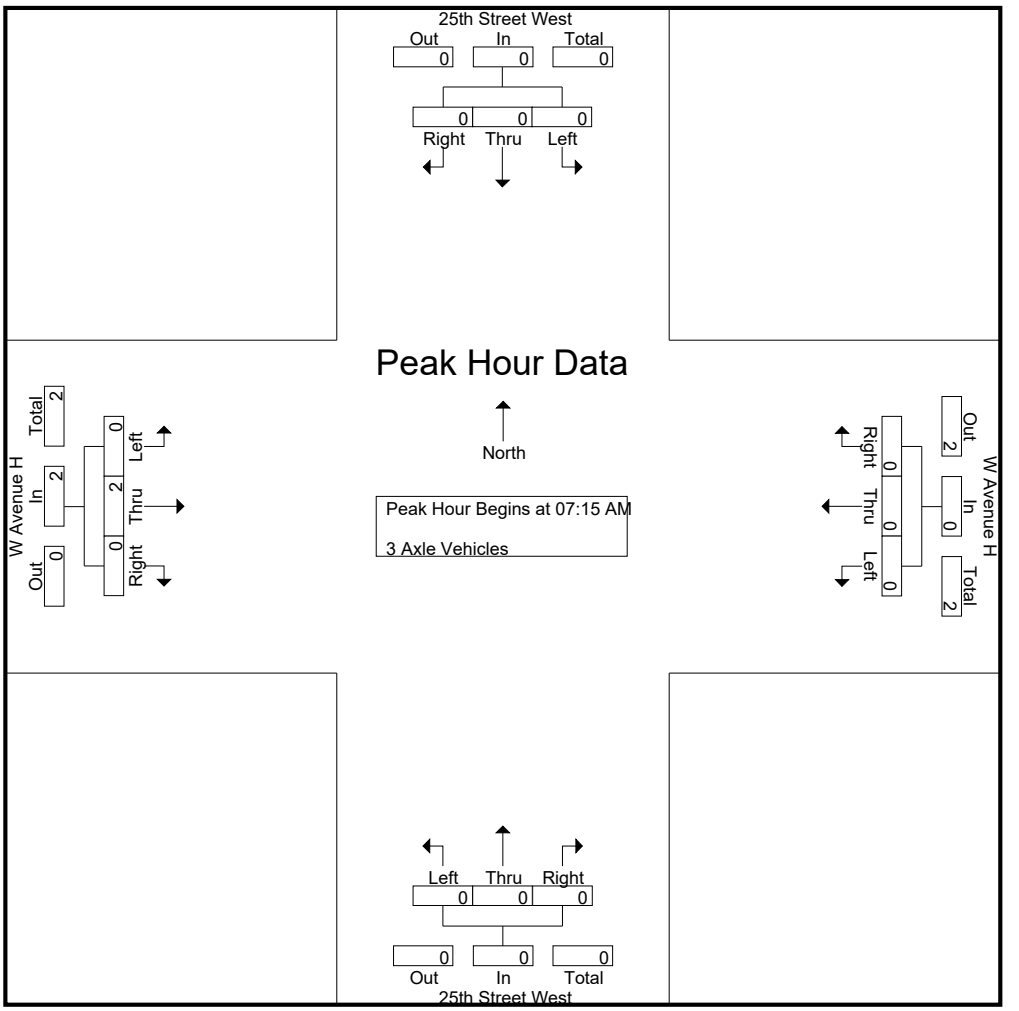
	25th Street West Southbound				W Avenue H Westbound				25th Street West Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:15 AM	0	0	0	0	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	2	0	2	2
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Grand Total	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	42.9	0	42.9	0	0	0	0	0	57.1	0	57.1	

	25th Street West Southbound				W Avenue H Westbound				25th Street West Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
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	**2**	0	**2**	**2**
08:00 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	2	0	2	2
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

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City of Lancaster
N/S: 25th Street West
E/W: W Avenue H
Weather: Clear

File Name : 01_LAN_25th W_Ave H AM
Site Code : 251121
Start Date : 11/18/2025
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 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	**2**	0	**2**
+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	2	0	2
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250

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City of Lancaster
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E/W: W Avenue H
Weather: Clear

File Name : 01_LAN_25th W_Ave H AM
Site Code : 251121
Start Date : 11/18/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

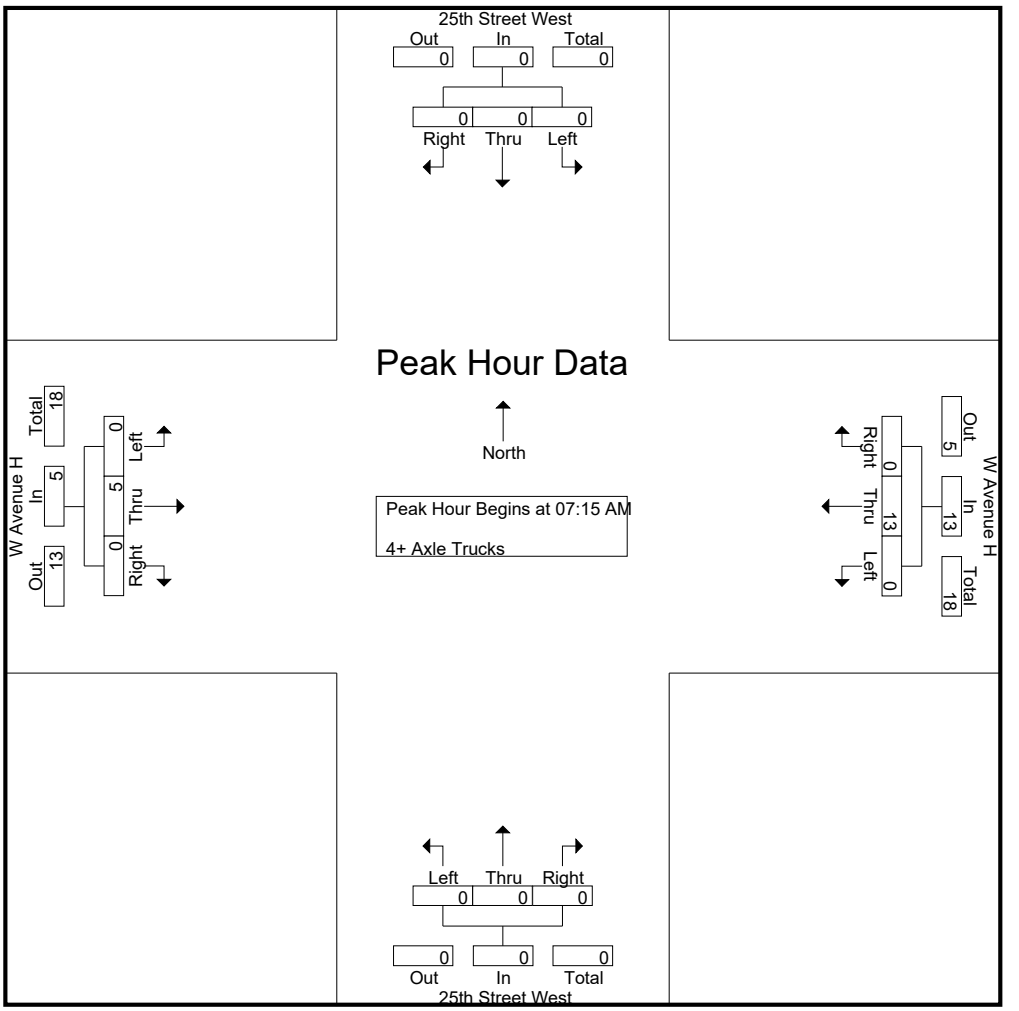
	25th Street West Southbound				W Avenue H Westbound				25th Street West Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
07:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
Total	0	0	0	0	0	12	0	12	0	0	0	0	0	4	0	4	16
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
08:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5	13
Grand Total	0	0	0	0	0	20	0	20	0	0	0	0	0	9	0	9	29
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	69	0	69	0	0	0	0	0	31	0	31	

	25th Street West Southbound				W Avenue H Westbound				25th Street West Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
07:45 AM	0	0	0	0	0	**5**	0	**5**	0	0	0	0	0	**2**	0	**2**	**7**
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Total Volume	0	0	0	0	0	13	0	13	0	0	0	0	0	5	0	5	18
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.650	.000	.650	.000	.000	.000	.000	.000	.625	.000	.625	.643

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City of Lancaster
N/S: 25th Street West
E/W: W Avenue H
Weather: Clear

File Name : 01_LAN_25th W_Ave H AM
Site Code : 251121
Start Date : 11/18/2025
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	**5**	0	**5**	0	0	0	0	0	**2**	0	**2**
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	13	0	13	0	0	0	0	0	5	0	5
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.650	.000	.650	.000	.000	.000	.000	.000	.625	.000	.625

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City of Lancaster
N/S: 25th Street West
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Weather: Clear

File Name : 01_LAN_25th W_Ave H PM
Site Code : 251121
Start Date : 11/18/2025
Page No : 1

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

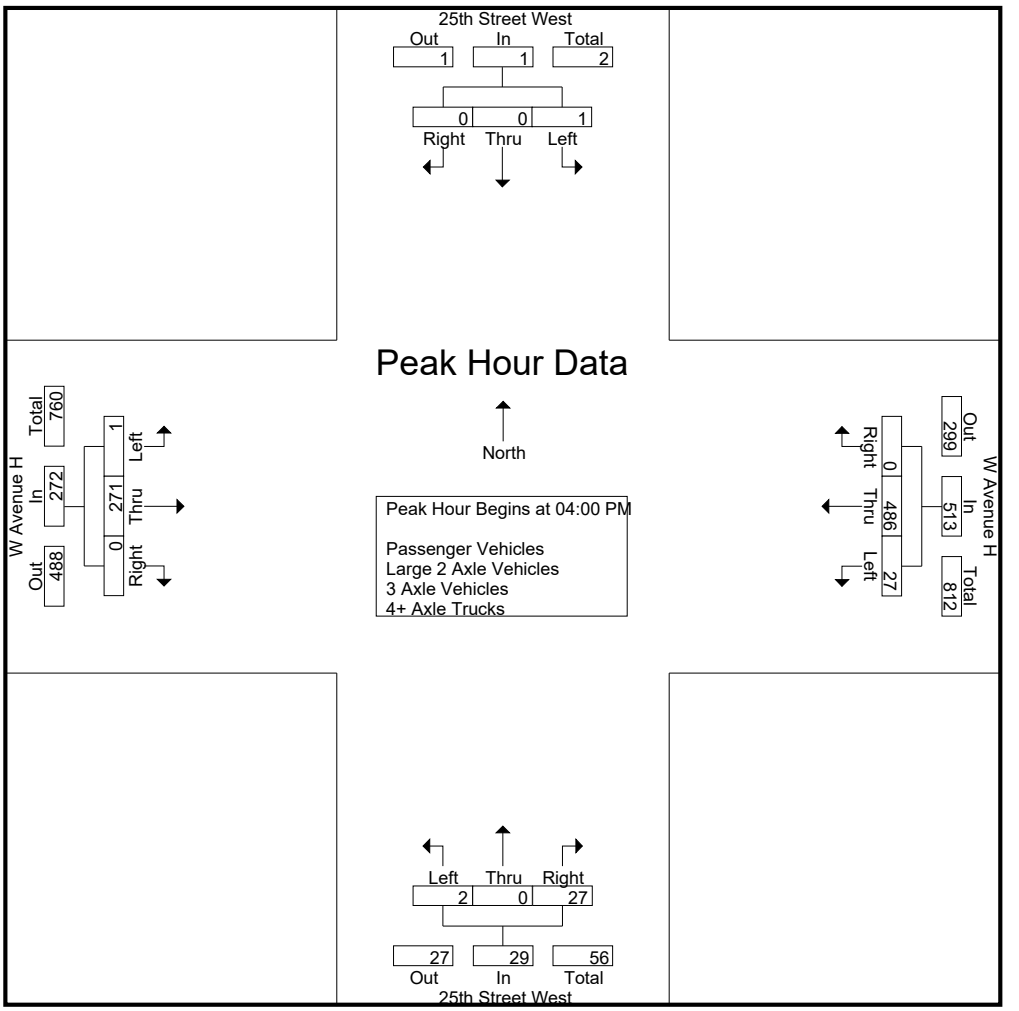
	25th Street West Southbound				W Avenue H Westbound				25th Street West Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	6	124	0	130	0	0	11	11	0	78	0	78	219
04:15 PM	0	0	0	0	8	107	0	115	0	0	6	6	1	70	0	71	192
04:30 PM	1	0	0	1	7	130	0	137	2	0	2	4	0	61	0	61	203
04:45 PM	0	0	0	0	6	125	0	131	0	0	8	8	0	62	0	62	201
Total	1	0	0	1	27	486	0	513	2	0	27	29	1	271	0	272	815
05:00 PM	1	1	0	2	3	111	1	115	1	0	16	17	0	60	0	60	194
05:15 PM	1	0	0	1	3	105	1	109	1	0	3	4	0	62	0	62	176
05:30 PM	0	0	0	0	7	91	0	98	0	0	4	4	1	63	2	66	168
05:45 PM	0	0	0	0	7	64	1	72	0	0	3	3	0	56	0	56	131
Total	2	1	0	3	20	371	3	394	2	0	26	28	1	241	2	244	669
Grand Total	3	1	0	4	47	857	3	907	4	0	53	57	2	512	2	516	1484
Apprch %	75	25	0		5.2	94.5	0.3		7	0	93		0.4	99.2	0.4		
Total %	0.2	0.1	0	0.3	3.2	57.7	0.2	61.1	0.3	0	3.6	3.8	0.1	34.5	0.1	34.8	
Passenger Vehicles	2	1	0	3	46	841	3	890	4	0	53	57	1	503	2	506	1456
% Passenger Vehicles	66.7	100	0	75	97.9	98.1	100	98.1	100	0	100	100	50	98.2	100	98.1	98.1
Large 2 Axle Vehicles	1	0	0	1	1	7	0	8	0	0	0	0	1	6	0	7	16
% Large 2 Axle Vehicles	33.3	0	0	25	2.1	0.8	0	0.9	0	0	0	0	50	1.2	0	1.4	1.1
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	9	0	9	0	0	0	0	0	3	0	3	12
% 4+ Axle Trucks	0	0	0	0	0	1.1	0	1	0	0	0	0	0	0.6	0	0.6	0.8

	25th Street West Southbound				W Avenue H Westbound				25th Street West Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	6	124	0	130	0	0	**11**	**11**	0	**78**	0	**78**	**219**
04:15 PM	0	0	0	0	**8**	107	0	115	0	0	6	6	**1**	70	0	71	192
04:30 PM	**1**	0	0	**1**	7	**130**	0	**137**	**2**	0	2	4	0	61	0	61	203
04:45 PM	0	0	0	0	6	125	0	131	0	0	8	8	0	62	0	62	201
Total Volume	1	0	0	1	27	486	0	513	2	0	27	29	1	271	0	272	815
% App. Total	100	0	0		5.3	94.7	0		6.9	0	93.1		0.4	99.6	0		
PHF	.250	.000	.000	.250	.844	.935	.000	.936	.250	.000	.614	.659	.250	.869	.000	.872	.930

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City of Lancaster
N/S: 25th Street West
E/W: W Avenue H
Weather: Clear

File Name : 01_LAN_25th W_Ave H PM
Site Code : 251121
Start Date : 11/18/2025
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:15 PM				04:00 PM			
+0 mins.	**1**	0	0	1	6	124	0	130	0	0	6	6	0	**78**	0	**78**
+15 mins.	0	0	0	0	**8**	107	0	115	**2**	0	2	4	**1**	70	0	71
+30 mins.	1	**1**	0	**2**	7	**130**	0	**137**	0	0	8	8	0	61	0	61
+45 mins.	1	0	0	1	6	125	0	131	1	0	**16**	**17**	0	62	0	62
Total Volume	3	1	0	4	27	486	0	513	3	0	32	35	1	271	0	272
% App. Total	75	25	0		5.3	94.7	0		8.6	0	91.4		0.4	99.6	0	
PHF	.750	.250	.000	.500	.844	.935	.000	.936	.375	.000	.500	.515	.250	.869	.000	.872

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City of Lancaster
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File Name : 01_LAN_25th W_Ave H PM
Site Code : 251121
Start Date : 11/18/2025
Page No : 1

Groups Printed- Passenger Vehicles

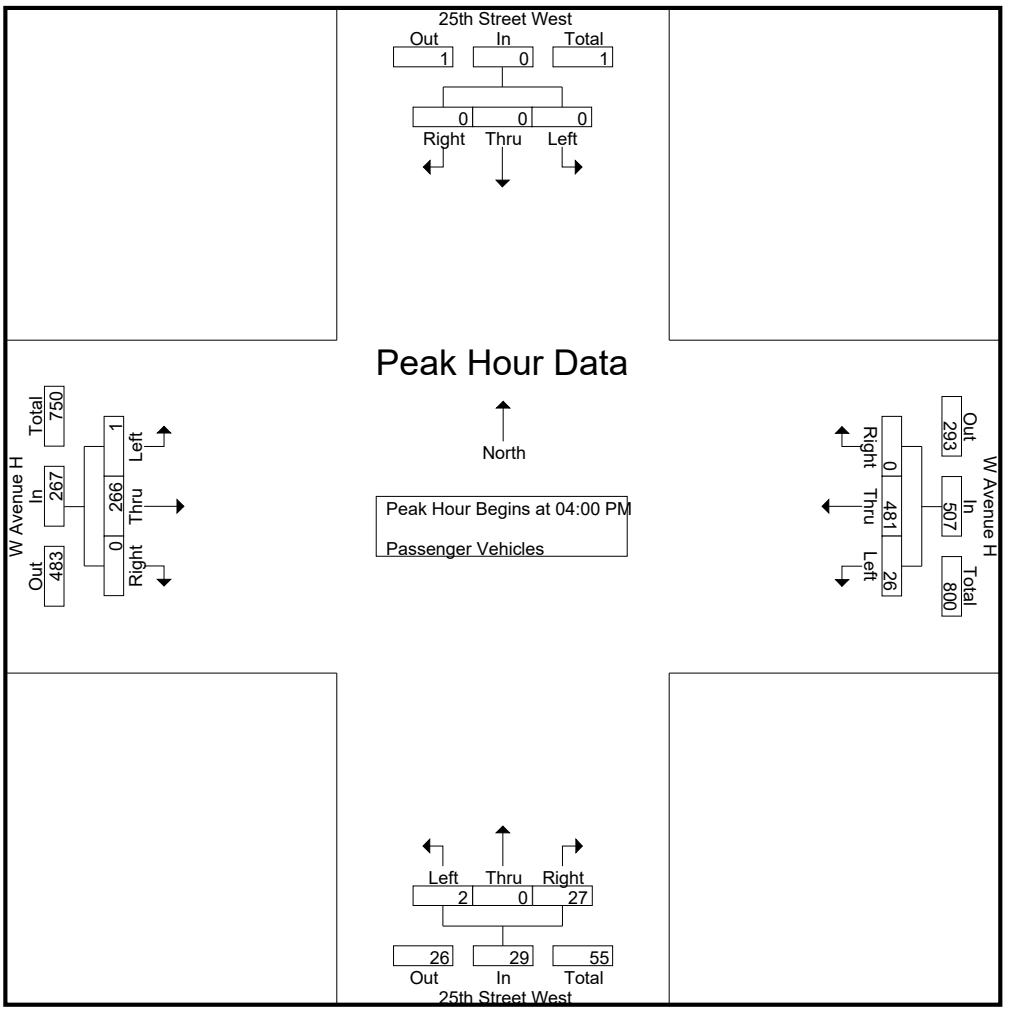
	25th Street West Southbound				W Avenue H Westbound				25th Street West Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	5	122	0	127	0	0	11	11	0	77	0	77	215
04:15 PM	0	0	0	0	8	106	0	114	0	0	6	6	1	67	0	68	188
04:30 PM	0	0	0	0	7	129	0	136	2	0	2	4	0	60	0	60	200
04:45 PM	0	0	0	0	6	124	0	130	0	0	8	8	0	62	0	62	200
Total	0	0	0	0	26	481	0	507	2	0	27	29	1	266	0	267	803
05:00 PM	1	1	0	2	3	106	1	110	1	0	16	17	0	60	0	60	189
05:15 PM	1	0	0	1	3	104	1	108	1	0	3	4	0	62	0	62	175
05:30 PM	0	0	0	0	7	86	0	93	0	0	4	4	0	61	2	63	160
05:45 PM	0	0	0	0	7	64	1	72	0	0	3	3	0	54	0	54	129
Total	2	1	0	3	20	360	3	383	2	0	26	28	0	237	2	239	653
Grand Total	2	1	0	3	46	841	3	890	4	0	53	57	1	503	2	506	1456
Apprch %	66.7	33.3	0		5.2	94.5	0.3		7	0	93		0.2	99.4	0.4		
Total %	0.1	0.1	0	0.2	3.2	57.8	0.2	61.1	0.3	0	3.6	3.9	0.1	34.5	0.1	34.8	

	25th Street West Southbound				W Avenue H Westbound				25th Street West Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	5	122	0	127	0	0	**11**	**11**	0	**77**	0	**77**	**215**
04:15 PM	0	0	0	0	**8**	106	0	114	0	0	6	6	**1**	67	0	68	188
04:30 PM	0	0	0	0	7	**129**	0	**136**	**2**	0	2	4	0	60	0	60	200
04:45 PM	0	0	0	0	6	124	0	130	0	0	8	8	0	62	0	62	200
Total Volume	0	0	0	0	26	481	0	507	2	0	27	29	1	266	0	267	803
% App. Total	0	0	0		5.1	94.9	0		6.9	0	93.1		0.4	99.6	0		
PHF	.000	.000	.000	.000	.813	.932	.000	.932	.250	.000	.614	.659	.250	.864	.000	.867	.934

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City of Lancaster
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File Name : 01_LAN_25th W_Ave H PM
Site Code : 251121
Start Date : 11/18/2025
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	5	122	0	127	0	0	**11**	**11**	0	**77**	0	**77**
+15 mins.	0	0	0	0	**8**	106	0	114	0	0	6	6	**1**	67	0	68
+30 mins.	0	0	0	0	7	**129**	0	**136**	**2**	0	2	4	0	60	0	60
+45 mins.	0	0	0	0	6	124	0	130	0	0	8	8	0	62	0	62
Total Volume	0	0	0	0	26	481	0	507	2	0	27	29	1	266	0	267
% App. Total	0	0	0		5.1	94.9	0		6.9	0	93.1		0.4	99.6	0	
PHF	.000	.000	.000	.000	.813	.932	.000	.932	.250	.000	.614	.659	.250	.864	.000	.867

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City of Lancaster
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File Name : 01_LAN_25th W_Ave H PM
Site Code : 251121
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Groups Printed- Large 2 Axle Vehicles

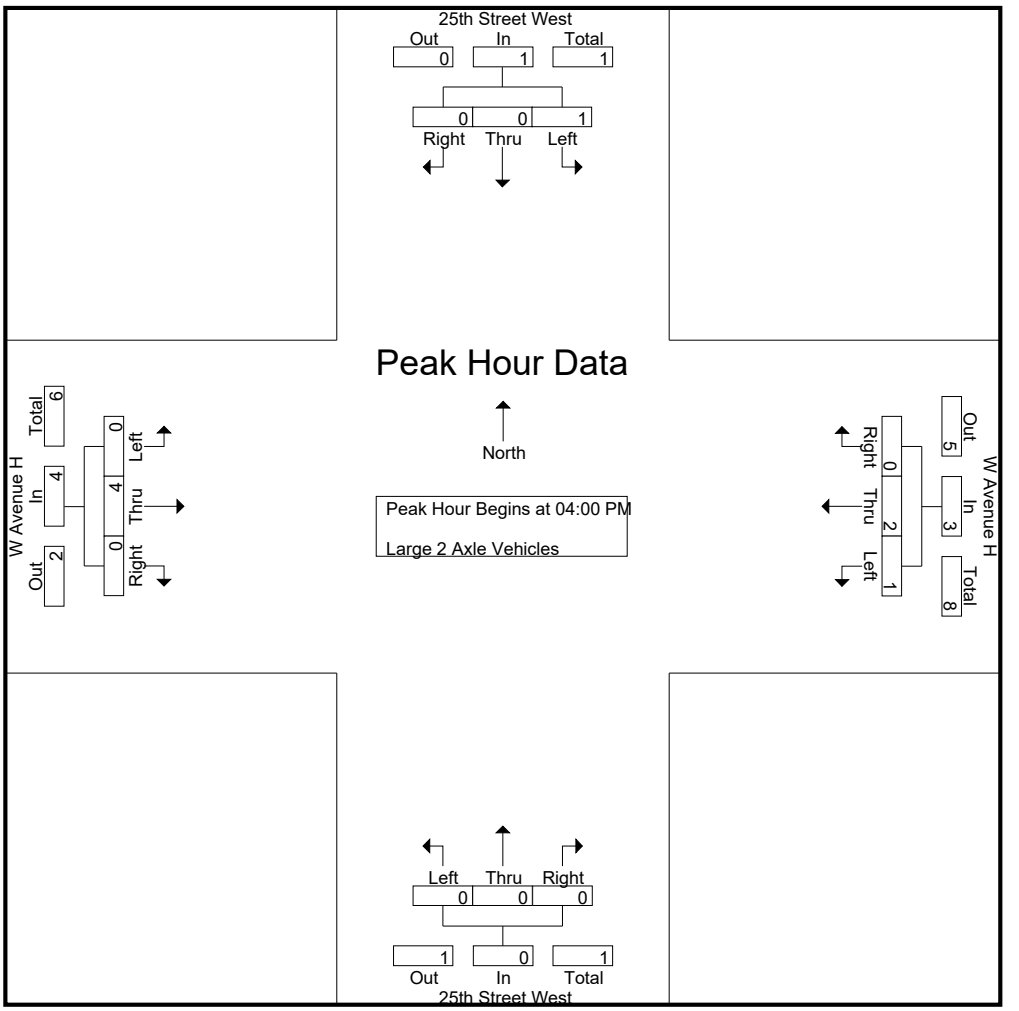
	25th Street West Southbound				W Avenue H Westbound				25th Street West Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	1	2	0	3	0	0	0	0	0	4	0	4	8
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
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	2	0	2	0	0	0	0	1	1	0	2	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	5	0	5	0	0	0	0	1	2	0	3	8
Grand Total	1	0	0	1	1	7	0	8	0	0	0	0	1	6	0	7	16
Apprch %	100	0	0		12.5	87.5	0		0	0	0		14.3	85.7	0		
Total %	6.2	0	0	6.2	6.2	43.8	0	50	0	0	0	0	6.2	37.5	0	43.8	

	25th Street West Southbound				W Avenue H Westbound				25th Street West Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	**1**	**1**	0	**2**	0	0	0	0	0	1	0	1	**3**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	2
04:30 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	1	2	0	3	0	0	0	0	0	4	0	4	8
% App. Total	100	0	0		33.3	66.7	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.250	.500	.000	.375	.000	.000	.000	.000	.000	.500	.000	.500	.667

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City of Lancaster
N/S: 25th Street West
E/W: W Avenue H
Weather: Clear

File Name : 01_LAN_25th W_Ave H PM
Site Code : 251121
Start Date : 11/18/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	**1**	**1**	0	**2**	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**
+30 mins.	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	1	2	0	3	0	0	0	0	0	4	0	4
% App. Total	100	0	0		33.3	66.7	0		0	0	0		0	100	0	
PHF	.250	.000	.000	.250	.250	.500	.000	.375	.000	.000	.000	.000	.000	.500	.000	.500

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City of Lancaster
N/S: 25th Street West
E/W: W Avenue H
Weather: Clear

File Name : 01_LAN_25th W_Ave H PM
Site Code : 251121
Start Date : 11/18/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

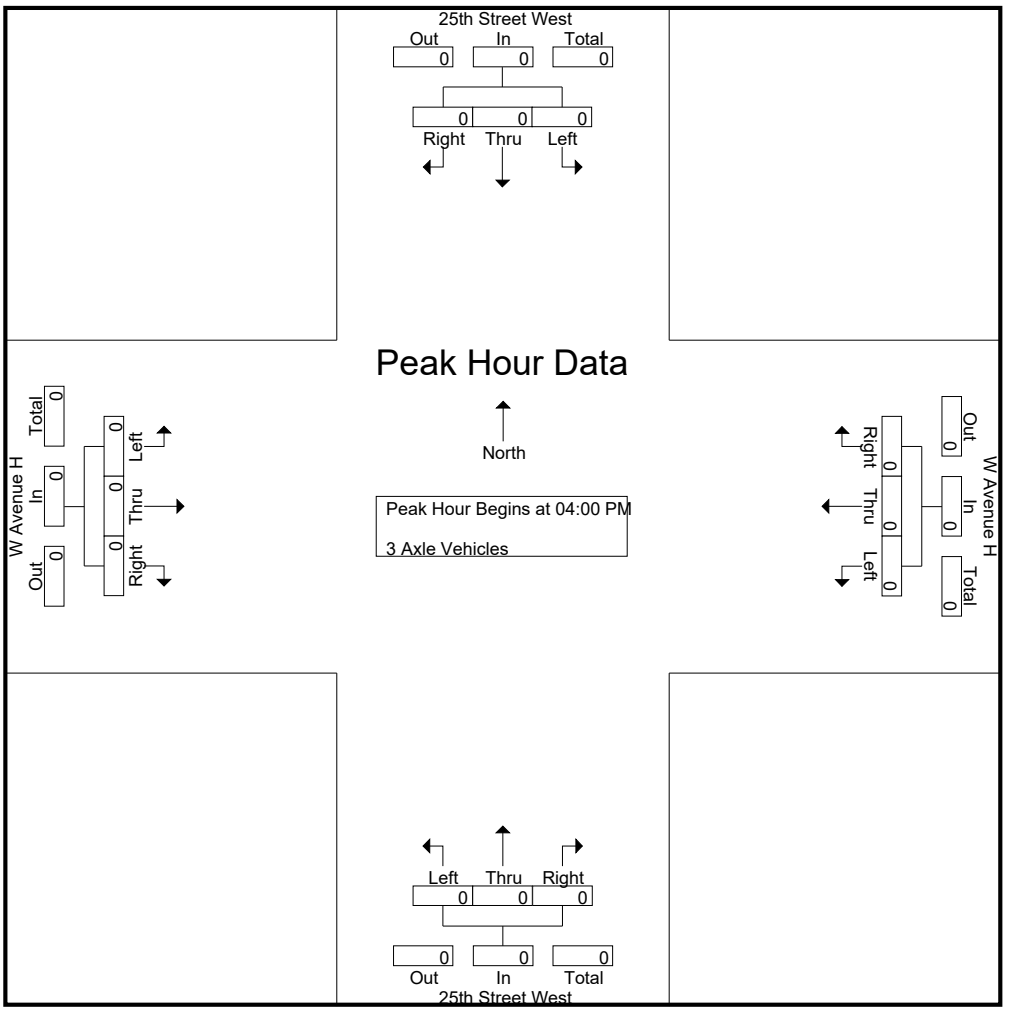
	25th Street West Southbound				W Avenue H Westbound				25th Street West Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	25th Street West Southbound				W Avenue H Westbound				25th Street West Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Lancaster
N/S: 25th Street West
E/W: W Avenue H
Weather: Clear

File Name : 01_LAN_25th W_Ave H PM
Site Code : 251121
Start Date : 11/18/2025
Page No : 2



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

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

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City of Lancaster
N/S: 25th Street West
E/W: W Avenue H
Weather: Clear

File Name : 01_LAN_25th W_Ave H PM
Site Code : 251121
Start Date : 11/18/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

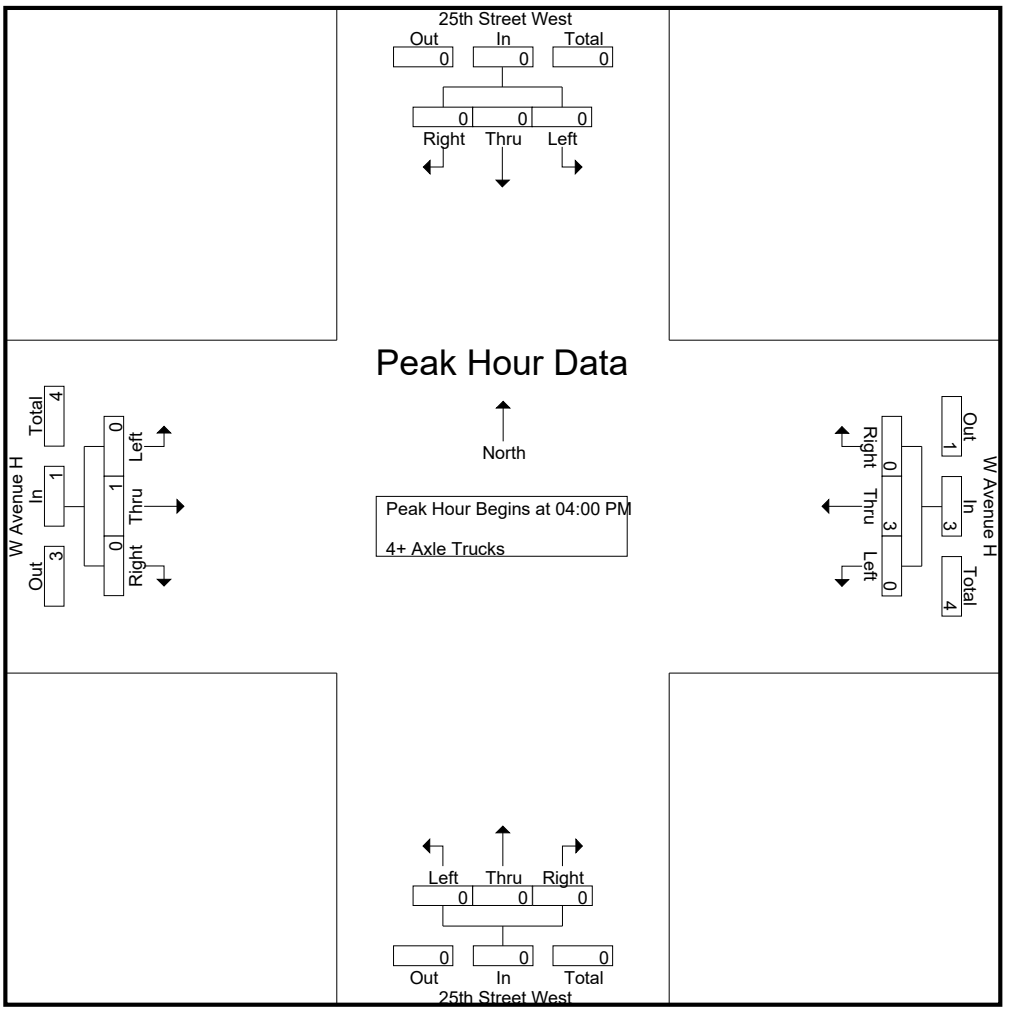
	25th Street West Southbound				W Avenue H Westbound				25th Street West Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
Grand Total	0	0	0	0	0	9	0	9	0	0	0	0	0	3	0	3	12
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	75	0	75	0	0	0	0	0	25	0	25	

	25th Street West Southbound				W Avenue H Westbound				25th Street West Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**	**2**
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.250	.000	.250	.500

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City of Lancaster
N/S: 25th Street West
E/W: W Avenue H
Weather: Clear

File Name : 01_LAN_25th W_Ave H PM
Site Code : 251121
Start Date : 11/18/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.250	.000	.250

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City of Lancaster
N/S: SR-14 Southbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 02_LAN_14S_Ave H AM
Site Code : 251121
Start Date : 11/18/2025
Page No : 1

FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

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

	SR-14 Southbound Ramps Southbound				W Avenue H Westbound				SR-14 Southbound On Ramp Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	58	0	13	71	0	75	74	149	0	0	0	0	0	51	7	58	278
07:15 AM	69	0	24	93	0	93	79	172	0	0	0	0	0	84	15	99	364
07:30 AM	81	0	34	115	0	93	78	171	0	0	0	0	0	130	16	146	432
07:45 AM	77	0	25	102	0	108	90	198	0	0	0	0	0	119	19	138	438
Total	285	0	96	381	0	369	321	690	0	0	0	0	0	384	57	441	1512
08:00 AM	86	0	27	113	0	73	78	151	0	0	0	0	0	68	5	73	337
08:15 AM	41	0	19	60	0	104	77	181	0	0	0	0	0	56	8	64	305
08:30 AM	39	0	13	52	0	69	67	136	0	0	0	0	0	60	2	62	250
08:45 AM	40	0	12	52	0	51	65	116	0	0	0	0	0	55	6	61	229
Total	206	0	71	277	0	297	287	584	0	0	0	0	0	239	21	260	1121
Grand Total	491	0	167	658	0	666	608	1274	0	0	0	0	0	623	78	701	2633
Apprch %	74.6	0	25.4		0	52.3	47.7		0	0	0		0	88.9	11.1		
Total %	18.6	0	6.3	25	0	25.3	23.1	48.4	0	0	0	0	0	23.7	3	26.6	
Passenger Vehicles	487	0	164	651	0	623	592	1215	0	0	0	0	0	606	68	674	2540
% Passenger Vehicles	99.2	0	98.2	98.9	0	93.5	97.4	95.4	0	0	0	0	0	97.3	87.2	96.1	96.5
Large 2 Axle Vehicles	2	0	0	2	0	17	9	26	0	0	0	0	0	8	5	13	41
% Large 2 Axle Vehicles	0.4	0	0	0.3	0	2.6	1.5	2	0	0	0	0	0	1.3	6.4	1.9	1.6
3 Axle Vehicles	2	0	0	2	0	10	4	14	0	0	0	0	0	5	1	6	22
% 3 Axle Vehicles	0.4	0	0	0.3	0	1.5	0.7	1.1	0	0	0	0	0	0.8	1.3	0.9	0.8
4+ Axle Trucks	0	0	3	3	0	16	3	19	0	0	0	0	0	4	4	8	30
% 4+ Axle Trucks	0	0	1.8	0.5	0	2.4	0.5	1.5	0	0	0	0	0	0.6	5.1	1.1	1.1

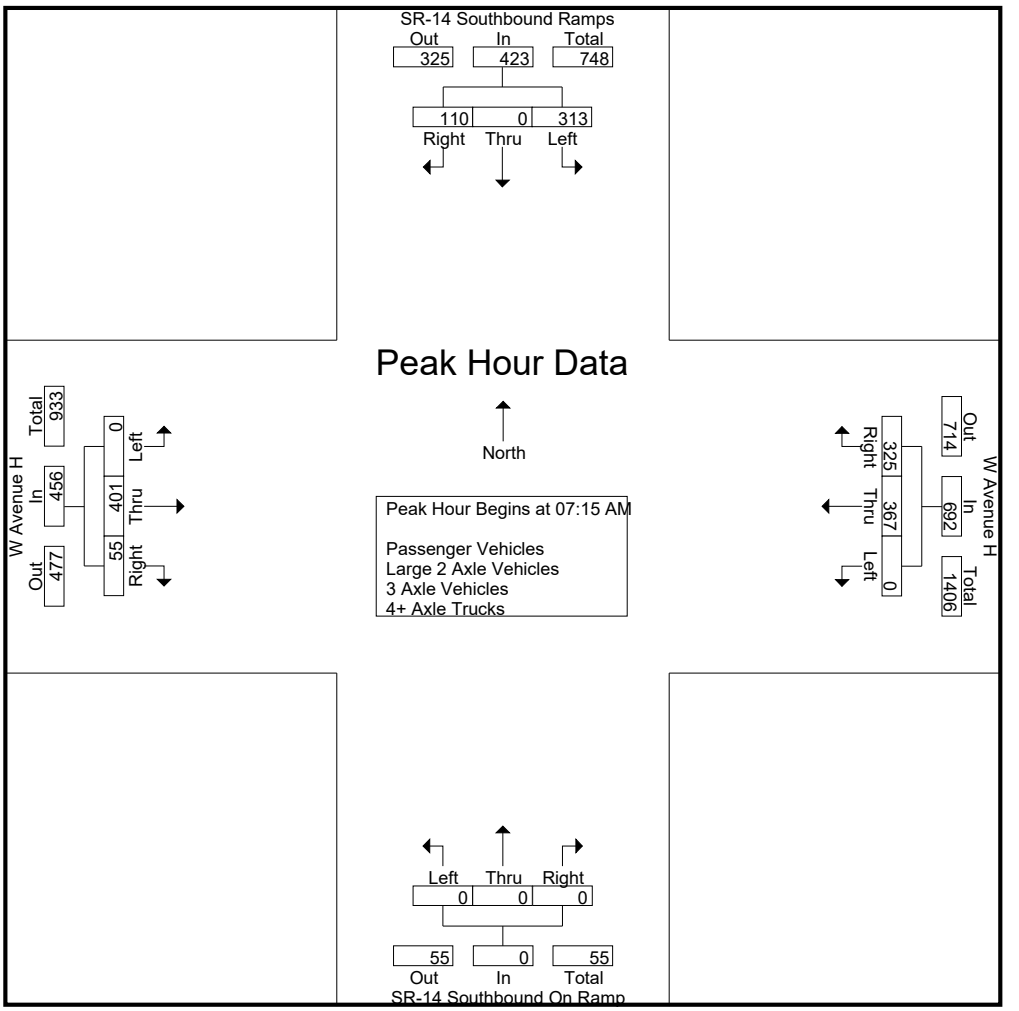
	SR-14 Southbound Ramps Southbound				W Avenue H Westbound				SR-14 Southbound On Ramp Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	69	0	24	93	0	93	79	172	0	0	0	0	0	84	15	99	364
07:30 AM	81	0	**34**	**115**	0	93	78	171	0	0	0	0	0	**130**	16	**146**	432
07:45 AM	77	0	25	102	0	**108**	**90**	**198**	0	0	0	0	0	119	**19**	138	**438**
08:00 AM	**86**	0	27	113	0	73	78	151	0	0	0	0	0	68	5	73	337
Total Volume	313	0	110	423	0	367	325	692	0	0	0	0	0	401	55	456	1571
% App. Total	74	0	26		0	53	47		0	0	0		0	87.9	12.1		
PHF	.910	.000	.809	.920	.000	.850	.903	.874	.000	.000	.000	.000	.000	.771	.724	.781	.897

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FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

City of Lancaster
N/S: SR-14 Southbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 02_LAN_14S_Ave H AM
Site Code : 251121
Start Date : 11/18/2025
Page No : 2



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

	07:15 AM				07:30 AM				07:00 AM				07:15 AM			
+0 mins.	69	0	24	93	0	93	78	171	0	0	0	0	0	84	15	99
+15 mins.	81	0	**34**	**115**	0	**108**	**90**	**198**	0	0	0	0	0	**130**	16	**146**
+30 mins.	77	0	25	102	0	73	78	151	0	0	0	0	0	119	**19**	138
+45 mins.	**86**	0	27	113	0	104	77	181	0	0	0	0	0	68	5	73
Total Volume	313	0	110	423	0	378	323	701	0	0	0	0	0	401	55	456
% App. Total	74	0	26		0	53.9	46.1		0	0	0		0	87.9	12.1	
PHF	.910	.000	.809	.920	.000	.875	.897	.885	.000	.000	.000	.000	.000	.771	.724	.781

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City of Lancaster
N/S: SR-14 Southbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 02_LAN_14S_Ave H AM
Site Code : 251121
Start Date : 11/18/2025
Page No : 1

FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

Groups Printed- Passenger Vehicles

	SR-14 Southbound Ramps Southbound				W Avenue H Westbound				SR-14 Southbound On Ramp Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	57	0	13	70	0	68	72	140	0	0	0	0	0	49	7	56	266
07:15 AM	68	0	24	92	0	88	77	165	0	0	0	0	0	82	13	95	352
07:30 AM	81	0	33	114	0	88	77	165	0	0	0	0	0	128	15	143	422
07:45 AM	77	0	24	101	0	102	90	192	0	0	0	0	0	117	17	134	427
Total	283	0	94	377	0	346	316	662	0	0	0	0	0	376	52	428	1467
08:00 AM	85	0	27	112	0	68	77	145	0	0	0	0	0	68	4	72	329
08:15 AM	41	0	19	60	0	100	75	175	0	0	0	0	0	53	6	59	294
08:30 AM	39	0	12	51	0	65	64	129	0	0	0	0	0	57	2	59	239
08:45 AM	39	0	12	51	0	44	60	104	0	0	0	0	0	52	4	56	211
Total	204	0	70	274	0	277	276	553	0	0	0	0	0	230	16	246	1073
Grand Total	487	0	164	651	0	623	592	1215	0	0	0	0	0	606	68	674	2540
Apprch %	74.8	0	25.2		0	51.3	48.7		0	0	0		0	89.9	10.1		
Total %	19.2	0	6.5	25.6	0	24.5	23.3	47.8	0	0	0	0	0	23.9	2.7	26.5	

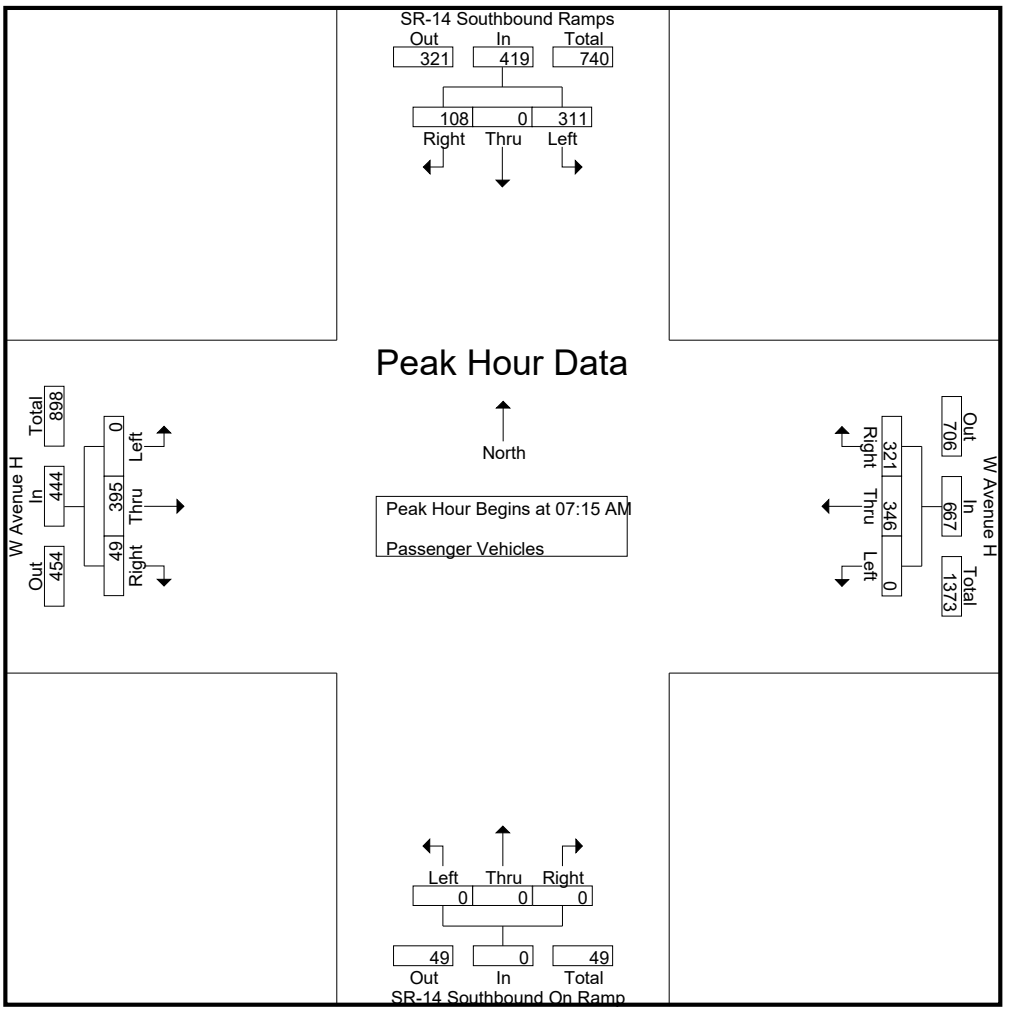
	SR-14 Southbound Ramps Southbound				W Avenue H Westbound				SR-14 Southbound On Ramp Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	68	0	24	92	0	88	77	165	0	0	0	0	0	82	13	95	352
07:30 AM	81	0	**33**	**114**	0	88	77	165	0	0	0	0	0	**128**	15	**143**	422
07:45 AM	77	0	24	101	0	**102**	**90**	**192**	0	0	0	0	0	117	**17**	134	**427**
08:00 AM	**85**	0	27	112	0	68	77	145	0	0	0	0	0	68	4	72	329
Total Volume	311	0	108	419	0	346	321	667	0	0	0	0	0	395	49	444	1530
% App. Total	74.2	0	25.8		0	51.9	48.1		0	0	0		0	89	11		
PHF	.915	.000	.818	.919	.000	.848	.892	.868	.000	.000	.000	.000	.000	.771	.721	.776	.896

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FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

City of Lancaster
N/S: SR-14 Southbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 02_LAN_14S_Ave H AM
Site Code : 251121
Start Date : 11/18/2025
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	68	0	24	92	0	88	77	165	0	0	0	0	0	82	13	95
+15 mins.	81	0	**33**	**114**	0	88	77	165	0	0	0	0	0	**128**	15	**143**
+30 mins.	77	0	24	101	0	**102**	**90**	**192**	0	0	0	0	0	117	**17**	134
+45 mins.	**85**	0	27	112	0	68	77	145	0	0	0	0	0	68	4	72
Total Volume	311	0	108	419	0	346	321	667	0	0	0	0	0	395	49	444
% App. Total	74.2	0	25.8		0	51.9	48.1		0	0	0		0	89	11	
PHF	.915	.000	.818	.919	.000	.848	.892	.868	.000	.000	.000	.000	.000	.771	.721	.776

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City of Lancaster
N/S: SR-14 Southbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 02_LAN_14S_Ave H AM
Site Code : 251121
Start Date : 11/18/2025
Page No : 1

FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

Groups Printed- Large 2 Axle Vehicles

	SR-14 Southbound Ramps Southbound				W Avenue H Westbound				SR-14 Southbound On Ramp Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	3	1	4	0	0	0	0	0	0	0	0	5
07:15 AM	0	0	0	0	0	3	1	4	0	0	0	0	0	1	1	2	6
07:30 AM	0	0	0	0	0	3	1	4	0	0	0	0	0	0	1	1	5
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
Total	1	0	0	1	0	10	3	13	0	0	0	0	0	1	3	4	18
08:00 AM	1	0	0	1	0	2	1	3	0	0	0	0	0	0	1	1	5
08:15 AM	0	0	0	0	0	1	2	3	0	0	0	0	0	3	1	4	7
08:30 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	2	0	2	5
08:45 AM	0	0	0	0	0	2	2	4	0	0	0	0	0	2	0	2	6
Total	1	0	0	1	0	7	6	13	0	0	0	0	0	7	2	9	23
Grand Total	2	0	0	2	0	17	9	26	0	0	0	0	0	8	5	13	41
Apprch %	100	0	0		0	65.4	34.6		0	0	0		0	61.5	38.5		
Total %	4.9	0	0	4.9	0	41.5	22	63.4	0	0	0	0	0	19.5	12.2	31.7	

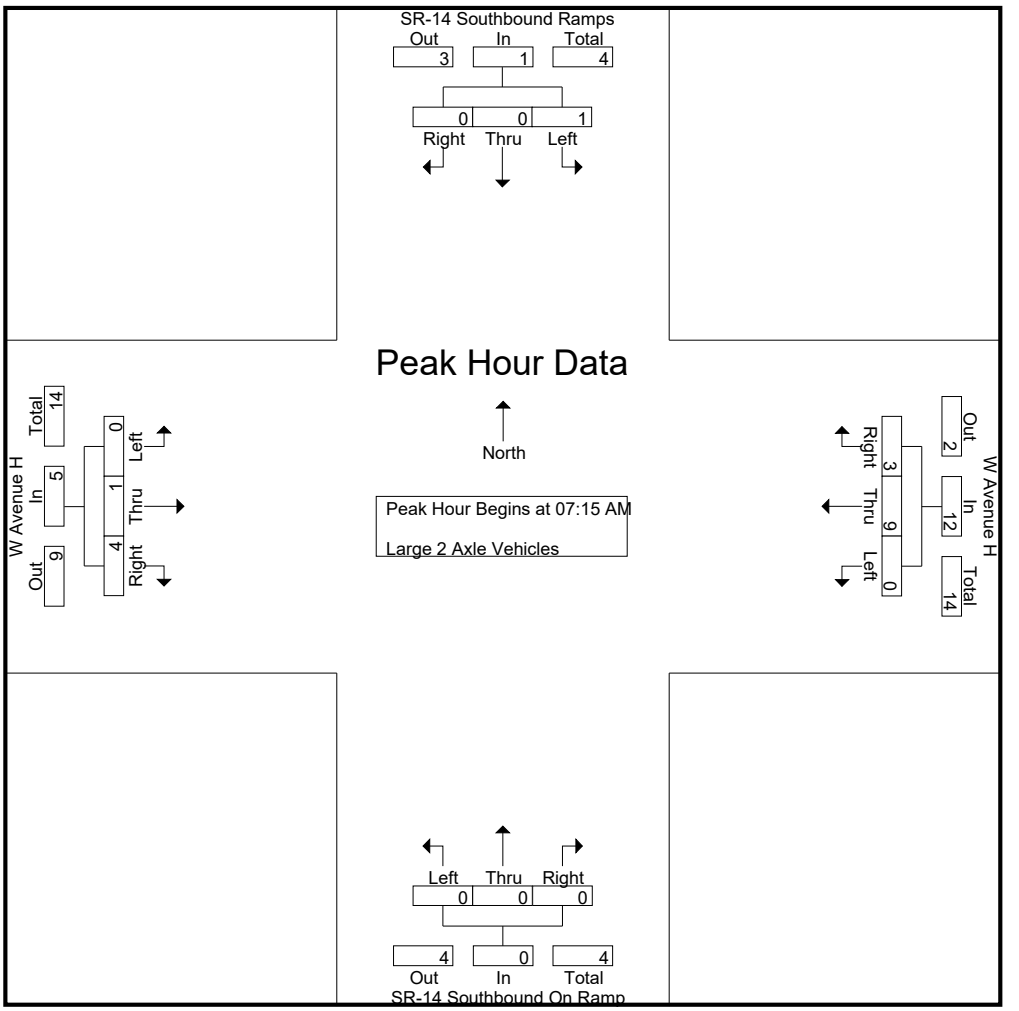
	SR-14 Southbound Ramps Southbound				W Avenue H Westbound				SR-14 Southbound On Ramp Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**3**	**1**	**4**	0	0	0	0	0	**1**	**1**	**2**	**6**
07:30 AM	0	0	0	0	0	3	1	4	0	0	0	0	0	0	1	1	5
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
08:00 AM	**1**	0	0	**1**	0	2	1	3	0	0	0	0	0	0	1	1	5
Total Volume	1	0	0	1	0	9	3	12	0	0	0	0	0	1	4	5	18
% App. Total	100	0	0		0	75	25		0	0	0		0	20	80		
PHF	.250	.000	.000	.250	.000	.750	.750	.750	.000	.000	.000	.000	.000	.250	1.00	.625	.750

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FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

City of Lancaster
N/S: SR-14 Southbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 02_LAN_14S_Ave H AM
Site Code : 251121
Start Date : 11/18/2025
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**3**	**1**	**4**	0	0	0	0	0	**1**	**1**	**2**
+15 mins.	0	0	0	0	0	3	1	4	0	0	0	0	0	0	1	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1
+45 mins.	**1**	0	0	**1**	0	2	1	3	0	0	0	0	0	0	1	1
Total Volume	1	0	0	1	0	9	3	12	0	0	0	0	0	1	4	5
% App. Total	100	0	0		0	75	25		0	0	0		0	20	80	
PHF	.250	.000	.000	.250	.000	.750	.750	.750	.000	.000	.000	.000	.000	.250	1.000	.625

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City of Lancaster
N/S: SR-14 Southbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 02_LAN_14S_Ave H AM
Site Code : 251121
Start Date : 11/18/2025
Page No : 1

FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

Groups Printed- 3 Axle Vehicles

	SR-14 Southbound Ramps Southbound				W Avenue H Westbound				SR-14 Southbound On Ramp Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	1	4	0	0	0	0	0	1	0	1	5
07:15 AM	1	0	0	1	0	1	1	2	0	0	0	0	0	1	0	1	4
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	2	1	3	3
Total	1	0	0	1	0	4	2	6	0	0	0	0	0	4	1	5	12
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	1	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	1	0	0	1	0	4	2	6	0	0	0	0	0	1	0	1	8
Total	1	0	0	1	0	6	2	8	0	0	0	0	0	1	0	1	10
Grand Total	2	0	0	2	0	10	4	14	0	0	0	0	0	5	1	6	22
Apprch %	100	0	0		0	71.4	28.6		0	0	0		0	83.3	16.7		
Total %	9.1	0	0	9.1	0	45.5	18.2	63.6	0	0	0	0	0	22.7	4.5	27.3	

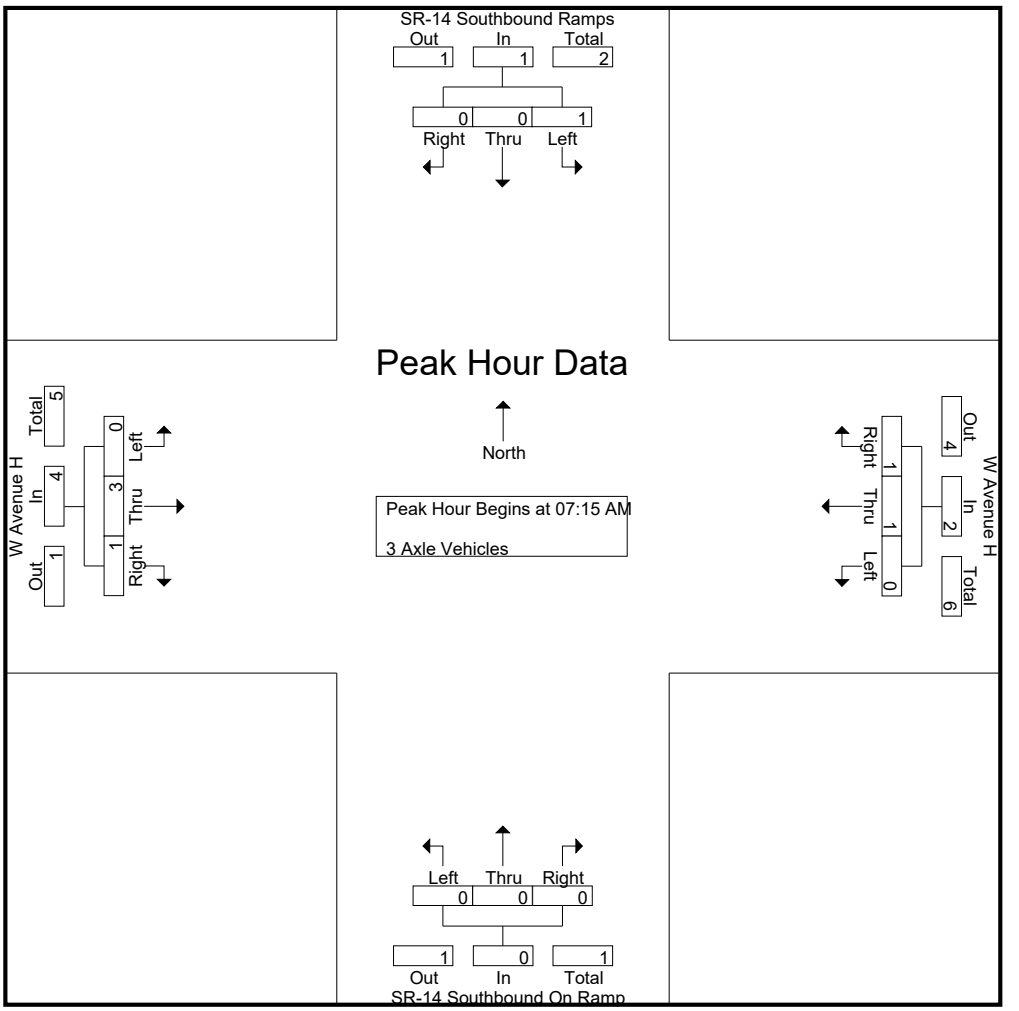
	SR-14 Southbound Ramps Southbound				W Avenue H Westbound				SR-14 Southbound On Ramp Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	0	0	**1**	0	**1**	**1**	**2**	0	0	0	0	0	1	0	1	**4**
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	**2**	**1**	**3**	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	1	1	2	0	0	0	0	0	3	1	4	7
% App. Total	100	0	0		0	50	50		0	0	0		0	75	25		
PHF	.250	.000	.000	.250	.000	.250	.250	.250	.000	.000	.000	.000	.000	.375	.250	.333	.438

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FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

City of Lancaster
N/S: SR-14 Southbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 02_LAN_14S_Ave H AM
Site Code : 251121
Start Date : 11/18/2025
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**1**	0	0	**1**	0	**1**	**1**	**2**	0	0	0	0	0	1	0	1
+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	**2**	**1**	**3**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	1	1	2	0	0	0	0	0	3	1	4
% App. Total	100	0	0		0	50	50		0	0	0		0	75	25	
PHF	.250	.000	.000	.250	.000	.250	.250	.250	.000	.000	.000	.000	.000	.375	.250	.333

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City of Lancaster
N/S: SR-14 Southbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 02_LAN_14S_Ave H AM
Site Code : 251121
Start Date : 11/18/2025
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FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

Groups Printed- 4+ Axle Trucks

	SR-14 Southbound Ramps Southbound				W Avenue H Westbound				SR-14 Southbound On Ramp Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
07:30 AM	0	0	1	1	0	2	0	2	0	0	0	0	0	2	0	2	5
07:45 AM	0	0	1	1	0	5	0	5	0	0	0	0	0	0	0	0	6
Total	0	0	2	2	0	9	0	9	0	0	0	0	0	3	1	4	15
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	1	3
08:30 AM	0	0	1	1	0	1	2	3	0	0	0	0	0	1	0	1	5
08:45 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2	4
Total	0	0	1	1	0	7	3	10	0	0	0	0	0	1	3	4	15
Grand Total	0	0	3	3	0	16	3	19	0	0	0	0	0	4	4	8	30
Apprch %	0	0	100		0	84.2	15.8		0	0	0		0	50	50		
Total %	0	0	10	10	0	53.3	10	63.3	0	0	0	0	0	13.3	13.3	26.7	

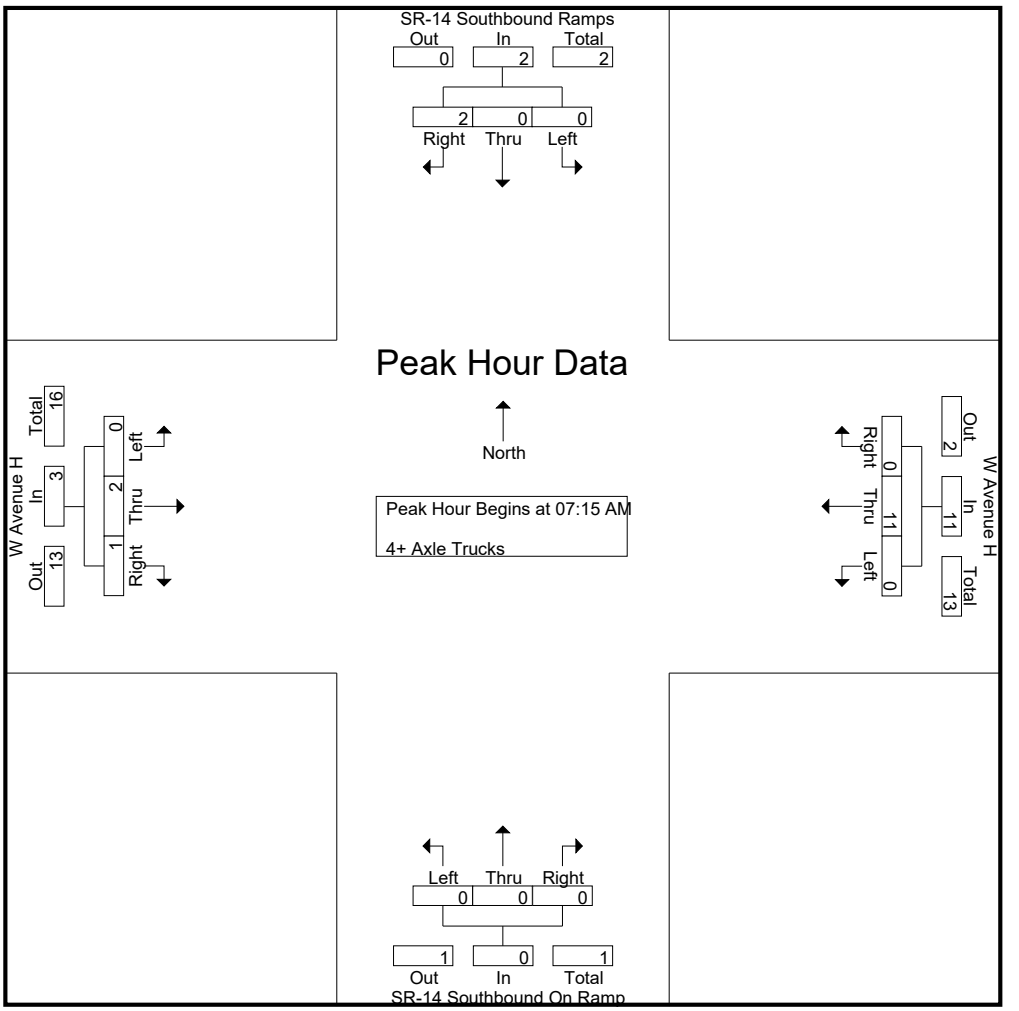
	SR-14 Southbound Ramps Southbound				W Avenue H Westbound				SR-14 Southbound On Ramp Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	**1**	1	2
07:30 AM	0	0	**1**	**1**	0	2	0	2	0	0	0	0	0	**2**	0	**2**	5
07:45 AM	0	0	1	1	0	**5**	0	**5**	0	0	0	0	0	0	0	0	**6**
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
Total Volume	0	0	2	2	0	11	0	11	0	0	0	0	0	2	1	3	16
% App. Total	0	0	100		0	100	0		0	0	0		0	66.7	33.3		
PHF	.000	.000	.500	.500	.000	.550	.000	.550	.000	.000	.000	.000	.000	.250	.250	.375	.667

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FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

City of Lancaster
N/S: SR-14 Southbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 02_LAN_14S_Ave H AM
Site Code : 251121
Start Date : 11/18/2025
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	**1**	1
+15 mins.	0	0	**1**	**1**	0	2	0	2	0	0	0	0	0	**2**	0	**2**
+30 mins.	0	0	1	1	0	**5**	0	**5**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0
Total Volume	0	0	2	2	0	11	0	11	0	0	0	0	0	2	1	3
% App. Total	0	0	100		0	100	0		0	0	0		0	66.7	33.3	
PHF	.000	.000	.500	.500	.000	.550	.000	.550	.000	.000	.000	.000	.000	.250	.250	.375

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City of Lancaster
N/S: SR-14 Southbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 02_LAN_14S_Ave H PM
Site Code : 251121
Start Date : 11/18/2025
Page No : 1

FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

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

	SR-14 Southbound Ramps Southbound				W Avenue H Westbound				SR-14 Southbound On Ramp Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	57	0	35	92	0	97	72	169	0	0	0	0	0	75	16	91	352
04:15 PM	50	0	39	89	0	75	74	149	0	0	0	0	0	72	5	77	315
04:30 PM	48	0	50	98	0	92	65	157	0	0	0	0	0	55	11	66	321
04:45 PM	69	0	46	115	0	86	52	138	0	0	0	0	0	56	14	70	323
Total	224	0	170	394	0	350	263	613	0	0	0	0	0	258	46	304	1311
05:00 PM	66	0	39	105	0	83	62	145	0	0	0	0	0	63	15	78	328
05:15 PM	60	0	42	102	0	65	33	98	0	0	0	0	0	61	4	65	265
05:30 PM	37	0	38	75	0	62	42	104	0	0	0	0	0	60	9	69	248
05:45 PM	49	0	33	82	0	41	33	74	0	0	0	0	0	57	4	61	217
Total	212	0	152	364	0	251	170	421	0	0	0	0	0	241	32	273	1058
Grand Total	436	0	322	758	0	601	433	1034	0	0	0	0	0	499	78	577	2369
Apprch %	57.5	0	42.5		0	58.1	41.9		0	0	0		0	86.5	13.5		
Total %	18.4	0	13.6	32	0	25.4	18.3	43.6	0	0	0	0	0	21.1	3.3	24.4	
Passenger Vehicles	432	0	315	747	0	591	421	1012	0	0	0	0	0	494	74	568	2327
% Passenger Vehicles	99.1	0	97.8	98.5	0	98.3	97.2	97.9	0	0	0	0	0	99	94.9	98.4	98.2
Large 2 Axle Vehicles	3	0	3	6	0	5	5	10	0	0	0	0	0	4	2	6	22
% Large 2 Axle Vehicles	0.7	0	0.9	0.8	0	0.8	1.2	1	0	0	0	0	0	0.8	2.6	1	0.9
3 Axle Vehicles	0	0	0	0	0	0	4	4	0	0	0	0	0	0	1	1	5
% 3 Axle Vehicles	0	0	0	0	0	0	0.9	0.4	0	0	0	0	0	0	1.3	0.2	0.2
4+ Axle Trucks	1	0	4	5	0	5	3	8	0	0	0	0	0	1	1	2	15
% 4+ Axle Trucks	0.2	0	1.2	0.7	0	0.8	0.7	0.8	0	0	0	0	0	0.2	1.3	0.3	0.6

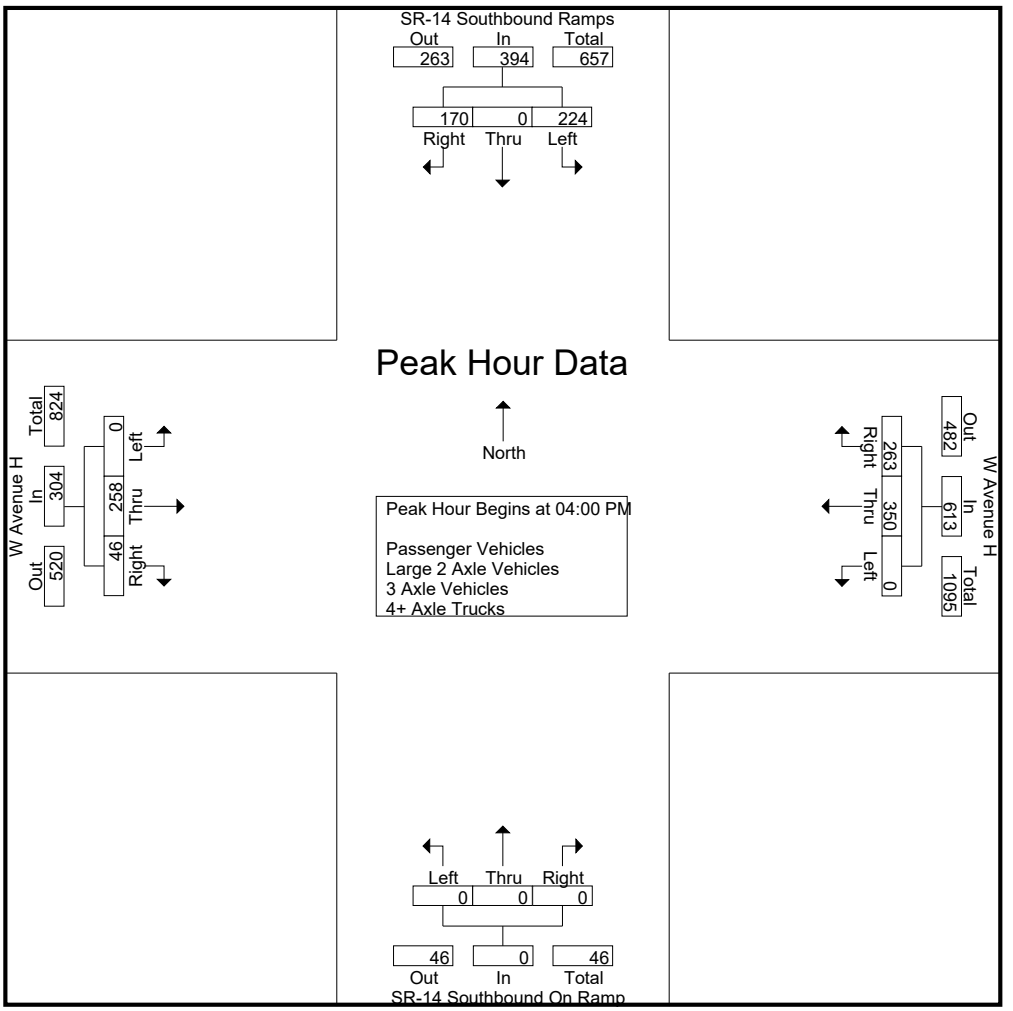
	SR-14 Southbound Ramps Southbound				W Avenue H Westbound				SR-14 Southbound On Ramp Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	57	0	35	92	0	**97**	72	**169**	0	0	0	0	0	**75**	**16**	**91**	**352**
04:15 PM	50	0	39	89	0	75	**74**	149	0	0	0	0	0	72	5	77	315
04:30 PM	48	0	**50**	98	0	92	65	157	0	0	0	0	0	55	11	66	321
04:45 PM	**69**	0	46	**115**	0	86	52	138	0	0	0	0	0	56	14	70	323
Total Volume	224	0	170	394	0	350	263	613	0	0	0	0	0	258	46	304	1311
% App. Total	56.9	0	43.1		0	57.1	42.9		0	0	0		0	84.9	15.1		
PHF	.812	.000	.850	.857	.000	.902	.889	.907	.000	.000	.000	.000	.000	.860	.719	.835	.931

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FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

City of Lancaster
N/S: SR-14 Southbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 02_LAN_14S_Ave H PM
Site Code : 251121
Start Date : 11/18/2025
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	48	0	**50**	98	0	**97**	72	**169**	0	0	0	0	0	**75**	**16**	**91**
+15 mins.	**69**	0	46	**115**	0	75	**74**	149	0	0	0	0	0	72	5	77
+30 mins.	66	0	39	105	0	92	65	157	0	0	0	0	0	55	11	66
+45 mins.	60	0	42	102	0	86	52	138	0	0	0	0	0	56	14	70
Total Volume	243	0	177	420	0	350	263	613	0	0	0	0	0	258	46	304
% App. Total	57.9	0	42.1		0	57.1	42.9		0	0	0		0	84.9	15.1	
PHF	.880	.000	.885	.913	.000	.902	.889	.907	.000	.000	.000	.000	.000	.860	.719	.835

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City of Lancaster
N/S: SR-14 Southbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 02_LAN_14S_Ave H PM
Site Code : 251121
Start Date : 11/18/2025
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FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

Groups Printed- Passenger Vehicles

	SR-14 Southbound Ramps Southbound				W Avenue H Westbound				SR-14 Southbound On Ramp Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	57	0	34	91	0	95	69	164	0	0	0	0	0	75	16	91	346
04:15 PM	50	0	38	88	0	75	73	148	0	0	0	0	0	71	4	75	311
04:30 PM	48	0	50	98	0	91	64	155	0	0	0	0	0	55	9	64	317
04:45 PM	68	0	44	112	0	86	50	136	0	0	0	0	0	56	14	70	318
Total	223	0	166	389	0	347	256	603	0	0	0	0	0	257	43	300	1292
05:00 PM	66	0	39	105	0	79	61	140	0	0	0	0	0	63	15	78	323
05:15 PM	60	0	41	101	0	64	31	95	0	0	0	0	0	61	4	65	261
05:30 PM	36	0	36	72	0	61	42	103	0	0	0	0	0	59	8	67	242
05:45 PM	47	0	33	80	0	40	31	71	0	0	0	0	0	54	4	58	209
Total	209	0	149	358	0	244	165	409	0	0	0	0	0	237	31	268	1035
Grand Total	432	0	315	747	0	591	421	1012	0	0	0	0	0	494	74	568	2327
Apprch %	57.8	0	42.2		0	58.4	41.6		0	0	0		0	87	13		
Total %	18.6	0	13.5	32.1	0	25.4	18.1	43.5	0	0	0	0	0	21.2	3.2	24.4	

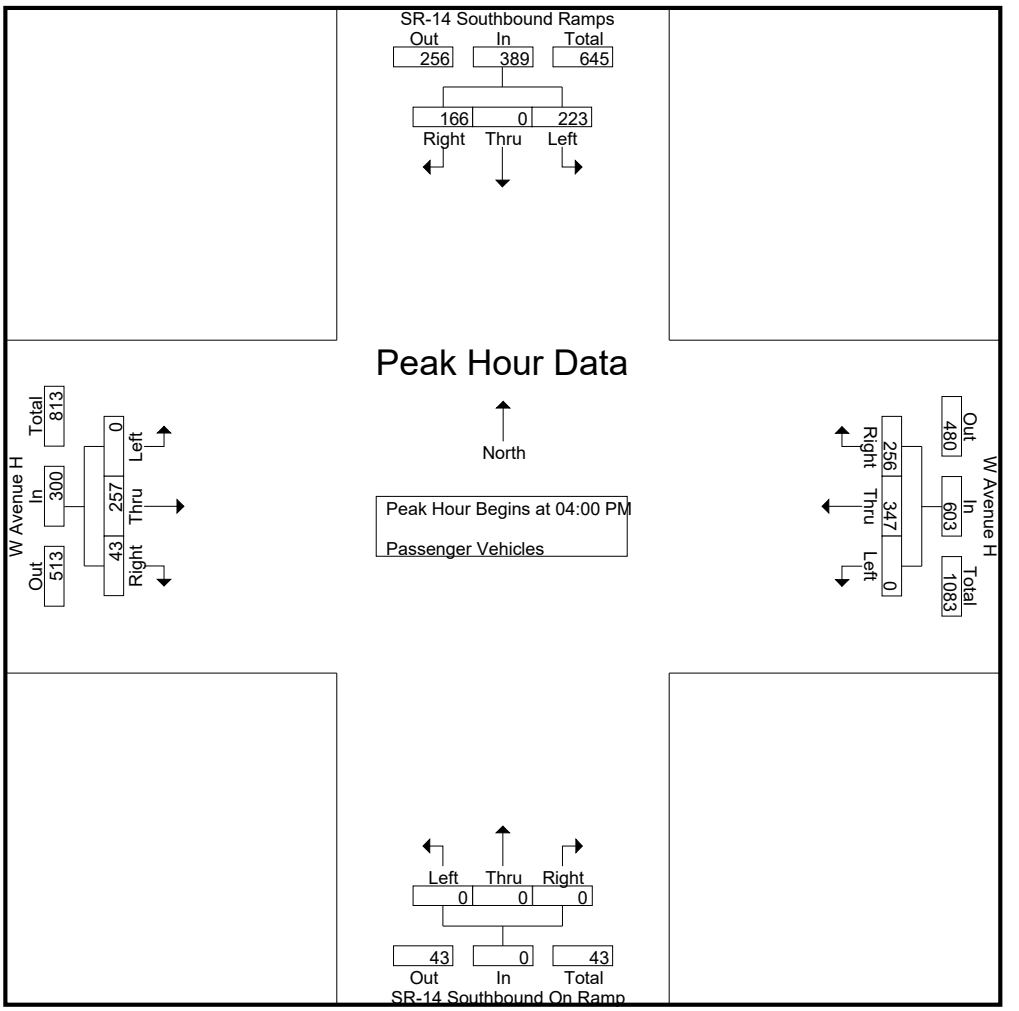
	SR-14 Southbound Ramps Southbound				W Avenue H Westbound				SR-14 Southbound On Ramp Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	57	0	34	91	0	**95**	69	**164**	0	0	0	0	0	**75**	**16**	**91**	**346**
04:15 PM	50	0	38	88	0	75	**73**	148	0	0	0	0	0	71	4	75	311
04:30 PM	48	0	**50**	98	0	91	64	155	0	0	0	0	0	55	9	64	317
04:45 PM	**68**	0	44	**112**	0	86	50	136	0	0	0	0	0	56	14	70	318
Total Volume	223	0	166	389	0	347	256	603	0	0	0	0	0	257	43	300	1292
% App. Total	57.3	0	42.7		0	57.5	42.5		0	0	0		0	85.7	14.3		
PHF	.820	.000	.830	.868	.000	.913	.877	.919	.000	.000	.000	.000	.000	.857	.672	.824	.934

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FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

City of Lancaster
N/S: SR-14 Southbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 02_LAN_14S_Ave H PM
Site Code : 251121
Start Date : 11/18/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	57	0	34	91	0	**95**	69	**164**	0	0	0	0	0	**75**	**16**	**91**
+15 mins.	50	0	38	88	0	75	**73**	148	0	0	0	0	0	71	4	75
+30 mins.	48	0	**50**	98	0	91	64	155	0	0	0	0	0	55	9	64
+45 mins.	**68**	0	44	**112**	0	86	50	136	0	0	0	0	0	56	14	70
Total Volume	223	0	166	389	0	347	256	603	0	0	0	0	0	257	43	300
% App. Total	57.3	0	42.7		0	57.5	42.5		0	0	0		0	85.7	14.3	
PHF	.820	.000	.830	.868	.000	.913	.877	.919	.000	.000	.000	.000	.000	.857	.672	.824

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FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

City of Lancaster
N/S: SR-14 Southbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 02_LAN_14S_Ave H PM
Site Code : 251121
Start Date : 11/18/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	SR-14 Southbound Ramps Southbound				W Avenue H Westbound				SR-14 Southbound On Ramp Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	1	1	2	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
04:45 PM	1	0	2	3	0	0	1	1	0	0	0	0	0	0	0	0	4
Total	1	0	3	4	0	1	3	4	0	0	0	0	0	1	2	3	11
05:00 PM	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:45 PM	1	0	0	1	0	1	1	2	0	0	0	0	0	2	0	2	5
Total	2	0	0	2	0	4	2	6	0	0	0	0	0	3	0	3	11
Grand Total	3	0	3	6	0	5	5	10	0	0	0	0	0	4	2	6	22
Apprch %	50	0	50		0	50	50		0	0	0		0	66.7	33.3		
Total %	13.6	0	13.6	27.3	0	22.7	22.7	45.5	0	0	0	0	0	18.2	9.1	27.3	

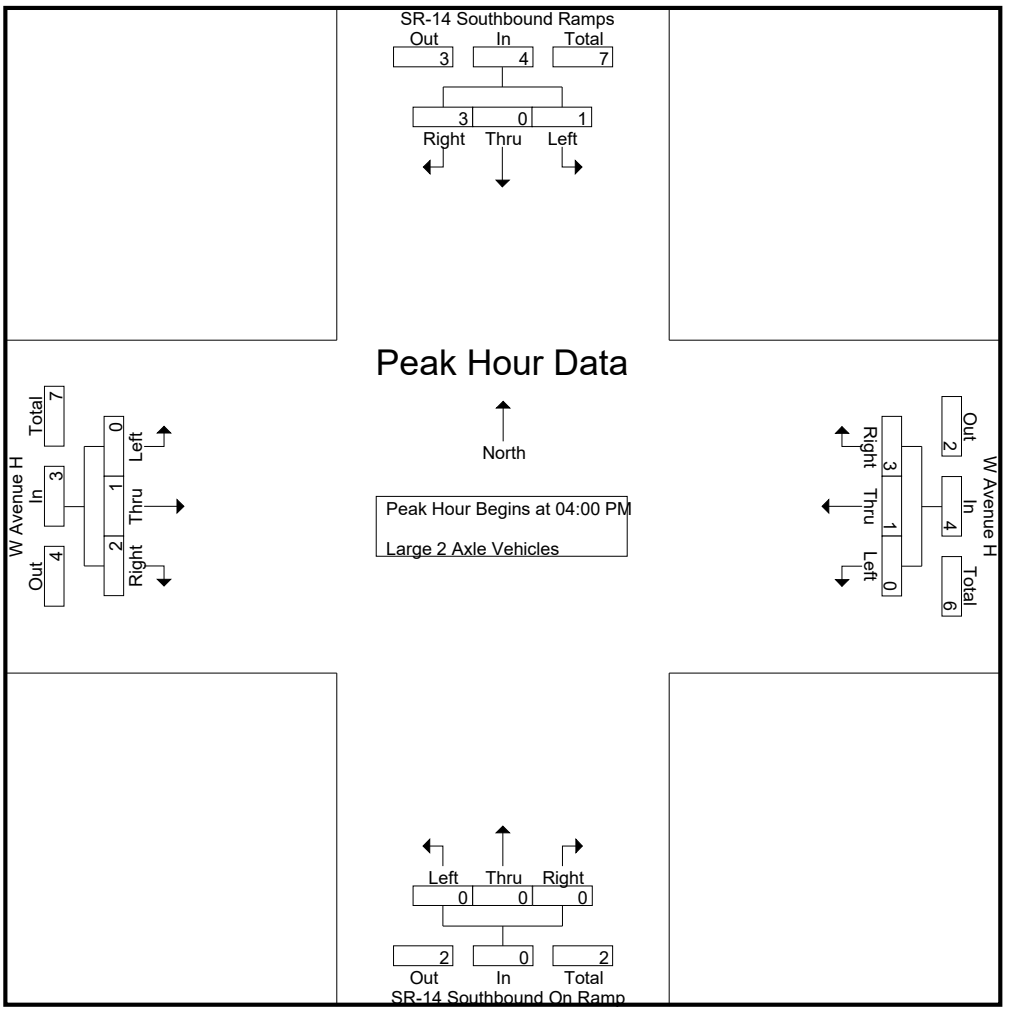
	SR-14 Southbound Ramps Southbound				W Avenue H Westbound				SR-14 Southbound On Ramp Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	1	1	0	**1**	**1**	**2**	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	**1**	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**2**	2
04:45 PM	**1**	0	**2**	**3**	0	0	1	1	0	0	0	0	0	0	0	0	**4**
Total Volume	1	0	3	4	0	1	3	4	0	0	0	0	0	1	2	3	11
% App. Total	25	0	75		0	25	75		0	0	0		0	33.3	66.7		
PHF	.250	.000	.375	.333	.000	.250	.750	.500	.000	.000	.000	.000	.000	.250	.250	.375	.688

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FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

City of Lancaster
N/S: SR-14 Southbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 02_LAN_14S_Ave H PM
Site Code : 251121
Start Date : 11/18/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	1	1	0	**1**	**1**	**2**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	**1**	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**2**
+45 mins.	**1**	0	**2**	**3**	0	0	1	1	0	0	0	0	0	0	0	0
Total Volume	1	0	3	4	0	1	3	4	0	0	0	0	0	1	2	3
% App. Total	25	0	75		0	25	75		0	0	0		0	33.3	66.7	
PHF	.250	.000	.375	.333	.000	.250	.750	.500	.000	.000	.000	.000	.000	.250	.250	.375

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FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

City of Lancaster
N/S: SR-14 Southbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 02_LAN_14S_Ave H PM
Site Code : 251121
Start Date : 11/18/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

	SR-14 Southbound Ramps Southbound				W Avenue H Westbound				SR-14 Southbound On Ramp Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	3	0	0	0	0	0	0	1	1	4
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	1	1	0	0	0	0	0	0	0	0	1
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	1	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	4	4	0	0	0	0	0	0	1	1	5
Apprch %	0	0	0		0	0	100		0	0	0		0	0	100		
Total %	0	0	0	0	0	0	80	80	0	0	0	0	0	0	20	20	

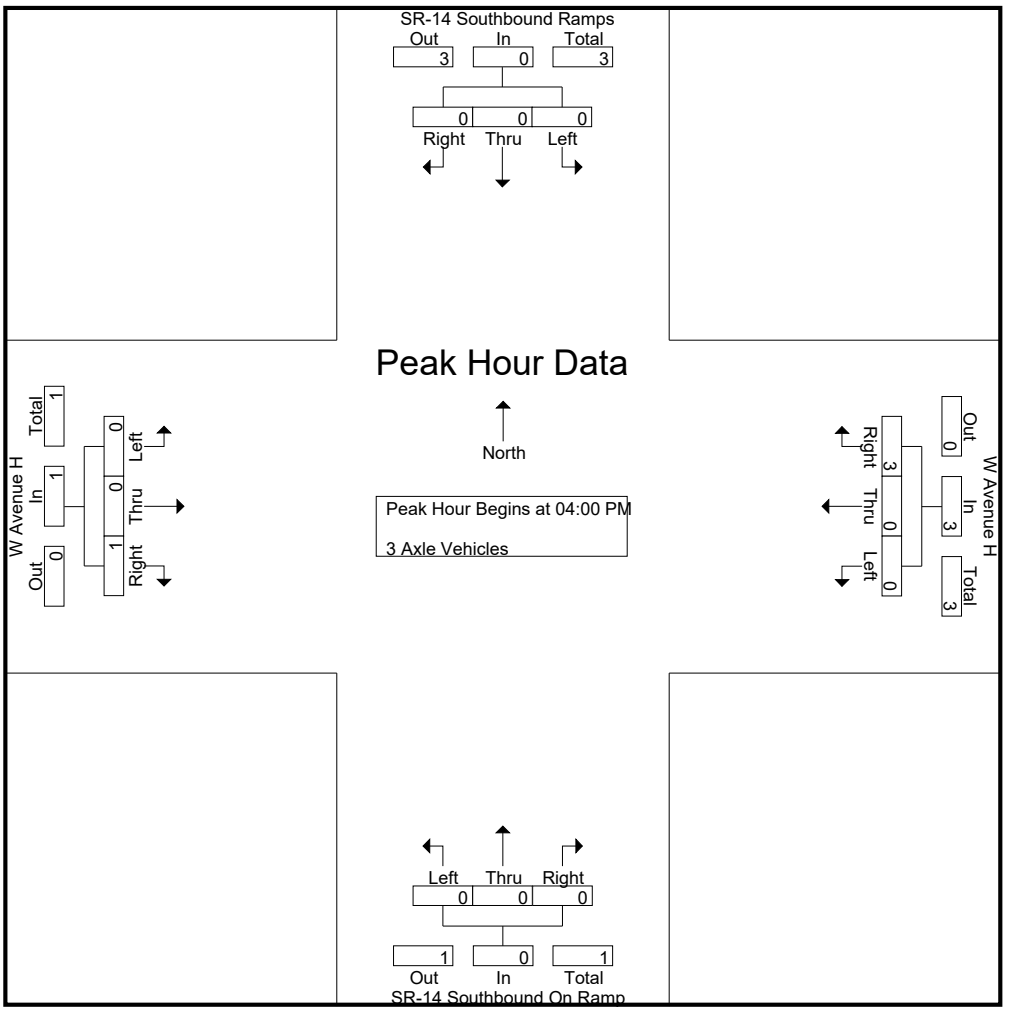
	SR-14 Southbound Ramps Southbound				W Avenue H Westbound				SR-14 Southbound On Ramp Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	**2**	**2**	0	0	0	0	0	0	0	0	**2**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	1
04:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	3	3	0	0	0	0	0	0	1	1	4
% App. Total	0	0	0		0	0	100		0	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.375	.375	.000	.000	.000	.000	.000	.000	.250	.250	.500

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FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

City of Lancaster
N/S: SR-14 Southbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 02_LAN_14S_Ave H PM
Site Code : 251121
Start Date : 11/18/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	**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	**1**	**1**
+30 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	3	3	0	0	0	0	0	0	1	1
% App. Total	0	0	0		0	0	100		0	0	0		0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.375	.375	.000	.000	.000	.000	.000	.000	.250	.250

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FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

City of Lancaster
N/S: SR-14 Southbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 02_LAN_14S_Ave H PM
Site Code : 251121
Start Date : 11/18/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

	SR-14 Southbound Ramps Southbound				W Avenue H Westbound				SR-14 Southbound On Ramp Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	2	1	3	0	0	0	0	0	0	0	0	4
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	2	2	0	1	0	1	0	0	0	0	0	0	1	1	4
05:45 PM	1	0	0	1	0	0	1	1	0	0	0	0	0	1	0	1	3
Total	1	0	3	4	0	3	2	5	0	0	0	0	0	1	1	2	11
Grand Total	1	0	4	5	0	5	3	8	0	0	0	0	0	1	1	2	15
Apprch %	20	0	80		0	62.5	37.5		0	0	0		0	50	50		
Total %	6.7	0	26.7	33.3	0	33.3	20	53.3	0	0	0	0	0	6.7	6.7	13.3	

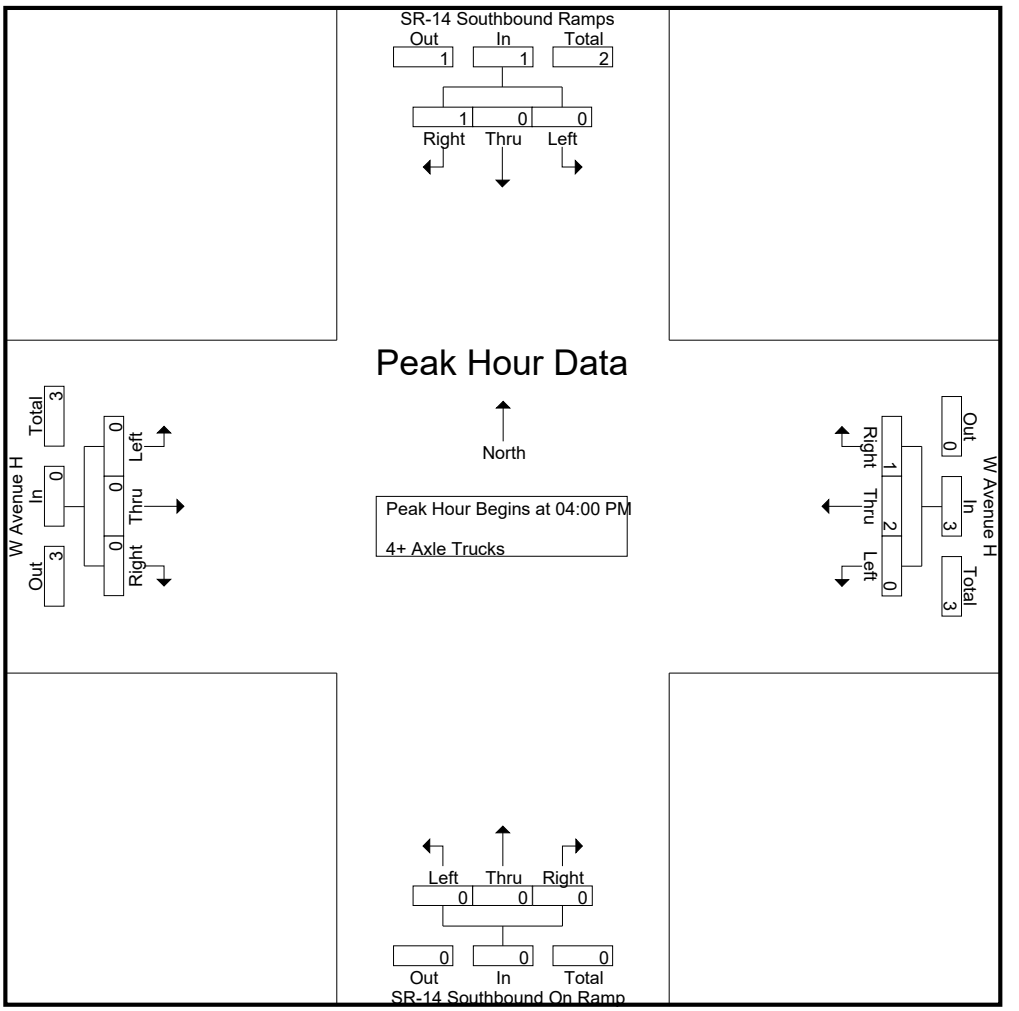
	SR-14 Southbound Ramps Southbound				W Avenue H Westbound				SR-14 Southbound On Ramp Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
04:15 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	1	0	2	1	3	0	0	0	0	0	0	0	0	4
% App. Total	0	0	100		0	66.7	33.3		0	0	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.500	.250	.750	.000	.000	.000	.000	.000	.000	.000	.000	1.00

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FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

City of Lancaster
N/S: SR-14 Southbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 02_LAN_14S_Ave H PM
Site Code : 251121
Start Date : 11/18/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	2	1	3	0	0	0	0	0	0	0	0
% App. Total	0	0	100		0	66.7	33.3		0	0	0		0	0	0	
PHF	.000	.000	.250	.250	.000	.500	.250	.750	.000	.000	.000	.000	.000	.000	.000	.000

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FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

City of Lancaster
N/S: SR-14 Northbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 03_LAN_14N_Ave H AM
Site Code : 251121
Start Date : 11/18/2025
Page No : 1

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

	SR-14 Northbound On Ramp Southbound				W Avenue H Westbound				SR-14 Northbound Ramps Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	127	22	149	14	0	43	57	0	86	19	105	311
07:15 AM	0	0	0	0	0	146	29	175	22	0	34	56	0	128	19	147	378
07:30 AM	0	0	0	0	0	159	13	172	16	0	40	56	0	190	18	208	436
07:45 AM	0	0	0	0	0	181	19	200	19	0	67	86	0	183	8	191	477
Total	0	0	0	0	0	613	83	696	71	0	184	255	0	587	64	651	1602
08:00 AM	0	0	0	0	0	142	21	163	11	0	38	49	0	138	12	150	362
08:15 AM	0	0	0	0	0	152	21	173	20	0	37	57	0	87	3	90	320
08:30 AM	0	0	0	0	0	127	19	146	15	0	37	52	0	89	14	103	301
08:45 AM	0	0	0	0	0	97	17	114	17	0	25	42	0	87	7	94	250
Total	0	0	0	0	0	518	78	596	63	0	137	200	0	401	36	437	1233
Grand Total	0	0	0	0	0	1131	161	1292	134	0	321	455	0	988	100	1088	2835
Apprch %	0	0	0		0	87.5	12.5		29.5	0	70.5		0	90.8	9.2		
Total %	0	0	0	0	0	39.9	5.7	45.6	4.7	0	11.3	16	0	34.9	3.5	38.4	
Passenger Vehicles	0	0	0	0	0	1102	150	1252	109	0	298	407	0	970	99	1069	2728
% Passenger Vehicles	0	0	0	0	0	97.4	93.2	96.9	81.3	0	92.8	89.5	0	98.2	99	98.3	96.2
Large 2 Axle Vehicles	0	0	0	0	0	17	3	20	4	0	12	16	0	8	1	9	45
% Large 2 Axle Vehicles	0	0	0	0	0	1.5	1.9	1.5	3	0	3.7	3.5	0	0.8	1	0.8	1.6
3 Axle Vehicles	0	0	0	0	0	7	1	8	3	0	2	5	0	5	0	5	18
% 3 Axle Vehicles	0	0	0	0	0	0.6	0.6	0.6	2.2	0	0.6	1.1	0	0.5	0	0.5	0.6
4+ Axle Trucks	0	0	0	0	0	5	7	12	18	0	9	27	0	5	0	5	44
% 4+ Axle Trucks	0	0	0	0	0	0.4	4.3	0.9	13.4	0	2.8	5.9	0	0.5	0	0.5	1.6

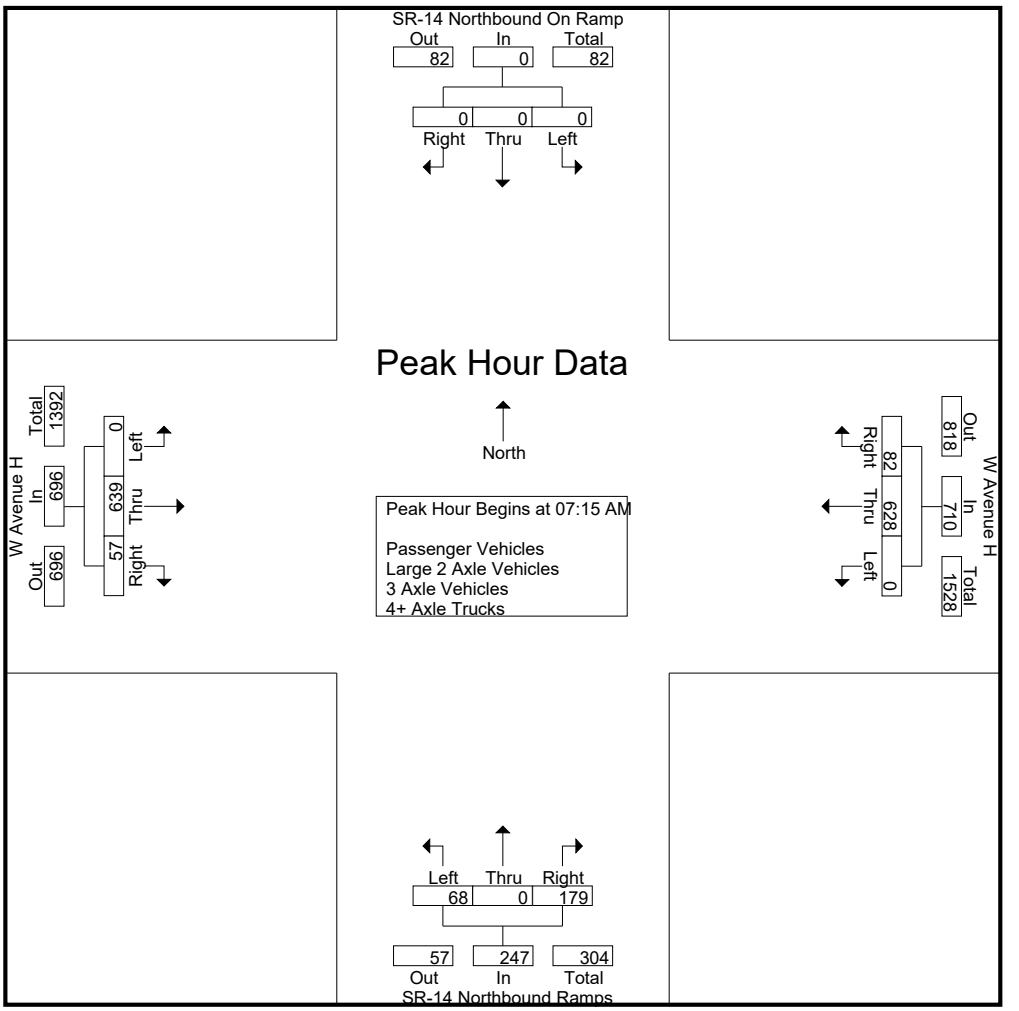
	SR-14 Northbound On Ramp Southbound				W Avenue H Westbound				SR-14 Northbound Ramps Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	146	**29**	175	**22**	0	34	56	0	128	**19**	147	378
07:30 AM	0	0	0	0	0	159	13	172	16	0	40	56	0	**190**	18	**208**	436
07:45 AM	0	0	0	0	0	**181**	19	**200**	19	0	**67**	**86**	0	183	8	191	**477**
08:00 AM	0	0	0	0	0	142	21	163	11	0	38	49	0	138	12	150	362
Total Volume	0	0	0	0	0	628	82	710	68	0	179	247	0	639	57	696	1653
% App. Total	0	0	0		0	88.5	11.5		27.5	0	72.5		0	91.8	8.2		
PHF	.000	.000	.000	.000	.000	.867	.707	.888	.773	.000	.668	.718	.000	.841	.750	.837	.866

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FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

City of Lancaster
N/S: SR-14 Northbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 03_LAN_14N_Ave H AM
Site Code : 251121
Start Date : 11/18/2025
Page No : 2



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

	07:00 AM				07:15 AM				07:00 AM				07:15 AM			
+0 mins.	0	0	0	0	0	146	**29**	175	14	0	43	57	0	128	**19**	147
+15 mins.	0	0	0	0	0	159	13	172	**22**	0	34	56	0	**190**	18	**208**
+30 mins.	0	0	0	0	0	**181**	19	**200**	16	0	40	56	0	183	8	191
+45 mins.	0	0	0	0	0	142	21	163	19	0	**67**	**86**	0	138	12	150
Total Volume	0	0	0	0	0	628	82	710	71	0	184	255	0	639	57	696
% App. Total	0	0	0		0	88.5	11.5		27.8	0	72.2		0	91.8	8.2	
PHF	.000	.000	.000	.000	.000	.867	.707	.888	.807	.000	.687	.741	.000	.841	.750	.837

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FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

City of Lancaster
N/S: SR-14 Northbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 03_LAN_14N_Ave H AM
Site Code : 251121
Start Date : 11/18/2025
Page No : 1

Groups Printed- Passenger Vehicles

	SR-14 Northbound On Ramp Southbound				W Avenue H Westbound				SR-14 Northbound Ramps Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	123	21	144	12	0	40	52	0	85	19	104	300
07:15 AM	0	0	0	0	0	142	28	170	19	0	33	52	0	125	19	144	366
07:30 AM	0	0	0	0	0	156	13	169	14	0	38	52	0	188	18	206	427
07:45 AM	0	0	0	0	0	179	19	198	12	0	63	75	0	182	8	190	463
Total	0	0	0	0	0	600	81	681	57	0	174	231	0	580	64	644	1556
08:00 AM	0	0	0	0	0	139	16	155	10	0	35	45	0	136	11	147	347
08:15 AM	0	0	0	0	0	150	19	169	18	0	33	51	0	85	3	88	308
08:30 AM	0	0	0	0	0	123	18	141	12	0	34	46	0	85	14	99	286
08:45 AM	0	0	0	0	0	90	16	106	12	0	22	34	0	84	7	91	231
Total	0	0	0	0	0	502	69	571	52	0	124	176	0	390	35	425	1172
Grand Total	0	0	0	0	0	1102	150	1252	109	0	298	407	0	970	99	1069	2728
Apprch %	0	0	0		0	88	12		26.8	0	73.2		0	90.7	9.3		
Total %	0	0	0	0	0	40.4	5.5	45.9	4	0	10.9	14.9	0	35.6	3.6	39.2	

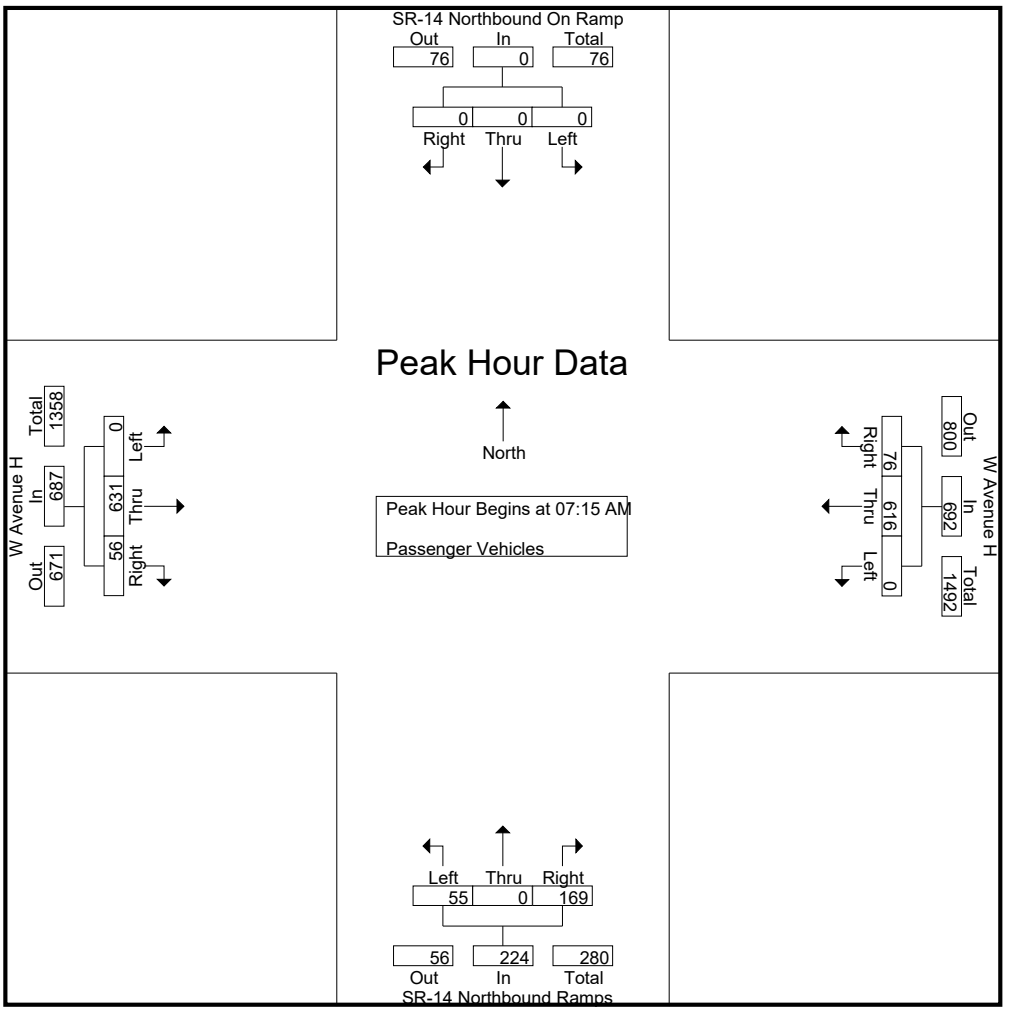
	SR-14 Northbound On Ramp Southbound				W Avenue H Westbound				SR-14 Northbound Ramps Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	142	**28**	170	**19**	0	33	52	0	125	**19**	144	366
07:30 AM	0	0	0	0	0	156	13	169	14	0	38	52	0	**188**	18	**206**	427
07:45 AM	0	0	0	0	0	**179**	19	**198**	12	0	**63**	**75**	0	182	8	190	**463**
08:00 AM	0	0	0	0	0	139	16	155	10	0	35	45	0	136	11	147	347
Total Volume	0	0	0	0	0	616	76	692	55	0	169	224	0	631	56	687	1603
% App. Total	0	0	0		0	89	11		24.6	0	75.4		0	91.8	8.2		
PHF	.000	.000	.000	.000	.000	.860	.679	.874	.724	.000	.671	.747	.000	.839	.737	.834	.866

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FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

City of Lancaster
N/S: SR-14 Northbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 03_LAN_14N_Ave H AM
Site Code : 251121
Start Date : 11/18/2025
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	142	**28**	170	**19**	0	33	52	0	125	**19**	144
+15 mins.	0	0	0	0	0	156	13	169	14	0	38	52	0	**188**	18	**206**
+30 mins.	0	0	0	0	0	**179**	19	**198**	12	0	**63**	**75**	0	182	8	190
+45 mins.	0	0	0	0	0	139	16	155	10	0	35	45	0	136	11	147
Total Volume	0	0	0	0	0	616	76	692	55	0	169	224	0	631	56	687
% App. Total	0	0	0		0	89	11		24.6	0	75.4		0	91.8	8.2	
PHF	.000	.000	.000	.000	.000	.860	.679	.874	.724	.000	.671	.747	.000	.839	.737	.834

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FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

City of Lancaster
N/S: SR-14 Northbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 03_LAN_14N_Ave H AM
Site Code : 251121
Start Date : 11/18/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	SR-14 Northbound On Ramp Southbound				W Avenue H Westbound				SR-14 Northbound Ramps Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	1	0	1	4
07:15 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	0	0	0	3
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	2	0	2	0	0	3	3	0	0	0	0	5
Total	0	0	0	0	0	8	1	9	1	0	3	4	0	1	0	1	14
08:00 AM	0	0	0	0	0	2	1	3	0	0	2	2	0	1	1	2	7
08:15 AM	0	0	0	0	0	1	1	2	0	0	4	4	0	2	0	2	8
08:30 AM	0	0	0	0	0	1	0	1	2	0	2	4	0	3	0	3	8
08:45 AM	0	0	0	0	0	5	0	5	1	0	1	2	0	1	0	1	8
Total	0	0	0	0	0	9	2	11	3	0	9	12	0	7	1	8	31
Grand Total	0	0	0	0	0	17	3	20	4	0	12	16	0	8	1	9	45
Apprch %	0	0	0		0	85	15		25	0	75		0	88.9	11.1		
Total %	0	0	0	0	0	37.8	6.7	44.4	8.9	0	26.7	35.6	0	17.8	2.2	20	

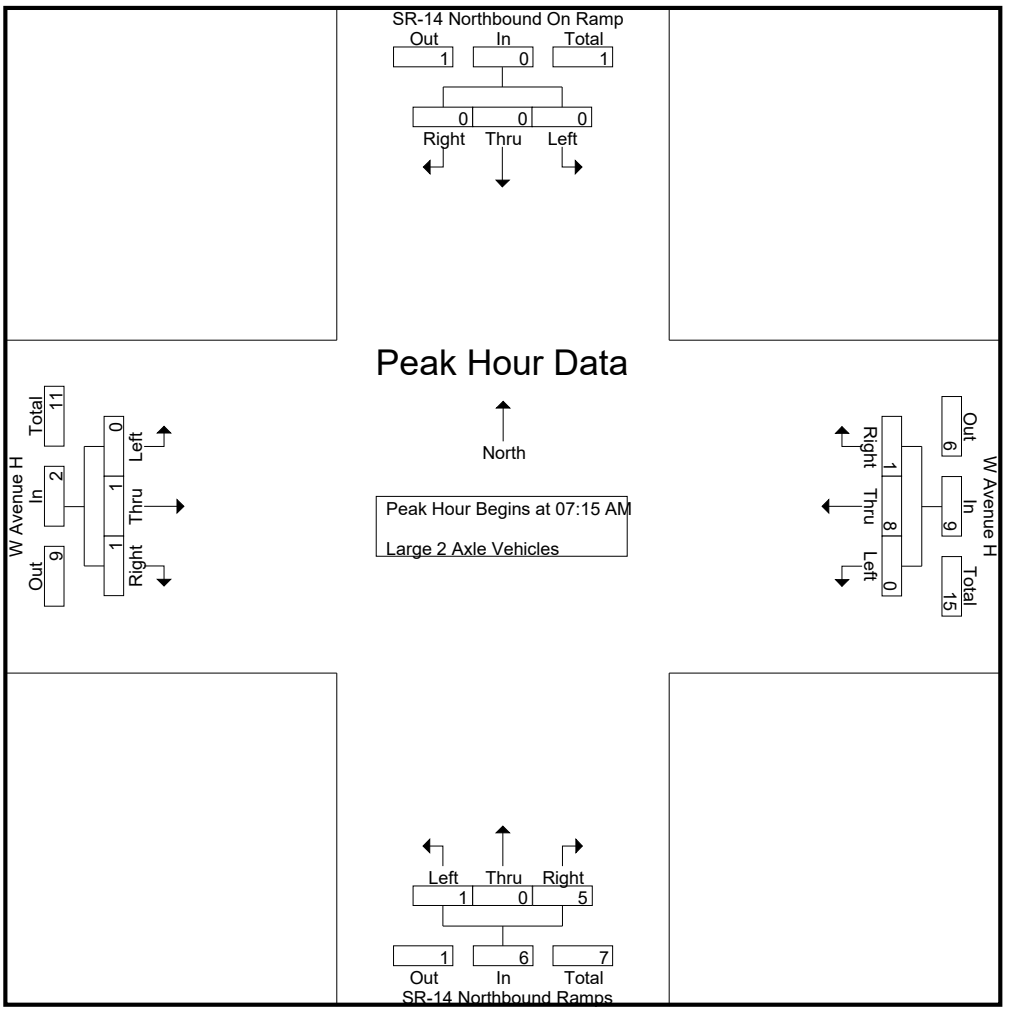
	SR-14 Northbound On Ramp Southbound				W Avenue H Westbound				SR-14 Northbound Ramps Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**2**	0	2	**1**	0	0	1	0	0	0	0	3
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	2	0	2	0	0	**3**	**3**	0	0	0	0	5
08:00 AM	0	0	0	0	0	2	**1**	**3**	0	0	2	2	0	**1**	**1**	**2**	**7**
Total Volume	0	0	0	0	0	8	1	9	1	0	5	6	0	1	1	2	17
% App. Total	0	0	0		0	88.9	11.1		16.7	0	83.3		0	50	50		
PHF	.000	.000	.000	.000	.000	1.00	.250	.750	.250	.000	.417	.500	.000	.250	.250	.250	.607

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FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

City of Lancaster
N/S: SR-14 Northbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 03_LAN_14N_Ave H AM
Site Code : 251121
Start Date : 11/18/2025
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**2**	0	2	**1**	0	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	2	0	2	0	0	**3**	**3**	0	0	0	0
+45 mins.	0	0	0	0	0	2	**1**	**3**	0	0	2	2	0	**1**	**1**	**2**
Total Volume	0	0	0	0	0	8	1	9	1	0	5	6	0	1	1	2
% App. Total	0	0	0		0	88.9	11.1		16.7	0	83.3		0	50	50	
PHF	.000	.000	.000	.000	.000	1.000	.250	.750	.250	.000	.417	.500	.000	.250	.250	.250

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FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

City of Lancaster
N/S: SR-14 Northbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 03_LAN_14N_Ave H AM
Site Code : 251121
Start Date : 11/18/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

	SR-14 Northbound On Ramp Southbound				W Avenue H Westbound				SR-14 Northbound Ramps Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	1	0	1	2	0	0	0	0	3
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
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	1	0	1	1
Total	0	0	0	0	0	4	0	4	1	0	1	2	0	3	0	3	9
08:00 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
08:45 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	2	0	2	4
Total	0	0	0	0	0	3	1	4	2	0	1	3	0	2	0	2	9
Grand Total	0	0	0	0	0	7	1	8	3	0	2	5	0	5	0	5	18
Apprch %	0	0	0		0	87.5	12.5		60	0	40		0	100	0		
Total %	0	0	0	0	0	38.9	5.6	44.4	16.7	0	11.1	27.8	0	27.8	0	27.8	

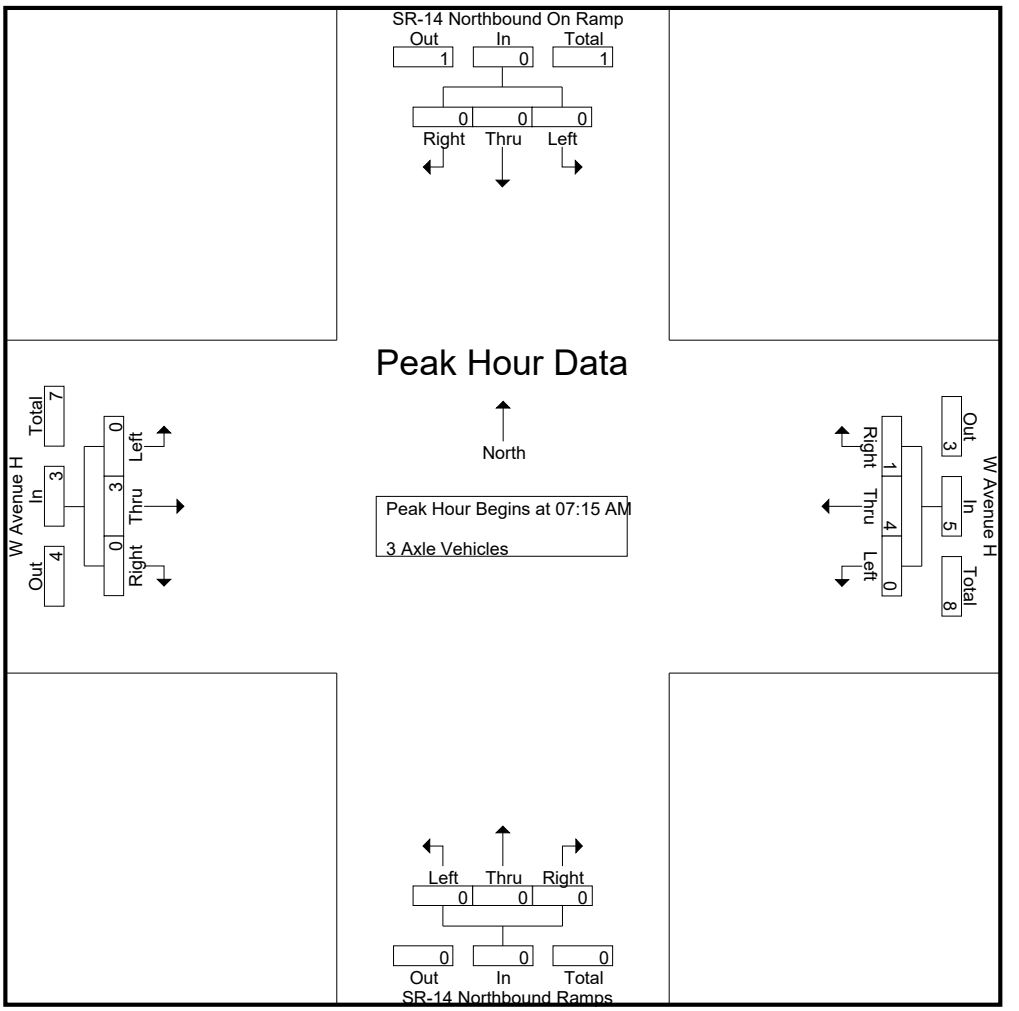
	SR-14 Northbound On Ramp Southbound				W Avenue H Westbound				SR-14 Northbound Ramps Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**2**	0	**2**	**4**
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	1	0	1	1
08:00 AM	0	0	0	0	0	1	**1**	2	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	4	1	5	0	0	0	0	0	3	0	3	8
% App. Total	0	0	0		0	80	20		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.250	.625	.000	.000	.000	.000	.000	.375	.000	.375	.500

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FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

City of Lancaster
N/S: SR-14 Northbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 03_LAN_14N_Ave H AM
Site Code : 251121
Start Date : 11/18/2025
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	**1**	2	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	4	1	5	0	0	0	0	0	3	0	3
% App. Total	0	0	0		0	80	20		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.250	.625	.000	.000	.000	.000	.000	.375	.000	.375

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FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

City of Lancaster
N/S: SR-14 Northbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 03_LAN_14N_Ave H AM
Site Code : 251121
Start Date : 11/18/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

	SR-14 Northbound On Ramp Southbound				W Avenue H Westbound				SR-14 Northbound Ramps Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	1	0	2	3	0	0	0	0	4
07:15 AM	0	0	0	0	0	0	1	1	2	0	1	3	0	1	0	1	5
07:30 AM	0	0	0	0	0	0	0	0	2	0	2	4	0	2	0	2	6
07:45 AM	0	0	0	0	0	0	0	0	7	0	1	8	0	0	0	0	8
Total	0	0	0	0	0	1	1	2	12	0	6	18	0	3	0	3	23
08:00 AM	0	0	0	0	0	0	3	3	1	0	1	2	0	1	0	1	6
08:15 AM	0	0	0	0	0	1	1	2	1	0	0	1	0	0	0	0	3
08:30 AM	0	0	0	0	0	2	1	3	1	0	0	1	0	1	0	1	5
08:45 AM	0	0	0	0	0	1	1	2	3	0	2	5	0	0	0	0	7
Total	0	0	0	0	0	4	6	10	6	0	3	9	0	2	0	2	21
Grand Total	0	0	0	0	0	5	7	12	18	0	9	27	0	5	0	5	44
Apprch %	0	0	0		0	41.7	58.3		66.7	0	33.3		0	100	0		
Total %	0	0	0	0	0	11.4	15.9	27.3	40.9	0	20.5	61.4	0	11.4	0	11.4	

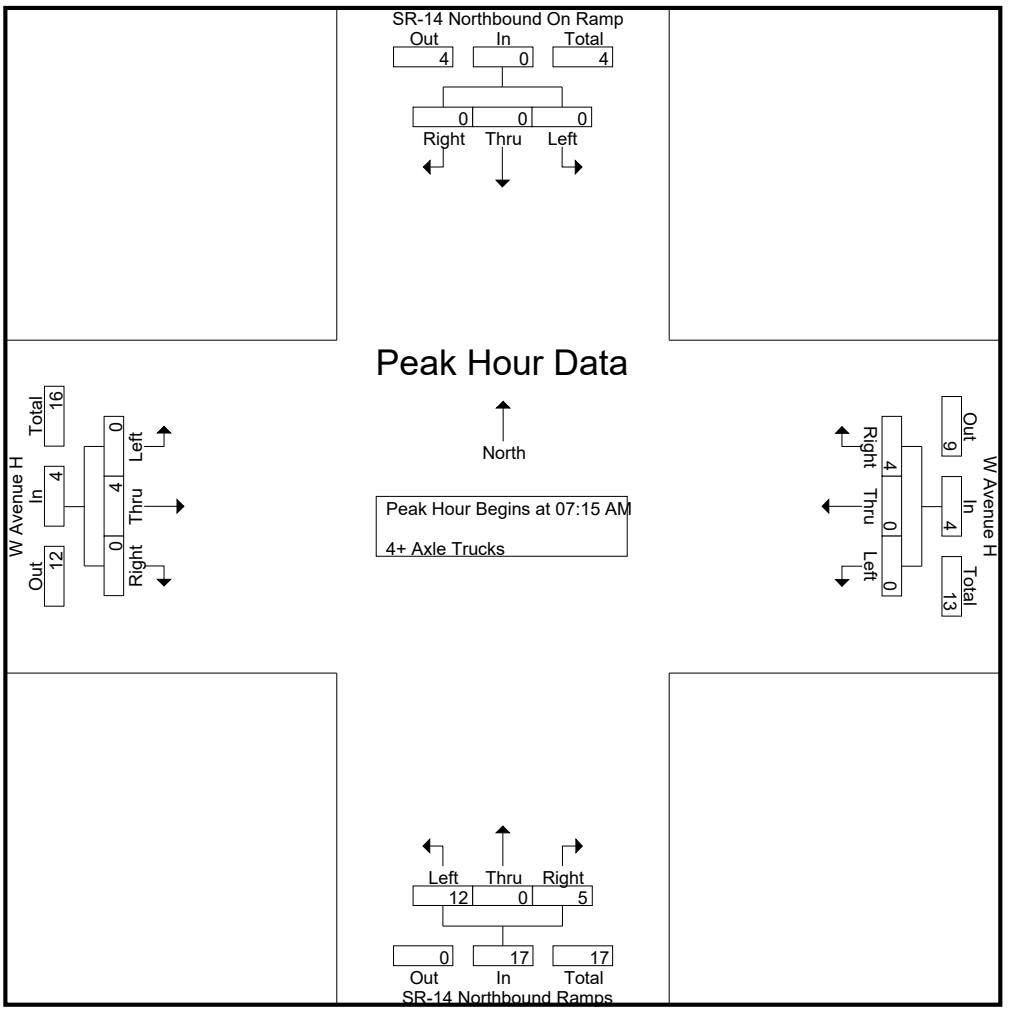
	SR-14 Northbound On Ramp Southbound				W Avenue H Westbound				SR-14 Northbound Ramps Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	1	1	2	0	1	3	0	1	0	1	5
07:30 AM	0	0	0	0	0	0	0	0	2	0	**2**	4	0	**2**	0	**2**	6
07:45 AM	0	0	0	0	0	0	0	0	**7**	0	1	**8**	0	0	0	0	**8**
08:00 AM	0	0	0	0	0	0	**3**	**3**	1	0	1	2	0	1	0	1	6
Total Volume	0	0	0	0	0	0	4	4	12	0	5	17	0	4	0	4	25
% App. Total	0	0	0		0	0	100		70.6	0	29.4		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.333	.333	.429	.000	.625	.531	.000	.500	.000	.500	.781

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FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

City of Lancaster
N/S: SR-14 Northbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 03_LAN_14N_Ave H AM
Site Code : 251121
Start Date : 11/18/2025
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	1	1	2	0	1	3	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	2	0	**2**	4	0	**2**	0	**2**
+30 mins.	0	0	0	0	0	0	0	0	**7**	0	1	**8**	0	0	0	0
+45 mins.	0	0	0	0	0	0	**3**	**3**	1	0	1	2	0	1	0	1
Total Volume	0	0	0	0	0	0	4	4	12	0	5	17	0	4	0	4
% App. Total	0	0	0		0	0	100		70.6	0	29.4		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.333	.333	.429	.000	.625	.531	.000	.500	.000	.500

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(951) 268-6268

FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

City of Lancaster
N/S: SR-14 Northbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 03_LAN_14N_Ave H PM
Site Code : 251121
Start Date : 11/18/2025
Page No : 1

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

	SR-14 Northbound On Ramp Southbound				W Avenue H Westbound				SR-14 Northbound Ramps Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	151	50	201	16	0	53	69	0	124	11	135	405
04:15 PM	0	0	0	0	0	124	49	173	17	0	57	74	0	114	2	116	363
04:30 PM	0	0	0	0	0	142	43	185	15	0	53	68	0	93	9	102	355
04:45 PM	0	0	0	0	0	117	44	161	19	0	58	77	0	114	7	121	359
Total	0	0	0	0	0	534	186	720	67	0	221	288	0	445	29	474	1482
05:00 PM	0	0	0	0	0	122	43	165	18	0	53	71	0	122	8	130	366
05:15 PM	0	0	0	0	0	85	44	129	18	0	73	91	0	109	8	117	337
05:30 PM	0	0	0	0	0	87	54	141	15	0	60	75	0	84	11	95	311
05:45 PM	0	0	0	0	0	68	27	95	11	0	50	61	0	93	5	98	254
Total	0	0	0	0	0	362	168	530	62	0	236	298	0	408	32	440	1268
Grand Total	0	0	0	0	0	896	354	1250	129	0	457	586	0	853	61	914	2750
Apprch %	0	0	0		0	71.7	28.3		22	0	78		0	93.3	6.7		
Total %	0	0	0	0	0	32.6	12.9	45.5	4.7	0	16.6	21.3	0	31	2.2	33.2	
Passenger Vehicles	0	0	0	0	0	882	351	1233	122	0	449	571	0	846	61	907	2711
% Passenger Vehicles	0	0	0	0	0	98.4	99.2	98.6	94.6	0	98.2	97.4	0	99.2	100	99.2	98.6
Large 2 Axle Vehicles	0	0	0	0	0	6	2	8	1	0	4	5	0	2	0	2	15
% Large 2 Axle Vehicles	0	0	0	0	0	0.7	0.6	0.6	0.8	0	0.9	0.9	0	0.2	0	0.2	0.5
3 Axle Vehicles	0	0	0	0	0	3	0	3	1	0	3	4	0	3	0	3	10
% 3 Axle Vehicles	0	0	0	0	0	0.3	0	0.2	0.8	0	0.7	0.7	0	0.4	0	0.3	0.4
4+ Axle Trucks	0	0	0	0	0	5	1	6	5	0	1	6	0	2	0	2	14
% 4+ Axle Trucks	0	0	0	0	0	0.6	0.3	0.5	3.9	0	0.2	1	0	0.2	0	0.2	0.5

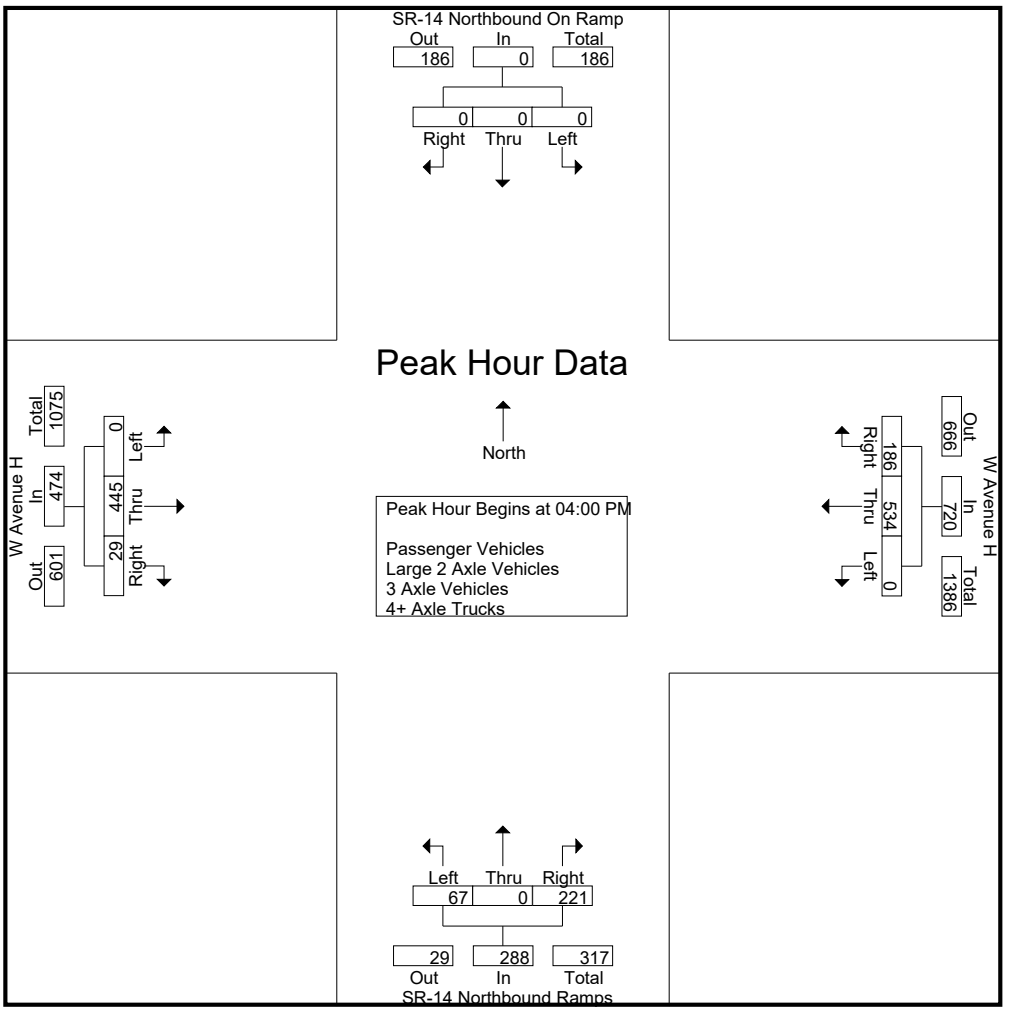
	SR-14 Northbound On Ramp Southbound				W Avenue H Westbound				SR-14 Northbound Ramps Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**151**	**50**	**201**	16	0	53	69	0	**124**	**11**	**135**	**405**
04:15 PM	0	0	0	0	0	124	49	173	17	0	57	74	0	114	2	116	363
04:30 PM	0	0	0	0	0	142	43	185	15	0	53	68	0	93	9	102	355
04:45 PM	0	0	0	0	0	117	44	161	**19**	0	**58**	**77**	0	114	7	121	359
Total Volume	0	0	0	0	0	534	186	720	67	0	221	288	0	445	29	474	1482
% App. Total	0	0	0		0	74.2	25.8		23.3	0	76.7		0	93.9	6.1		
PHF	.000	.000	.000	.000	.000	.884	.930	.896	.882	.000	.953	.935	.000	.897	.659	.878	.915

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FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

City of Lancaster
N/S: SR-14 Northbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 03_LAN_14N_Ave H PM
Site Code : 251121
Start Date : 11/18/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:45 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**151**	**50**	**201**	**19**	0	58	77	0	**124**	**11**	**135**
+15 mins.	0	0	0	0	0	124	49	173	18	0	53	71	0	114	2	116
+30 mins.	0	0	0	0	0	142	43	185	18	0	**73**	**91**	0	93	9	102
+45 mins.	0	0	0	0	0	117	44	161	15	0	60	75	0	114	7	121
Total Volume	0	0	0	0	0	534	186	720	70	0	244	314	0	445	29	474
% App. Total	0	0	0		0	74.2	25.8		22.3	0	77.7		0	93.9	6.1	
PHF	.000	.000	.000	.000	.000	.884	.930	.896	.921	.000	.836	.863	.000	.897	.659	.878

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FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

City of Lancaster
N/S: SR-14 Northbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 03_LAN_14N_Ave H PM
Site Code : 251121
Start Date : 11/18/2025
Page No : 1

Groups Printed- Passenger Vehicles

	SR-14 Northbound On Ramp Southbound				W Avenue H Westbound				SR-14 Northbound Ramps Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	148	49	197	15	0	51	66	0	124	11	135	398
04:15 PM	0	0	0	0	0	124	48	172	17	0	56	73	0	113	2	115	360
04:30 PM	0	0	0	0	0	142	42	184	13	0	52	65	0	93	9	102	351
04:45 PM	0	0	0	0	0	115	44	159	19	0	58	77	0	112	7	119	355
Total	0	0	0	0	0	529	183	712	64	0	217	281	0	442	29	471	1464
05:00 PM	0	0	0	0	0	118	43	161	16	0	51	67	0	122	8	130	358
05:15 PM	0	0	0	0	0	83	44	127	17	0	71	88	0	109	8	117	332
05:30 PM	0	0	0	0	0	87	54	141	14	0	60	74	0	83	11	94	309
05:45 PM	0	0	0	0	0	65	27	92	11	0	50	61	0	90	5	95	248
Total	0	0	0	0	0	353	168	521	58	0	232	290	0	404	32	436	1247
Grand Total	0	0	0	0	0	882	351	1233	122	0	449	571	0	846	61	907	2711
Apprch %	0	0	0		0	71.5	28.5		21.4	0	78.6		0	93.3	6.7		
Total %	0	0	0	0	0	32.5	12.9	45.5	4.5	0	16.6	21.1	0	31.2	2.3	33.5	

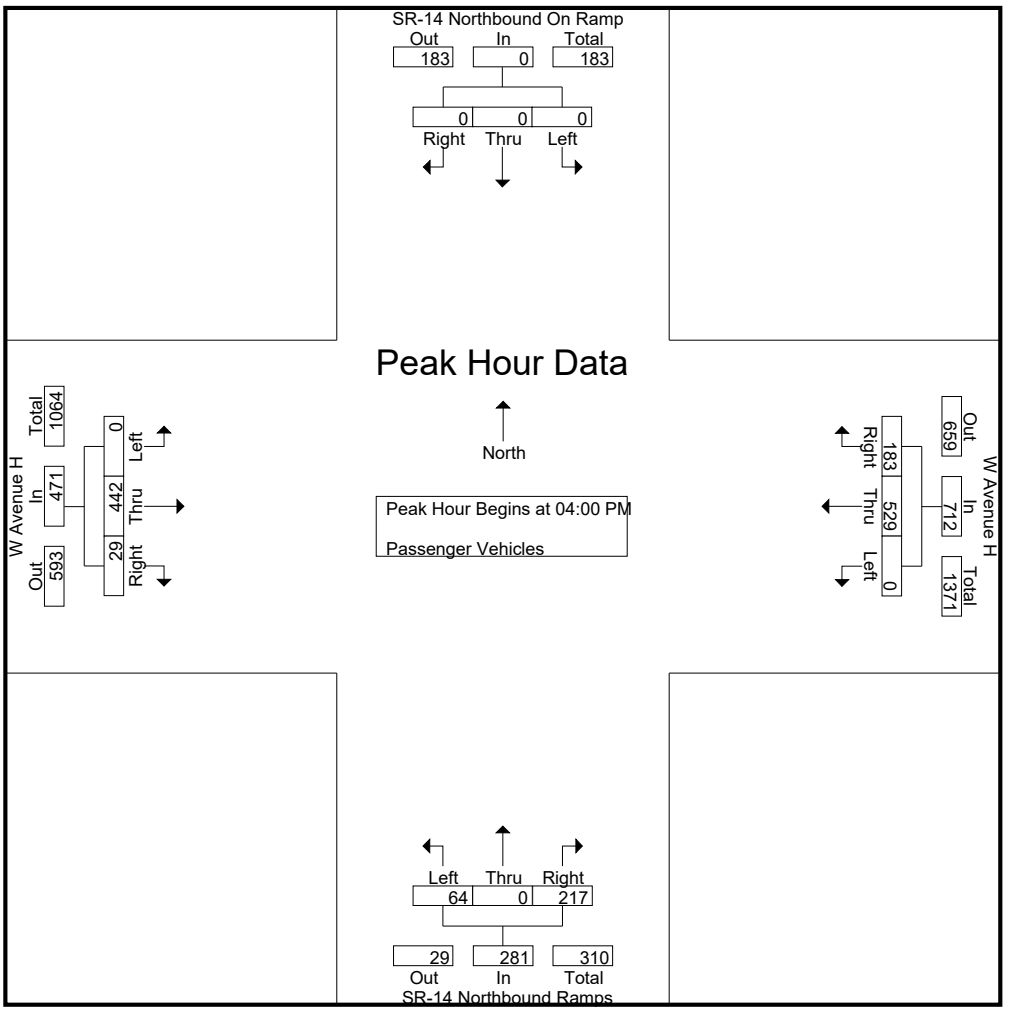
	SR-14 Northbound On Ramp Southbound				W Avenue H Westbound				SR-14 Northbound Ramps Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**148**	**49**	**197**	15	0	51	66	0	**124**	**11**	**135**	**398**
04:15 PM	0	0	0	0	0	124	48	172	17	0	56	73	0	113	2	115	360
04:30 PM	0	0	0	0	0	142	42	184	13	0	52	65	0	93	9	102	351
04:45 PM	0	0	0	0	0	115	44	159	**19**	0	**58**	**77**	0	112	7	119	355
Total Volume	0	0	0	0	0	529	183	712	64	0	217	281	0	442	29	471	1464
% App. Total	0	0	0		0	74.3	25.7		22.8	0	77.2		0	93.8	6.2		
PHF	.000	.000	.000	.000	.000	.894	.934	.904	.842	.000	.935	.912	.000	.891	.659	.872	.920

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FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

City of Lancaster
N/S: SR-14 Northbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 03_LAN_14N_Ave H PM
Site Code : 251121
Start Date : 11/18/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**148**	**49**	**197**	15	0	51	66	0	**124**	**11**	**135**
+15 mins.	0	0	0	0	0	124	48	172	17	0	56	73	0	113	2	115
+30 mins.	0	0	0	0	0	142	42	184	13	0	52	65	0	93	9	102
+45 mins.	0	0	0	0	0	115	44	159	**19**	0	**58**	**77**	0	112	7	119
Total Volume	0	0	0	0	0	529	183	712	64	0	217	281	0	442	29	471
% App. Total	0	0	0		0	74.3	25.7		22.8	0	77.2		0	93.8	6.2	
PHF	.000	.000	.000	.000	.000	.894	.934	.904	.842	.000	.935	.912	.000	.891	.659	.872

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FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

City of Lancaster
N/S: SR-14 Northbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 03_LAN_14N_Ave H PM
Site Code : 251121
Start Date : 11/18/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	SR-14 Northbound On Ramp Southbound				W Avenue H Westbound				SR-14 Northbound Ramps Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	2	2	4	0	0	3	3	0	1	0	1	8
05:00 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
05:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	4	0	4	1	0	1	2	0	1	0	1	7
Grand Total	0	0	0	0	0	6	2	8	1	0	4	5	0	2	0	2	15
Apprch %	0	0	0		0	75	25		20	0	80		0	100	0		
Total %	0	0	0	0	0	40	13.3	53.3	6.7	0	26.7	33.3	0	13.3	0	13.3	

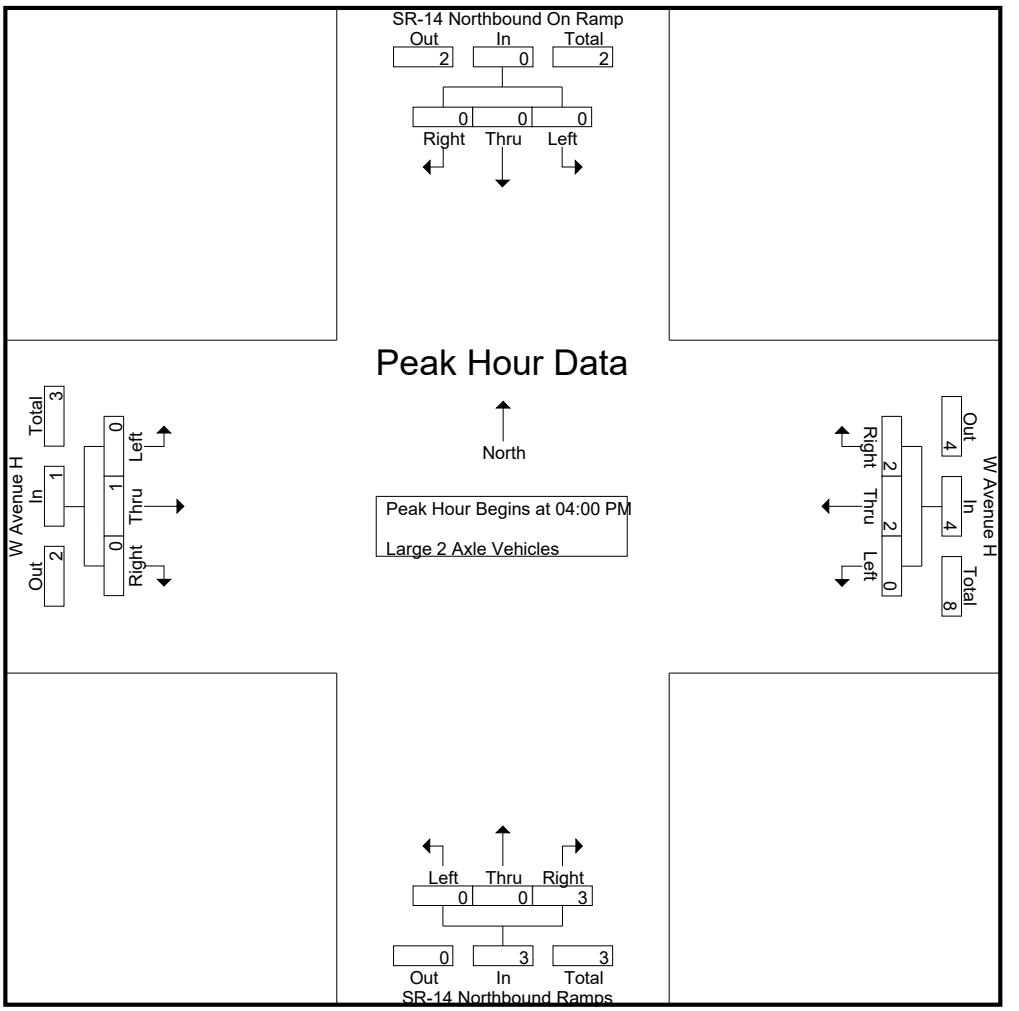
	SR-14 Northbound On Ramp Southbound				W Avenue H Westbound				SR-14 Northbound Ramps Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	0	0	0	0	**2**
04:15 PM	0	0	0	0	0	0	**1**	1	0	0	1	1	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**	2
Total Volume	0	0	0	0	0	2	2	4	0	0	3	3	0	1	0	1	8
% App. Total	0	0	0		0	50	50		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.500	1.00	.000	.000	.750	.750	.000	.250	.000	.250	1.00

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FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

City of Lancaster
N/S: SR-14 Northbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 03_LAN_14N_Ave H PM
Site Code : 251121
Start Date : 11/18/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	**1**	1	0	0	1	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**
Total Volume	0	0	0	0	0	2	2	4	0	0	3	3	0	1	0	1
% App. Total	0	0	0		0	50	50		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.500	1.000	.000	.000	.750	.750	.000	.250	.000	.250

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FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

City of Lancaster
N/S: SR-14 Northbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 03_LAN_14N_Ave H PM
Site Code : 251121
Start Date : 11/18/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

	SR-14 Northbound On Ramp Southbound				W Avenue H Westbound				SR-14 Northbound Ramps Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	1	0	1	1	0	1	2	0	2	0	2	5
05:00 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
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	1	0	1	1
Total	0	0	0	0	0	2	0	2	0	0	2	2	0	1	0	1	5
Grand Total	0	0	0	0	0	3	0	3	1	0	3	4	0	3	0	3	10
Apprch %	0	0	0		0	100	0		25	0	75		0	100	0		
Total %	0	0	0	0	0	30	0	30	10	0	30	40	0	30	0	30	

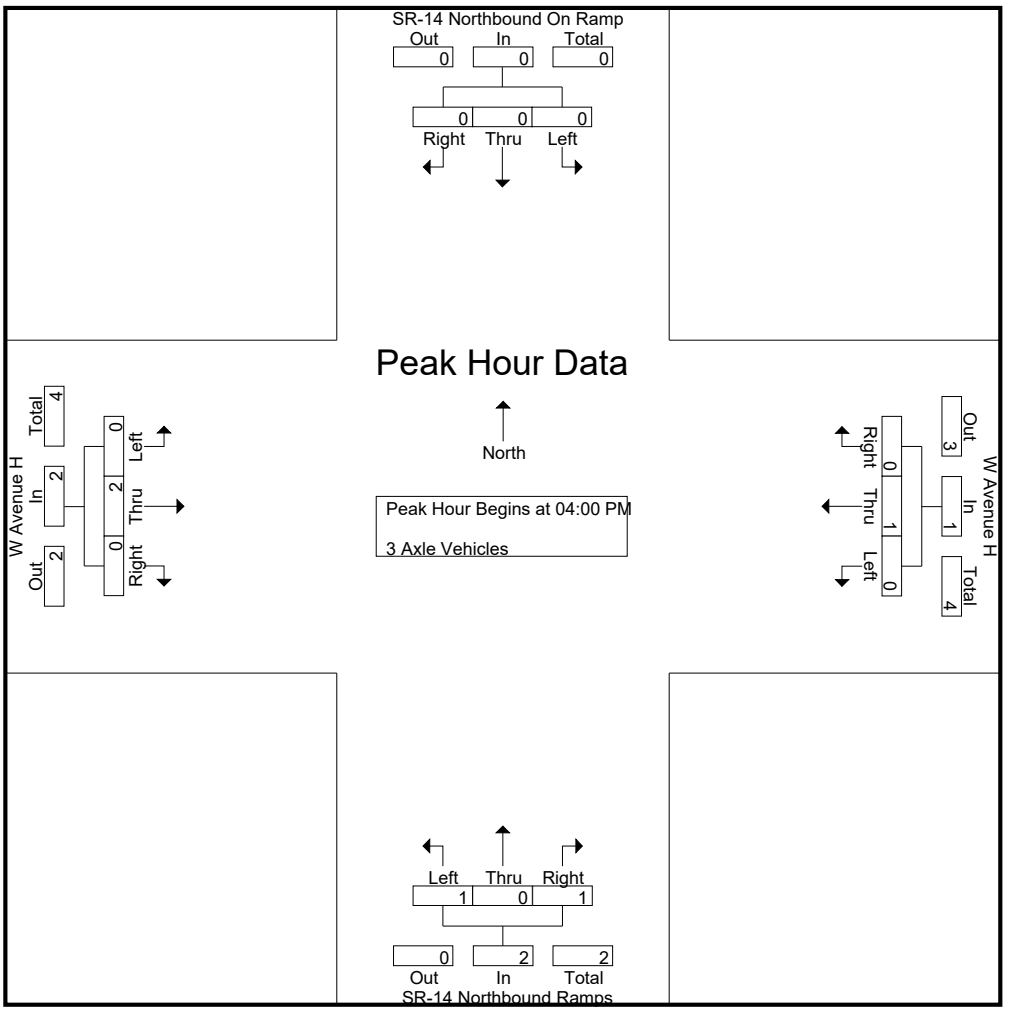
	SR-14 Northbound On Ramp Southbound				W Avenue H Westbound				SR-14 Northbound Ramps Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	0	0	0	0	**2**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
04:30 PM	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	1	0	1	1	0	1	2	0	2	0	2	5
% App. Total	0	0	0		0	100	0		50	0	50		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.250	.500	.000	.500	.000	.500	.625

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FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

City of Lancaster
N/S: SR-14 Northbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 03_LAN_14N_Ave H PM
Site Code : 251121
Start Date : 11/18/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	1	0	1	1	0	1	2	0	2	0	2
% App. Total	0	0	0		0	100	0		50	0	50		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.250	.500	.000	.500	.000	.500

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FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

City of Lancaster
N/S: SR-14 Northbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 03_LAN_14N_Ave H PM
Site Code : 251121
Start Date : 11/18/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

	SR-14 Northbound On Ramp Southbound				W Avenue H Westbound				SR-14 Northbound Ramps Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	1	2	1	0	0	1	0	0	0	0	3
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	1	0	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	1	3	2	0	0	2	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Total	0	0	0	0	0	3	0	3	3	0	1	4	0	2	0	2	9
Grand Total	0	0	0	0	0	5	1	6	5	0	1	6	0	2	0	2	14
Apprch %	0	0	0		0	83.3	16.7		83.3	0	16.7		0	100	0		
Total %	0	0	0	0	0	35.7	7.1	42.9	35.7	0	7.1	42.9	0	14.3	0	14.3	

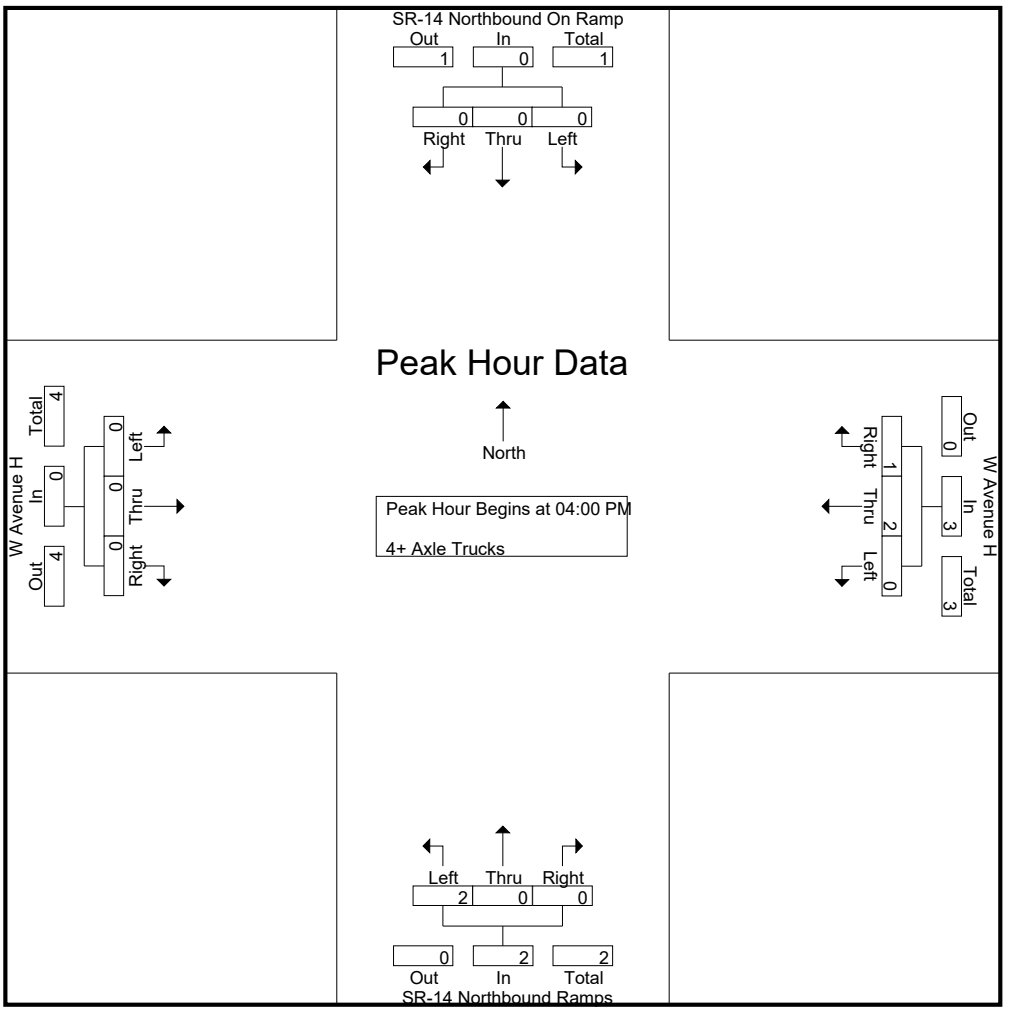
	SR-14 Northbound On Ramp Southbound				W Avenue H Westbound				SR-14 Northbound Ramps Northbound				W Avenue H Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**1**	**1**	**2**	**1**	0	0	**1**	0	0	0	0	**3**
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	1	0	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	2	1	3	2	0	0	2	0	0	0	0	5
% App. Total	0	0	0		0	66.7	33.3		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.250	.375	.500	.000	.000	.500	.000	.000	.000	.000	.417

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

FOLLOWING TRAFFIC COUNTS ARE NOT USED FOR THE 2ND SUBMITTAL ANALYSIS

City of Lancaster
N/S: SR-14 Northbound Ramps
E/W: W Avenue H
Weather: Clear

File Name : 03_LAN_14N_Ave H PM
Site Code : 251121
Start Date : 11/18/2025
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**1**	**1**	**2**	**1**	0	0	**1**	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	1	0	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	1	3	2	0	0	2	0	0	0	0
% App. Total	0	0	0		0	66.7	33.3		100	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.500	.250	.375	.500	.000	.000	.500	.000	.000	.000	.000

APPENDIX C

PEAK HOUR TRAFFIC COUNT WORKSHEETS AND FACTORED VOLUME WORKSHEETS - INTERSECTION #2 AND #3

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Lancaster	PROJECT #:	SC3821
Wed, Jan 25, 23	NORTH & SOUTH:	SR-14 SB Ramps	LOCATION #:	5
	EAST & WEST:	W Ave H	CONTROL:	STOP S

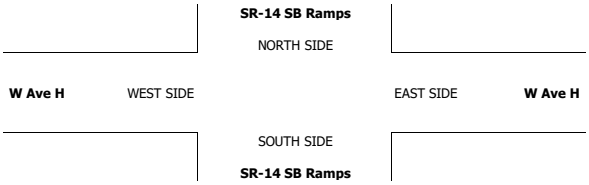
NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

☐ Add U-Turns to Left Turns

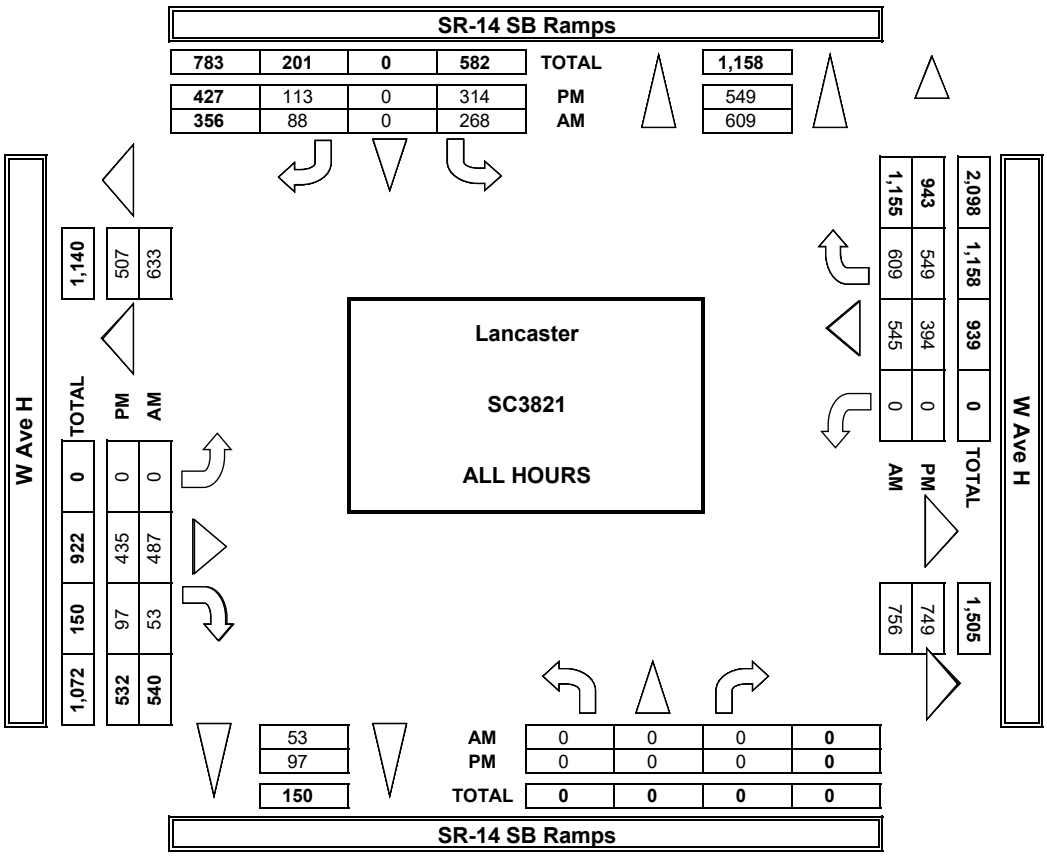
		NORTHBOUND SR-14 SB Ramps			SOUTHBOUND SR-14 SB Ramps			EASTBOUND W Ave H			WESTBOUND W Ave H				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL X	ET 2	ER 1	WL X	WT 2	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	25	0	7	0	27	2	0	48	67	176	0	0	0	1	1
	7:15 AM	0	0	0	41	0	14	0	55	2	0	77	92	281	0	0	0	0	0
	7:30 AM	0	0	0	53	0	13	0	77	17	0	98	96	354	0	0	0	0	0
	7:45 AM	0	0	0	43	0	16	0	99	17	0	79	98	352	0	0	0	0	0
	8:00 AM	0	0	0	20	0	10	0	61	5	0	59	73	228	0	0	0	0	0
	8:15 AM	0	0	0	35	0	9	0	64	4	0	74	70	256	0	0	0	0	0
	8:30 AM	0	0	0	30	0	9	0	61	4	0	58	51	213	0	0	0	0	0
	8:45 AM	0	0	0	21	0	10	0	43	2	0	52	62	190	0	0	0	0	0
	VOLUMES	0	0	0	268	0	88	0	487	53	0	545	609	2,051	0	0	0	1	1
	APPROACH %	0%	0%	0%	75%	0%	25%	0%	90%	10%	0%	47%	53%						
	APP/DEPART	0	/	609	356	/	53	540	/	756	1,155	/	633	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	157	0	53	0	292	41	0	313	359	1,215					
	APPROACH %	0%	0%	0%	75%	0%	25%	0%	88%	12%	0%	47%	53%						
	PEAK HR FACTOR		0.000			0.795			0.718			0.866		0.858					
	APP/DEPART	0	/	359	210	/	41	333	/	449	672	/	366	0					
PM	4:00 PM	0	0	0	32	0	13	0	67	17	0	51	71	251	0	0	0	0	0
	4:15 PM	0	0	0	36	0	12	0	44	10	0	50	88	240	0	0	0	0	0
	4:30 PM	0	0	0	31	0	13	0	56	27	0	49	105	281	0	0	0	0	0
	4:45 PM	0	0	0	40	0	21	0	52	16	0	57	53	239	0	0	0	0	0
	5:00 PM	0	0	0	38	0	17	0	54	7	0	53	67	236	0	0	0	0	0
	5:15 PM	0	0	0	53	0	11	0	61	4	0	54	47	230	0	0	0	0	0
	5:30 PM	0	0	0	50	0	19	0	59	11	0	37	66	242	0	0	0	0	0
	5:45 PM	0	0	0	34	0	7	0	42	5	0	43	52	183	0	0	0	0	0
	VOLUMES	0	0	0	314	0	113	0	435	97	0	394	549	1,902	0	0	0	0	0
	APPROACH %	0%	0%	0%	74%	0%	26%	0%	82%	18%	0%	42%	58%						
	APP/DEPART	0	/	549	427	/	97	532	/	749	943	/	507	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	139	0	59	0	219	70	0	207	317	1,011					
	APPROACH %	0%	0%	0%	70%	0%	30%	0%	76%	24%	0%	40%	60%						
	PEAK HR FACTOR		0.000			0.811			0.860			0.851		0.899					
	APP/DEPART	0	/	317	198	/	70	289	/	358	524	/	266	0					

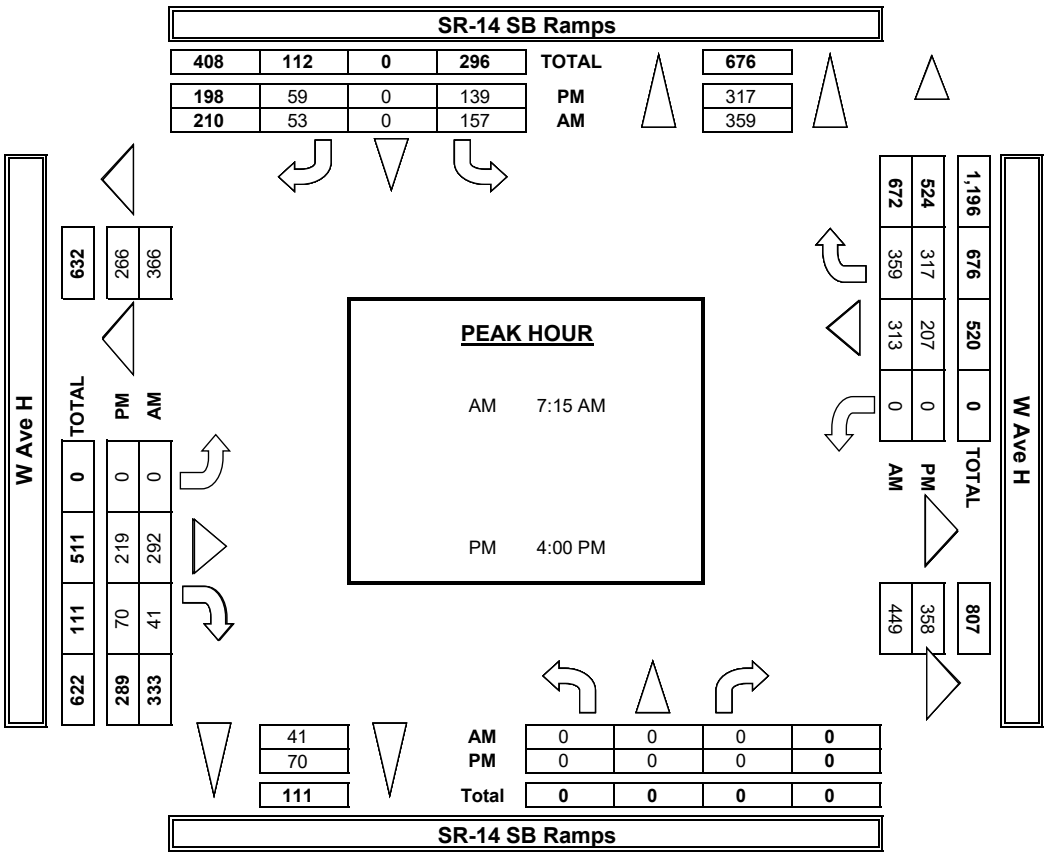


		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1
	TOTAL	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/25/23 WEDNESDAY	LOCATION:	Lancaster	PROJECT #:	SC3821
	NORTH & SOUTH:	SR-14 SB Ramps	LOCATION #:	5
	EAST & WEST:	W Ave H	CONTROL:	STOP S

	NOTES:								
PCE Adjusted	Class	1	2	3	4	5	6		
	Factor	1	1.5	2	3	2	2		

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

		NORTHBOUND SR-14 SB Ramps			SOUTHBOUND SR-14 SB Ramps			EASTBOUND W Ave H			WESTBOUND W Ave H				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL X	ET 2	ER 1	WL X	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	28	0	8	0	33	3	0	58	69	197					0
	7:15 AM	0	0	0	42	0	14	0	57	4	0	84	101	301					0
	7:30 AM	0	0	0	56	0	13	0	77	18	0	106	101	370					0
	7:45 AM	0	0	0	46	0	20	0	101	17	0	85	106	374					0
	8:00 AM	0	0	0	20	0	12	0	64	7	0	64	78	245					0
	8:15 AM	0	0	0	36	0	9	0	67	4	0	79	78	272					0
	8:30 AM	0	0	0	35	0	9	0	67	4	0	69	53	237					0
	8:45 AM	0	0	0	22	0	10	0	47	4	0	54	70	207					0
	VOLUMES	0	0	0	283	0	95	0	513	61	0	596	655	2,202	0	0	0	0	0
	APPROACH %	0%	0%	0%	75%	0%	25%	0%	89%	11%	0%	48%	52%						
	APP/DEPART	0	/	655	378	/	61	573	/	796	1,251	/	691	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	163	0	59	0	299	46	0	337	386	1,289					
	APPROACH %	0%	0%	0%	73%	0%	27%	0%	87%	13%	0%	47%	53%						
	PEAK HR FACTOR		0.000			0.808			0.731			0.877		0.862					
	APP/DEPART	0	/	386	222	/	46	345	/	462	723	/	396	0					
PM	4:00 PM	0	0	0	34	0	13	0	68	18	0	60	79	271					0
	4:15 PM	0	0	0	36	0	12	0	47	14	0	54	90	252					0
	4:30 PM	0	0	0	31	0	13	0	57	29	0	52	110	291					0
	4:45 PM	0	0	0	43	0	23	0	52	16	0	60	57	250					0
	5:00 PM	0	0	0	39	0	18	0	57	9	0	56	71	249					0
	5:15 PM	0	0	0	55	0	13	0	65	4	0	55	50	241					0
	5:30 PM	0	0	0	54	0	21	0	63	14	0	40	70	261					0
	5:45 PM	0	0	0	35	0	7	0	45	8	0	48	54	196					0
	VOLUMES	0	0	0	326	0	120	0	453	111	0	424	578	2,010	0	0	0	0	0
	APPROACH %	0%	0%	0%	73%	0%	27%	0%	80%	20%	0%	42%	58%						
	APP/DEPART	0	/	578	446	/	111	563	/	779	1,002	/	543	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	144	0	61	0	224	76	0	226	334	1,064					
	APPROACH %	0%	0%	0%	70%	0%	30%	0%	75%	25%	0%	40%	60%						
	PEAK HR FACTOR		0.000			0.781			0.871			0.869		0.914					
	APP/DEPART	0	/	334	205	/	76	300	/	367	560	/	287	0					

SR-14 SB Ramps

NORTH SIDE

W Ave H WEST SIDE EAST SIDE **W Ave H**

SOUTH SIDE

SR-14 SB Ramps

INTERSECTION TURNING MOVEMENT COUNTS

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

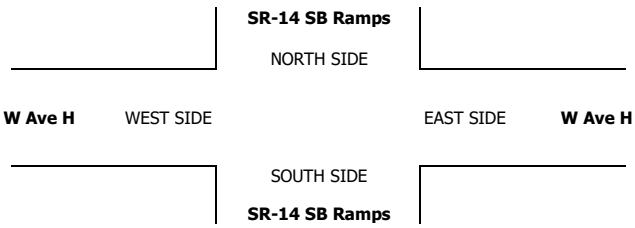
DATE:	LOCATION:	Lancaster	PROJECT #:	SC3821
1/25/23	NORTH & SOUTH:	SR-14 SB Ramps	LOCATION #:	5
WEDNESDAY	EAST & WEST:	W Ave H	CONTROL:	STOP S

CLASS 1: PASSENGER VEHICLES

NOTES:

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

		NORTHBOUND SR-14 SB Ramps			SOUTHBOUND SR-14 SB Ramps			EASTBOUND W Ave H			WESTBOUND W Ave H				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL X	ET 2	ER 1	WL X	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	23	0	6	0	23	1	0	39	64	156	0	0	0	1	1
	7:15 AM	0	0	0	40	0	14	0	52	1	0	71	85	263	0	0	0	0	0
	7:30 AM	0	0	0	51	0	13	0	77	16	0	89	91	337	0	0	0	0	0
	7:45 AM	0	0	0	41	0	14	0	96	17	0	75	87	330	0	0	0	0	0
	8:00 AM	0	0	0	20	0	9	0	56	4	0	54	70	213	0	0	0	0	0
	8:15 AM	0	0	0	34	0	9	0	61	4	0	71	63	242	0	0	0	0	0
	8:30 AM	0	0	0	26	0	9	0	54	4	0	50	50	193	0	0	0	0	0
	8:45 AM	0	0	0	19	0	10	0	39	1	0	49	56	174	0	0	0	0	0
	VOLUMES	0	0	0	254	0	84	0	458	48	0	498	566	1,909	0	0	0	1	1
	APPROACH %	0%	0%	0%	75%	0%	25%	0%	91%	9%	0%	47%	53%						
	APP/DEPART	0	/	566	338	/	48	506	/	713	1,065	/	582	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	152	0	50	0	281	38	0	289	333	1,143					
	APPROACH %	0%	0%	0%	75%	0%	25%	0%	88%	12%	0%	46%	54%						
	PEAK HR FACTOR		0.000			0.789			0.706			0.864		0.848					
	APP/DEPART	0	/	333	202	/	38	319	/	433	622	/	339	0					
PM	4:00 PM	0	0	0	31	0	13	0	65	16	0	46	66	237	0	0	0	0	0
	4:15 PM	0	0	0	36	0	12	0	39	7	0	46	86	226	0	0	0	0	0
	4:30 PM	0	0	0	31	0	13	0	54	26	0	46	100	270	0	0	0	0	0
	4:45 PM	0	0	0	38	0	20	0	52	16	0	55	49	230	0	0	0	0	0
	5:00 PM	0	0	0	37	0	16	0	51	6	0	50	63	223	0	0	0	0	0
	5:15 PM	0	0	0	49	0	10	0	55	4	0	53	45	216	0	0	0	0	0
	5:30 PM	0	0	0	45	0	18	0	56	9	0	34	62	224	0	0	0	0	0
	5:45 PM	0	0	0	32	0	7	0	39	3	0	40	49	170	0	0	0	0	0
	VOLUMES	0	0	0	299	0	109	0	411	87	0	370	520	1,796	0	0	0	0	0
	APPROACH %	0%	0%	0%	73%	0%	27%	0%	83%	17%	0%	42%	58%						
	APP/DEPART	0	/	520	408	/	87	498	/	710	890	/	479	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	136	0	58	0	210	65	0	193	301	963					
	APPROACH %	0%	0%	0%	70%	0%	30%	0%	76%	24%	0%	39%	61%						
	PEAK HR FACTOR		0.000			0.836			0.849			0.846		0.892					
	APP/DEPART	0	/	301	194	/	65	275	/	346	494	/	251	0					



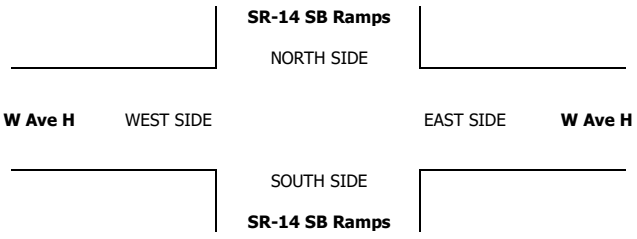
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Lancaster	PROJECT #:	SC3821
1/25/23	NORTH & SOUTH:	SR-14 SB Ramps	LOCATION #:	5
WEDNESDAY	EAST & WEST:	W Ave H	CONTROL:	STOP S

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM / PM / MD / OTHER / OTHER	▲ N / ◄ W / E ► / S ▼

		NORTHBOUND SR-14 SB Ramps			SOUTHBOUND SR-14 SB Ramps			EASTBOUND W Ave H			WESTBOUND W Ave H				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL X	ET 2	ER 1	WL X	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	1	0	1	0	0	1	0	5	2	10	0	0	0	0	0
	7:15 AM	0	0	0	1	0	0	0	2	0	0	3	2	8	0	0	0	0	0
	7:30 AM	0	0	0	1	0	0	0	0	0	0	5	3	9	0	0	0	0	0
	7:45 AM	0	0	0	1	0	0	0	2	0	0	1	8	12	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	4	0	0	3	0	7	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	2	0	0	1	3	6	0	0	0	0	0
	8:30 AM	0	0	0	2	0	0	0	4	0	0	2	0	8	0	0	0	0	0
	8:45 AM	0	0	0	2	0	0	0	3	0	0	2	2	9	0	0	0	0	0
	VOLUMES	0	0	0	8	0	1	0	17	1	0	22	20	69	0	0	0	0	0
	APPROACH %	0%	0%	0%	89%	0%	11%	0%	94%	6%	0%	52%	48%						
	APP/DEPART	0	/	20	9	/	1	18	/	25	42	/	23	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	3	0	0	0	8	0	0	12	13	36					
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	48%	52%						
	PEAK HR FACTOR		0.000			0.750			0.500			0.694		0.750					
	APP/DEPART	0	/	13	3	/	0	8	/	11	25	/	12	0					
PM	4:00 PM	0	0	0	0	0	0	0	2	1	0	0	1	4	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	5	1	0	2	1	9	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	2	0	0	1	3	6	0	0	0	0	0
	4:45 PM	0	0	0	1	0	0	0	0	0	0	0	3	4	0	0	0	0	0
	5:00 PM	0	0	0	1	0	1	0	2	0	0	2	2	8	0	0	0	0	0
	5:15 PM	0	0	0	4	0	0	0	4	0	0	1	1	10	0	0	0	0	0
	5:30 PM	0	0	0	4	0	0	0	1	0	0	2	3	10	0	0	0	0	0
	5:45 PM	0	0	0	2	0	0	0	1	1	0	1	2	7	0	0	0	0	0
	VOLUMES	0	0	0	12	0	1	0	17	3	0	9	16	58	0	0	0	0	0
	APPROACH %	0%	0%	0%	92%	0%	8%	0%	85%	15%	0%	36%	64%						
	APP/DEPART	0	/	16	13	/	3	20	/	29	25	/	10	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	1	0	0	0	9	2	0	3	8	23					
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	82%	18%	0%	27%	73%						
	PEAK HR FACTOR		0.000			0.250			0.458			0.688		0.639					
	APP/DEPART	0	/	8	1	/	2	11	/	10	11	/	3	0					



INTERSECTION TURNING MOVEMENT COUNTS

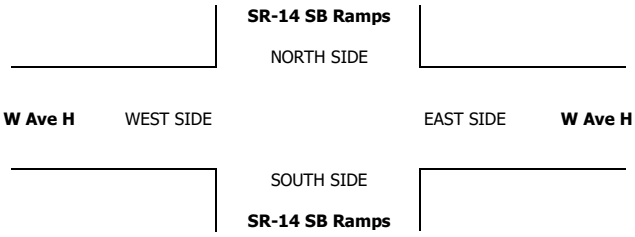
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Lancaster	PROJECT #:	SC3821
1/25/23	NORTH & SOUTH:	SR-14 SB Ramps	LOCATION #:	5
WEDNESDAY	EAST & WEST:	W Ave H	CONTROL:	STOP S

CLASS 3:	NOTES:
3-AXLE TRUCKS	

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

		NORTHBOUND SR-14 SB Ramps			SOUTHBOUND SR-14 SB Ramps			EASTBOUND W Ave H			WESTBOUND W Ave H				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL X	ET 2	ER 1	WL X	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	8:15 AM	0	0	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	VOLUMES	0	0	0	1	0	0	0	1	0	0	8	6	16	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	57%	43%						
	APP/DEPART	0	/	6	1	/	0	1	/	2	14	/	8	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	5	4	9					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	56%	44%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.750		0.750					
	APP/DEPART	0	/	4	0	/	0	0	/	0	9	/	5	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	2	1	0	4	4	11	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	67%	33%	0%	50%	50%						
	APP/DEPART	0	/	4	0	/	1	3	/	2	8	/	4	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	4	2	6					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	67%	33%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.750		0.750					
	APP/DEPART	0	/	2	0	/	0	0	/	0	6	/	4	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Lancaster	PROJECT #:	SC3821
1/25/23	NORTH & SOUTH:	SR-14 SB Ramps	LOCATION #:	5
WEDNESDAY	EAST & WEST:	W Ave H	CONTROL:	STOP S

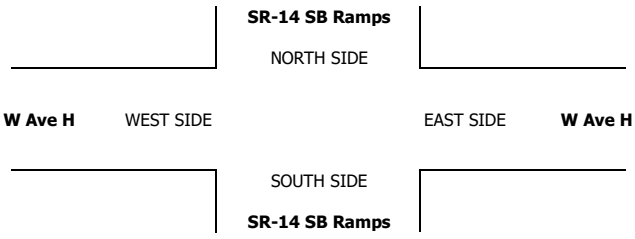
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND SR-14 SB Ramps			SOUTHBOUND SR-14 SB Ramps			EASTBOUND W Ave H			WESTBOUND W Ave H				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL X	ET 2	ER 1	WL X	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	1	0	0	0	2	0	0	3	0	6	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	1	0	2	3	6	0	0	0	0	0
	7:30 AM	0	0	0	1	0	0	0	0	0	0	1	1	3	0	0	0	0	0
	7:45 AM	0	0	0	1	0	2	0	0	0	0	2	1	6	0	0	0	0	0
	8:00 AM	0	0	0	0	0	1	0	0	1	0	1	2	5	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	1	0	0	2	2	5	0	0	0	0	0
	8:30 AM	0	0	0	2	0	0	0	1	0	0	4	1	8	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	1	1	0	0	3	5	0	0	0	0	0
	VOLUMES	0	0	0	5	0	3	0	5	3	0	15	13	44	0	0	0	0	0
	APPROACH %	0%	0%	0%	63%	0%	38%	0%	63%	38%	0%	54%	46%						
	APP/DEPART	0	/	13	8	/	3	8	/	10	28	/	18	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	2	0	3	0	0	2	0	6	7	20					
	APPROACH %	0%	0%	0%	40%	0%	60%	0%	0%	100%	0%	46%	54%						
	PEAK HR FACTOR		0.000			0.417			0.500			0.650		0.833					
	APP/DEPART	0	/	7	5	/	2	2	/	2	13	/	9	0					
PM	4:00 PM	0	0	0	1	0	0	0	0	0	0	4	3	8	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0
	4:45 PM	0	0	0	1	0	1	0	0	0	0	1	1	4	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	1	1	0	1	1	4	0	0	0	0	0
	5:15 PM	0	0	0	0	0	1	0	0	0	0	0	1	2	0	0	0	0	0
	5:30 PM	0	0	0	1	0	1	0	1	1	0	1	1	6	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0
	VOLUMES	0	0	0	3	0	3	0	2	5	0	10	8	31	0	0	0	0	0
	APPROACH %	0%	0%	0%	50%	0%	50%	0%	29%	71%	0%	56%	44%						
	APP/DEPART	0	/	8	6	/	5	7	/	5	18	/	13	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	2	0	1	0	0	2	0	6	5	16					
	APPROACH %	0%	0%	0%	67%	0%	33%	0%	0%	100%	0%	55%	45%						
	PEAK HR FACTOR		0.000			0.375			0.500			0.393		0.500					
	APP/DEPART	0	/	5	3	/	2	2	/	2	11	/	7	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Lancaster	PROJECT #:	SC3821
1/25/23	NORTH & SOUTH:	SR-14 SB Ramps	LOCATION #:	5
WEDNESDAY	EAST & WEST:	W Ave H	CONTROL:	STOP S

CLASS 5:	NOTES:
RV	

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

		NORTHBOUND SR-14 SB Ramps			SOUTHBOUND SR-14 SB Ramps			EASTBOUND W Ave H			WESTBOUND W Ave H			
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL X	ET 2	ER 1	WL X	WT 2	WR 1	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

SR-14 SB Ramps

NORTH SIDE

W Ave H WEST SIDE EAST SIDE **W Ave H**

SOUTH SIDE

SR-14 SB Ramps

INTERSECTION TURNING MOVEMENT COUNTS

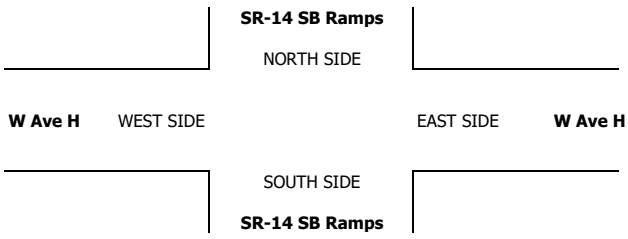
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Lancaster	PROJECT #:	SC3821
1/25/23	NORTH & SOUTH:	SR-14 SB Ramps	LOCATION #:	5
WEDNESDAY	EAST & WEST:	W Ave H	CONTROL:	STOP S

CLASS 6:	NOTES:
BUSES	

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

		NORTHBOUND SR-14 SB Ramps			SOUTHBOUND SR-14 SB Ramps			EASTBOUND W Ave H			WESTBOUND W Ave H				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL X	ET 2	ER 1	WL X	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	6	1	0	2	4	13	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	86%	14%	0%	33%	67%						
	APP/DEPART	0	/	4	0	/	1	7	/	6	6	/	2	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	0	0	0	0	3	1	0	1	2	7					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	75%	25%	0%	33%	67%						
	PEAK HR FACTOR		0.000			0.000			1.000			0.750		0.875					
	APP/DEPART	0	/	2	0	/	1	4	/	3	3	/	1	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	3	1	0	1	1	6	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	75%	25%	0%	50%	50%						
	APP/DEPART	0	/	1	0	/	1	4	/	3	2	/	1	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	1	0	1	1	3					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	50%	50%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.500		0.750					
	APP/DEPART	0	/	1	0	/	1	1	/	0	2	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

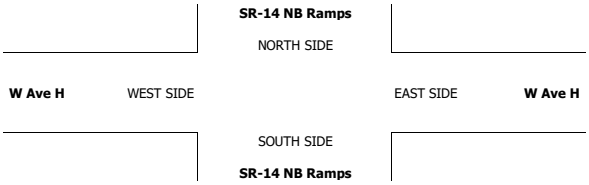
DATE:	LOCATION:	Lancaster	PROJECT #:	SC3821
Wed, Jan 25, 23	NORTH & SOUTH:	SR-14 NB Ramps	LOCATION #:	6
	EAST & WEST:	W Ave H	CONTROL:	SIGNAL

NOTES:

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

☑ Add U-Turns to Left Turns

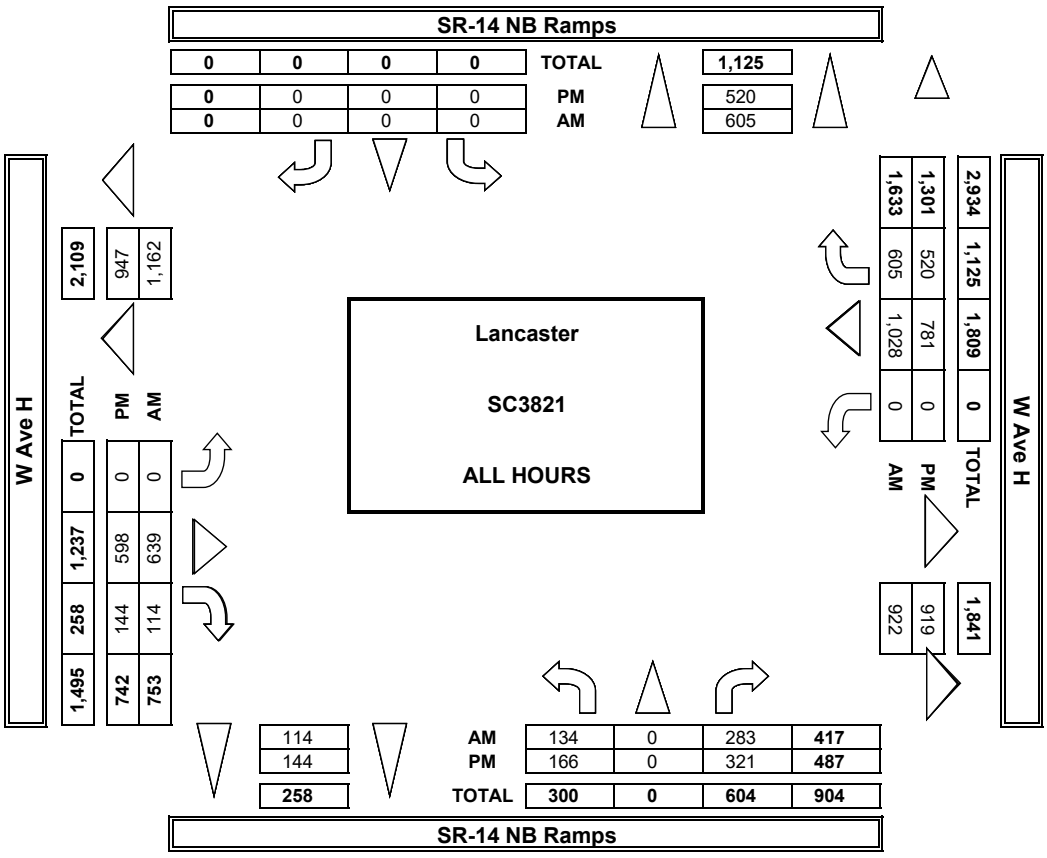
		NORTHBOUND SR-14 NB Ramps			SOUTHBOUND SR-14 NB Ramps			EASTBOUND W Ave H			WESTBOUND W Ave H				U-TURNS				
	LANES:	NL 2	NT X	NR 1	SL X	ST X	SR X	EL X	ET 3	ER 1	WL X	WT 2	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	8	0	30	0	0	0	0	44	9	0	108	60	259	0	0	0	0	0
	7:15 AM	15	0	48	0	0	0	0	83	13	0	154	94	407	0	0	0	0	0
	7:30 AM	38	0	57	0	0	0	0	108	22	0	156	102	483	0	0	0	0	0
	7:45 AM	27	0	39	0	0	0	0	110	29	0	150	97	452	0	0	0	0	0
	8:00 AM	12	0	21	0	0	0	0	75	6	0	120	77	311	0	0	0	0	0
	8:15 AM	11	0	36	0	0	0	0	88	11	0	133	65	344	0	0	0	0	0
	8:30 AM	9	0	26	0	0	0	0	74	17	0	107	52	285	0	0	0	0	0
	8:45 AM	14	0	26	0	0	0	0	57	7	0	100	58	262	0	0	0	0	0
	VOLUMES	134	0	283	0	0	0	0	639	114	0	1,028	605	2,803	0	0	0	0	0
	APPROACH %	32%	0%	68%	0%	0%	0%	0%	85%	15%	0%	63%	37%						
	APP/DEPART	417	/	605	0	/	114	753	/	922	1,633	/	1,162	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	92	0	165	0	0	0	0	376	70	0	580	370	1,653					
	APPROACH %	36%	0%	64%	0%	0%	0%	0%	84%	16%	0%	61%	39%						
	PEAK HR FACTOR		0.676			0.000			0.802			0.921		0.856					
	APP/DEPART	257	/	370	0	/	70	446	/	541	950	/	672	0					
PM	4:00 PM	17	0	36	0	0	0	0	83	16	0	105	68	325	0	0	0	0	0
	4:15 PM	20	0	43	0	0	0	0	67	13	0	118	80	341	0	0	0	0	0
	4:30 PM	30	0	28	0	0	0	0	61	26	0	124	94	363	0	0	0	0	0
	4:45 PM	23	0	39	0	0	0	0	72	20	0	87	48	289	0	0	0	0	0
	5:00 PM	25	0	36	0	0	0	0	79	13	0	95	76	324	0	0	0	0	0
	5:15 PM	17	0	49	0	0	0	0	91	16	0	88	42	303	0	0	0	0	0
	5:30 PM	24	0	56	0	0	0	0	80	29	0	79	64	332	0	0	0	0	0
	5:45 PM	10	0	34	0	0	0	0	65	11	0	85	48	253	0	0	0	0	0
	VOLUMES	166	0	321	0	0	0	0	598	144	0	781	520	2,530	0	0	0	0	0
	APPROACH %	34%	0%	66%	0%	0%	0%	0%	81%	19%	0%	60%	40%						
	APP/DEPART	487	/	520	0	/	144	742	/	919	1,301	/	947	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	90	0	146	0	0	0	0	283	75	0	434	290	1,318					
	APPROACH %	38%	0%	62%	0%	0%	0%	0%	79%	21%	0%	60%	40%						
	PEAK HR FACTOR		0.937			0.000			0.904			0.830		0.908					
	APP/DEPART	236	/	290	0	/	75	358	/	429	724	/	524	0					

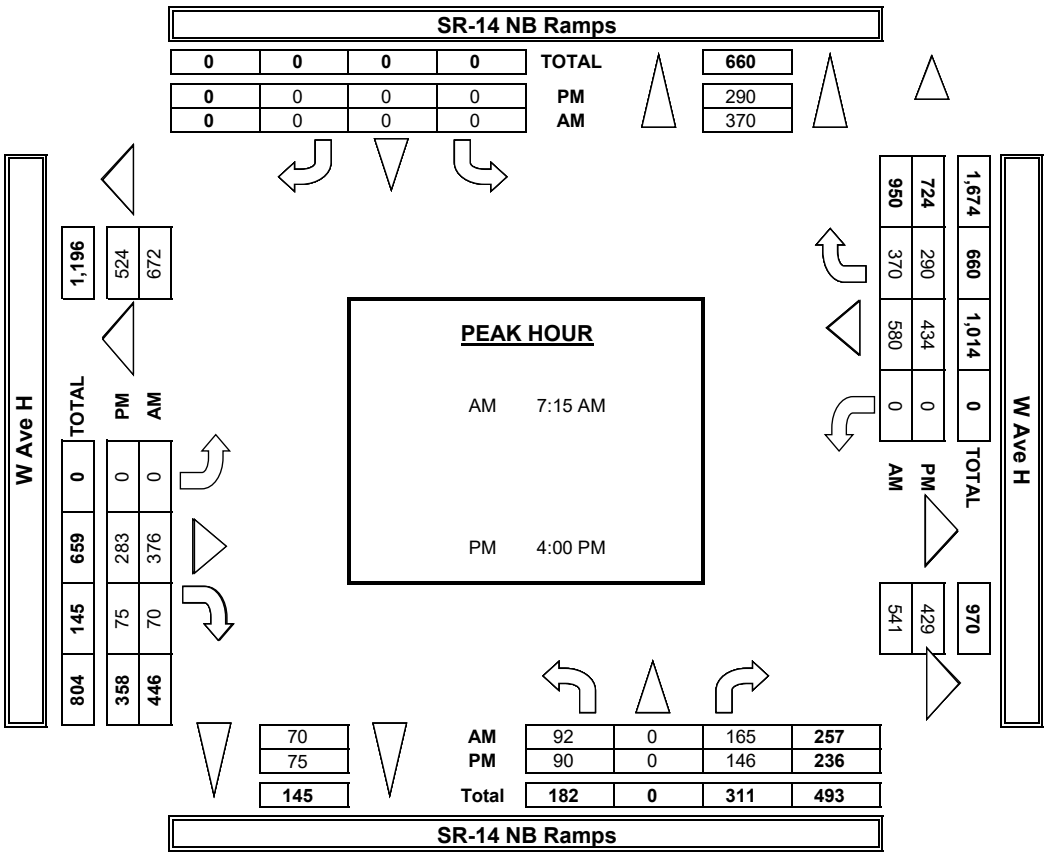


		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
	TOTAL	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0

AimTD LLC

TURNING MOVEMENT COUNTS





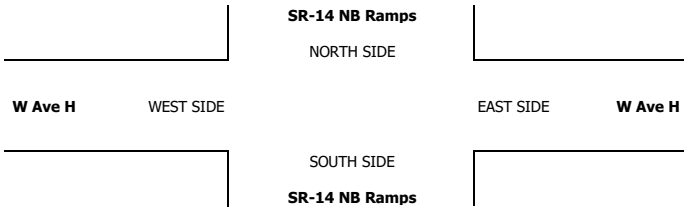
INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 1/25/23 WEDNESDAY	LOCATION:	Lancaster	PROJECT #:	SC3821
	NORTH & SOUTH:	SR-14 NB Ramps	LOCATION #:	6
	EAST & WEST:	W Ave H	CONTROL:	SIGNAL

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

		NORTHBOUND SR-14 NB Ramps			SOUTHBOUND SR-14 NB Ramps			EASTBOUND W Ave H			WESTBOUND W Ave H				U-TURNS				
	LANES:	NL 2	NT X	NR 1	SL X	ST X	SR X	EL X	ET 3	ER 1	WL X	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	8	0	30	0	0	0	0	53	9	0	120	70	289					0
	7:15 AM	17	0	48	0	0	0	0	85	14	0	168	102	433					0
	7:30 AM	40	0	57	0	0	0	0	108	25	0	167	107	503					0
	7:45 AM	30	0	39	0	0	0	0	115	29	0	161	101	474					0
	8:00 AM	15	0	21	0	0	0	0	78	7	0	127	85	331					0
	8:15 AM	11	0	36	0	0	0	0	90	13	0	145	71	366					0
	8:30 AM	10	0	26	0	0	0	0	85	17	0	119	56	313					0
	8:45 AM	14	0	26	0	0	0	0	60	9	0	110	64	282					0
	VOLUMES	144	0	283	0	0	0	0	672	122	0	1,116	654	2,990	0	0	0	0	0
	APPROACH %	34%	0%	66%	0%	0%	0%	0%	85%	15%	0%	63%	37%						
	APP/DEPART	427	/	654	0	/	122	794	/	955	1,770	/	1,259	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	101	0	165	0	0	0	0	385	74	0	622	395	1,741					
	APPROACH %	38%	0%	62%	0%	0%	0%	0%	84%	16%	0%	61%	39%						
	PEAK HR FACTOR		0.688			0.000			0.799			0.929		0.866					
	APP/DEPART	266	/	395	0	/	74	459	/	550	1,017	/	723	0					
PM	4:00 PM	19	0	36	0	0	0	0	86	16	0	120	73	350					0
	4:15 PM	20	0	43	0	0	0	0	69	14	0	124	89	358					0
	4:30 PM	30	0	28	0	0	0	0	62	26	0	131	105	382					0
	4:45 PM	24	0	39	0	0	0	0	72	23	0	93	55	305					0
	5:00 PM	30	0	36	0	0	0	0	83	13	0	98	82	341					0
	5:15 PM	17	0	49	0	0	0	0	96	17	0	91	44	314					0
	5:30 PM	27	0	56	0	0	0	0	88	29	0	83	68	350					0
	5:45 PM	10	0	34	0	0	0	0	69	11	0	92	54	269					0
	VOLUMES	176	0	321	0	0	0	0	624	148	0	830	568	2,666	0	0	0	0	0
	APPROACH %	35%	0%	65%	0%	0%	0%	0%	81%	19%	0%	59%	41%						
	APP/DEPART	497	/	568	0	/	148	772	/	945	1,398	/	1,006	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	93	0	146	0	0	0	0	289	78	0	467	321	1,394					
	APPROACH %	39%	0%	61%	0%	0%	0%	0%	79%	21%	0%	59%	41%						
	PEAK HR FACTOR		0.948			0.000			0.900			0.836		0.913					
	APP/DEPART	239	/	321	0	/	78	367	/	435	788	/	560	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

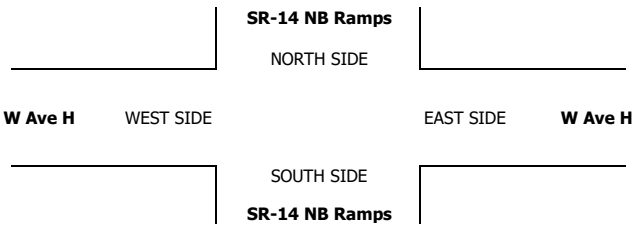
DATE:	LOCATION:	Lancaster	PROJECT #:	SC3821
1/25/23	NORTH & SOUTH:	SR-14 NB Ramps	LOCATION #:	6
WEDNESDAY	EAST & WEST:	W Ave H	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

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

		NORTHBOUND SR-14 NB Ramps			SOUTHBOUND SR-14 NB Ramps			EASTBOUND W Ave H			WESTBOUND W Ave H				U-TURNS				
	LANES:	NL 2	NT X	NR 1	SL X	ST X	SR X	EL X	ET 3	ER 1	WL X	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	8	0	30	0	0	0	0	38	9	0	96	52	233	0	0	0	0	0
	7:15 AM	14	0	48	0	0	0	0	80	12	0	142	86	382	0	0	0	0	0
	7:30 AM	36	0	57	0	0	0	0	108	20	0	144	98	463	0	0	0	0	0
	7:45 AM	25	0	39	0	0	0	0	105	29	0	137	91	426	0	0	0	0	0
	8:00 AM	10	0	21	0	0	0	0	71	5	0	114	70	291	0	0	0	0	0
	8:15 AM	11	0	36	0	0	0	0	85	10	0	123	59	324	0	0	0	0	0
	8:30 AM	8	0	26	0	0	0	0	63	17	0	99	49	262	0	0	0	0	0
	8:45 AM	14	0	26	0	0	0	0	52	6	0	91	54	243	0	0	0	0	0
	VOLUMES	126	0	283	0	0	0	0	602	108	0	946	559	2,624	0	0	0	0	0
	APPROACH %	31%	0%	69%	0%	0%	0%	0%	85%	15%	0%	63%	37%						
	APP/DEPART	409	/	559	0	/	108	710	/	885	1,505	/	1,072	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	85	0	165	0	0	0	0	364	66	0	537	345	1,562					
	APPROACH %	34%	0%	66%	0%	0%	0%	0%	85%	15%	0%	61%	39%						
	PEAK HR FACTOR		0.672			0.000			0.802			0.911		0.843					
	APP/DEPART	250	/	345	0	/	66	430	/	529	882	/	622	0					
PM	4:00 PM	16	0	36	0	0	0	0	80	16	0	96	63	307	0	0	0	0	0
	4:15 PM	20	0	43	0	0	0	0	63	12	0	112	74	324	0	0	0	0	0
	4:30 PM	30	0	28	0	0	0	0	59	26	0	116	85	344	0	0	0	0	0
	4:45 PM	21	0	39	0	0	0	0	72	18	0	83	42	275	0	0	0	0	0
	5:00 PM	22	0	36	0	0	0	0	75	13	0	91	69	306	0	0	0	0	0
	5:15 PM	17	0	49	0	0	0	0	82	15	0	85	39	287	0	0	0	0	0
	5:30 PM	22	0	56	0	0	0	0	72	29	0	74	61	314	0	0	0	0	0
	5:45 PM	10	0	34	0	0	0	0	60	11	0	79	43	237	0	0	0	0	0
	VOLUMES	158	0	321	0	0	0	0	563	140	0	736	476	2,394	0	0	0	0	0
	APPROACH %	33%	0%	67%	0%	0%	0%	0%	80%	20%	0%	61%	39%						
	APP/DEPART	479	/	476	0	/	140	703	/	884	1,212	/	894	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	87	0	146	0	0	0	0	274	72	0	407	264	1,250					
	APPROACH %	37%	0%	63%	0%	0%	0%	0%	79%	21%	0%	61%	39%						
	PEAK HR FACTOR		0.925			0.000			0.901			0.835		0.908					
	APP/DEPART	233	/	264	0	/	72	346	/	420	671	/	494	0					



INTERSECTION TURNING MOVEMENT COUNTS

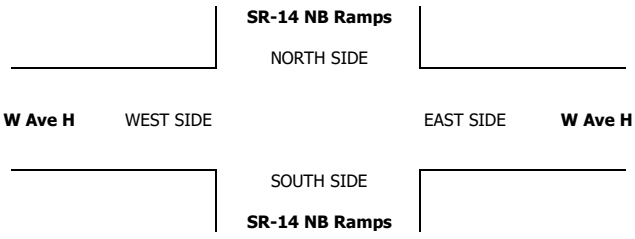
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Lancaster	PROJECT #:	SC3821
1/25/23	NORTH & SOUTH:	SR-14 NB Ramps	LOCATION #:	6
WEDNESDAY	EAST & WEST:	W Ave H	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

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

		NORTHBOUND SR-14 NB Ramps			SOUTHBOUND SR-14 NB Ramps			EASTBOUND W Ave H			WESTBOUND W Ave H				U-TURNS				
	LANES:	NL 2	NT X	NR 1	SL X	ST X	SR X	EL X	ET 3	ER 1	WL X	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	1	0	0	7	3	11	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	3	0	0	5	4	12	0	0	0	0	0
	7:30 AM	1	0	0	0	0	0	0	0	1	0	7	2	11	0	0	0	0	0
	7:45 AM	1	0	0	0	0	0	0	3	0	0	8	4	16	0	0	0	0	0
	8:00 AM	1	0	0	0	0	0	0	3	1	0	2	3	10	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	2	0	0	4	2	8	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	6	0	0	2	1	9	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	5	0	0	4	1	10	0	0	0	0	0
	VOLUMES	3	0	0	0	0	0	0	23	2	0	39	20	87	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	92%	8%	0%	66%	34%						
	APP/DEPART	3	/	20	0	/	2	25	/	23	59	/	42	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	3	0	0	0	0	0	0	9	2	0	22	13	49					
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	82%	18%	0%	63%	37%						
	PEAK HR FACTOR		0.750			0.000			0.688			0.729		0.766					
	APP/DEPART	3	/	13	0	/	2	11	/	9	35	/	25	0					
PM	4:00 PM	0	0	0	0	0	0	0	2	0	0	1	2	5	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	4	1	0	3	1	9	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	2	0	0	4	5	11	0	0	0	0	0
	4:45 PM	2	0	0	0	0	0	0	0	1	0	1	2	6	0	0	0	0	0
	5:00 PM	1	0	0	0	0	0	0	3	0	0	3	4	11	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	8	0	0	2	2	12	0	0	0	0	0
	5:30 PM	1	0	0	0	0	0	0	5	0	0	4	1	11	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	3	0	0	3	3	9	0	0	0	0	0
	VOLUMES	4	0	0	0	0	0	0	27	2	0	21	20	74	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	93%	7%	0%	51%	49%						
	APP/DEPART	4	/	20	0	/	2	29	/	27	41	/	25	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	2	0	0	0	0	0	0	8	2	0	9	10	31					
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	80%	20%	0%	47%	53%						
	PEAK HR FACTOR		0.250			0.000			0.500			0.528		0.705					
	APP/DEPART	2	/	10	0	/	2	10	/	8	19	/	11	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Lancaster	PROJECT #:	SC3821
1/25/23	NORTH & SOUTH:	SR-14 NB Ramps	LOCATION #:	6
WEDNESDAY	EAST & WEST:	W Ave H	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

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

		NORTHBOUND SR-14 NB Ramps			SOUTHBOUND SR-14 NB Ramps			EASTBOUND W Ave H			WESTBOUND W Ave H			
	LANES:	NL 2	NT X	NR 1	SL X	ST X	SR X	EL X	ET 3	ER 1	WL X	WT 2	WR 1	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	2	2	4
	7:15 AM	0	0	0	0	0	0	0	0	0	0	3	1	4
	7:30 AM	1	0	0	0	0	0	0	0	0	0	2	0	3
	7:45 AM	0	0	0	0	0	0	0	0	0	0	2	1	3
	8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	8:15 AM	0	0	0	0	0	0	0	1	0	0	1	2	4
	8:30 AM	0	0	0	0	0	0	0	1	0	0	1	1	3
	8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	VOLUMES	1	0	0	0	0	0	0	2	0	0	13	7	23
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	65%	35%	
	APP/DEPART	1	/	7	0	/	0	2	/	2	20	/	14	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	1	0	0	0	0	0	0	0	0	0	8	2	11
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	80%	20%	
	PEAK HR FACTOR		0.250			0.000			0.000			0.625		0.688
	APP/DEPART	1	/	2	0	/	0	0	/	0	10	/	9	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	1	2	3
	4:15 PM	0	0	0	0	0	0	0	0	0	0	2	1	3
	4:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	2	3
	5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	2
	5:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
	VOLUMES	0	0	0	0	0	0	0	2	0	0	8	7	17
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	53%	47%	
	APP/DEPART	0	/	7	0	/	0	2	/	2	15	/	8	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	6	5	11
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	55%	45%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.917		0.917
	APP/DEPART	0	/	5	0	/	0	0	/	0	11	/	6	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

SR-14 NB Ramps

NORTH SIDE

W Ave H WEST SIDE EAST SIDE **W Ave H**

SOUTH SIDE

SR-14 NB Ramps

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Lancaster	PROJECT #:	SC3821
1/25/23	NORTH & SOUTH:	SR-14 NB Ramps	LOCATION #:	6
WEDNESDAY	EAST & WEST:	W Ave H	CONTROL:	SIGNAL

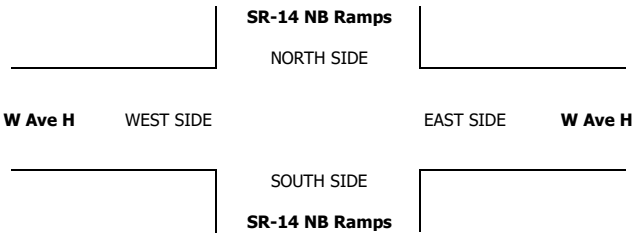
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND SR-14 NB Ramps			SOUTHBOUND SR-14 NB Ramps			EASTBOUND W Ave H			WESTBOUND W Ave H				U-TURNS				
	LANES:	NL 2	NT X	NR 1	SL X	ST X	SR X	EL X	ET 3	ER 1	WL X	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	3	0	0	3	3	9	0	0	0	0	0
	7:15 AM	1	0	0	0	0	0	0	0	0	0	4	2	7	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	1	0	2	2	5	0	0	0	0	0
	7:45 AM	1	0	0	0	0	0	0	1	0	0	2	0	4	0	0	0	0	0
	8:00 AM	1	0	0	0	0	0	0	0	0	0	2	2	5	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	1	0	4	1	6	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	3	0	0	5	1	9	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	1	0	3	2	6	0	0	0	0	0
	VOLUMES	3	0	0	0	0	0	0	7	3	0	25	13	51	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	70%	30%	0%	66%	34%						
	APP/DEPART	3	/	13	0	/	3	10	/	7	38	/	28	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	3	0	0	0	0	0	0	1	1	0	10	6	21					
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	50%	50%	0%	63%	38%						
	PEAK HR FACTOR		0.750			0.000			0.500			0.667		0.750					
	APP/DEPART	3	/	6	0	/	1	2	/	1	16	/	13	0					
PM	4:00 PM	1	0	0	0	0	0	0	1	0	0	6	1	9	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	1	0	2	2	5	0	0	0	0	0
	5:00 PM	2	0	0	0	0	0	0	1	0	0	0	1	4	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:30 PM	1	0	0	0	0	0	0	2	0	0	1	1	5	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0
	VOLUMES	4	0	0	0	0	0	0	4	1	0	14	14	37	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	80%	20%	0%	50%	50%						
	APP/DEPART	4	/	14	0	/	1	5	/	4	28	/	18	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	1	0	0	0	0	0	0	1	1	0	10	10	23					
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	50%	50%	0%	50%	50%						
	PEAK HR FACTOR		0.250			0.000			0.500			0.714		0.639					
	APP/DEPART	1	/	10	0	/	1	2	/	1	20	/	11	0					



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Lancaster	PROJECT #:	SC3821
1/25/23	NORTH & SOUTH:	SR-14 NB Ramps	LOCATION #:	6
WEDNESDAY	EAST & WEST:	W Ave H	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

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

		NORTHBOUND SR-14 NB Ramps			SOUTHBOUND SR-14 NB Ramps			EASTBOUND W Ave H			WESTBOUND W Ave H			
	LANES:	NL 2	NT X	NR 1	SL X	ST X	SR X	EL X	ET 3	ER 1	WL X	WT 2	WR 1	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

SR-14 NB Ramps

NORTH SIDE

W Ave H WEST SIDE EAST SIDE **W Ave H**

SOUTH SIDE

SR-14 NB Ramps

INTERSECTION TURNING MOVEMENT COUNTS

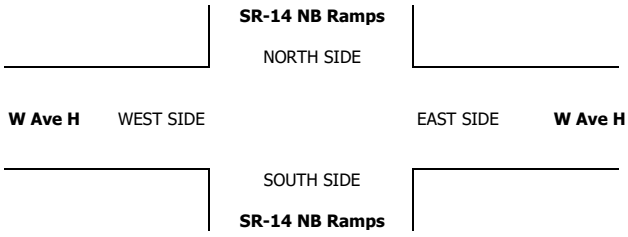
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Lancaster	PROJECT #:	SC3821
1/25/23	NORTH & SOUTH:	SR-14 NB Ramps	LOCATION #:	6
WEDNESDAY	EAST & WEST:	W Ave H	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

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

		NORTHBOUND SR-14 NB Ramps			SOUTHBOUND SR-14 NB Ramps			EASTBOUND W Ave H			WESTBOUND W Ave H				U-TURNS				
	LANES:	NL 2	NT X	NR 1	SL X	ST X	SR X	EL X	ET 3	ER 1	WL X	WT 2	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	1	0	0	1	1	3	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	1	0	0	1	2	4	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0
	8:30 AM	1	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0
	VOLUMES	1	0	0	0	0	0	0	5	1	0	5	6	18	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	83%	17%	0%	45%	55%						
	APP/DEPART	1	/	6	0	/	1	6	/	5	11	/	6	0					
	BEGIN PEAK HR	7:15 AM																	
	VOLUMES	0	0	0	0	0	0	0	2	1	0	3	4	10					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	67%	33%	0%	43%	57%						
	PEAK HR FACTOR	0.000			0.000			0.750			0.583			0.625					
	APP/DEPART	0	/	4	0	/	1	3	/	2	7	/	3	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	2	1	0	2	3	8	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	67%	33%	0%	40%	60%						
	APP/DEPART	0	/	3	0	/	1	3	/	2	5	/	2	0					
	BEGIN PEAK HR	4:00 PM																	
	VOLUMES	0	0	0	0	0	0	0	0	0	0	2	1	3					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	67%	33%						
	PEAK HR FACTOR	0.000			0.000			0.000			0.750			0.750					
	APP/DEPART	0	/	1	0	/	0	0	/	0	3	/	2	0					



INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	4	0	9	1	0	0	0	457	4	24	459	1
2	0	0	0	167	0	60	0	307	47	0	345	396
3	104	0	169	0	0	0	0	395	76	0	638	405
4												
5												
6								467			405	
7								467			405	

= Volumes edited based on 2023 historical counts

* Note that 2023 historical counts are already PCE-converted, per AimTD spreadsheet

INTID	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	2	0	27	2	0	0	1	275	0	28	493	0
2	0	0	0	148	0	63	0	230	78	0	232	342
3	95	0	150	0	0	0	0	296	80	0	479	329
4												
5												
6								304			295	
7								304			295	

= Volumes edited based on 2023 historical counts

* Note that 2023 historical counts are already PCE-converted, per AimTD spreadsheet

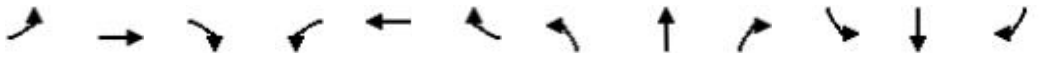
APPENDIX D

PCE WORKSHEETS

Existing Peak Hour Volumes - Classification Counts

1 **Avenue H at 25th Street West**

	AM Peak Hour Volumes									PM Peak Hour Volumes								
		Truck Volumes							Total		Truck Volumes							Total
	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume	Passenger Vehicles	2-Axle 1.5	3-Axle 2.0	4-Axle 3.0	Total Trucks	Truck %-age	PCE	Average PCE	PCE Volume
NL	4	0	0	0	0	0.0%	0	0.0	4	2	0	0	0	0	0.0%	0	0.0	2
NT	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
NR	9	0	0	0	0	0.0%	0	0.0	9	27	0	0	0	0	0.0%	0	0.0	27
SL	1	0	0	0	0	0.0%	0	0.0	1	0	1	0	0	1	100.0%	2	2.0	2
ST	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
SR	0	0	0	0	0	0.0%	0	0.0	0	0	0	0	0	0	0.0%	0	0.0	0
EL	0	0	0	0	0	0.0%	0	0.0	0	1	0	0	0	0	0.0%	0	0.0	1
ET	430	5	2	5	12	2.7%	27	2.3	457	266	4	0	1	5	1.8%	9	1.8	275
ER	4	0	0	0	0	0.0%	0	0.0	4	0	0	0	0	0	0.0%	0	0.0	0
WL	22	1	0	0	1	4.3%	2	2.0	24	26	1	0	0	1	3.7%	2	2.0	28
WT	405	10	0	13	23	5.4%	54	2.3	459	481	2	0	3	5	1.0%	12	2.4	493
WR	1	0	0	0	0	0.0%	0	0.0	1	0	0	0	0	0	0.0%	0	0.0	0
									959									828
North Leg Volumes																		
Approach	1	0	0	0	0		0		1	0	1	0	0	1		2		2
Depart	1	0	0	0	0		0		1	1	0	0	0	0		0		1
Total	2	0	0	0	0	0.0%	0	0.0	2	1	1	0	0	1	50.0%	2	2.0	3
South Leg Volumes																		
Approach	13	0	0	0	0		0		13	29	0	0	0	0		0		29
Depart	26	1	0	0	1		2		28	26	1	0	0	1		2		28
Total	39	1	0	0	1	2.5%	2	2.0	41	55	1	0	0	1	1.8%	2	2.0	57
East Leg Volumes																		
Approach	428	11	0	13	24		56		484	507	3	0	3	6		14		521
Depart	440	5	2	5	12		27		467	293	5	0	1	6		11		304
Total	868	16	2	18	36	4.0%	83	2.3	951	800	8	0	4	12	1.5%	25	2.1	825
West Leg Volumes																		
Approach	434	5	2	5	12		27		461	267	4	0	1	5		9		276
Depart	409	10	0	13	23		54		463	483	2	0	3	5		12		495
Total	843	15	2	18	35	4.0%	81	2.3	924	750	6	0	4	10	1.3%	21	2.1	771
All Legs																		
Approach	876	16	2	18	36		83		959	803	8	0	4	12		25		828
Depart	876	16	2	18	36		83		959	803	8	0	4	12		25		828
Total	1,752	32	4	36	72	3.9%	166	2.3	1,918	1,606	16	0	8	24	1.5%	50	2.1	1,656



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	457	4	24	459	1	4	0	9	1	0	0
Future Volume (veh/h)	0	457	4	24	459	1	4	0	9	1	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	571	5	29	546	1	5	0	11	4	0	0
Peak Hour Factor	0.80	0.80	0.80	0.84	0.84	0.84	0.81	0.81	0.81	0.25	0.25	0.25
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	6	1491	463	64	2510	1371	519	340	288	1033	0	288
Arrive On Green	0.00	0.29	0.29	0.04	0.49	0.49	0.18	0.00	0.18	0.18	0.00	0.00
Sat Flow, veh/h	1781	5106	1585	1781	5106	2790	1418	1870	1585	2807	0	1585
Grp Volume(v), veh/h	0	571	5	29	546	1	5	0	11	4	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1395	1418	1870	1585	1404	0	1585
Q Serve(g_s), s	0.0	2.5	0.1	0.4	1.7	0.0	0.1	0.0	0.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.5	0.1	0.4	1.7	0.0	0.1	0.0	0.2	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	6	1491	463	64	2510	1371	519	340	288	1033	0	288
V/C Ratio(X)	0.00	0.38	0.01	0.45	0.22	0.00	0.01	0.00	0.04	0.00	0.00	0.00
Avail Cap(c_a), veh/h	323	7140	2216	1067	9272	5066	1368	1460	1238	2715	0	1238
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	7.8	6.9	13.0	4.0	3.6	9.3	0.0	9.3	9.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	4.9	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	7.9	6.9	17.9	4.0	3.6	9.3	0.0	9.3	9.2	0.0	0.0
LnGrp LOS		A	A	B	A	A	A		A	A		
Approach Vol, veh/h		576			576			16			4	
Approach Delay, s/veh		7.9			4.7			9.3			9.2	
Approach LOS		A			A			A			A	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	9.5	5.5	12.5	9.5	0.0	18.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	21.5	16.5	38.5	21.5	5.0	50.0
Max Q Clear Time (g_c+I1), s	2.2	2.4	4.5	2.0	0.0	3.7
Green Ext Time (p_c), s	0.0	0.0	3.6	0.0	0.0	3.5

Intersection Summary	
HCM 7th Control Delay, s/veh	6.4
HCM 7th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

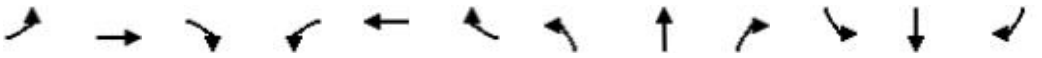
Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	307	47	0	345	396	0	0	0	167	0	60
Future Vol, veh/h	0	307	47	0	345	396	0	0	0	167	0	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	382	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	88	88	88	25	25	25	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	421	64	0	392	450	0	0	0	206	0	74

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	-	-	-	0	560	-	196
Stage 1	-	-	-	-	-	-	392	-	-
Stage 2	-	-	-	-	-	-	168	-	-
Critical Hdwy	-	-	-	-	-	-	6.29	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.04	-	-
Follow-up Hdwy	-	-	-	-	-	-	3.67	-	3.32
Pot Cap-1 Maneuver	0	-	0	0	-	0	484	0	812
Stage 1	0	-	0	0	-	0	630	0	-
Stage 2	0	-	0	0	-	0	805	0	-
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	-	-	-	-	-	-	484	0	812
Mov Cap-2 Maneuver	-	-	-	-	-	-	484	0	-
Stage 1	-	-	-	-	-	-	630	0	-
Stage 2	-	-	-	-	-	-	805	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	15.75
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	484	812
HCM Lane V/C Ratio	-	-	0.426	0.091
HCM Ctrl Dly (s/v)	-	-	17.9	9.9
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	2.1	0.3



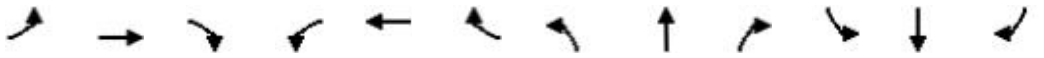
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	395	76	0	638	405	104	0	169	0	0	0
Future Volume (veh/h)	0	395	76	0	638	405	104	0	169	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	494	0	0	686	0	151	0	245			
Peak Hour Factor	0.80	0.80	0.80	0.93	0.93	0.93	0.69	0.69	0.69			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	2019		0	1405		868	0	398			
Arrive On Green	0.00	0.40	0.00	0.00	0.40	0.00	0.25	0.00	0.25			
Sat Flow, veh/h	0	5274	1585	0	3647	1585	3456	0	1585			
Grp Volume(v), veh/h	0	494	0	0	686	0	151	0	245			
Grp Sat Flow(s),veh/h/ln	0	1702	1585	0	1777	1585	1728	0	1585			
Q Serve(g_s), s	0.0	1.6	0.0	0.0	3.7	0.0	0.9	0.0	3.5			
Cycle Q Clear(g_c), s	0.0	1.6	0.0	0.0	3.7	0.0	0.9	0.0	3.5			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2019		0	1405		868	0	398			
V/C Ratio(X)	0.00	0.24		0.00	0.49		0.17	0.00	0.62			
Avail Cap(c_a), veh/h	0	8322		0	5792		5361	0	2459			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	5.2	0.0	0.0	5.8	0.0	7.5	0.0	8.4			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.3	0.0	0.1	0.0	1.5			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	0.2	0.0	0.1	0.0	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	5.2	0.0	0.0	6.0	0.0	7.6	0.0	10.0			
LnGrp LOS		A			A		A		A			
Approach Vol, veh/h		494			686			396				
Approach Delay, s/veh		5.2			6.0			9.1				
Approach LOS		A			A			A				

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		10.9		14.6				14.6				
Change Period (Y+Rc), s		4.5		4.5				4.5				
Max Green Setting (Gmax), s		39.5		41.5				41.5				
Max Q Clear Time (g_c+I1), s		5.5		3.6				5.7				
Green Ext Time (p_c), s		1.3		3.1				4.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			6.5									
HCM 7th LOS			A									

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	275	0	28	493	0	2	0	27	2	0	0
Future Volume (veh/h)	1	275	0	28	493	0	2	0	27	2	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	316	0	30	524	0	3	0	41	8	0	0
Peak Hour Factor	0.87	0.87	0.87	0.94	0.94	0.94	0.66	0.66	0.66	0.25	0.25	0.25
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	1266	393	67	1450	792	552	361	306	1084	0	306
Arrive On Green	0.00	0.25	0.00	0.04	0.28	0.00	0.19	0.00	0.19	0.19	0.00	0.00
Sat Flow, veh/h	1781	5106	1585	1781	5106	2790	1418	1870	1585	2732	0	1585
Grp Volume(v), veh/h	1	316	0	30	524	0	3	0	41	8	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1395	1418	1870	1585	1366	0	1585
Q Serve(g_s), s	0.0	1.3	0.0	0.4	2.1	0.0	0.0	0.0	0.6	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	1.3	0.0	0.4	2.1	0.0	0.0	0.0	0.6	0.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	7	1266	393	67	1450	792	552	361	306	1084	0	306
V/C Ratio(X)	0.15	0.25	0.00	0.45	0.36	0.00	0.01	0.00	0.13	0.01	0.00	0.00
Avail Cap(c_a), veh/h	860	6410	1990	1273	7594	4149	1674	1842	1561	3247	0	1561
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.9	7.8	0.0	12.2	7.4	0.0	8.4	0.0	8.7	8.5	0.0	0.0
Incr Delay (d2), s/veh	9.4	0.1	0.0	4.7	0.2	0.0	0.0	0.0	0.2	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.2	0.2	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.3	7.9	0.0	16.9	7.5	0.0	8.4	0.0	8.8	8.5	0.0	0.0
LnGrp LOS	C	A		B	A		A		A	A		
Approach Vol, veh/h		317			554			44			8	
Approach Delay, s/veh		8.0			8.1			8.8			8.5	
Approach LOS		A			A			A			A	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	9.5	5.5	10.9	9.5	4.5	11.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	25.5	18.5	32.5	25.5	12.5	38.5
Max Q Clear Time (g_c+I1), s	2.6	2.4	3.3	2.1	2.0	4.1
Green Ext Time (p_c), s	0.1	0.0	1.8	0.0	0.0	3.2

Intersection Summary	
HCM 7th Control Delay, s/veh	8.1
HCM 7th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

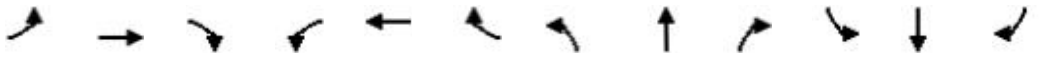
Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	230	78	0	232	342	0	0	0	148	0	63
Future Vol, veh/h	0	230	78	0	232	342	0	0	0	148	0	63
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	382	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	25	25	25	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	264	90	0	267	393	0	0	0	190	0	81

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	-	0	-	-	-	0			372	-	133
Stage 1	-	-	-	-	-	-			267	-	-
Stage 2	-	-	-	-	-	-			106	-	-
Critical Hdwy	-	-	-	-	-	-			6.29	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-			5.84	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			6.04	-	-
Follow-up Hdwy	-	-	-	-	-	-			3.67	-	3.32
Pot Cap-1 Maneuver	0	-	0	0	-	0			615	0	891
Stage 1	0	-	0	0	-	0			727	0	-
Stage 2	0	-	0	0	-	0			867	0	-
Platoon blocked, %		-			-						
Mov Cap-1 Maneuver	-	-	-	-	-	-			615	0	891
Mov Cap-2 Maneuver	-	-	-	-	-	-			615	0	-
Stage 1	-	-	-	-	-	-			727	0	-
Stage 2	-	-	-	-	-	-			867	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	12.25
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	615	891
HCM Lane V/C Ratio	-	-	0.309	0.091
HCM Ctrl Dly (s/v)	-	-	13.4	9.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1.3	0.3

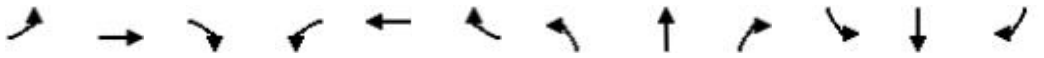


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	296	80	0	479	329	95	0	150	0	0	0
Future Volume (veh/h)	0	296	80	0	479	329	95	0	150	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	329	0	0	570	0	100	0	158			
Peak Hour Factor	0.90	0.90	0.90	0.84	0.84	0.84	0.95	0.95	0.95			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1948		0	1355		643	0	295			
Arrive On Green	0.00	0.38	0.00	0.00	0.38	0.00	0.19	0.00	0.19			
Sat Flow, veh/h	0	5274	1585	0	3647	1585	3456	0	1585			
Grp Volume(v), veh/h	0	329	0	0	570	0	100	0	158			
Grp Sat Flow(s),veh/h/ln	0	1702	1585	0	1777	1585	1728	0	1585			
Q Serve(g_s), s	0.0	0.9	0.0	0.0	2.5	0.0	0.5	0.0	1.9			
Cycle Q Clear(g_c), s	0.0	0.9	0.0	0.0	2.5	0.0	0.5	0.0	1.9			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1948		0	1355		643	0	295			
V/C Ratio(X)	0.00	0.17		0.00	0.42		0.16	0.00	0.54			
Avail Cap(c_a), veh/h	0	10181		0	7085		6558	0	3008			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	4.3	0.0	0.0	4.7	0.0	7.1	0.0	7.7			
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.2	0.0	0.1	0.0	1.5			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	4.3	0.0	0.0	5.0	0.0	7.2	0.0	9.2			
LnGrp LOS		A			A		A		A			
Approach Vol, veh/h		329			570			258				
Approach Delay, s/veh		4.3			5.0			8.4				
Approach LOS		A			A			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		8.4		12.4				12.4				
Change Period (Y+Rc), s		4.5		4.5				4.5				
Max Green Setting (Gmax), s		39.5		41.5				41.5				
Max Q Clear Time (g_c+I1), s		3.9		2.9				4.5				
Green Ext Time (p_c), s		0.8		2.0				3.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	5.5
HCM 7th LOS	A

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	464	13	307	435	1	35	0	63	1	0	0
Future Volume (veh/h)	0	464	13	307	435	1	35	0	63	1	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	488	14	323	458	1	37	0	66	1	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	5	1164	361	417	3028	1654	415	272	230	807	0	230
Arrive On Green	0.00	0.23	0.23	0.23	0.59	0.59	0.15	0.00	0.15	0.15	0.00	0.00
Sat Flow, veh/h	1781	5106	1585	1781	5106	2790	1418	1870	1585	2671	0	1585
Grp Volume(v), veh/h	0	488	14	323	458	1	37	0	66	1	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1395	1418	1870	1585	1335	0	1585
Q Serve(g_s), s	0.0	2.8	0.2	5.8	1.4	0.0	0.8	0.0	1.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.8	0.2	5.8	1.4	0.0	0.8	0.0	1.3	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	5	1164	361	417	3028	1654	415	272	230	807	0	230
V/C Ratio(X)	0.00	0.42	0.04	0.77	0.15	0.00	0.09	0.00	0.29	0.00	0.00	0.00
Avail Cap(c_a), veh/h	259	5715	1774	854	7422	4055	1095	1169	991	2088	0	991
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	11.3	10.3	12.3	3.1	2.9	12.9	0.0	13.1	12.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	3.1	0.0	0.0	0.1	0.0	0.7	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.1	1.7	0.0	0.0	0.2	0.0	0.3	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	11.6	10.4	15.4	3.2	2.9	13.0	0.0	13.8	12.6	0.0	0.0
LnGrp LOS		B	B	B	A	A	B		B	B		
Approach Vol, veh/h		502			782			103			1	
Approach Delay, s/veh		11.5			8.2			13.5			12.6	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	2	3	4		6	7	8					
Phs Duration (G+Y+Rc), s	9.5	12.6	12.3		9.5	0.0	24.9					
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5	4.5	4.5					
Max Green Setting (Gmax), s	21.5	16.5	38.5		21.5	5.0	50.0					
Max Q Clear Time (g_c+I1), s	3.3	7.8	4.8		2.0	0.0	3.4					
Green Ext Time (p_c), s	0.2	0.6	3.0		0.0	0.0	2.9					

Intersection Summary	
HCM 7th Control Delay, s/veh	9.8
HCM 7th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

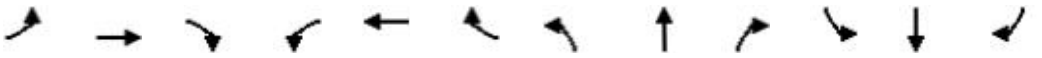
Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	455	166	0	506	396	0	0	0	167	0	181
Future Vol, veh/h	0	455	166	0	506	396	0	0	0	167	0	181
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	382	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	479	175	0	533	417	0	0	0	176	0	191

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	-	-	-	0	724	-	266
Stage 1	-	-	-	-	-	-	533	-	-
Stage 2	-	-	-	-	-	-	192	-	-
Critical Hdwy	-	-	-	-	-	-	6.29	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.04	-	-
Follow-up Hdwy	-	-	-	-	-	-	3.67	-	3.32
Pot Cap-1 Maneuver	0	-	0	0	-	0	391	0	732
Stage 1	0	-	0	0	-	0	536	0	-
Stage 2	0	-	0	0	-	0	783	0	-
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	-	-	-	-	-	-	391	0	732
Mov Cap-2 Maneuver	-	-	-	-	-	-	391	0	-
Stage 1	-	-	-	-	-	-	536	0	-
Stage 2	-	-	-	-	-	-	783	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	16.36
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	391	732
HCM Lane V/C Ratio	-	-	0.449	0.26
HCM Ctrl Dly (s/v)	-	-	21.5	11.6
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	2.3	1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	423	195	0	678	405	225	0	169	0	0	0
Future Volume (veh/h)	0	423	195	0	678	405	225	0	169	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	445	0	0	714	0	237	0	178			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	2115		0	1472		767	0	352			
Arrive On Green	0.00	0.41	0.00	0.00	0.41	0.00	0.22	0.00	0.22			
Sat Flow, veh/h	0	5274	1585	0	3647	1585	3456	0	1585			
Grp Volume(v), veh/h	0	445	0	0	714	0	237	0	178			
Grp Sat Flow(s),veh/h/ln	0	1702	1585	0	1777	1585	1728	0	1585			
Q Serve(g_s), s	0.0	1.4	0.0	0.0	3.6	0.0	1.4	0.0	2.4			
Cycle Q Clear(g_c), s	0.0	1.4	0.0	0.0	3.6	0.0	1.4	0.0	2.4			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2115		0	1472		767	0	352			
V/C Ratio(X)	0.00	0.21		0.00	0.49		0.31	0.00	0.51			
Avail Cap(c_a), veh/h	0	8566		0	5961		5518	0	2531			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	4.6	0.0	0.0	5.3	0.0	8.0	0.0	8.4			
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.2	0.0	0.2	0.0	1.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.1	0.0	0.2	0.0	0.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	4.7	0.0	0.0	5.6	0.0	8.3	0.0	9.6			
LnGrp LOS		A			A		A		A			
Approach Vol, veh/h		445			714			415				
Approach Delay, s/veh		4.7			5.6			8.8				
Approach LOS		A			A			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		10.0		14.7				14.7				
Change Period (Y+Rc), s		4.5		4.5				4.5				
Max Green Setting (Gmax), s		39.5		41.5				41.5				
Max Q Clear Time (g_c+I1), s		4.4		3.4				5.6				
Green Ext Time (p_c), s		1.4		2.7				4.6				

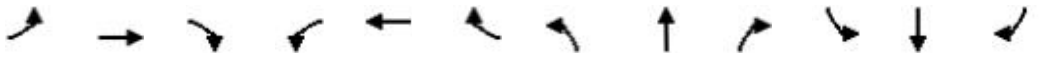
Intersection Summary	
HCM 7th Control Delay, s/veh	6.2
HCM 7th LOS	A

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

APPENDIX E

INTERSECTION ANALYSIS WORKSHEETS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	287	4	323	464	0	37	0	51	2	0	0
Future Volume (veh/h)	1	287	4	323	464	0	37	0	51	2	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	302	4	340	488	0	39	0	54	2	0	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	6	866	269	445	2133	1166	449	294	249	876	0	249
Arrive On Green	0.00	0.17	0.17	0.25	0.42	0.00	0.16	0.00	0.16	0.16	0.00	0.00
Sat Flow, veh/h	1781	5106	1585	1781	5106	2790	1418	1870	1585	2700	0	1585
Grp Volume(v), veh/h	1	302	4	340	488	0	39	0	54	2	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1395	1418	1870	1585	1350	0	1585
Q Serve(g_s), s	0.0	1.7	0.1	5.6	2.0	0.0	0.8	0.0	0.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	1.7	0.1	5.6	2.0	0.0	0.8	0.0	0.9	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	6	866	269	445	2133	1166	449	294	249	876	0	249
V/C Ratio(X)	0.18	0.35	0.01	0.76	0.23	0.00	0.09	0.00	0.22	0.00	0.00	0.00
Avail Cap(c_a), veh/h	699	5210	1617	1035	6172	3372	1361	1497	1269	2614	0	1269
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.9	11.7	11.0	11.1	6.0	0.0	11.6	0.0	11.7	11.3	0.0	0.0
Incr Delay (d2), s/veh	14.6	0.2	0.0	2.8	0.1	0.0	0.1	0.0	0.4	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.0	1.4	0.2	0.0	0.2	0.0	0.2	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.4	11.9	11.0	13.8	6.0	0.0	11.7	0.0	12.2	11.3	0.0	0.0
LnGrp LOS	C	B	B	B	A		B		B	B		
Approach Vol, veh/h		307			828			93			2	
Approach Delay, s/veh		12.0			9.2			12.0			11.3	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	9.5	12.5	9.9	9.5	4.5	17.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	25.5	18.5	32.5	25.5	12.5	38.5
Max Q Clear Time (g_c+I1), s	2.9	7.6	3.7	2.0	2.0	4.0
Green Ext Time (p_c), s	0.2	0.7	1.7	0.0	0.0	3.0

Intersection Summary	
HCM 7th Control Delay, s/veh	10.1
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

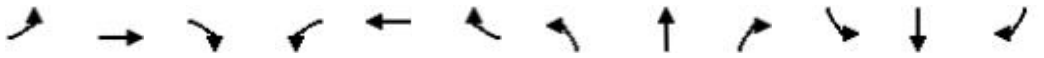
Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	377	199	0	402	342	0	0	0	148	0	189
Future Vol, veh/h	0	377	199	0	402	342	0	0	0	148	0	189
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	382	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	397	209	0	423	360	0	0	0	156	0	199

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	-	0	-	-	-	0			582	-	212
Stage 1	-	-	-	-	-	-			423	-	-
Stage 2	-	-	-	-	-	-			159	-	-
Critical Hdwy	-	-	-	-	-	-			6.29	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-			5.84	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			6.04	-	-
Follow-up Hdwy	-	-	-	-	-	-			3.67	-	3.32
Pot Cap-1 Maneuver	0	-	0	0	-	0			470	0	794
Stage 1	0	-	0	0	-	0			608	0	-
Stage 2	0	-	0	0	-	0			814	0	-
Platoon blocked, %		-			-						
Mov Cap-1 Maneuver	-	-	-	-	-	-			470	0	794
Mov Cap-2 Maneuver	-	-	-	-	-	-			470	0	-
Stage 1	-	-	-	-	-	-			608	0	-
Stage 2	-	-	-	-	-	-			814	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	13.39
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	470	794
HCM Lane V/C Ratio	-	-	0.331	0.251
HCM Ctrl Dly (s/v)	-	-	16.4	11
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	1.4	1

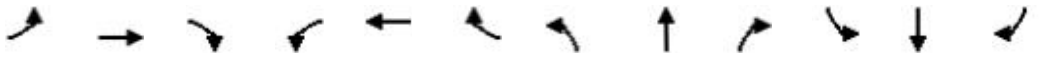


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑	↱	↰↰		↱			
Traffic Volume (veh/h)	0	322	201	0	524	329	221	0	150	0	0	0
Future Volume (veh/h)	0	322	201	0	524	329	221	0	150	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	339	0	0	552	0	233	0	158			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1865		0	1298		750	0	344			
Arrive On Green	0.00	0.37	0.00	0.00	0.37	0.00	0.22	0.00	0.22			
Sat Flow, veh/h	0	5274	1585	0	3647	1585	3456	0	1585			
Grp Volume(v), veh/h	0	339	0	0	552	0	233	0	158			
Grp Sat Flow(s),veh/h/ln	0	1702	1585	0	1777	1585	1728	0	1585			
Q Serve(g_s), s	0.0	1.0	0.0	0.0	2.5	0.0	1.2	0.0	1.9			
Cycle Q Clear(g_c), s	0.0	1.0	0.0	0.0	2.5	0.0	1.2	0.0	1.9			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1865		0	1298		750	0	344			
V/C Ratio(X)	0.00	0.18		0.00	0.43		0.31	0.00	0.46			
Avail Cap(c_a), veh/h	0	9834		0	6844		6335	0	2906			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	4.6	0.0	0.0	5.1	0.0	7.1	0.0	7.3			
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.2	0.0	0.2	0.0	1.0			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	4.7	0.0	0.0	5.4	0.0	7.3	0.0	8.3			
LnGrp LOS		A			A		A		A			
Approach Vol, veh/h		339			552			391				
Approach Delay, s/veh		4.7			5.4			7.7				
Approach LOS		A			A			A				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		9.2		12.4				12.4				
Change Period (Y+Rc), s		4.5		4.5				4.5				
Max Green Setting (Gmax), s		39.5		41.5				41.5				
Max Q Clear Time (g_c+I1), s		3.9		3.0				4.5				
Green Ext Time (p_c), s		1.3		2.0				3.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	5.9
HCM 7th LOS	A

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	581	4	25	812	1	4	0	9	1	0	15
Future Volume (veh/h)	5	581	4	25	812	1	4	0	9	1	0	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	612	4	26	855	1	4	0	9	1	0	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	12	1829	568	58	1960	1071	467	308	261	937	0	261
Arrive On Green	0.01	0.36	0.36	0.03	0.38	0.38	0.16	0.00	0.16	0.16	0.00	0.16
Sat Flow, veh/h	1781	5106	1585	1781	5106	2790	1397	1870	1585	2812	0	1585
Grp Volume(v), veh/h	5	612	4	26	855	1	4	0	9	1	0	16
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1395	1397	1870	1585	1406	0	1585
Q Serve(g_s), s	0.1	2.7	0.0	0.4	3.8	0.0	0.1	0.0	0.1	0.0	0.0	0.3
Cycle Q Clear(g_c), s	0.1	2.7	0.0	0.4	3.8	0.0	0.1	0.0	0.1	0.0	0.0	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	12	1829	568	58	1960	1071	467	308	261	937	0	261
V/C Ratio(X)	0.41	0.33	0.01	0.45	0.44	0.00	0.01	0.00	0.03	0.00	0.00	0.06
Avail Cap(c_a), veh/h	293	6475	2010	968	8408	4594	1226	1324	1122	2466	0	1122
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.0	7.1	6.3	14.4	6.9	5.8	10.6	0.0	10.7	10.6	0.0	10.7
Incr Delay (d2), s/veh	20.9	0.1	0.0	5.4	0.2	0.0	0.0	0.0	0.1	0.0	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.3	0.0	0.2	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.9	7.2	6.3	19.8	7.1	5.8	10.6	0.0	10.7	10.6	0.0	10.8
LnGrp LOS	D	A	A	B	A	A	B		B	B		B
Approach Vol, veh/h		621			882			13			17	
Approach Delay, s/veh		7.4			7.4			10.7			10.8	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	9.5	5.5	15.4	9.5	4.7	16.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	21.5	16.5	38.5	21.5	5.0	50.0
Max Q Clear Time (g_c+I1), s	2.1	2.4	4.7	2.3	2.1	5.8
Green Ext Time (p_c), s	0.0	0.0	3.9	0.0	0.0	5.9

Intersection Summary	
HCM 7th Control Delay, s/veh	7.5
HCM 7th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

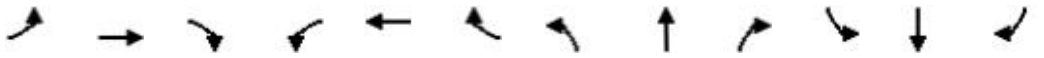
Intersection	
Int Delay, s/veh	18.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	376	101	0	535	636	0	0	0	357	0	221
Future Vol, veh/h	0	376	101	0	535	636	0	0	0	357	0	221
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	382	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	396	106	0	563	669	0	0	0	376	0	233

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	-	0	-	-	-	0			721	-	282
Stage 1	-	-	-	-	-	-			563	-	-
Stage 2	-	-	-	-	-	-			158	-	-
Critical Hdwy	-	-	-	-	-	-			6.29	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-			5.84	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			6.04	-	-
Follow-up Hdwy	-	-	-	-	-	-			3.67	-	3.32
Pot Cap-1 Maneuver	0	-	0	0	-	0			393	0	715
Stage 1	0	-	0	0	-	0			517	0	-
Stage 2	0	-	0	0	-	0			814	0	-
Platoon blocked, %		-			-						
Mov Cap-1 Maneuver	-	-	-	-	-	-			393	0	715
Mov Cap-2 Maneuver	-	-	-	-	-	-			393	0	-
Stage 1	-	-	-	-	-	-			517	0	-
Stage 2	-	-	-	-	-	-			814	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	46.76
HCM LOS			E

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	393	715
HCM Lane V/C Ratio	-	-	0.957	0.325
HCM Ctrl Dly (s/v)	-	-	68	12.4
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	10.9	1.4

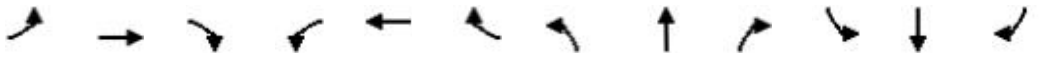


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	599	131	0	907	600	266	0	379	0	0	0
Future Volume (veh/h)	0	599	131	0	907	600	266	0	379	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	631	0	0	955	0	280	0	399			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	2199		0	1530		1164	0	534			
Arrive On Green	0.00	0.43	0.00	0.00	0.43	0.00	0.34	0.00	0.34			
Sat Flow, veh/h	0	5274	1585	0	3647	1585	3456	0	1585			
Grp Volume(v), veh/h	0	631	0	0	955	0	280	0	399			
Grp Sat Flow(s),veh/h/ln	0	1702	1585	0	1777	1585	1728	0	1585			
Q Serve(g_s), s	0.0	3.1	0.0	0.0	8.1	0.0	2.3	0.0	8.6			
Cycle Q Clear(g_c), s	0.0	3.1	0.0	0.0	8.1	0.0	2.3	0.0	8.6			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2199		0	1530		1164	0	534			
V/C Ratio(X)	0.00	0.29		0.00	0.62		0.24	0.00	0.75			
Avail Cap(c_a), veh/h	0	5477		0	3812		3528	0	1618			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	7.2	0.0	0.0	8.6	0.0	9.3	0.0	11.4			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.4	0.0	0.1	0.0	2.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.5	0.0	0.0	1.5	0.0	0.6	0.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	7.2	0.0	0.0	9.0	0.0	9.4	0.0	13.5			
LnGrp LOS		A			A		A		B			
Approach Vol, veh/h		631			955			679				
Approach Delay, s/veh		7.2			9.0			11.8				
Approach LOS		A			A			B				
Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		17.5		21.2				21.2				
Change Period (Y+Rc), s		4.5		4.5				4.5				
Max Green Setting (Gmax), s		39.5		41.5				41.5				
Max Q Clear Time (g_c+I1), s		10.6		5.1				10.1				
Green Ext Time (p_c), s		2.4		4.0				6.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	9.3
HCM 7th LOS	A

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	663	0	29	681	0	2	0	28	2	0	10
Future Volume (veh/h)	17	663	0	29	681	0	2	0	28	2	0	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	698	0	31	717	0	2	0	29	2	0	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	1661	516	68	1736	949	489	322	273	971	0	273
Arrive On Green	0.02	0.33	0.00	0.04	0.34	0.00	0.17	0.00	0.17	0.17	0.00	0.17
Sat Flow, veh/h	1781	5106	1585	1781	5106	2790	1404	1870	1585	2762	0	1585
Grp Volume(v), veh/h	18	698	0	31	717	0	2	0	29	2	0	11
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1395	1404	1870	1585	1381	0	1585
Q Serve(g_s), s	0.3	3.1	0.0	0.5	3.1	0.0	0.0	0.0	0.4	0.0	0.0	0.2
Cycle Q Clear(g_c), s	0.3	3.1	0.0	0.5	3.1	0.0	0.0	0.0	0.4	0.0	0.0	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	41	1661	516	68	1736	949	489	322	273	971	0	273
V/C Ratio(X)	0.43	0.42	0.00	0.46	0.41	0.00	0.00	0.00	0.11	0.00	0.00	0.04
Avail Cap(c_a), veh/h	766	5711	1773	1134	6765	3696	1479	1641	1391	2919	0	1391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.0	7.7	0.0	13.7	7.4	0.0	10.0	0.0	10.1	10.0	0.0	10.0
Incr Delay (d2), s/veh	7.0	0.2	0.0	4.7	0.2	0.0	0.0	0.0	0.2	0.0	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.4	0.0	0.2	0.4	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.0	7.8	0.0	18.4	7.5	0.0	10.0	0.0	10.3	10.0	0.0	10.1
LnGrp LOS	C	A		B	A		A		B	A		B
Approach Vol, veh/h		716			748			31			13	
Approach Delay, s/veh		8.2			8.0			10.3			10.1	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	3	4		6	7	8					
Phs Duration (G+Y+Rc), s	9.5	5.6	14.0		9.5	5.2	14.4					
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5	4.5	4.5					
Max Green Setting (Gmax), s	25.5	18.5	32.5		25.5	12.5	38.5					
Max Q Clear Time (g_c+I1), s	2.4	2.5	5.1		2.2	2.3	5.1					
Green Ext Time (p_c), s	0.0	0.0	4.3		0.0	0.0	4.6					

Intersection Summary	
HCM 7th Control Delay, s/veh	8.1
HCM 7th LOS	A

Notes
User approved volume balancing among the lanes for turning movement.

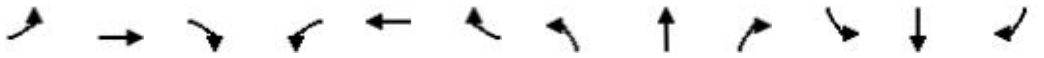
Intersection	
Int Delay, s/veh	8.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	439	257	0	332	577	0	0	0	342	0	147
Future Vol, veh/h	0	439	257	0	332	577	0	0	0	342	0	147
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	382	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	462	271	0	349	607	0	0	0	360	0	155

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	-	0	-	-	-	0			534	-	175
Stage 1	-	-	-	-	-	-			349	-	-
Stage 2	-	-	-	-	-	-			185	-	-
Critical Hdwy	-	-	-	-	-	-			6.29	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-			5.84	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			6.04	-	-
Follow-up Hdwy	-	-	-	-	-	-			3.67	-	3.32
Pot Cap-1 Maneuver	0	-	0	0	-	0			500	0	838
Stage 1	0	-	0	0	-	0			661	0	-
Stage 2	0	-	0	0	-	0			789	0	-
Platoon blocked, %		-			-						
Mov Cap-1 Maneuver	-	-	-	-	-	-			500	0	838
Mov Cap-2 Maneuver	-	-	-	-	-	-			500	0	-
Stage 1	-	-	-	-	-	-			661	0	-
Stage 2	-	-	-	-	-	-			789	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	23.06
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	500	838
HCM Lane V/C Ratio	-	-	0.72	0.185
HCM Ctrl Dly (s/v)	-	-	28.6	10.3
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	5.8	0.7



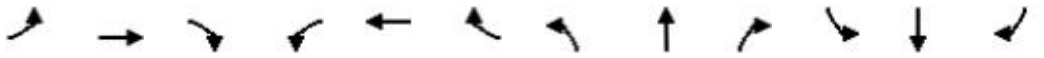
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑	↱	↰↰		↱			
Traffic Volume (veh/h)	0	519	259	0	728	528	179	0	393	0	0	0
Future Volume (veh/h)	0	519	259	0	728	528	179	0	393	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	546	0	0	766	0	188	0	414			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1938		0	1349		1214	0	557			
Arrive On Green	0.00	0.38	0.00	0.00	0.38	0.00	0.35	0.00	0.35			
Sat Flow, veh/h	0	5274	1585	0	3647	1585	3456	0	1585			
Grp Volume(v), veh/h	0	546	0	0	766	0	188	0	414			
Grp Sat Flow(s),veh/h/ln	0	1702	1585	0	1777	1585	1728	0	1585			
Q Serve(g_s), s	0.0	2.5	0.0	0.0	5.7	0.0	1.2	0.0	7.7			
Cycle Q Clear(g_c), s	0.0	2.5	0.0	0.0	5.7	0.0	1.2	0.0	7.7			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1938		0	1349		1214	0	557			
V/C Ratio(X)	0.00	0.28		0.00	0.57		0.15	0.00	0.74			
Avail Cap(c_a), veh/h	0	6336		0	4410		4081	0	1872			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	7.2	0.0	0.0	8.2	0.0	7.4	0.0	9.5			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.4	0.0	0.1	0.0	2.0			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.0	0.0	0.9	0.0	0.3	0.0	1.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	7.3	0.0	0.0	8.6	0.0	7.5	0.0	11.5			
LnGrp LOS		A			A		A		B			
Approach Vol, veh/h		546			766			602				
Approach Delay, s/veh		7.3			8.6			10.3				
Approach LOS		A			A			B				

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		16.2		17.2				17.2				
Change Period (Y+Rc), s		4.5		4.5				4.5				
Max Green Setting (Gmax), s		39.5		41.5				41.5				
Max Q Clear Time (g_c+I1), s		9.7		4.5				7.7				
Green Ext Time (p_c), s		2.1		3.4				5.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	8.7
HCM 7th LOS	A

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	588	14	308	788	1	36	0	63	1	0	15
Future Volume (veh/h)	5	588	14	308	788	1	36	0	63	1	0	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	619	15	324	829	1	38	0	66	1	0	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	12	1346	418	414	2498	1365	387	255	216	756	0	216
Arrive On Green	0.01	0.26	0.26	0.23	0.49	0.49	0.14	0.00	0.14	0.14	0.00	0.14
Sat Flow, veh/h	1781	5106	1585	1781	5106	2790	1397	1870	1585	2671	0	1585
Grp Volume(v), veh/h	5	619	15	324	829	1	38	0	66	1	0	16
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1395	1397	1870	1585	1335	0	1585
Q Serve(g_s), s	0.1	3.7	0.3	6.3	3.6	0.0	0.9	0.0	1.4	0.0	0.0	0.3
Cycle Q Clear(g_c), s	0.1	3.7	0.3	6.3	3.6	0.0	0.9	0.0	1.4	0.0	0.0	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	12	1346	418	414	2498	1365	387	255	216	756	0	216
V/C Ratio(X)	0.41	0.46	0.04	0.78	0.33	0.00	0.10	0.00	0.31	0.00	0.00	0.07
Avail Cap(c_a), veh/h	243	5356	1663	801	6956	3800	1015	1096	929	1957	0	929
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.2	11.3	10.0	13.2	5.7	4.8	14.1	0.0	14.3	13.7	0.0	13.8
Incr Delay (d2), s/veh	21.1	0.2	0.0	3.3	0.1	0.0	0.1	0.0	0.8	0.0	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.9	0.1	1.9	0.4	0.0	0.2	0.0	0.4	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.3	11.6	10.1	16.5	5.8	4.8	14.2	0.0	15.1	13.7	0.0	14.0
LnGrp LOS	D	B	B	B	A	A	B		B	B		B
Approach Vol, veh/h		639			1154			104			17	
Approach Delay, s/veh		11.8			8.8			14.8			14.0	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	9.5	13.0	14.2	9.5	4.7	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	21.5	16.5	38.5	21.5	5.0	50.0
Max Q Clear Time (g_c+I1), s	3.4	8.3	5.7	2.3	2.1	5.6
Green Ext Time (p_c), s	0.2	0.6	3.9	0.0	0.0	5.7

Intersection Summary	
HCM 7th Control Delay, s/veh	10.2
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	38.9

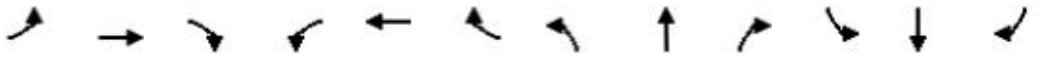
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	523	220	0	696	636	0	0	0	357	0	342
Future Vol, veh/h	0	523	220	0	696	636	0	0	0	357	0	342
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	400	-	-	-	382	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	551	232	0	733	669	0	0	0	376	0	360

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	-	-	-	0	953	-	366
Stage 1	-	-	-	-	-	-	733	-	-
Stage 2	-	-	-	-	-	-	220	-	-
Critical Hdwy	-	-	-	-	-	-	6.29	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.04	-	-
Follow-up Hdwy	-	-	-	-	-	-	3.67	-	3.32
Pot Cap-1 Maneuver	0	-	0	0	-	0	~ 290	0	631
Stage 1	0	-	0	0	-	0	424	0	-
Stage 2	0	-	0	0	-	0	757	0	-
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	-	-	-	-	-	-	~ 290	0	631
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 290	0	-
Stage 1	-	-	-	-	-	-	424	0	-
Stage 2	-	-	-	-	-	-	757	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	106.75
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	290	631
HCM Lane V/C Ratio	-	-	1.295	0.571
HCM Ctrl Dly (s/v)	-	-	191.7	18
HCM Lane LOS	-	-	F	C
HCM 95th %tile Q(veh)	-	-	18.4	3.6

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



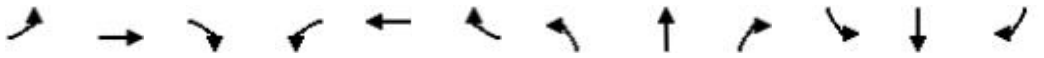
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	627	250	0	947	600	387	0	379	0	0	0
Future Volume (veh/h)	0	627	250	0	947	600	387	0	379	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	660	0	0	997	0	407	0	399			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	2235		0	1555		1181	0	542			
Arrive On Green	0.00	0.44	0.00	0.00	0.44	0.00	0.34	0.00	0.34			
Sat Flow, veh/h	0	5274	1585	0	3647	1585	3456	0	1585			
Grp Volume(v), veh/h	0	660	0	0	997	0	407	0	399			
Grp Sat Flow(s),veh/h/ln	0	1702	1585	0	1777	1585	1728	0	1585			
Q Serve(g_s), s	0.0	3.4	0.0	0.0	8.9	0.0	3.6	0.0	9.0			
Cycle Q Clear(g_c), s	0.0	3.4	0.0	0.0	8.9	0.0	3.6	0.0	9.0			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2235		0	1555		1181	0	542			
V/C Ratio(X)	0.00	0.30		0.00	0.64		0.34	0.00	0.74			
Avail Cap(c_a), veh/h	0	5192		0	3614		3345	0	1534			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	7.4	0.0	0.0	9.0	0.0	10.0	0.0	11.8			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.4	0.0	0.2	0.0	2.0			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.0	0.0	1.7	0.0	0.9	0.0	2.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	7.5	0.0	0.0	9.4	0.0	10.2	0.0	13.8			
LnGrp LOS		A			A		B		B			
Approach Vol, veh/h		660			997			806				
Approach Delay, s/veh		7.5			9.4			12.0				
Approach LOS		A			A			B				

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	18.4	22.4	22.4
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	39.5	41.5	41.5
Max Q Clear Time (g_c+I1), s	11.0	5.4	10.9
Green Ext Time (p_c), s	2.9	4.2	6.9

Intersection Summary	
HCM 7th Control Delay, s/veh	9.7
HCM 7th LOS	A

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	675	4	324	653	0	37	0	52	2	0	10
Future Volume (veh/h)	17	675	4	324	653	0	37	0	52	2	0	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	711	4	341	687	0	39	0	55	2	0	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	1436	446	432	2557	1397	366	241	204	718	0	204
Arrive On Green	0.02	0.28	0.28	0.24	0.50	0.00	0.13	0.00	0.13	0.13	0.00	0.13
Sat Flow, veh/h	1781	5106	1585	1781	5106	2790	1404	1870	1585	2698	0	1585
Grp Volume(v), veh/h	18	711	4	341	687	0	39	0	55	2	0	11
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1395	1404	1870	1585	1349	0	1585
Q Serve(g_s), s	0.4	4.5	0.1	7.0	3.0	0.0	1.0	0.0	1.2	0.0	0.0	0.2
Cycle Q Clear(g_c), s	0.4	4.5	0.1	7.0	3.0	0.0	1.0	0.0	1.2	0.0	0.0	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	40	1436	446	432	2557	1397	366	241	204	718	0	204
V/C Ratio(X)	0.44	0.50	0.01	0.79	0.27	0.00	0.11	0.00	0.27	0.00	0.00	0.05
Avail Cap(c_a), veh/h	573	4274	1327	849	5063	2766	1107	1228	1041	2143	0	1041
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	11.7	10.1	13.8	5.6	0.0	15.2	0.0	15.3	14.7	0.0	14.8
Incr Delay (d2), s/veh	7.5	0.3	0.0	3.3	0.1	0.0	0.1	0.0	0.7	0.0	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.1	0.0	2.1	0.4	0.0	0.3	0.0	0.3	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.2	11.9	10.1	17.1	5.6	0.0	15.3	0.0	16.0	14.7	0.0	14.9
LnGrp LOS	C	B	B	B	A		B		B	B		B
Approach Vol, veh/h		733			1028			94			13	
Approach Delay, s/veh		12.3			9.4			15.7			14.9	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	9.5	13.9	15.4	9.5	5.4	23.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	25.5	18.5	32.5	25.5	12.5	38.5
Max Q Clear Time (g_c+I1), s	3.2	9.0	6.5	2.2	2.4	5.0
Green Ext Time (p_c), s	0.2	0.7	4.4	0.0	0.0	4.4

Intersection Summary	
HCM 7th Control Delay, s/veh	10.9
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

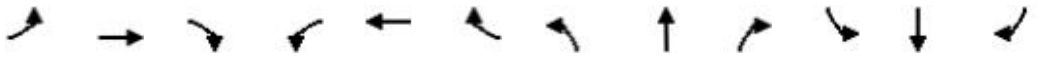
Intersection	
Int Delay, s/veh	17.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	586	378	0	501	577	0	0	0	342	0	272
Future Vol, veh/h	0	586	378	0	501	577	0	0	0	342	0	272
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	400	-	-	-	382	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	617	398	0	527	607	0	0	0	360	0	286

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	-	0	-	-	-	0			774	-	264
Stage 1	-	-	-	-	-	-			527	-	-
Stage 2	-	-	-	-	-	-			247	-	-
Critical Hdwy	-	-	-	-	-	-			6.29	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-			5.84	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			6.04	-	-
Follow-up Hdwy	-	-	-	-	-	-			3.67	-	3.32
Pot Cap-1 Maneuver	0	-	0	0	-	0			367	0	735
Stage 1	0	-	0	0	-	0			539	0	-
Stage 2	0	-	0	0	-	0			733	0	-
Platoon blocked, %		-			-						
Mov Cap-1 Maneuver	-	-	-	-	-	-			367	0	735
Mov Cap-2 Maneuver	-	-	-	-	-	-			367	0	-
Stage 1	-	-	-	-	-	-			539	0	-
Stage 2	-	-	-	-	-	-			733	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	48.44
HCM LOS			E

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	367	735
HCM Lane V/C Ratio	-	-	0.982	0.39
HCM Ctrl Dly (s/v)	-	-	76.6	13
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	11.2	1.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱		↑↑	↱	↰↰		↱			
Traffic Volume (veh/h)	0	546	380	0	773	528	305	0	393	0	0	0
Future Volume (veh/h)	0	546	380	0	773	528	305	0	393	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	575	0	0	814	0	321	0	414			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1987		0	1383		1235	0	567			
Arrive On Green	0.00	0.39	0.00	0.00	0.39	0.00	0.36	0.00	0.36			
Sat Flow, veh/h	0	5274	1585	0	3647	1585	3456	0	1585			
Grp Volume(v), veh/h	0	575	0	0	814	0	321	0	414			
Grp Sat Flow(s),veh/h/ln	0	1702	1585	0	1777	1585	1728	0	1585			
Q Serve(g_s), s	0.0	2.8	0.0	0.0	6.4	0.0	2.3	0.0	8.1			
Cycle Q Clear(g_c), s	0.0	2.8	0.0	0.0	6.4	0.0	2.3	0.0	8.1			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1987		0	1383		1235	0	567			
V/C Ratio(X)	0.00	0.29		0.00	0.59		0.26	0.00	0.73			
Avail Cap(c_a), veh/h	0	5966		0	4152		3843	0	1763			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	7.5	0.0	0.0	8.6	0.0	8.1	0.0	9.9			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.4	0.0	0.1	0.0	1.8			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.0	0.0	1.1	0.0	0.5	0.0	1.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	7.5	0.0	0.0	9.0	0.0	8.2	0.0	11.8			
LnGrp LOS		A			A		A		B			
Approach Vol, veh/h		575			814			735				
Approach Delay, s/veh		7.5			9.0			10.2				
Approach LOS		A			A			B				

Timer - Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		17.2		18.3				18.3				
Change Period (Y+Rc), s		4.5		4.5				4.5				
Max Green Setting (Gmax), s		39.5		41.5				41.5				
Max Q Clear Time (g_c+I1), s		10.1		4.8				8.4				
Green Ext Time (p_c), s		2.6		3.6				5.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			9.0									
HCM 7th LOS			A									

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

APPENDIX F

PASS-BY TRIP CALCULATIONS

Passenger Vehicles Fast-Food Distribution	
From North of SR-14	40%
From South of SR-14	40%
From West of Ave H	5%
From East of Ave H	15%
Sum	100%

AM IN	AM OUT
75	72

PERCENTAGE

#	NAME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Avenue H at 25th Street West	15%							5%		95%	-15%	
2	Avenue H at SR-14 SB Ramps						40%		45%	40%		55%	
3	Avenue H at SR-14 NB Ramps	40%							5%	40%		15%	
101	D1												
102	D2												15%
103	D3								95%				
104	D4			85%					-5%	100%			

CALC

#	NAME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Avenue J at Sierra Highway	10.80							3.75		71.25	-11.25	
2	Avenue J at Trevor Avenue						30.00		32.40	28.80		41.25	
3	Avenue J at Division Avenue	30.00							3.60	28.80		11.25	
101	D1												
102	D2												10.80
103	D3								71.25				
104	D4			61.20					-3.75	75.00			

ROUNDED

#	NAME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Avenue J at Sierra Highway	11							4		71	-11	
2	Avenue J at Trevor Avenue						30		32	29		41	
3	Avenue J at Division Avenue	30							4	29		11	
101	D1												
102	D2												11
103	D3								71				
104	D4			61					-4	75			

Passenger Vehicles Fast-Food Distribution	
from North of SR-14	**40%**
from South of SR-14	**40%**
from West of Ave H	**5%**
from East of Ave H	**15%**
Sum	**100%**

PM IN	PM OUT
80	73

PERCENTAGE

#	NAME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Avenue H at 25th Street West	15%							5%		95%	-15%	
2	Avenue H at SR-14 SB Ramps						40%		45%	40%		55%	
3	Avenue H at SR-14 NB Ramps	40%							5%	40%		15%	
101	D1												
102	D2												15%
103	D3								95%				
104	D4			85%					-5%	100%			

CALC

#	NAME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Avenue J at Sierra Highway	10.95							4.00		76.00	-12.00	
2	Avenue J at Trevor Avenue						32.00		32.85	29.20		44.00	
3	Avenue J at Division Avenue	32.00							3.65	29.20		12.00	
101	D1												
102	D2												10.95
103	D3								76.00				
104	D4			62.05					-4.00	80.00			

ROUNDED

#	NAME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Avenue J at Sierra Highway	11							4		76	-12	
2	Avenue J at Trevor Avenue						32		33	29		44	
3	Avenue J at Division Avenue	32							4	29		12	
101	D1												
102	D2												11
103	D3								76				
104	D4			62					-4	80			

Passenger Vehicle Fuel Station Distribution	
From North of SR-14	40%
From South of SR-14	40%
From West of Ave H	5%
From East of Ave H	15%
Sum	100%

AM IN	AM OUT
72	72

PERCENTAGE

#	NAME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Avenue H at 25th Street West	15%							5%		95%	-15%	
2	Avenue H at SR-14 SB Ramps						40%		45%	40%		55%	
3	Avenue H at SR-14 NB Ramps	40%							5%	40%		15%	
101	D1												
102	D2				95%								15%
103	D3			85%					-5%	5%			
104	D4								85%				

CALC

#	NAME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Avenue J at Sierra Highway	10.80							3.60		68.40	-10.80	
2	Avenue J at Trevor Avenue						28.80		32.40	28.80		39.60	
3	Avenue J at Division Avenue	28.80							3.60	28.80		10.80	
101	D1												
102	D2				68.40								10.80
103	D3			61.20					-3.60	3.60			
104	D4								61.20				

ROUNDED

#	NAME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Avenue J at Sierra Highway	11							4		68	-11	
2	Avenue J at Trevor Avenue						29		32	29		40	
3	Avenue J at Division Avenue	29							4	29		11	
101	D1												
102	D2				68								11
103	D3			61					-4	4			
104	D4								61				

Passenger Vehicle Fuel Station Distribution	
From North of SR-14	40%
From South of SR-14	40%
From West of Ave H	5%
From East of Ave H	15%
Sum	100%

PM IN	PM OUT
107	107

PERCENTAGE

#	NAME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Avenue H at 25th Street West	15%							5%		95%	-15%	
2	Avenue H at SR-14 SB Ramps						40%		45%	40%		55%	
3	Avenue H at SR-14 NB Ramps	40%							5%	40%		15%	
101	D1												
102	D2				95%								15%
103	D3			85%					-5%	5%			
104	D4								85%				

CALC

#	NAME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Avenue J at Sierra Highway	16.05							5.35		101.65	-16.05	
2	Avenue J at Trevor Avenue						42.80		48.15	42.80		58.85	
3	Avenue J at Division Avenue	42.80							5.35	42.80		16.05	
101	D1												
102	D2				101.65								16.05
103	D3			90.95					-5.35	5.35			
104	D4								90.95				

ROUNDED

#	NAME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Avenue J at Sierra Highway	16							5		102	-16	
2	Avenue J at Trevor Avenue						43		48	43		59	
3	Avenue J at Division Avenue	43							5	43		16	
101	D1												
102	D2				102								16
103	D3			91					-5	5			
104	D4								91				

Truck Fuel Station Distribution	
From North of SR-14	40%
From South of SR-14	40%
From West of Ave H	15%
From East of Ave H	5%
Sum	100%

AM IN	AM OUT
36	36

PERCENTAGE

#	NAME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Avenue H at 25th Street West	5%		95%					-15%	15%	85%	-5%	
2	Avenue H at SR-14 SB Ramps						40%		55%	40%		45%	
3	Avenue H at SR-14 NB Ramps	40%							15%	40%		5%	
101	D1				100%								100%
102	D2		100%			100%							
103	D3								95%				
104	D4								95%				

CALC

#	NAME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Avenue J at Sierra Highway	1.80		34.20					-5.40	5.40	30.60	-1.80	
2	Avenue J at Trevor Avenue						14.40		19.80	14.40		16.20	
3	Avenue J at Division Avenue	14.40							5.40	14.40		1.80	
101	D1				36.00								36.00
102	D2		36.00			36.00							
103	D3								34.20				
104	D4								34.20				

ROUNDED

#	NAME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Avenue J at Sierra Highway	2		34					-5	5	31	-2	
2	Avenue J at Trevor Avenue						14		20	14		16	
3	Avenue J at Division Avenue	14							5	14		2	
101	D1				36								36
102	D2		36			36							
103	D3								34				
104	D4								34				

Truck Fuel Station Distribution	
From North of SR-14	40%
From South of SR-14	40%
From West of Ave H	15%
From East of Ave H	5%
Sum	100%

PM IN	PM OUT
15	15

PERCENTAGE

#	NAME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Avenue H at 25th Street West	5%		95%					-15%	15%	85%	-5%	
2	Avenue H at SR-14 SB Ramps						40%		55%	40%		45%	
3	Avenue H at SR-14 NB Ramps	40%							15%	40%		5%	
101	D1				100%								100%
102	D2		100%			100%							
103	D3								80%				
104	D4								80%				

CALC

#	NAME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Avenue J at Sierra Highway	0.75		14.25					-2.25	2.25	12.75	-0.75	
2	Avenue J at Trevor Avenue						6.00		8.25	6.00		6.75	
3	Avenue J at Division Avenue	6.00							2.25	6.00		0.75	
101	D1				15.00								15.00
102	D2		15.00			15.00							
103	D3								12.00				
104	D4								12.00				

ROUNDED

#	NAME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Avenue J at Sierra Highway	1		14					-2	2	13	-1	
2	Avenue J at Trevor Avenue						6		8	6		7	
3	Avenue J at Division Avenue	6							2	6		1	
101	D1				15								15
102	D2		15			15							
103	D3								12				
104	D4								12				

APPENDIX G

CUMULATIVE PROJECT TRIP DISTRIBUTION WORKSHEETS

CUMULATIVE PROJECTS - DISTRIBUTION

TOTAL OF ALL CUMULATIVE PROJECTS

AM Peak Hour

			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Avenue H at 25th Street West		0	0	0	0	0	15	5	113	0	0	341	0
2	Avenue H at SR-14 Southbound Ramps		0	0	0	186	0	159	0	61	53	0	181	230
3	Avenue H at SR-14 Northbound Ramps		159	0	206	0	0	0	0	194	53	0	253	185
4		0	0	0	0	0	0	0	0	0	0	0	0	0
5		0	0	0	0	0	0	0	0	0	0	0	0	0
6		0	0	0	0	0	0	0	0	0	0	0	0	0
7		0	0	0	0	0	0	0	0	0	0	0	0	0
8		0	0	0	0	0	0	0	0	0	0	0	0	0
9		0	0	0	0	0	0	0	0	0	0	0	0	0
10		0	0	0	0	0	0	0	0	0	0	0	0	0
11		0	0	0	0	0	0	0	0	0	0	0	0	0
12		0	0	0	0	0	0	0	0	0	0	0	0	0

PM Peak Hour

			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Avenue H at 25th Street West		0	0	0	0	0	10	16	381	0	0	176	0
2	Avenue H at SR-14 Southbound Ramps		0	0	0	190	0	82	0	203	177	0	94	226
3	Avenue H at SR-14 Northbound Ramps		82	0	239	0	0	0	0	216	177	0	237	191
4		0	0	0	0	0	0	0	0	0	0	0	0	0
5		0	0	0	0	0	0	0	0	0	0	0	0	0
6		0	0	0	0	0	0	0	0	0	0	0	0	0
7		0	0	0	0	0	0	0	0	0	0	0	0	0
8		0	0	0	0	0	0	0	0	0	0	0	0	0
9		0	0	0	0	0	0	0	0	0	0	0	0	0
10		0	0	0	0	0	0	0	0	0	0	0	0	0
11		0	0	0	0	0	0	0	0	0	0	0	0	0
12		0	0	0	0	0	0	0	0	0	0	0	0	0

CUMULATIVE PROJECTS - HAND ENTERED FROM TRAFFIC STUDIES

AM Peak Hour

			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Avenue H at 25th Street West		0	0	0	0	0	0	0	0	0	0	0	0
2	Avenue H at SR-14 Southbound Ramps		0	0	0	0	0	0	0	0	0	0	0	0
3	Avenue H at SR-14 Northbound Ramps		0	0	0	0	0	0	0	0	0	0	0	0
4		0	0	0	0	0	0	0	0	0	0	0	0	0
5		0	0	0	0	0	0	0	0	0	0	0	0	0
6		0	0	0	0	0	0	0	0	0	0	0	0	0
7		0	0	0	0	0	0	0	0	0	0	0	0	0
8		0	0	0	0	0	0	0	0	0	0	0	0	0
9		0	0	0	0	0	0	0	0	0	0	0	0	0
10		0	0	0	0	0	0	0	0	0	0	0	0	0
11		0	0	0	0	0	0	0	0	0	0	0	0	0
12		0	0	0	0	0	0	0	0	0	0	0	0	0

PM Peak Hour

			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Avenue H at 25th Street West		0	0	0	0	0	0	0	0	0	0	0	0
2	Avenue H at SR-14 Southbound Ramps		0	0	0	0	0	0	0	0	0	0	0	0
3	Avenue H at SR-14 Northbound Ramps		0	0	0	0	0	0	0	0	0	0	0	0
4		0	0	0	0	0	0	0	0	0	0	0	0	0
5		0	0	0	0	0	0	0	0	0	0	0	0	0
6		0	0	0	0	0	0	0	0	0	0	0	0	0
7		0	0	0	0	0	0	0	0	0	0	0	0	0
8		0	0	0	0	0	0	0	0	0	0	0	0	0
9		0	0	0	0	0	0	0	0	0	0	0	0	0
10		0	0	0	0	0	0	0	0	0	0	0	0	0
11		0	0	0	0	0	0	0	0	0	0	0	0	0
12		0	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL CUMULATIVE PROJECTS TRAFFIC

AM Peak Hour

			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Avenue H at 25th Street West		0	0	0	0	0	15	5	113	0	0	341	0
2	Avenue H at SR-14 Southbound Ramps		0	0	0	186	0	159	0	61	53	0	181	230
3	Avenue H at SR-14 Northbound Ramps		159	0	206	0	0	0	0	194	53	0	253	185
4		0	0	0	0	0	0	0	0	0	0	0	0	0
5		0	0	0	0	0	0	0	0	0	0	0	0	0
6		0	0	0	0	0	0	0	0	0	0	0	0	0
7		0	0	0	0	0	0	0	0	0	0	0	0	0
8		0	0	0	0	0	0	0	0	0	0	0	0	0
9		0	0	0	0	0	0	0	0	0	0	0	0	0
10		0	0	0	0	0	0	0	0	0	0	0	0	0
11		0	0	0	0	0	0	0	0	0	0	0	0	0
12		0	0	0	0	0	0	0	0	0	0	0	0	0

PM Peak Hour

			NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Avenue H at 25th Street West		0	0	0	0	0	10	16	381	0	0	176	0
2	Avenue H at SR-14 Southbound Ramps		0	0	0	190	0	82	0	203	177	0	94	226
3	Avenue H at SR-14 Northbound Ramps		82	0	239	0	0	0	0	216	177	0	237	191
4		0	0	0	0	0	0	0	0	0	0	0	0	0
5		0	0	0	0	0	0	0	0	0	0	0	0	0
6		0	0	0	0	0	0	0	0	0	0	0	0	0
7		0	0	0	0	0	0	0	0	0	0	0	0	0
8		0	0	0	0	0	0	0	0	0	0	0	0	0
9		0	0	0	0	0	0	0	0	0	0	0	0	0
10		0	0	0	0	0	0	0	0	0	0	0	0	0
11		0	0	0	0	0	0	0	0	0	0	0	0	0
12		0	0	0	0	0	0	0	0	0	0	0	0	0

Enter only in blue cells		Yellow cells calculate

Int. #:	1	Avenue H at 25th Street West

Mirror distribution? N Entire Intersection

Mirror distribution?

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	0	0	0	0	0	5	0	0	0	341	0
AM Out		0	0	0	0	0	15	0	113	0	0	0	0
AM Tot		0	0	0	0	0	15	5	113	0	0	341	0
PM In		0	0	0	0	0	0	16	0	0	0	176	0
PM Out		0	0	0	0	0	10	0	381	0	0	0	0
PM Tot		0	0	0	0	0	10	16	381	0	0	176	0

Zone # 1 E manuafacturing/warehouse | 2,3,5

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											98%	
N	0%	0%	0%	0%	0%	0%	0%	98%	0%	0%	0%	0%
AM Out								98%				
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%		98%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	98%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	282	0	0	0	0	0	0	0	0	0	0	276	0
AM Out	94	0	0	0	0	0	0	0	92	0	0	0	0
PM In	141	0	0	0	0	0	0	0	0	0	0	138	0
PM Out	322	0	0	0	0	0	0	0	316	0	0	0	0

Zone # 2 E Residential | 4,13,14

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	49	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	113	0	0	0	0	0	0	0	0	0	0	0	0
PM In	123	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	87	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 3 E Gas Station | 12

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	462	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	462	0	0	0	0	0	0	0	0	0	0	0	0
PM In	476	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	476	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 4 N Event Center | 1

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In							10%					90%
N	0%	0%	0%	90%	0%	10%	0%	0%	0%	0%	0%	0%
AM Out				90%		10%						
PM In	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%	90%
PM Out	0%	0%	0%	90%	0%	10%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	1	Avenue H at 25th Street West

Zone #	5	E Industrial | 11

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	2	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	1	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	6	N/NW warehouse | 6,7,8,9,10,15,16

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											10%	
N	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
AM Out								10%				
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	645	0	0	0	0	0	0	0	0	0	0	65	0
AM Out	212	0	0	0	0	0	0	0	21	0	0	0	0
PM In	376	0	0	0	0	0	0	0	0	0	0	38	0
PM Out	647	0	0	0	0	0	0	0	65	0	0	0	0

Zone #	7	SW Residential | 18-25

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In							2%					
N	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%
AM Out						2%						
PM In	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	257	0	0	0	0	0	0	5	0	0	0	0	0
AM Out	742	0	0	0	0	0	15	0	0	0	0	0	0
PM In	808	0	0	0	0	0	0	16	0	0	0	0	0
PM Out	495	0	0	0	0	0	10	0	0	0	0	0	0

Zone #	8	N Gas Station/Travel center | 17

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											1%	
N	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out			1%									
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
PM Out	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	9	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Enter only in blue cells		Yellow cells calculate

Int. #:	2	Avenue H at SR-14 Southbound Ramps

N

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	0	0	186	0	159	0	0	0	0	181	0
AM Out		0	0	0	0	0	0	0	61	53	0	0	230
AM Tot		0	0	0	186	0	159	0	61	53	0	181	230
PM In		0	0	0	190	0	82	0	0	0	0	94	0
PM Out		0	0	0	0	0	0	0	203	177	0	0	226
PM Tot		0	0	0	190	0	82	0	203	177	0	94	226

Zone #	1	E manuafacturing/warehouse | 2,3,5

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In						45%					53%	
N	0%	0%	0%	0%	0%	0%	0%	53%	45%	0%	0%	0%
AM Out								53%	45%			
PM In	0%	0%	0%	0%	0%	45%	0%	0%	0%		53%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	53%	45%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	282	0	0	0	0	0	127	0	0	0	0	149	0
AM Out	94	0	0	0	0	0	0	0	50	42	0	0	0
PM In	141	0	0	0	0	0	63	0	0	0	0	75	0
PM Out	322	0	0	0	0	0	0	0	171	145	0	0	0

Zone #	2	E Residential | 4,13,14

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%
AM Out												40%
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	49	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	113	0	0	0	0	0	0	0	0	0	0	0	45
PM In	123	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	87	0	0	0	0	0	0	0	0	0	0	0	35

Zone #	3	E Gas Station | 12

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In				40%								
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%
AM Out												40%
PM In	0%	0%	0%	40%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	462	0	0	0	185	0	0	0	0	0	0	0	0
AM Out	462	0	0	0	0	0	0	0	0	0	0	0	185
PM In	476	0	0	0	190	0	0	0	0	0	0	0	0
PM Out	476	0	0	0	0	0	0	0	0	0	0	0	190

Zone #	4	N Event Center | 1

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											90%	
N	0%	0%	0%	0%	0%	0%	0%	10%	80%	0%	0%	0%
AM Out								10%	80%			
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	90%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	10%	80%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	2	Avenue H at SR-14 Southbound Ramps

Zone #	5	E Industrial | 11

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In				45%				1%				
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	45%
AM Out											1%	45%
PM In	0%	0%	0%	45%	0%	0%	0%	1%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	45%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	2	0	0	0	1	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	1	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	1

Zone #	6	N/NW warehouse | 6,7,8,9,10,15,16

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In						5%					5%	
N	0%	0%	0%	0%	0%	0%	0%	5%	5%	0%	0%	0%
AM Out								5%	5%			
PM In	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	5%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	5%	5%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	645	0	0	0	0	0	32	0	0	0	0	32	0
AM Out	212	0	0	0	0	0	0	0	11	11	0	0	0
PM In	376	0	0	0	0	0	19	0	0	0	0	19	0
PM Out	647	0	0	0	0	0	0	0	32	32	0	0	0

Zone #	7	SW Residential | 18-25

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	257	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	742	0	0	0	0	0	0	0	0	0	0	0	0
PM In	808	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	495	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	8	N Gas Station/Travel center | 17

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											1%	
N	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
AM Out								1%				
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	9	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	3	Avenue H at SR-14 Northbound Ramps

N

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		159	0	206	0	0	0	0	186	0	0	23	0
AM Out		0	0	0	0	0	0	0	8	53	0	230	185
AM Tot		159	0	206	0	0	0	0	194	53	0	253	185
PM In		82	0	239	0	0	0	0	190	0	0	11	0
PM Out		0	0	0	0	0	0	0	26	177	0	226	191
PM Tot		82	0	239	0	0	0	0	216	177	0	237	191

Zone #	1	E manuafacturing/warehouse | 2,3,5

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	45%										8%	
N	0%	0%	0%	0%	0%	0%	0%	8%	45%	0%	0%	0%
AM Out								8%	45%			
PM In	45%	0%	0%	0%	0%	0%	0%	0%	0%		8%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	8%	45%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	282	127	0	0	0	0	0	0	0	0	0	23	0
AM Out	94	0	0	0	0	0	0	0	8	42	0	0	0
PM In	141	63	0	0	0	0	0	0	0	0	0	11	0
PM Out	322	0	0	0	0	0	0	0	26	145	0	0	0

Zone #	2	E Residential | 4,13,14

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In			40%									
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%
AM Out											40%	
PM In	0%	0%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	49	0	0	20	0	0	0	0	0	0	0	0	0
AM Out	113	0	0	0	0	0	0	0	0	0	0	45	0
PM In	123	0	0	49	0	0	0	0	0	0	0	0	0
PM Out	87	0	0	0	0	0	0	0	0	0	0	35	0

Zone #	3	E Gas Station | 12

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In			40%					40%				
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	40%
AM Out											40%	40%
PM In	0%	0%	40%	0%	0%	0%	0%	40%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	40%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	462	0	0	185	0	0	0	0	185	0	0	0	0
AM Out	462	0	0	0	0	0	0	0	0	0	0	185	185
PM In	476	0	0	190	0	0	0	0	190	0	0	0	0
PM Out	476	0	0	0	0	0	0	0	0	0	0	190	190

Zone #	4	N Event Center | 1

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	80%										10%	
N	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
AM Out								10%				
PM In	80%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	3	Avenue H at SR-14 Northbound Ramps

Zone #	5	E Industrial | 11

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In			45%					46%				
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	46%	45%
AM Out											46%	45%
PM In	0%	0%	45%	0%	0%	0%	0%	46%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	46%	45%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	2	0	0	1	0	0	0	0	1	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	1	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	1	1

Zone #	6	N/NW warehouse | 6,7,8,9,10,15,16

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	5%											
N	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%
AM Out									5%			
PM In	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	645	32	0	0	0	0	0	0	0	0	0	0	0
AM Out	212	0	0	0	0	0	0	0	0	11	0	0	0
PM In	376	19	0	0	0	0	0	0	0	0	0	0	0
PM Out	647	0	0	0	0	0	0	0	0	32	0	0	0

Zone #	7	SW Residential | 18-25

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	257	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	742	0	0	0	0	0	0	0	0	0	0	0	0
PM In	808	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	495	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	8	N Gas Station/Travel center | 17

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1%											
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%
AM Out												1%
PM In	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	9	0

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
N	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

APPENDIX H

SIGNAL WARRANT ANALYSIS WORKSHEETS

TRAFFIC SIGNAL WARRANT ANALYSIS FINDINGS

Scenario: Existing (2025)

	Included?	Warrant Satisfied?	Notes and Comments:
Warrant 1, Eight-Hour Vehicular Volume	Yes	**No**	Warrant Not Applicable
Warrant 2, Four-Hour Vehicular Volume	Yes	**Yes**	Figure 4C-2 (70% Factor).
Warrant 3, Peak Hour	Yes	**Yes**	
Warrant 4, Pedestrian Volume	Yes	**No**	Warrant Not Applicable
Warrant 5, School Crossing	Yes	**N/A**	Warrant Not Applicable
Warrant 6, Coordinated Signal System	Yes	**No**	Warrant Not Applicable
Warrant 7, Crash Experience	Yes	**N/A**	Warrant Not Applicable
Warrant 8, Roadway Network	Yes	**N/A**	Warrant Not Applicable
Warrant 9, Intersection Near a Grade Crossing	Yes	**N/A**	Warrant Not Applicable

Results by Scenario									
Scenario	W1	W2	W3	W4	W5	W6	W7	W8	W9
Existing (2025)	No	No	No	No	No	No	N/A	N/A	N/A
	No	No	No	No	No	No	N/A	N/A	N/A
	No	No	No	No	No	No	N/A	N/A	N/A
	No	No	No	No	No	No	N/A	N/A	N/A
	No	No	No	No	No	No	N/A	N/A	N/A

WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

Intersection Name: Avenue H at SR -14 Southbound Ramps
Jurisdiction: City of Lancaster
Scenario: Existing (2025)

Warrant Met: No

Number of Lanes for Moving Traffic on Each Approach	
Major Street (EB/WB)	2 or More Lanes
Minor Street 1 (SB)	2 or More Lanes
Minor Street 2 (N/A)	N/A

Apply 70% Reduction to Warrant Thresholds? Yes

Notes:

Lanes	Adjusted Volumes			Condition A						Condition B						Combination A/B											
																Cond. A			Cond. B			Cond. A			Cond. B		
Major/Minor	Major Street (EB/WB)	Minor Street 1 (SB)	Minor Street 2 (N/A)	100%			70%			100%			70%			80%			80%			56%			56%		
				Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2
1 / 1				500	150	150	350	105	105	750	75	75	525	53	53	400	120	120	600	60	60	280	84	84	420	42	42
2+ / 1	X			600	150	150	420	105	105	900	75	75	630	53	53	480	120	120	720	60	60	336	84	84	504	42	42
2+ / 2+	X	X		600	200	200	420	140	140	900	100	100	630	70	70	480	160	160	720	80	80	336	112	112	504	56	56
1 / 2+				500	200	200	350	140	140	750	100	100	525	70	70	400	160	160	600	80	80	280	112	112	420	56	56
HOURS MET				**4**	**1**		**4**	**3**		**2**	**2**		**4**	**4**		**4**	**3**		**4**	**4**		**6**	**3**		**4**	**4**	
WARRANT SATISFIED (8+ Hours)?				**NO**			**NO**			**NO**			**NO**			**NO**											
12:00 AM	0	0	0																								
12:15 AM	0	0	0																								
12:30 AM	0	0	0																								
12:45 AM	0	0	0																								
1:00 AM	0	0	0																								
1:15 AM	0	0	0																								
1:30 AM	0	0	0																								
1:45 AM	0	0	0																								
2:00 AM	0	0	0																								
2:15 AM	0	0	0																								
2:30 AM	0	0	0																								
2:45 AM	0	0	0																								
3:00 AM	0	0	0																								
3:15 AM	0	0	0																								
3:30 AM	0	0	0																								
3:45 AM	0	0	0																								
4:00 AM	0	0	0																								
4:15 AM	0	0	0																								
4:30 AM	0	0	0																								
4:45 AM	0	0	0																								
5:00 AM	0	0	0																								
5:15 AM	0	0	0																								
5:30 AM	0	0	0																								
5:45 AM	0	0	0																								
6:00 AM	0	0	0																								
6:15 AM	167	37	0																								
6:30 AM	419	94	0																			X					
6:45 AM	729	164	0	X			X	X	X				X	X	X	X	X		X	X						X	X	X
7:00 AM	1046	232	0							X	X	X															
7:15 AM	1098	228	0																								
7:30 AM	1080	217	0																			X	X	X			
7:45 AM	968	192	0	X			X	X	X				X	X	X	X	X		X	X						X	X	X
8:00 AM	830	157	0																								
8:15 AM	611	124	0																								
8:30 AM	377	78	0																			X					
8:45 AM	179	33	0																								
9:00 AM	0	0	0																								
9:15 AM	0	0	0																								
9:30 AM	0	0	0																								
9:45 AM	0	0	0																								
10:00 AM	0	0	0																								
10:15 AM	0	0	0																								
10:30 AM	0	0	0																								
10:45 AM	0	0	0																								
11:00 AM	0	0	0																								
11:15 AM	0	0	0																								
11:30 AM	0	0	0																								
11:45 AM	0	0	0																								

WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

Intersection Name: Avenue H at SR -14 Southbound Ramps
Jurisdiction: City of Lancaster
Scenario: Existing (2025)

Warrant Met: No

Number of Lanes for Moving Traffic on Each Approach	
Major Street (EB/WB)	2 or More Lanes
Minor Street 1 (SB)	2 or More Lanes
Minor Street 2 (N/A)	N/A

Apply 70% Reduction to Warrant Thresholds? Yes

Notes:

Lanes	Adjusted Volumes			Condition A						Condition B						Combination A/B											
																Cond. A			Cond. B			Cond. A			Cond. B		
Major/Minor	Major Street (EB/WB)	Minor Street 1 (SB)	Minor Street 2 (N/A)	100%			70%			100%			70%			80%			80%			56%			56%		
				Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2
1 / 1				500	150	150	350	105	105	750	75	75	525	53	53	400	120	120	600	60	60	280	84	84	420	42	42
2+ / 1	X			600	150	150	420	105	105	900	75	75	630	53	53	480	120	120	720	60	60	336	84	84	504	42	42
2+ / 2+	X	X		600	200	200	420	140	140	900	100	100	630	70	70	480	160	160	720	80	80	336	112	112	504	56	56
1 / 2+				500	200	200	350	140	140	750	100	100	525	70	70	400	160	160	600	80	80	280	112	112	420	56	56
HOURS MET				**4**	**1**		**4**	**3**		**2**	**2**		**4**	**4**		**4**	**3**		**4**	**4**		**6**	**3**		**4**	**4**	
WARRANT SATISFIED (8+ Hours)?				**NO**			**NO**			**NO**			**NO**			**NO**						**NO**					
12:00 PM	0	0	0																								
12:15 PM	0	0	0																								
12:30 PM	0	0	0																								
12:45 PM	0	0	0																								
1:00 PM	0	0	0																								
1:15 PM	0	0	0																								
1:30 PM	0	0	0																								
1:45 PM	0	0	0																								
2:00 PM	0	0	0																								
2:15 PM	0	0	0																								
2:30 PM	0	0	0																								
2:45 PM	0	0	0																								
3:00 PM	0	0	0																								
3:15 PM	250	51	0																								
3:30 PM	477	103	0				X															X					
3:45 PM	752	151	0	X									X	X	X	X			X	X					X	X	X
4:00 PM	957	223	0							X	X		X														
4:15 PM	921	234	0																								
4:30 PM	886	257	0				X	X	X													X	X	X			
4:45 PM	816	291	0	X	X	X							X	X	X	X	X	X	X	X					X	X	X
5:00 PM	783	265	0																								
5:15 PM	569	203	0																								
5:30 PM	377	128	0																			X	X	X			
5:45 PM	171	46	0																								
6:00 PM	0	0	0																								
6:15 PM	0	0	0																								
6:30 PM	0	0	0																								
6:45 PM	0	0	0																								
7:00 PM	0	0	0																								
7:15 PM	0	0	0																								
7:30 PM	0	0	0																								
7:45 PM	0	0	0																								
8:00 PM	0	0	0																								
8:15 PM	0	0	0																								
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8:45 PM	0	0	0																								
9:00 PM	0	0	0																								
9:15 PM	0	0	0																								
9:30 PM	0	0	0																								
9:45 PM	0	0	0																								
10:00 PM	0	0	0																								
10:15 PM	0	0	0																								
10:30 PM	0	0	0																								
10:45 PM	0	0	0																								
11:00 PM	0	0	0																								
11:15 PM	0	0	0																								
11:30 PM	0	0	0																								
11:45 PM	0	0	0																								

WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

Intersection Name: Avenue H at SR -14 Southbound Ramps
Jurisdiction: City of Lancaster
Scenario: Existing (2025)

Warrant Met: Yes

Number of Lanes for Moving Traffic on Each Approach	
Major Street (EB/WB)	2 or More Lanes
Minor Street 1 (SB)	2 or More Lanes
Minor Street 2 (N/A)	N/A

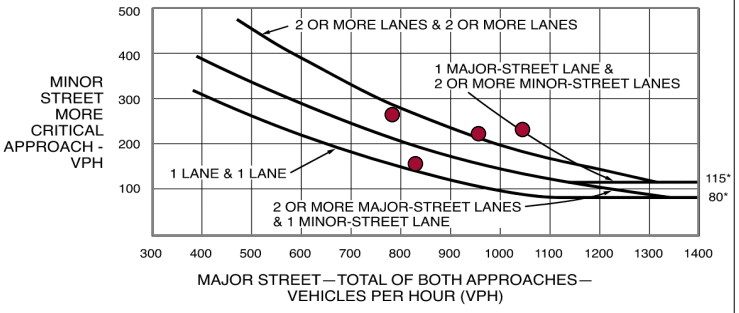
Apply 70% Reduction to Warrant Thresholds? Yes

Total Number of Unique Hours Met on Figure 4C-1	2
Total Number of Unique Hours Met on Figure 4C-2 (70% Factor)	4

Hour Interval Beginning At	Approach Vehicles Per Hour (VPH)				Total Major Approach Volumes	Hour Met?	Hour Met? (70% Factor)
	Major		Minor 1	Minor 2			
	Eastbound	Westbound	Southbound	N/A			
12:00 AM	0	0	0	0	0		
12:15 AM	0	0	0	0	0		
12:30 AM	0	0	0	0	0		
12:45 AM	0	0	0	0	0		
1:00 AM	0	0	0	0	0		
1:15 AM	0	0	0	0	0		
1:30 AM	0	0	0	0	0		
1:45 AM	0	0	0	0	0		
2:00 AM	0	0	0	0	0		
2:15 AM	0	0	0	0	0		
2:30 AM	0	0	0	0	0		
2:45 AM	0	0	0	0	0		
3:00 AM	0	0	0	0	0		
3:15 AM	0	0	0	0	0		
3:30 AM	0	0	0	0	0		
3:45 AM	0	0	0	0	0		
4:00 AM	0	0	0	0	0		
4:15 AM	0	0	0	0	0		
4:30 AM	0	0	0	0	0		
4:45 AM	0	0	0	0	0		
5:00 AM	0	0	0	0	0		
5:15 AM	0	0	0	0	0		
5:30 AM	0	0	0	0	0		
5:45 AM	0	0	0	0	0		
6:00 AM	0	0	0	0	0		
6:15 AM	37	130	37	0	167		
6:30 AM	99	320	94	0	419		
6:45 AM	196	533	164	0	729		Min. 1 Met
7:00 AM	317	729	232	0	1046	Min. 1 Met	
7:15 AM	353	745	228	0	1098		
7:30 AM	364	716	217	0	1080		
7:45 AM	340	628	192	0	968		Min. 1 Met
8:00 AM	271	559	157	0	830		
8:15 AM	198	413	124	0	611		
8:30 AM	125	252	78	0	377		
8:45 AM	52	127	33	0	179		
9:00 AM	0	0	0	0	0		
9:15 AM	0	0	0	0	0		
9:30 AM	0	0	0	0	0		
9:45 AM	0	0	0	0	0		
10:00 AM	0	0	0	0	0		
10:15 AM	0	0	0	0	0		
10:30 AM	0	0	0	0	0		
10:45 AM	0	0	0	0	0		
11:00 AM	0	0	0	0	0		
11:15 AM	0	0	0	0	0		
11:30 AM	0	0	0	0	0		
11:45 AM	0	0	0	0	0		
12:00 PM	0	0	0	0	0		
12:15 PM	0	0	0	0	0		
12:30 PM	0	0	0	0	0		
12:45 PM	0	0	0	0	0		
1:00 PM	0	0	0	0	0		
1:15 PM	0	0	0	0	0		
1:30 PM	0	0	0	0	0		
1:45 PM	0	0	0	0	0		
2:00 PM	0	0	0	0	0		
2:15 PM	0	0	0	0	0		

Legend
● Minor Street 1 (SB)

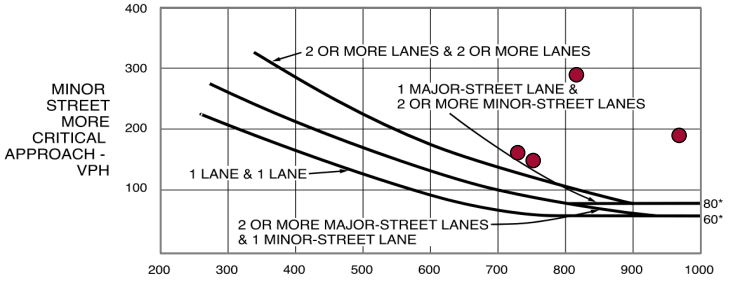
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane

WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

Intersection Name: Avenue H at SR -14 Southbound Ramps
Jurisdiction: City of Lancaster
Scenario: Existing (2025)

Warrant Met: Yes

Number of Lanes for Moving Traffic on Each Approach	
Major Street (EB/WB)	2 or More Lanes
Minor Street 1 (SB)	2 or More Lanes
Minor Street 2 (N/A)	N/A

Apply 70% Reduction to Warrant Thresholds? Yes

Total Number of Unique Hours Met on Figure 4C-1	2
Total Number of Unique Hours Met on Figure 4C-2 (70% Factor)	4

Hour Interval Beginning At	Approach Vehicles Per Hour (VPH)				Total Major Approach Volumes	Hour Met?	Hour Met? (70% Factor)
	Major		Minor 1	Minor 2			
	Eastbound	Westbound	Southbound	N/A			
2:30 PM	0	0	0	0	0		
2:45 PM	0	0	0	0	0		
3:00 PM	0	0	0	0	0		
3:15 PM	95	155	51	0	250		
3:30 PM	162	315	103	0	477		
3:45 PM	256	496	151	0	752		Min. 1 Met
4:00 PM	331	626	223	0	957	Min. 1 Met	
4:15 PM	309	612	234	0	921		
4:30 PM	318	568	257	0	886		
4:45 PM	308	508	291	0	816		Min. 1 Met
5:00 PM	292	491	265	0	783		
5:15 PM	219	350	203	0	569		
5:30 PM	143	234	128	0	377		
5:45 PM	58	113	46	0	171		
6:00 PM	0	0	0	0	0		
6:15 PM	0	0	0	0	0		
6:30 PM	0	0	0	0	0		
6:45 PM	0	0	0	0	0		
7:00 PM	0	0	0	0	0		
7:15 PM	0	0	0	0	0		
7:30 PM	0	0	0	0	0		
7:45 PM	0	0	0	0	0		
8:00 PM	0	0	0	0	0		
8:15 PM	0	0	0	0	0		
8:30 PM	0	0	0	0	0		
8:45 PM	0	0	0	0	0		
9:00 PM	0	0	0	0	0		
9:15 PM	0	0	0	0	0		
9:30 PM	0	0	0	0	0		
9:45 PM	0	0	0	0	0		
10:00 PM	0	0	0	0	0		
10:15 PM	0	0	0	0	0		
10:30 PM	0	0	0	0	0		
10:45 PM	0	0	0	0	0		
11:00 PM	0	0	0	0	0		
11:15 PM	0	0	0	0	0		
11:30 PM	0	0	0	0	0		
11:45 PM	0	0	0	0	0		

Legend
● Minor Street 1 (SB)

Top Hours for Figure 4C-1 - Minor Street 1 (SB)				
	Start Time	End Time	Major Street	Minor Street
Top Hour	7:00 AM	8:00 AM	1046	232
2nd Highest Hour	4:00 PM	5:00 PM	957	223
3rd Highest Hour	5:00 PM	6:00 PM	783	265
4th Highest Hour	8:00 AM	9:00 AM	830	157
Top Hours for Figure 4C-2 (70% Factor) - Minor Street 1 (SB)				
	Start Time	End Time	Major Street	Minor Street
Top Hour	4:45 PM	5:45 PM	816	291
2nd Highest Hour	7:45 AM	8:45 AM	968	192
3rd Highest Hour	6:45 AM	7:45 AM	729	164
4th Highest Hour	3:45 PM	4:45 PM	752	151
Top Hours for Figure 4C-1 - Minor Street 2 (N/A)				
	Start Time	End Time	Major Street	Minor Street
Top Hour	N/A	N/A	N/A	N/A
2nd Highest Hour	N/A	N/A	N/A	N/A
3rd Highest Hour	N/A	N/A	N/A	N/A
4th Highest Hour	N/A	N/A	N/A	N/A
Top Hours for Figure 4C-2 (70% Factor) - Minor Street 2 (N/A)				
	Start Time	End Time	Major Street	Minor Street
Top Hour	N/A	N/A	N/A	N/A
2nd Highest Hour	N/A	N/A	N/A	N/A
3rd Highest Hour	N/A	N/A	N/A	N/A
4th Highest Hour	N/A	N/A	N/A	N/A

TRAFFIC SIGNAL WARRANT ANALYSIS FINDINGS

Scenario: Existing + Project (2025)

	Included?	Warrant Satisfied?	Notes and Comments:
Warrant 1, Eight-Hour Vehicular Volume	Yes	**No**	Warrant Not Applicable
Warrant 2, Four-Hour Vehicular Volume	Yes	**Yes**	Figure 4C-1 (100%). Figure 4C-2 (70% Factor).
Warrant 3, Peak Hour	Yes	**Yes**	
Warrant 4, Pedestrian Volume	Yes	**No**	Warrant Not Applicable
Warrant 5, School Crossing	Yes	**N/A**	Warrant Not Applicable
Warrant 6, Coordinated Signal System	Yes	**No**	Warrant Not Applicable
Warrant 7, Crash Experience	Yes	**N/A**	Warrant Not Applicable
Warrant 8, Roadway Network	Yes	**N/A**	Warrant Not Applicable
Warrant 9, Intersection Near a Grade Crossing	Yes	**N/A**	Warrant Not Applicable

Results by Scenario									
Scenario	W1	W2	W3	W4	W5	W6	W7	W8	W9
Existing + Project (2025)	No	No	No	No	No	No	N/A	N/A	N/A
	No	No	No	No	No	No	N/A	N/A	N/A
	No	No	No	No	No	No	N/A	N/A	N/A
	No	No	No	No	No	No	N/A	N/A	N/A
	No	No	No	No	No	No	N/A	N/A	N/A

WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

Intersection Name: Avenue H at SR -14 Southbound Ramps
Jurisdiction: City of Lancaster
Scenario: Existing + Project (2025)

Warrant Met: No

Number of Lanes for Moving Traffic on Each Approach	
Major Street (EB/WB)	2 or More Lanes
Minor Street 1 (SB)	2 or More Lanes
Minor Street 2 (N/A)	N/A

Apply 70% Reduction to Warrant Thresholds? Yes

Notes:

Lanes	Adjusted Volumes			Condition A						Condition B						Combination A/B											
																Cond. A			Cond. B			Cond. A			Cond. B		
Major/Minor	Major Street (EB/WB)	Minor Street 1 (SB)	Minor Street 2 (N/A)	100%			70%			100%			70%			80%			80%			56%			56%		
				Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2
1 / 1				500	150	150	350	105	105	750	75	75	525	53	53	400	120	120	600	60	60	280	84	84	420	42	42
2+ / 1	X			600	150	150	420	105	105	900	75	75	630	53	53	480	120	120	720	60	60	336	84	84	504	42	42
2+ / 2+	X	X		600	200	200	420	140	140	900	100	100	630	70	70	480	160	160	720	80	80	336	112	112	504	56	56
1 / 2+				500	200	200	350	140	140	750	100	100	525	70	70	400	160	160	600	80	80	280	112	112	420	56	56
HOURS MET				**5**	**2**		**6**	**6**		**4**	**4**		**4**	**4**		**6**	**4**		**4**	**4**		**6**	**5**		**6**	**6**	
WARRANT SATISFIED (8+ Hours)?				**NO**			**NO**			**NO**			**NO**			**NO**						**NO**					
12:00 AM	0	0	0																								
12:15 AM	0	0	0																								
12:30 AM	0	0	0																								
12:45 AM	0	0	0																								
1:00 AM	0	0	0																								
1:15 AM	0	0	0																								
1:30 AM	0	0	0																								
1:45 AM	0	0	0																								
2:00 AM	0	0	0																								
2:15 AM	0	0	0																								
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4:45 AM	0	0	0																								
5:00 AM	0	0	0																								
5:15 AM	0	0	0																								
5:30 AM	0	0	0																								
5:45 AM	0	0	0																								
6:00 AM	0	0	0																								
6:15 AM	277	68	0																								
6:30 AM	641	157	0	X			X	X	X				X	X	X	X	X					X	X	X	X	X	X
6:45 AM	1063	258	0							X	X	X							X	X	X						
7:00 AM	1492	358	0																								
7:15 AM	1544	354	0																								
7:30 AM	1526	342	0	X	X	X	X	X	X				X	X	X	X	X	X	X			X	X	X	X	X	X
7:45 AM	1413	317	0							X	X	X							X	X	X						
8:00 AM	1273	282	0																								
8:15 AM	943	218	0																								
8:30 AM	599	140	0				X	X	X							X						X	X	X	X	X	X
8:45 AM	289	64	0																								
9:00 AM	0	0	0																								
9:15 AM	0	0	0																								
9:30 AM	0	0	0																								
9:45 AM	0	0	0																								
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10:15 AM	0	0	0																								
10:30 AM	0	0	0																								
10:45 AM	0	0	0																								
11:00 AM	0	0	0																								
11:15 AM	0	0	0																								
11:30 AM	0	0	0																								
11:45 AM	0	0	0																								

WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

Intersection Name: Avenue H at SR -14 Southbound Ramps
Jurisdiction: City of Lancaster
Scenario: Existing + Project (2025)

Warrant Met: No

Number of Lanes for Moving Traffic on Each Approach	
Major Street (EB/WB)	2 or More Lanes
Minor Street 1 (SB)	2 or More Lanes
Minor Street 2 (N/A)	N/A

Apply 70% Reduction to Warrant Thresholds? Yes

Notes:

Lanes	Adjusted Volumes			Condition A						Condition B						Combination A/B											
																Cond. A			Cond. B			Cond. A			Cond. B		
Major/Minor	Major Street (EB/WB)	Minor Street 1 (SB)	Minor Street 2 (N/A)	100%			70%			100%			70%			80%			80%			56%			56%		
				Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2
1 / 1				500	150	150	350	105	105	750	75	75	525	53	53	400	120	120	600	60	60	280	84	84	420	42	42
2+ / 1	X			600	150	150	420	105	105	900	75	75	630	53	53	480	120	120	720	60	60	336	84	84	504	42	42
2+ / 2+	X	X		600	200	200	420	140	140	900	100	100	630	70	70	480	160	160	720	80	80	336	112	112	504	56	56
1 / 2+				500	200	200	350	140	140	750	100	100	525	70	70	400	160	160	600	80	80	280	112	112	420	56	56
HOURS MET				**5**	**2**		**6**	**6**		**4**	**4**		**4**	**4**		**6**	**4**		**4**	**4**		**6**	**5**		**6**	**6**	
WARRANT SATISFIED (8+ Hours)?				**NO**			**NO**			**NO**			**NO**			**NO**						**NO**					
12:00 PM	0	0	0																								
12:15 PM	0	0	0																								
12:30 PM	0	0	0																								
12:45 PM	0	0	0																								
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2:30 PM	0	0	0																								
2:45 PM	0	0	0																								
3:00 PM	0	0	0																								
3:15 PM	364	84	0																			X					
3:30 PM	705	168	0	X			X	X		X				X	X	X	X		X						X	X		X
3:45 PM	1094	248	0							X	X		X							X	X	X						
4:00 PM	1413	353	0																								
4:15 PM	1376	364	0																			X	X		X		
4:30 PM	1341	387	0	X	X		X	X		X				X	X	X	X		X						X	X		X
4:45 PM	1270	422	0							X	X		X							X	X	X						
5:00 PM	1236	396	0																								
5:15 PM	910	301	0																			X	X		X		
5:30 PM	603	193	0	X			X	X		X						X	X		X						X	X		X
5:45 PM	284	78	0																								
6:00 PM	0	0	0																								
6:15 PM	0	0	0																								
6:30 PM	0	0	0																								
6:45 PM	0	0	0																								
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11:45 PM	0	0	0																								

WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

Intersection Name: Avenue H at SR -14 Southbound Ramps
Jurisdiction: City of Lancaster
Scenario: Existing + Project (2025)

Warrant Met: Yes

Number of Lanes for Moving Traffic on Each Approach	
Major Street (EB/WB)	2 or More Lanes
Minor Street 1 (SB)	2 or More Lanes
Minor Street 2 (N/A)	N/A

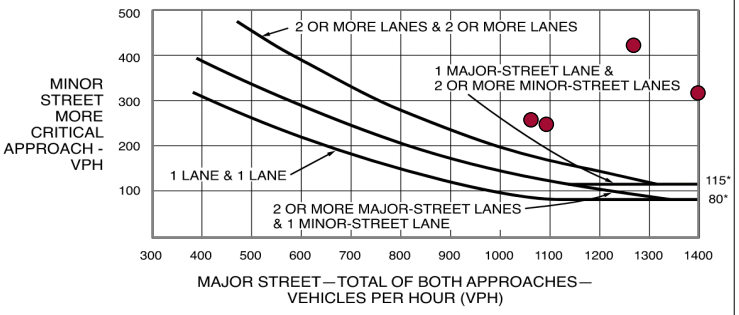
Apply 70% Reduction to Warrant Thresholds? Yes

Total Number of Unique Hours Met on Figure 4C-1	4
Total Number of Unique Hours Met on Figure 4C-2 (70% Factor)	5

Hour Interval Beginning At	Approach Vehicles Per Hour (VPH)				Total Major Approach Volumes	Hour Met?	Hour Met? (70% Factor)
	Major		Minor 1	Minor 2			
	Eastbound	Westbound	Southbound	N/A			
12:00 AM	0	0	0	0	0		
12:15 AM	0	0	0	0	0		
12:30 AM	0	0	0	0	0		
12:45 AM	0	0	0	0	0		
1:00 AM	0	0	0	0	0		
1:15 AM	0	0	0	0	0		
1:30 AM	0	0	0	0	0		
1:45 AM	0	0	0	0	0		
2:00 AM	0	0	0	0	0		
2:15 AM	0	0	0	0	0		
2:30 AM	0	0	0	0	0		
2:45 AM	0	0	0	0	0		
3:00 AM	0	0	0	0	0		
3:15 AM	0	0	0	0	0		
3:30 AM	0	0	0	0	0		
3:45 AM	0	0	0	0	0		
4:00 AM	0	0	0	0	0		
4:15 AM	0	0	0	0	0		
4:30 AM	0	0	0	0	0		
4:45 AM	0	0	0	0	0		
5:00 AM	0	0	0	0	0		
5:15 AM	0	0	0	0	0		
5:30 AM	0	0	0	0	0		
5:45 AM	0	0	0	0	0		
6:00 AM	0	0	0	0	0		
6:15 AM	105	172	68	0	277		
6:30 AM	235	406	157	0	641		
6:45 AM	401	662	258	0	1063	Min. 1 Met	Min. 1 Met
7:00 AM	591	901	358	0	1492		
7:15 AM	627	917	354	0	1544		
7:30 AM	638	888	342	0	1526		
7:45 AM	614	799	317	0	1413	Min. 1 Met	Min. 1 Met
8:00 AM	544	729	282	0	1273		
8:15 AM	403	540	218	0	943		
8:30 AM	262	337	140	0	599		
8:45 AM	120	169	64	0	289		
9:00 AM	0	0	0	0	0		
9:15 AM	0	0	0	0	0		
9:30 AM	0	0	0	0	0		
9:45 AM	0	0	0	0	0		
10:00 AM	0	0	0	0	0		
10:15 AM	0	0	0	0	0		
10:30 AM	0	0	0	0	0		
10:45 AM	0	0	0	0	0		
11:00 AM	0	0	0	0	0		
11:15 AM	0	0	0	0	0		
11:30 AM	0	0	0	0	0		
11:45 AM	0	0	0	0	0		
12:00 PM	0	0	0	0	0		
12:15 PM	0	0	0	0	0		
12:30 PM	0	0	0	0	0		
12:45 PM	0	0	0	0	0		
1:00 PM	0	0	0	0	0		
1:15 PM	0	0	0	0	0		
1:30 PM	0	0	0	0	0		
1:45 PM	0	0	0	0	0		
2:00 PM	0	0	0	0	0		
2:15 PM	0	0	0	0	0		

Legend
● Minor Street 1 (SB)

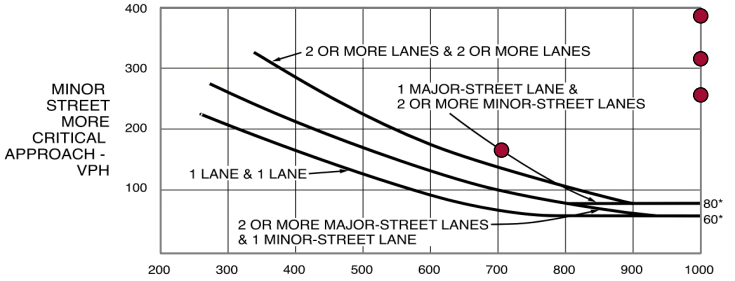
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane

WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

Intersection Name: Avenue H at SR -14 Southbound Ramps
Jurisdiction: City of Lancaster
Scenario: Existing + Project (2025)

Warrant Met: Yes

Number of Lanes for Moving Traffic on Each Approach	
Major Street (EB/WB)	2 or More Lanes
Minor Street 1 (SB)	2 or More Lanes
Minor Street 2 (N/A)	N/A

Apply 70% Reduction to Warrant Thresholds? Yes

Total Number of Unique Hours Met on Figure 4C-1	4
Total Number of Unique Hours Met on Figure 4C-2 (70% Factor)	5

Hour Interval Beginning At	Approach Vehicles Per Hour (VPH)				Total Major Approach Volumes	Hour Met?	Hour Met? (70% Factor)
	Major		Minor 1	Minor 2			
	Eastbound	Westbound	Southbound	N/A			
2:30 PM	0	0	0	0	0		
2:45 PM	0	0	0	0	0		
3:00 PM	0	0	0	0	0		
3:15 PM	164	200	84	0	364		
3:30 PM	300	405	168	0	705		Min. 1 Met
3:45 PM	463	631	248	0	1094	Min. 1 Met	
4:00 PM	607	806	353	0	1413		
4:15 PM	584	792	364	0	1376		
4:30 PM	594	747	387	0	1341		Min. 1 Met
4:45 PM	584	686	422	0	1270	Min. 1 Met	
5:00 PM	567	669	396	0	1236		
5:15 PM	426	484	301	0	910		
5:30 PM	280	323	193	0	603		Min. 1 Met
5:45 PM	127	157	78	0	284		
6:00 PM	0	0	0	0	0		
6:15 PM	0	0	0	0	0		
6:30 PM	0	0	0	0	0		
6:45 PM	0	0	0	0	0		
7:00 PM	0	0	0	0	0		
7:15 PM	0	0	0	0	0		
7:30 PM	0	0	0	0	0		
7:45 PM	0	0	0	0	0		
8:00 PM	0	0	0	0	0		
8:15 PM	0	0	0	0	0		
8:30 PM	0	0	0	0	0		
8:45 PM	0	0	0	0	0		
9:00 PM	0	0	0	0	0		
9:15 PM	0	0	0	0	0		
9:30 PM	0	0	0	0	0		
9:45 PM	0	0	0	0	0		
10:00 PM	0	0	0	0	0		
10:15 PM	0	0	0	0	0		
10:30 PM	0	0	0	0	0		
10:45 PM	0	0	0	0	0		
11:00 PM	0	0	0	0	0		
11:15 PM	0	0	0	0	0		
11:30 PM	0	0	0	0	0		
11:45 PM	0	0	0	0	0		

Legend
● Minor Street 1 (SB)

Top Hours for Figure 4C-1 - Minor Street 1 (SB)				
	Start Time	End Time	Major Street	Minor Street
Top Hour	4:45 PM	5:45 PM	1270	422
2nd Highest Hour	7:45 AM	8:45 AM	1413	317
3rd Highest Hour	6:45 AM	7:45 AM	1063	258
4th Highest Hour	3:45 PM	4:45 PM	1094	248
Top Hours for Figure 4C-2 (70% Factor) - Minor Street 1 (SB)				
	Start Time	End Time	Major Street	Minor Street
Top Hour	4:30 PM	5:30 PM	1341	387
2nd Highest Hour	7:45 AM	8:45 AM	1413	317
3rd Highest Hour	6:45 AM	7:45 AM	1063	258
4th Highest Hour	3:30 PM	4:30 PM	705	168
Top Hours for Figure 4C-1 - Minor Street 2 (N/A)				
	Start Time	End Time	Major Street	Minor Street
Top Hour	N/A	N/A	N/A	N/A
2nd Highest Hour	N/A	N/A	N/A	N/A
3rd Highest Hour	N/A	N/A	N/A	N/A
4th Highest Hour	N/A	N/A	N/A	N/A
Top Hours for Figure 4C-2 (70% Factor) - Minor Street 2 (N/A)				
	Start Time	End Time	Major Street	Minor Street
Top Hour	N/A	N/A	N/A	N/A
2nd Highest Hour	N/A	N/A	N/A	N/A
3rd Highest Hour	N/A	N/A	N/A	N/A
4th Highest Hour	N/A	N/A	N/A	N/A

TRAFFIC SIGNAL WARRANT ANALYSIS FINDINGS

Scenario: OY 2027 Cumu (2027)

	Included?	Warrant Satisfied?	Notes and Comments:
Warrant 1, Eight-Hour Vehicular Volume	Yes	**No**	Warrant Not Applicable
Warrant 2, Four-Hour Vehicular Volume	Yes	**Yes**	Figure 4C-1 (100%). Figure 4C-2 (70% Factor).
Warrant 3, Peak Hour	Yes	**Yes**	
Warrant 4, Pedestrian Volume	Yes	**No**	Warrant Not Applicable
Warrant 5, School Crossing	Yes	**N/A**	Warrant Not Applicable
Warrant 6, Coordinated Signal System	Yes	**No**	Warrant Not Applicable
Warrant 7, Crash Experience	Yes	**N/A**	Warrant Not Applicable
Warrant 8, Roadway Network	Yes	**N/A**	Warrant Not Applicable
Warrant 9, Intersection Near a Grade Crossing	Yes	**N/A**	Warrant Not Applicable

Results by Scenario

Scenario	W1	W2	W3	W4	W5	W6	W7	W8	W9
OY 2027 Cumu (2027)	No	Yes	Yes	No	N/A	No	N/A	N/A	N/A
	No	Yes	Yes	No	N/A	No	N/A	N/A	N/A
	No	Yes	Yes	No	N/A	No	N/A	N/A	N/A
	No	Yes	Yes	No	N/A	No	N/A	N/A	N/A
	No	Yes	Yes	No	N/A	No	N/A	N/A	N/A

WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

Intersection Name: Avenue H at SR -14 Southbound Ramps
Jurisdiction: City of Lancaster
Scenario: OY 2027 Cumu (2027)

Warrant Met: No

Number of Lanes for Moving Traffic on Each Approach	
Major Street (EB/WB)	2 or More Lanes
Minor Street 1 (SB)	2 or More Lanes
Minor Street 2 (N/A)	N/A

Apply 70% Reduction to Warrant Thresholds? Yes

Notes:

Lanes	Adjusted Volumes			Condition A						Condition B						Combination A/B											
																Cond. A			Cond. B			Cond. A			Cond. B		
Major/Minor	Major Street (EB/WB)	Minor Street 1 (SB)	Minor Street 2 (N/A)	100%			70%			100%			70%			80%			80%			56%			56%		
				Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2
1 / 1				500	150	150	350	105	105	750	75	75	525	53	53	400	120	120	600	60	60	280	84	84	420	42	42
2+ / 1	X			600	150	150	420	105	105	900	75	75	630	53	53	480	120	120	720	60	60	336	84	84	504	42	42
2+ / 2+	X	X		600	200	200	420	140	140	900	100	100	630	70	70	480	160	160	720	80	80	336	112	112	504	56	56
1 / 2+				500	200	200	350	140	140	750	100	100	525	70	70	400	160	160	600	80	80	280	112	112	420	56	56
HOURS MET				**6**	**6**		**6**	**5**		**4**	**4**		**6**	**6**		**6**	**6**		**5**	**5**		**6**	**6**		**6**	**6**	
WARRANT SATISFIED (8+ Hours)?				**NO**			**NO**			**NO**			**NO**			**NO**											
12:00 AM	0	0	0																								
12:15 AM	0	0	0																								
12:30 AM	0	0	0																								
12:45 AM	0	0	0																								
1:00 AM	0	0	0																								
1:15 AM	0	0	0																								
1:30 AM	0	0	0																								
1:45 AM	0	0	0																								
2:00 AM	0	0	0																								
2:15 AM	0	0	0																								
2:30 AM	0	0	0																								
2:45 AM	0	0	0																								
3:00 AM	0	0	0																								
3:15 AM	0	0	0																								
3:30 AM	0	0	0																								
3:45 AM	0	0	0																								
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4:30 AM	0	0	0																								
4:45 AM	0	0	0																								
5:00 AM	0	0	0																								
5:15 AM	0	0	0																								
5:30 AM	0	0	0																								
5:45 AM	0	0	0																								
6:00 AM	0	0	0																								
6:15 AM	303	124	0																								
6:30 AM	692	269	0	X	X		X	X	X	X						X	X		X	X	X		X	X		X	X	X
6:45 AM	1141	426	0								X	X	X									X	X	X			
7:00 AM	1597	582	0																								
7:15 AM	1651	578	0																								
7:30 AM	1633	567	0	X	X		X	X	X	X						X	X		X	X	X		X	X		X	X	X
7:45 AM	1518	542	0								X	X	X									X	X	X			
8:00 AM	1376	506	0																								
8:15 AM	1020	386	0																								
8:30 AM	649	253	0	X	X		X	X	X	X						X	X		X	X	X		X	X		X	X	X
8:45 AM	315	120	0																								
9:00 AM	0	0	0																								
9:15 AM	0	0	0																								
9:30 AM	0	0	0																								
9:45 AM	0	0	0																								
10:00 AM	0	0	0																								
10:15 AM	0	0	0																								
10:30 AM	0	0	0																								
10:45 AM	0	0	0																								
11:00 AM	0	0	0																								
11:15 AM	0	0	0																								
11:30 AM	0	0	0																								
11:45 AM	0	0	0																								

WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

Intersection Name: Avenue H at SR -14 Southbound Ramps
Jurisdiction: City of Lancaster
Scenario: OY 2027 Cumu (2027)

Warrant Met: No

Number of Lanes for Moving Traffic on Each Approach	
Major Street (EB/WB)	2 or More Lanes
Minor Street 1 (SB)	2 or More Lanes
Minor Street 2 (N/A)	N/A

Apply 70% Reduction to Warrant Thresholds? Yes

Notes:

Lanes	Adjusted Volumes			Condition A						Condition B						Combination A/B											
																Cond. A			Cond. B			Cond. A			Cond. B		
Major/Minor	Major Street (EB/WB)	Minor Street 1 (SB)	Minor Street 2 (N/A)	100%			70%			100%			70%			80%			80%			56%			56%		
				Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2
1 / 1				500	150	150	350	105	105	750	75	75	525	53	53	400	120	120	600	60	60	280	84	84	420	42	42
2+ / 1	X			600	150	150	420	105	105	900	75	75	630	53	53	480	120	120	720	60	60	336	84	84	504	42	42
2+ / 2+	X	X		600	200	200	420	140	140	900	100	100	630	70	70	480	160	160	720	80	80	336	112	112	504	56	56
1 / 2+				500	200	200	350	140	140	750	100	100	525	70	70	400	160	160	600	80	80	280	112	112	420	56	56
HOURS MET				6	6		6	5		4	4		6	6		6	6		5	5		6	6		6	6	
WARRANT SATISFIED (8+ Hours)?				NO			NO			NO			NO			NO											
12:00 PM	0	0	0																								
12:15 PM	0	0	0																								
12:30 PM	0	0	0																								
12:45 PM	0	0	0																								
1:00 PM	0	0	0																								
1:15 PM	0	0	0																								
1:30 PM	0	0	0																								
1:45 PM	0	0	0																								
2:00 PM	0	0	0																								
2:15 PM	0	0	0																								
2:30 PM	0	0	0																								
2:45 PM	0	0	0																								
3:00 PM	0	0	0																								
3:15 PM	431	120	0				X															X	X		X		
3:30 PM	840	242	0	X	X		X						X	X		X	X	X	X	X	X	X				X	X	X
3:45 PM	1298	359	0							X	X		X														
4:00 PM	1682	501	0																								
4:15 PM	1645	512	0				X	X		X												X	X		X		
4:30 PM	1608	535	0	X	X		X						X	X		X	X	X	X	X	X	X				X	X	X
4:45 PM	1538	571	0							X	X		X														
5:00 PM	1503	544	0																								
5:15 PM	1110	412	0				X	X		X												X	X		X		
5:30 PM	738	267	0	X	X		X						X	X		X	X	X	X	X	X	X				X	X	X
5:45 PM	350	114	0																								
6:00 PM	0	0	0																								
6:15 PM	0	0	0																								
6:30 PM	0	0	0																								
6:45 PM	0	0	0																								
7:00 PM	0	0	0																								
7:15 PM	0	0	0																								
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10:30 PM	0	0	0																								
10:45 PM	0	0	0																								
11:00 PM	0	0	0																								
11:15 PM	0	0	0																								
11:30 PM	0	0	0																								
11:45 PM	0	0	0																								

WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

Intersection Name: Avenue H at SR -14 Southbound Ramps
Jurisdiction: City of Lancaster
Scenario: OY 2027 Cumu (2027)

Warrant Met: Yes

Number of Lanes for Moving Traffic on Each Approach	
Major Street (EB/WB)	2 or More Lanes
Minor Street 1 (SB)	2 or More Lanes
Minor Street 2 (N/A)	N/A

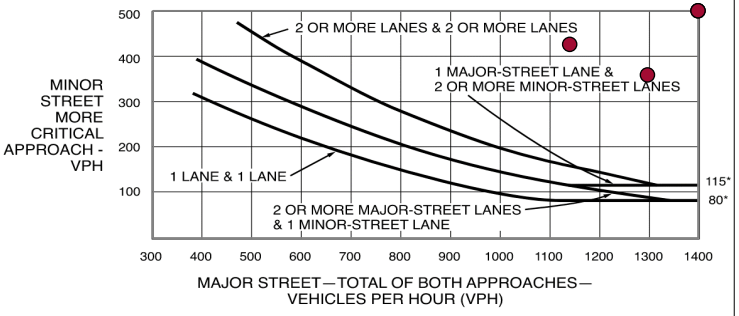
Apply 70% Reduction to Warrant Thresholds? Yes

Total Number of Unique Hours Met on Figure 4C-1	4
Total Number of Unique Hours Met on Figure 4C-2 (70% Factor)	6

Hour Interval Beginning At	Approach Vehicles Per Hour (VPH)				Total Major Approach Volumes	Hour Met?	Hour Met? (70% Factor)
	Major		Minor 1	Minor 2			
	Eastbound	Westbound	Southbound	N/A			
12:00 AM	0	0	0	0	0		
12:15 AM	0	0	0	0	0		
12:30 AM	0	0	0	0	0		
12:45 AM	0	0	0	0	0		
1:00 AM	0	0	0	0	0		
1:15 AM	0	0	0	0	0		
1:30 AM	0	0	0	0	0		
1:45 AM	0	0	0	0	0		
2:00 AM	0	0	0	0	0		
2:15 AM	0	0	0	0	0		
2:30 AM	0	0	0	0	0		
2:45 AM	0	0	0	0	0		
3:00 AM	0	0	0	0	0		
3:15 AM	0	0	0	0	0		
3:30 AM	0	0	0	0	0		
3:45 AM	0	0	0	0	0		
4:00 AM	0	0	0	0	0		
4:15 AM	0	0	0	0	0		
4:30 AM	0	0	0	0	0		
4:45 AM	0	0	0	0	0		
5:00 AM	0	0	0	0	0		
5:15 AM	0	0	0	0	0		
5:30 AM	0	0	0	0	0		
5:45 AM	0	0	0	0	0		
6:00 AM	0	0	0	0	0		
6:15 AM	67	236	124	0	303		
6:30 AM	158	534	269	0	692		Min. 1 Met
6:45 AM	286	855	426	0	1141	Min. 1 Met	
7:00 AM	438	1159	582	0	1597		
7:15 AM	475	1176	578	0	1651		
7:30 AM	487	1146	567	0	1633		Min. 1 Met
7:45 AM	463	1055	542	0	1518	Min. 1 Met	
8:00 AM	392	984	506	0	1376		
8:15 AM	289	731	386	0	1020		
8:30 AM	185	464	253	0	649		Min. 1 Met
8:45 AM	82	233	120	0	315		
9:00 AM	0	0	0	0	0		
9:15 AM	0	0	0	0	0		
9:30 AM	0	0	0	0	0		
9:45 AM	0	0	0	0	0		
10:00 AM	0	0	0	0	0		
10:15 AM	0	0	0	0	0		
10:30 AM	0	0	0	0	0		
10:45 AM	0	0	0	0	0		
11:00 AM	0	0	0	0	0		
11:15 AM	0	0	0	0	0		
11:30 AM	0	0	0	0	0		
11:45 AM	0	0	0	0	0		
12:00 PM	0	0	0	0	0		
12:15 PM	0	0	0	0	0		
12:30 PM	0	0	0	0	0		
12:45 PM	0	0	0	0	0		
1:00 PM	0	0	0	0	0		
1:15 PM	0	0	0	0	0		
1:30 PM	0	0	0	0	0		
1:45 PM	0	0	0	0	0		
2:00 PM	0	0	0	0	0		
2:15 PM	0	0	0	0	0		

Legend
● Minor Street 1 (SB)

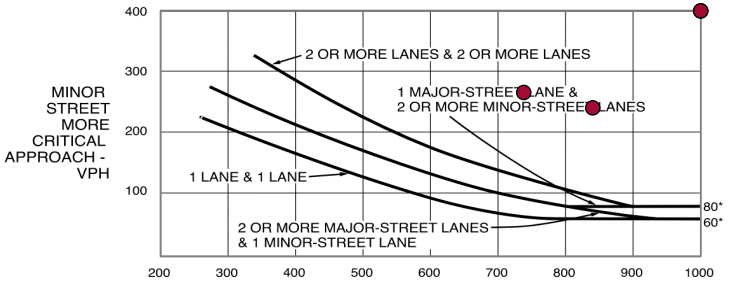
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane

WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

Intersection Name: Avenue H at SR -14 Southbound Ramps
Jurisdiction: City of Lancaster
Scenario: OY 2027 Cumu (2027)

Warrant Met: Yes

Number of Lanes for Moving Traffic on Each Approach	
Major Street (EB/WB)	2 or More Lanes
Minor Street 1 (SB)	2 or More Lanes
Minor Street 2 (N/A)	N/A

Apply 70% Reduction to Warrant Thresholds? Yes

Total Number of Unique Hours Met on Figure 4C-1	4
Total Number of Unique Hours Met on Figure 4C-2 (70% Factor)	6

Hour Interval Beginning At	Approach Vehicles Per Hour (VPH)				Total Major Approach Volumes	Hour Met?	Hour Met? (70% Factor)
	Major		Minor 1	Minor 2			
	Eastbound	Westbound	Southbound	N/A			
2:30 PM	0	0	0	0	0		
2:45 PM	0	0	0	0	0		
3:00 PM	0	0	0	0	0		
3:15 PM	192	239	120	0	431		
3:30 PM	356	484	242	0	840		Min. 1 Met
3:45 PM	548	750	359	0	1298	Min. 1 Met	
4:00 PM	719	963	501	0	1682		
4:15 PM	697	948	512	0	1645		
4:30 PM	706	902	535	0	1608		Min. 1 Met
4:45 PM	696	842	571	0	1538	Min. 1 Met	
5:00 PM	679	824	544	0	1503		
5:15 PM	510	600	412	0	1110		
5:30 PM	337	401	267	0	738		Min. 1 Met
5:45 PM	154	196	114	0	350		
6:00 PM	0	0	0	0	0		
6:15 PM	0	0	0	0	0		
6:30 PM	0	0	0	0	0		
6:45 PM	0	0	0	0	0		
7:00 PM	0	0	0	0	0		
7:15 PM	0	0	0	0	0		
7:30 PM	0	0	0	0	0		
7:45 PM	0	0	0	0	0		
8:00 PM	0	0	0	0	0		
8:15 PM	0	0	0	0	0		
8:30 PM	0	0	0	0	0		
8:45 PM	0	0	0	0	0		
9:00 PM	0	0	0	0	0		
9:15 PM	0	0	0	0	0		
9:30 PM	0	0	0	0	0		
9:45 PM	0	0	0	0	0		
10:00 PM	0	0	0	0	0		
10:15 PM	0	0	0	0	0		
10:30 PM	0	0	0	0	0		
10:45 PM	0	0	0	0	0		
11:00 PM	0	0	0	0	0		
11:15 PM	0	0	0	0	0		
11:30 PM	0	0	0	0	0		
11:45 PM	0	0	0	0	0		

Legend
● Minor Street 1 (SB)

Top Hours for Figure 4C-1 - Minor Street 1 (SB)				
	Start Time	End Time	Major Street	Minor Street
Top Hour	4:45 PM	5:45 PM	1538	571
2nd Highest Hour	7:45 AM	8:45 AM	1518	542
3rd Highest Hour	6:45 AM	7:45 AM	1141	426
4th Highest Hour	3:45 PM	4:45 PM	1298	359
Top Hours for Figure 4C-2 (70% Factor) - Minor Street 1 (SB)				
	Start Time	End Time	Major Street	Minor Street
Top Hour	7:30 AM	8:30 AM	1633	567
2nd Highest Hour	4:30 PM	5:30 PM	1608	535
3rd Highest Hour	3:30 PM	4:30 PM	840	242
4th Highest Hour	5:30 PM	6:30 PM	738	267
Top Hours for Figure 4C-1 - Minor Street 2 (N/A)				
	Start Time	End Time	Major Street	Minor Street
Top Hour	N/A	N/A	N/A	N/A
2nd Highest Hour	N/A	N/A	N/A	N/A
3rd Highest Hour	N/A	N/A	N/A	N/A
4th Highest Hour	N/A	N/A	N/A	N/A
Top Hours for Figure 4C-2 (70% Factor) - Minor Street 2 (N/A)				
	Start Time	End Time	Major Street	Minor Street
Top Hour	N/A	N/A	N/A	N/A
2nd Highest Hour	N/A	N/A	N/A	N/A
3rd Highest Hour	N/A	N/A	N/A	N/A
4th Highest Hour	N/A	N/A	N/A	N/A

TRAFFIC SIGNAL WARRANT ANALYSIS FINDINGS

Scenario: OY 27 Cumulative Plus Project (2027)

	Included?	Warrant Satisfied?	Notes and Comments:
Warrant 1, Eight-Hour Vehicular Volume	Yes	**No**	Warrant Not Applicable
Warrant 2, Four-Hour Vehicular Volume	Yes	**Yes**	Figure 4C-1 (100%). Figure 4C-2 (70% Factor).
Warrant 3, Peak Hour	Yes	**Yes**	
Warrant 4, Pedestrian Volume	Yes	**No**	Warrant Not Applicable
Warrant 5, School Crossing	Yes	**N/A**	Warrant Not Applicable
Warrant 6, Coordinated Signal System	Yes	**No**	Warrant Not Applicable
Warrant 7, Crash Experience	Yes	**N/A**	Warrant Not Applicable
Warrant 8, Roadway Network	Yes	**N/A**	Warrant Not Applicable
Warrant 9, Intersection Near a Grade Crossing	Yes	**N/A**	Warrant Not Applicable

Results by Scenario									
Scenario	W1	W2	W3	W4	W5	W6	W7	W8	W9
OY 27 Cumulative Plus Project (2027)	No	No	No	No	No	No	N/A	N/A	N/A
	No	No	No	No	No	No	N/A	N/A	N/A
	No	No	No	No	No	No	N/A	N/A	N/A
	No	No	No	No	No	No	N/A	N/A	N/A
	No	No	No	No	No	No	N/A	N/A	N/A

WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

Intersection Name: Avenue H at SR -14 Southbound Ramps
Jurisdiction: City of Lancaster
Scenario: OY 27 Cumulative Plus Project (2027)

Warrant Met: No

Number of Lanes for Moving Traffic on Each Approach	
Major Street (EB/WB)	2 or More Lanes
Minor Street 1 (SB)	2 or More Lanes
Minor Street 2 (N/A)	N/A

Notes:

Apply 70% Reduction to Warrant Thresholds? Yes

Lanes	Adjusted Volumes			Condition A							Condition B							Combination A/B											
																		Cond. A			Cond. B			Cond. A			Cond. B		
Major/Minor	Major Street (EB/WB)	Minor Street 1 (SB)	Minor Street 2 (N/A)	100%			70%				100%			70%				80%			80%			56%			56%		
				Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2		Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2		Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2
1 / 1				500	150	150	350	105	105		750	75	75	525	53	53		400	120	120	600	60	60	280	84	84	420	42	42
2+ / 1	X			600	150	150	420	105	105		900	75	75	630	53	53		480	120	120	720	60	60	336	84	84	504	42	42
2+ / 2+	X	X		600	200	200	420	140	140		900	100	100	630	70	70		480	160	160	720	80	80	336	112	112	504	56	56
1 / 2+				500	200	200	350	140	140		750	100	100	525	70	70		400	160	160	600	80	80	280	112	112	420	56	56
HOURS MET				6	6		6	6			5	5		6	6			6	5		6	6		6	6		6	6	
WARRANT SATISFIED (8+ Hours)?				NO			NO				NO			NO				NO						NO					
12:00 AM	0	0	0																										
12:15 AM	0	0	0																										
12:30 AM	0	0	0																										
12:45 AM	0	0	0																										
1:00 AM	0	0	0																										
1:15 AM	0	0	0																										
1:30 AM	0	0	0																										
1:45 AM	0	0	0																										
2:00 AM	0	0	0																										
2:15 AM	0	0	0																										
2:30 AM	0	0	0																										
2:45 AM	0	0	0																										
3:00 AM	0	0	0																										
3:15 AM	0	0	0																										
3:30 AM	0	0	0																										
3:45 AM	0	0	0																										
4:00 AM	0	0	0																										
4:15 AM	0	0	0																										
4:30 AM	0	0	0																										
4:45 AM	0	0	0																										
5:00 AM	0	0	0																										
5:15 AM	0	0	0																										
5:30 AM	0	0	0																										
5:45 AM	0	0	0																										
6:00 AM	0	0	0																										
6:15 AM	409	155	0																					X	X	X			
6:30 AM	905	331	0	X	X		X	X	X		X	X	X		X	X	X		X	X	X		X	X	X		X			X	X		X
6:45 AM	1461	519	0																										
7:00 AM	2024	706	0																										
7:15 AM	2078	702	0																					X	X	X			
7:30 AM	2060	691	0	X	X		X	X	X		X	X	X		X	X	X		X	X	X		X	X	X		X			X	X		X
7:45 AM	1945	666	0																										
8:00 AM	1803	630	0																										
8:15 AM	1340	479	0																					X	X	X			
8:30 AM	862	315	0	X	X		X	X	X		X				X	X		X	X	X		X	X	X		X			X	X		X
8:45 AM	421	151	0																										
9:00 AM	0	0	0																										
9:15 AM	0	0	0																										
9:30 AM	0	0	0																										
9:45 AM	0	0	0																										
10:00 AM	0	0	0																										
10:15 AM	0	0	0																										
10:30 AM	0	0	0																										
10:45 AM	0	0	0																										
11:00 AM	0	0	0																										
11:15 AM	0	0	0																										
11:30 AM	0	0	0																										
11:45 AM	0	0	0																										

WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

Intersection Name: Avenue H at SR -14 Southbound Ramps
Jurisdiction: City of Lancaster
Scenario: OY 27 Cumulative Plus Project (2027)

Warrant Met: No

Number of Lanes for Moving Traffic on Each Approach	
Major Street (EB/WB)	2 or More Lanes
Minor Street 1 (SB)	2 or More Lanes
Minor Street 2 (N/A)	N/A

Apply 70% Reduction to Warrant Thresholds? Yes

Notes:

Lanes	Adjusted Volumes			Condition A						Condition B						Combination A/B											
																Cond. A			Cond. B			Cond. A			Cond. B		
Major/Minor	Major Street (EB/WB)	Minor Street 1 (SB)	Minor Street 2 (N/A)	100%			70%			100%			70%			80%			80%			56%			56%		
				Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2	Maj.	Min. 1	Min. 2
1 / 1				500	150	150	350	105	105	750	75	75	525	53	53	400	120	120	600	60	60	280	84	84	420	42	42
2+ / 1	X			600	150	150	420	105	105	900	75	75	630	53	53	480	120	120	720	60	60	336	84	84	504	42	42
2+ / 2+	X	X		600	200	200	420	140	140	900	100	100	630	70	70	480	160	160	720	80	80	336	112	112	504	56	56
1 / 2+				500	200	200	350	140	140	750	100	100	525	70	70	400	160	160	600	80	80	280	112	112	420	56	56
HOURS MET				6	6		6	6		5	5		6	6		6	5		6	6		6	6		6	6	
WARRANT SATISFIED (8+ Hours)?				NO			NO			NO			NO			NO											
12:00 PM	0	0	0																								
12:15 PM	0	0	0																								
12:30 PM	0	0	0																								
12:45 PM	0	0	0																								
1:00 PM	0	0	0																								
1:15 PM	0	0	0																								
1:30 PM	0	0	0																								
1:45 PM	0	0	0																								
2:00 PM	0	0	0																								
2:15 PM	0	0	0																								
2:30 PM	0	0	0																								
2:45 PM	0	0	0																								
3:00 PM	0	0	0																								
3:15 PM	540	152	0				X	X	X							X						X	X	X	X	X	X
3:30 PM	1059	304	0	X	X	X				X	X	X	X	X	X				X	X	X						
3:45 PM	1627	453	0																								
4:00 PM	2120	626	0																								
4:15 PM	2083	638	0				X	X	X							X	X	X				X	X	X	X	X	X
4:30 PM	2046	661	0	X	X	X				X	X	X	X	X	X				X	X	X						
4:45 PM	1975	697	0																								
5:00 PM	1942	669	0																								
5:15 PM	1438	506	0				X	X	X							X	X	X				X	X	X	X	X	X
5:30 PM	957	330	0	X	X	X				X	X	X	X	X	X				X	X	X						
5:45 PM	460	146	0																								
6:00 PM	0	0	0																								
6:15 PM	0	0	0																								
6:30 PM	0	0	0																								
6:45 PM	0	0	0																								
7:00 PM	0	0	0																								
7:15 PM	0	0	0																								
7:30 PM	0	0	0																								
7:45 PM	0	0	0																								
8:00 PM	0	0	0																								
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10:00 PM	0	0	0																								
10:15 PM	0	0	0																								
10:30 PM	0	0	0																								
10:45 PM	0	0	0																								
11:00 PM	0	0	0																								
11:15 PM	0	0	0																								
11:30 PM	0	0	0																								
11:45 PM	0	0	0																								

WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

Intersection Name: Avenue H at SR -14 Southbound Ramps
Jurisdiction: City of Lancaster
Scenario: OY 27 Cumulative Plus Project (2027)

Warrant Met: Yes

Number of Lanes for Moving Traffic on Each Approach	
Major Street (EB/WB)	2 or More Lanes
Minor Street 1 (SB)	2 or More Lanes
Minor Street 2 (N/A)	N/A

Apply 70% Reduction to Warrant Thresholds? Yes

Total Number of Unique Hours Met on Figure 4C-1	6
Total Number of Unique Hours Met on Figure 4C-2 (70% Factor)	6

Hour Interval Beginning At	Approach Vehicles Per Hour (VPH)				Total Major Approach Volumes	Hour Met?	Hour Met? (70% Factor)
	Major		Minor 1	Minor 2			
	Eastbound	Westbound	Southbound	N/A			
12:00 AM	0	0	0	0	0		
12:15 AM	0	0	0	0	0		
12:30 AM	0	0	0	0	0		
12:45 AM	0	0	0	0	0		
1:00 AM	0	0	0	0	0		
1:15 AM	0	0	0	0	0		
1:30 AM	0	0	0	0	0		
1:45 AM	0	0	0	0	0		
2:00 AM	0	0	0	0	0		
2:15 AM	0	0	0	0	0		
2:30 AM	0	0	0	0	0		
2:45 AM	0	0	0	0	0		
3:00 AM	0	0	0	0	0		
3:15 AM	0	0	0	0	0		
3:30 AM	0	0	0	0	0		
3:45 AM	0	0	0	0	0		
4:00 AM	0	0	0	0	0		
4:15 AM	0	0	0	0	0		
4:30 AM	0	0	0	0	0		
4:45 AM	0	0	0	0	0		
5:00 AM	0	0	0	0	0		
5:15 AM	0	0	0	0	0		
5:30 AM	0	0	0	0	0		
5:45 AM	0	0	0	0	0		
6:00 AM	0	0	0	0	0		
6:15 AM	133	276	155	0	409		
6:30 AM	290	615	331	0	905	Min. 1 Met	Min. 1 Met
6:45 AM	484	977	519	0	1461		
7:00 AM	703	1321	706	0	2024		
7:15 AM	740	1338	702	0	2078		
7:30 AM	752	1308	691	0	2060	Min. 1 Met	Min. 1 Met
7:45 AM	728	1217	666	0	1945		
8:00 AM	657	1146	630	0	1803		
8:15 AM	487	853	479	0	1340		
8:30 AM	317	545	315	0	862	Min. 1 Met	Min. 1 Met
8:45 AM	148	273	151	0	421		
9:00 AM	0	0	0	0	0		
9:15 AM	0	0	0	0	0		
9:30 AM	0	0	0	0	0		
9:45 AM	0	0	0	0	0		
10:00 AM	0	0	0	0	0		
10:15 AM	0	0	0	0	0		
10:30 AM	0	0	0	0	0		
10:45 AM	0	0	0	0	0		
11:00 AM	0	0	0	0	0		
11:15 AM	0	0	0	0	0		
11:30 AM	0	0	0	0	0		
11:45 AM	0	0	0	0	0		
12:00 PM	0	0	0	0	0		
12:15 PM	0	0	0	0	0		
12:30 PM	0	0	0	0	0		
12:45 PM	0	0	0	0	0		
1:00 PM	0	0	0	0	0		
1:15 PM	0	0	0	0	0		
1:30 PM	0	0	0	0	0		
1:45 PM	0	0	0	0	0		
2:00 PM	0	0	0	0	0		
2:15 PM	0	0	0	0	0		

Legend
● Minor Street 1 (SB)

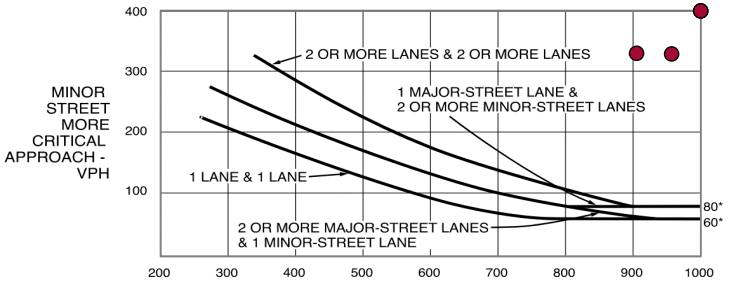
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane

WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

Intersection Name: Avenue H at SR -14 Southbound Ramps
Jurisdiction: City of Lancaster
Scenario: OY 27 Cumulative Plus Project (2027)

Warrant Met: Yes

Number of Lanes for Moving Traffic on Each Approach	
Major Street (EB/WB)	2 or More Lanes
Minor Street 1 (SB)	2 or More Lanes
Minor Street 2 (N/A)	N/A

Apply 70% Reduction to Warrant Thresholds? Yes

Total Number of Unique Hours Met on Figure 4C-1	6
Total Number of Unique Hours Met on Figure 4C-2 (70% Factor)	6

Hour Interval Beginning At	Approach Vehicles Per Hour (VPH)				Total Major Approach Volumes	Hour Met?	Hour Met? (70% Factor)
	Major		Minor 1	Minor 2			
	Eastbound	Westbound	Southbound	N/A			
2:30 PM	0	0	0	0	0		
2:45 PM	0	0	0	0	0		
3:00 PM	0	0	0	0	0		
3:15 PM	259	281	152	0	540		
3:30 PM	490	569	304	0	1059	Min. 1 Met	Min. 1 Met
3:45 PM	750	877	453	0	1627		
4:00 PM	988	1132	626	0	2120		
4:15 PM	965	1118	638	0	2083		
4:30 PM	974	1072	661	0	2046	Min. 1 Met	Min. 1 Met
4:45 PM	964	1011	697	0	1975		
5:00 PM	948	994	669	0	1942		
5:15 PM	711	727	506	0	1438		
5:30 PM	471	486	330	0	957	Min. 1 Met	Min. 1 Met
5:45 PM	222	238	146	0	460		
6:00 PM	0	0	0	0	0		
6:15 PM	0	0	0	0	0		
6:30 PM	0	0	0	0	0		
6:45 PM	0	0	0	0	0		
7:00 PM	0	0	0	0	0		
7:15 PM	0	0	0	0	0		
7:30 PM	0	0	0	0	0		
7:45 PM	0	0	0	0	0		
8:00 PM	0	0	0	0	0		
8:15 PM	0	0	0	0	0		
8:30 PM	0	0	0	0	0		
8:45 PM	0	0	0	0	0		
9:00 PM	0	0	0	0	0		
9:15 PM	0	0	0	0	0		
9:30 PM	0	0	0	0	0		
9:45 PM	0	0	0	0	0		
10:00 PM	0	0	0	0	0		
10:15 PM	0	0	0	0	0		
10:30 PM	0	0	0	0	0		
10:45 PM	0	0	0	0	0		
11:00 PM	0	0	0	0	0		
11:15 PM	0	0	0	0	0		
11:30 PM	0	0	0	0	0		
11:45 PM	0	0	0	0	0		

Legend
● Minor Street 1 (SB)

Top Hours for Figure 4C-1 - Minor Street 1 (SB)				
	Start Time	End Time	Major Street	Minor Street
Top Hour	7:30 AM	8:30 AM	2060	691
2nd Highest Hour	4:30 PM	5:30 PM	2046	661
3rd Highest Hour	3:30 PM	4:30 PM	1059	304
4th Highest Hour	5:30 PM	6:30 PM	957	330
Top Hours for Figure 4C-2 (70% Factor) - Minor Street 1 (SB)				
	Start Time	End Time	Major Street	Minor Street
Top Hour	7:30 AM	8:30 AM	2060	691
2nd Highest Hour	4:30 PM	5:30 PM	2046	661
3rd Highest Hour	6:30 AM	7:30 AM	905	331
4th Highest Hour	5:30 PM	6:30 PM	957	330
Top Hours for Figure 4C-1 - Minor Street 2 (N/A)				
	Start Time	End Time	Major Street	Minor Street
Top Hour	N/A	N/A	N/A	N/A
2nd Highest Hour	N/A	N/A	N/A	N/A
3rd Highest Hour	N/A	N/A	N/A	N/A
4th Highest Hour	N/A	N/A	N/A	N/A
Top Hours for Figure 4C-2 (70% Factor) - Minor Street 2 (N/A)				
	Start Time	End Time	Major Street	Minor Street
Top Hour	N/A	N/A	N/A	N/A
2nd Highest Hour	N/A	N/A	N/A	N/A
3rd Highest Hour	N/A	N/A	N/A	N/A
4th Highest Hour	N/A	N/A	N/A	N/A

APPENDIX I

OFF-SITE QUEUING ANALYSIS WORKSHEET

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2085	2088	2067	2123	2007	2073
Vehs Exited	2093	2099	2077	2118	2010	2079
Starting Vehs	52	50	55	40	56	51
Ending Vehs	44	39	45	45	53	44
Travel Distance (mi)	1458	1437	1438	1487	1362	1436
Travel Time (hr)	52.1	51.8	51.3	53.7	49.2	51.6
Total Delay (hr)	13.1	13.3	13.1	13.7	12.6	13.2
Total Stops	1230	1207	1253	1296	1210	1238
Fuel Used (gal)	51.7	51.6	51.7	53.1	48.7	51.3

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	2085	2088	2067	2123	2007	2073
Vehs Exited	2093	2099	2077	2118	2010	2079
Starting Vehs	52	50	55	40	56	51
Ending Vehs	44	39	45	45	53	44
Travel Distance (mi)	1458	1437	1438	1487	1362	1436
Travel Time (hr)	52.1	51.8	51.3	53.7	49.2	51.6
Total Delay (hr)	13.1	13.3	13.1	13.7	12.6	13.2
Total Stops	1230	1207	1253	1296	1210	1238
Fuel Used (gal)	51.7	51.6	51.7	53.1	48.7	51.3

Intersection: 1: 25th Street W & Avenue H

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	T	T	T	R	L	T	T	T	R	L	R	LT
Maximum Queue (ft)	64	45	47	17	57	66	58	51	10	23	17	8
Average Queue (ft)	27	14	13	1	17	30	22	14	1	2	3	0
95th Queue (ft)	51	36	35	9	45	56	53	40	7	14	13	3
Link Distance (ft)	3574	3574	3574			917	917	917				536
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				180	310				326	200	150	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 2: SR-14 On-Ramp/SR-14 Off-Ramp & Avenue H

Movement	EB	WB	WB	SB	SB
Directions Served	TR	T	TR	L	R
Maximum Queue (ft)	11	85	110	118	60
Average Queue (ft)	0	6	18	43	24
95th Queue (ft)	8	39	73	84	45
Link Distance (ft)	917	814	814		594
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				382	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: SR-14 Off-Ramp/SR-14 On-Ramp & Avenue H

Movement	EB	EB	EB	WB	WB	NB	NB	NB
Directions Served	T	T	TR	T	T	L	L	R
Maximum Queue (ft)	95	92	69	203	210	81	74	70
Average Queue (ft)	46	45	24	100	126	24	31	35
95th Queue (ft)	77	80	63	174	190	60	70	59
Link Distance (ft)	814	814	814	1028	1028	354	354	354
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1792	1821	1725	1713	1817	1773
Vehs Exited	1803	1835	1729	1737	1804	1781
Starting Vehs	53	48	47	54	34	50
Ending Vehs	42	34	43	30	47	41
Travel Distance (mi)	1215	1227	1168	1144	1176	1186
Travel Time (hr)	44.7	45.5	42.8	41.8	44.0	43.7
Total Delay (hr)	10.7	10.9	10.1	9.3	10.7	10.3
Total Stops	1102	1121	1133	983	1097	1085
Fuel Used (gal)	43.8	44.6	42.1	40.6	42.2	42.7

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1792	1821	1725	1713	1817	1773
Vehs Exited	1803	1835	1729	1737	1804	1781
Starting Vehs	53	48	47	54	34	50
Ending Vehs	42	34	43	30	47	41
Travel Distance (mi)	1215	1227	1168	1144	1176	1186
Travel Time (hr)	44.7	45.5	42.8	41.8	44.0	43.7
Total Delay (hr)	10.7	10.9	10.1	9.3	10.7	10.3
Total Stops	1102	1121	1133	983	1097	1085
Fuel Used (gal)	43.8	44.6	42.1	40.6	42.2	42.7

Intersection: 1: 25th Street W & Avenue H

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	T	L	T	T	T	L	R	LT
Maximum Queue (ft)	9	55	48	58	52	74	68	43	17	25	7
Average Queue (ft)	0	20	9	18	20	34	19	14	1	7	0
95th Queue (ft)	5	40	31	44	47	59	51	38	6	21	3
Link Distance (ft)		3574	3574	3574		917	917	917			536
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	286				310				200	200	
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 2: SR-14 On-Ramp/SR-14 Off-Ramp & Avenue H

Movement	EB	WB	WB	SB	SB
Directions Served	TR	T	TR	L	R
Maximum Queue (ft)	7	51	79	95	50
Average Queue (ft)	0	3	12	38	24
95th Queue (ft)	5	26	52	70	42
Link Distance (ft)	917	814	814		594
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				382	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: SR-14 Off-Ramp/SR-14 On-Ramp & Avenue H

Movement	EB	EB	EB	WB	WB	NB	NB	NB
Directions Served	T	T	TR	T	T	L	L	R
Maximum Queue (ft)	79	75	72	150	175	65	78	72
Average Queue (ft)	41	37	24	72	102	18	25	29
95th Queue (ft)	68	68	62	130	158	47	60	58
Link Distance (ft)	814	814	814	1028	1028	354	354	354
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2808	2876	2830	2801	2832	2829
Vehs Exited	2803	2877	2834	2825	2831	2835
Starting Vehs	61	73	73	79	65	67
Ending Vehs	66	72	69	55	66	64
Travel Distance (mi)	1659	1739	1671	1692	1690	1690
Travel Time (hr)	64.8	67.7	66.3	67.1	66.0	66.4
Total Delay (hr)	17.9	18.9	18.9	19.0	18.8	18.7
Total Stops	2092	2192	2143	2221	2137	2158
Fuel Used (gal)	63.7	66.8	64.4	65.6	65.0	65.1

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	2808	2876	2830	2801	2832	2829
Vehs Exited	2803	2877	2834	2825	2831	2835
Starting Vehs	61	73	73	79	65	67
Ending Vehs	66	72	69	55	66	64
Travel Distance (mi)	1659	1739	1671	1692	1690	1690
Travel Time (hr)	64.8	67.7	66.3	67.1	66.0	66.4
Total Delay (hr)	17.9	18.9	18.9	19.0	18.8	18.7
Total Stops	2092	2192	2143	2221	2137	2158
Fuel Used (gal)	63.7	66.8	64.4	65.6	65.0	65.1

Intersection: 1: 25th Street W & Avenue H

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	T	T	T	R	UL	T	T	T	L	T	R	LT
Maximum Queue (ft)	68	88	111	21	174	88	51	44	67	20	66	8
Average Queue (ft)	36	35	54	4	98	26	17	10	21	1	22	0
95th Queue (ft)	63	70	97	17	154	62	43	34	50	14	46	4
Link Distance (ft)	3574	3574	3574			472	472	472		195		536
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				180	310				200		150	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 2: SR-14 On-Ramp/SR-14 Off-Ramp & Avenue H

Movement	EB	EB	WB	WB	SB	SB
Directions Served	T	TR	T	TR	L	R
Maximum Queue (ft)	11	38	86	98	151	80
Average Queue (ft)	0	2	5	15	59	40
95th Queue (ft)	8	17	46	62	112	67
Link Distance (ft)	267	267	814	814		600
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					382	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 3: SR-14 Off-Ramp/SR-14 On-Ramp & Avenue H

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	TR	T	T	R	L	L	R
Maximum Queue (ft)	97	110	146	215	229	13	110	115	86
Average Queue (ft)	43	50	69	111	112	1	46	41	33
95th Queue (ft)	78	89	122	176	183	10	92	88	65
Link Distance (ft)	814	814	814	1028	1028		354	354	354
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)						340			
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 4: 25th Street W & Project Driveway #1 (Southern Driveway)

Movement	WB	SB
Directions Served	R	LT
Maximum Queue (ft)	62	22
Average Queue (ft)	29	1
95th Queue (ft)	52	11
Link Distance (ft)	209	106
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: 25th Street W & Project Driveway #2 (Northern Driveway)

Movement	WB	NB	SB
Directions Served	R	TR	LT
Maximum Queue (ft)	54	6	48
Average Queue (ft)	21	0	5
95th Queue (ft)	47	4	27
Link Distance (ft)	181	106	195
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Avenue H

Movement	EB	NB
Directions Served	TR	R
Maximum Queue (ft)	8	83
Average Queue (ft)	0	36
95th Queue (ft)	7	61
Link Distance (ft)	472	192
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Avenue H

Movement	EB	NB
Directions Served	TR	R
Maximum Queue (ft)	31	85
Average Queue (ft)	2	44
95th Queue (ft)	13	70
Link Distance (ft)	66	152
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2510	2601	2665	2561	2490	2567
Vehs Exited	2522	2593	2666	2566	2491	2569
Starting Vehs	63	50	53	56	60	53
Ending Vehs	51	58	52	51	59	54
Travel Distance (mi)	1375	1432	1475	1405	1369	1411
Travel Time (hr)	56.3	57.5	60.6	56.8	55.8	57.4
Total Delay (hr)	15.2	15.1	16.5	15.1	15.3	15.4
Total Stops	1941	1862	2113	1897	1936	1948
Fuel Used (gal)	53.9	55.5	57.9	55.2	53.4	55.2

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	2510	2601	2665	2561	2490	2567
Vehs Exited	2522	2593	2666	2566	2491	2569
Starting Vehs	63	50	53	56	60	53
Ending Vehs	51	58	52	51	59	54
Travel Distance (mi)	1375	1432	1475	1405	1369	1411
Travel Time (hr)	56.3	57.5	60.6	56.8	55.8	57.4
Total Delay (hr)	15.2	15.1	16.5	15.1	15.3	15.4
Total Stops	1941	1862	2113	1897	1936	1948
Fuel Used (gal)	53.9	55.5	57.9	55.2	53.4	55.2

Intersection: 1: 25th Street W & Avenue H

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	T	R	UL	T	T	T	L	R	LT
Maximum Queue (ft)	8	58	74	104	20	192	86	70	43	52	61	12
Average Queue (ft)	0	21	24	51	2	100	32	20	13	23	19	1
95th Queue (ft)	5	45	57	90	12	165	64	53	37	49	42	6
Link Distance (ft)		3574	3574	3574			472	472	472			536
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	286				180	310				200	150	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 2: SR-14 On-Ramp/SR-14 Off-Ramp & Avenue H

Movement	EB	WB	WB	SB	SB
Directions Served	TR	T	TR	L	R
Maximum Queue (ft)	28	28	74	126	88
Average Queue (ft)	2	1	11	48	38
95th Queue (ft)	17	16	48	93	66
Link Distance (ft)	285	814	814		600
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				382	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: SR-14 Off-Ramp/SR-14 On-Ramp & Avenue H

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	TR	T	T	R	L	L	R
Maximum Queue (ft)	85	103	143	170	178	22	110	101	79
Average Queue (ft)	34	40	60	88	96	1	45	39	30
95th Queue (ft)	64	81	116	149	154	11	88	84	62
Link Distance (ft)	814	814	814	1028	1028		354	354	354
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)						340			
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 4: 25th Street W & Project Driveway #1 (Southern Driveway)

Movement	WB	SB
Directions Served	R	LT
Maximum Queue (ft)	58	26
Average Queue (ft)	23	1
95th Queue (ft)	52	12
Link Distance (ft)	209	106
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: 25th Street W & Project Driveway #2 (Northern Driveway)

Movement	WB	SB
Directions Served	R	LT
Maximum Queue (ft)	49	69
Average Queue (ft)	21	10
95th Queue (ft)	48	43
Link Distance (ft)	181	195
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	3430	3522	3460	3381	3358	3431
Vehs Exited	3441	3521	3495	3393	3375	3445
Starting Vehs	87	90	116	94	100	99
Ending Vehs	76	91	81	82	83	82
Travel Distance (mi)	2285	2355	2321	2311	2240	2302
Travel Time (hr)	90.8	94.3	92.5	93.2	86.9	91.6
Total Delay (hr)	27.0	28.4	27.2	28.6	24.0	27.0
Total Stops	2155	2205	2186	2194	2028	2151
Fuel Used (gal)	83.3	86.2	83.8	84.0	80.8	83.6

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	3430	3522	3460	3381	3358	3431
Vehs Exited	3441	3521	3495	3393	3375	3445
Starting Vehs	87	90	116	94	100	99
Ending Vehs	76	91	81	82	83	82
Travel Distance (mi)	2285	2355	2321	2311	2240	2302
Travel Time (hr)	90.8	94.3	92.5	93.2	86.9	91.6
Total Delay (hr)	27.0	28.4	27.2	28.6	24.0	27.0
Total Stops	2155	2205	2186	2194	2028	2151
Fuel Used (gal)	83.3	86.2	83.8	84.0	80.8	83.6

Intersection: 1: 25th Street W & Avenue H

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	R
Maximum Queue (ft)	30	71	60	65	15	56	77	78	77	10	24	17
Average Queue (ft)	4	29	19	18	1	17	33	26	26	0	2	3
95th Queue (ft)	18	60	47	47	7	46	63	59	56	5	11	13
Link Distance (ft)		3574	3574	3574			916	916	916			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	286				180	310				326	200	150
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 1: 25th Street W & Avenue H

Movement	SB	SB
Directions Served	LT	R
Maximum Queue (ft)	5	12
Average Queue (ft)	0	2
95th Queue (ft)	2	8
Link Distance (ft)	536	536
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: SR-14 On-Ramp/SR-14 Off-Ramp & Avenue H

Movement	EB	EB	WB	WB	SB	SB
Directions Served	T	TR	T	TR	L	R
Maximum Queue (ft)	30	43	115	150	380	422
Average Queue (ft)	2	3	20	52	185	66
95th Queue (ft)	17	23	77	131	351	235
Link Distance (ft)	916	916	814	814		594
Upstream Blk Time (%)						0
Queuing Penalty (veh)						0
Storage Bay Dist (ft)					382	
Storage Blk Time (%)					2	0
Queuing Penalty (veh)					5	0

Intersection: 3: SR-14 Off-Ramp/SR-14 On-Ramp & Avenue H

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	TR	T	T	R	L	L	R
Maximum Queue (ft)	101	126	109	268	279	81	112	120	133
Average Queue (ft)	63	67	49	148	170	4	43	58	65
95th Queue (ft)	96	110	93	248	256	31	86	108	111
Link Distance (ft)	814	814	814	1028	1028		354	354	354
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)						340			
Storage Blk Time (%)									
Queuing Penalty (veh)									

Network Summary

Network wide Queuing Penalty: 5

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	3319	3304	3129	3251	3223	3245
Vehs Exited	3313	3302	3129	3272	3240	3251
Starting Vehs	75	77	87	102	93	84
Ending Vehs	81	79	87	81	76	82
Travel Distance (mi)	2209	2216	2106	2120	2157	2162
Travel Time (hr)	84.3	82.7	78.4	81.7	80.9	81.6
Total Delay (hr)	23.1	21.4	20.0	22.6	20.7	21.5
Total Stops	1983	1876	1925	1968	1880	1925
Fuel Used (gal)	79.4	78.8	74.5	76.2	76.0	77.0

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	3319	3304	3129	3251	3223	3245
Vehs Exited	3313	3302	3129	3272	3240	3251
Starting Vehs	75	77	87	102	93	84
Ending Vehs	81	79	87	81	76	82
Travel Distance (mi)	2209	2216	2106	2120	2157	2162
Travel Time (hr)	84.3	82.7	78.4	81.7	80.9	81.6
Total Delay (hr)	23.1	21.4	20.0	22.6	20.7	21.5
Total Stops	1983	1876	1925	1968	1880	1925
Fuel Used (gal)	79.4	78.8	74.5	76.2	76.0	77.0

Intersection: 1: 25th Street W & Avenue H

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	T	L	T	T	T	L	R	LT	R
Maximum Queue (ft)	39	65	72	101	52	102	82	76	9	32	10	7
Average Queue (ft)	12	23	23	38	20	40	28	26	0	9	1	1
95th Queue (ft)	34	50	57	78	46	76	64	57	6	24	4	5
Link Distance (ft)		3574	3574	3574		917	917	917			536	536
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	286				310				200	150		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 2: SR-14 On-Ramp/SR-14 Off-Ramp & Avenue H

Movement	EB	EB	WB	WB	SB	SB
Directions Served	T	TR	T	TR	L	R
Maximum Queue (ft)	66	68	114	140	277	158
Average Queue (ft)	4	14	17	43	120	35
95th Queue (ft)	28	51	74	117	240	109
Link Distance (ft)	917	917	814	814		594
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					382	
Storage Blk Time (%)					0	
Queuing Penalty (veh)					0	

Intersection: 3: SR-14 Off-Ramp/SR-14 On-Ramp & Avenue H

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	TR	T	T	R	L	L	R
Maximum Queue (ft)	121	122	135	227	250	19	102	109	135
Average Queue (ft)	60	62	47	114	146	1	29	48	59
95th Queue (ft)	99	101	107	195	218	10	69	95	104
Link Distance (ft)	814	814	814	1028	1028		354	354	354
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)						340			
Storage Blk Time (%)									
Queuing Penalty (veh)									

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	4441	4480	4438	4460	4396	4441
Vehs Exited	4430	4471	4438	4452	4398	4438
Starting Vehs	111	120	114	119	126	117
Ending Vehs	122	129	114	127	124	122
Travel Distance (mi)	2477	2458	2445	2453	2414	2449
Travel Time (hr)	172.4	162.2	161.7	144.8	149.8	158.2
Total Delay (hr)	100.7	90.7	90.6	73.4	79.7	87.0
Total Stops	2932	2954	3056	3167	3045	3032
Fuel Used (gal)	110.0	107.9	106.8	103.7	103.6	106.4

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	4441	4480	4438	4460	4396	4441
Vehs Exited	4430	4471	4438	4452	4398	4438
Starting Vehs	111	120	114	119	126	117
Ending Vehs	122	129	114	127	124	122
Travel Distance (mi)	2477	2458	2445	2453	2414	2449
Travel Time (hr)	172.4	162.2	161.7	144.8	149.8	158.2
Total Delay (hr)	100.7	90.7	90.6	73.4	79.7	87.0
Total Stops	2932	2954	3056	3167	3045	3032
Fuel Used (gal)	110.0	107.9	106.8	103.7	103.6	106.4

Intersection: 1: 25th Street W & Avenue H

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	T	R	UL	T	T	T	L	R	R
Maximum Queue (ft)	30	92	120	137	25	202	144	108	81	53	69	17
Average Queue (ft)	4	43	41	62	3	111	47	31	20	19	22	2
95th Queue (ft)	19	76	83	109	16	179	104	74	55	45	50	9
Link Distance (ft)		3574	3574	3574			416	416	416			536
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	286				180	310				200	150	
Storage Blk Time (%)				0								
Queuing Penalty (veh)				0								

Intersection: 2: SR-14 On-Ramp/SR-14 Off-Ramp & Avenue H

Movement	EB	EB	WB	WB	SB	SB
Directions Served	T	TR	T	TR	L	R
Maximum Queue (ft)	11	48	145	174	407	649
Average Queue (ft)	1	3	17	41	406	618
95th Queue (ft)	10	22	80	119	412	678
Link Distance (ft)	277	277	814	814		600
Upstream Blk Time (%)						79
Queuing Penalty (veh)						0
Storage Bay Dist (ft)					382	
Storage Blk Time (%)					93	1
Queuing Penalty (veh)					319	2

Intersection: 3: SR-14 Off-Ramp/SR-14 On-Ramp & Avenue H

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	T	T	TR	T	T	R	L	L	R
Maximum Queue (ft)	102	116	186	266	296	83	150	162	164
Average Queue (ft)	54	64	71	154	163	6	66	75	74
95th Queue (ft)	93	106	138	235	251	76	123	138	129
Link Distance (ft)	814	814	814	1028	1028		354	354	354
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)						340			
Storage Blk Time (%)					0	0			
Queuing Penalty (veh)					1	0			

Intersection: 4: 25th Street W and Project Driveway #1 (Southern Driveway)

Movement	WB	SB
Directions Served	R	LT
Maximum Queue (ft)	55	24
Average Queue (ft)	26	1
95th Queue (ft)	48	9
Link Distance (ft)	210	88
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: 25th Street W and Project Driveway #2 (Northern Driveway)

Movement	WB	SB
Directions Served	R	LT
Maximum Queue (ft)	48	58
Average Queue (ft)	18	6
95th Queue (ft)	46	30
Link Distance (ft)	181	211
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Avenue H

Movement	EB	NB
Directions Served	TR	R
Maximum Queue (ft)	4	75
Average Queue (ft)	0	34
95th Queue (ft)	3	57
Link Distance (ft)	416	179
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	4503	4683	4583	4639	4635	4607
Vehs Exited	4526	4681	4615	4648	4635	4623
Starting Vehs	104	109	121	93	111	108
Ending Vehs	81	111	89	84	111	90
Travel Distance (mi)	2277	2335	2316	2320	2327	2315
Travel Time (hr)	95.7	124.2	107.0	101.0	99.6	105.5
Total Delay (hr)	29.6	56.1	39.7	33.5	32.4	38.3
Total Stops	2899	2851	2864	2921	3009	2906
Fuel Used (gal)	87.7	96.3	91.1	90.4	90.5	91.2

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	4503	4683	4583	4639	4635	4607
Vehs Exited	4526	4681	4615	4648	4635	4623
Starting Vehs	104	109	121	93	111	108
Ending Vehs	81	111	89	84	111	90
Travel Distance (mi)	2277	2335	2316	2320	2327	2315
Travel Time (hr)	95.7	124.2	107.0	101.0	99.6	105.5
Total Delay (hr)	29.6	56.1	39.7	33.5	32.4	38.3
Total Stops	2899	2851	2864	2921	3009	2906
Fuel Used (gal)	87.7	96.3	91.1	90.4	90.5	91.2

Intersection: 1: 25th Street W & Avenue H

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	T	R	UL	T	T	T	L	R	LT
Maximum Queue (ft)	52	94	107	133	16	232	132	116	67	69	44	9
Average Queue (ft)	15	54	48	65	1	123	48	31	19	22	18	0
95th Queue (ft)	41	87	92	109	7	204	97	75	53	57	39	4
Link Distance (ft)		3574	3574	3574			472	472	472			536
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	286				180	310				200	150	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 1: 25th Street W & Avenue H

Movement	SB
Directions Served	R
Maximum Queue (ft)	16
Average Queue (ft)	2
95th Queue (ft)	9
Link Distance (ft)	536
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: SR-14 On-Ramp/SR-14 Off-Ramp & Avenue H

Movement	EB	EB	WB	WB	SB	SB
Directions Served	T	TR	T	TR	L	R
Maximum Queue (ft)	46	105	114	138	385	432
Average Queue (ft)	2	14	12	33	255	205
95th Queue (ft)	23	61	61	101	458	617
Link Distance (ft)	285	285	814	814		600
Upstream Blk Time (%)						18
Queuing Penalty (veh)						0
Storage Bay Dist (ft)					382	
Storage Blk Time (%)					26	0
Queuing Penalty (veh)					71	0

Off-Site Queuing Analysis for the Weaving Analysis

SimTraffic Simulation Summary
Baseline 03/06/2026

Summary of All Intervals

Run Number	2	3	4	5	Avg
Start Time	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60
# of Intervals	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1
Vehs Entered	3762	3806	3707	3656	3732
Vehs Exited	3782	3786	3730	3673	3745
Starting Vehs	127	100	133	131	122
Ending Vehs	107	120	110	114	112
Travel Distance (mi)	2354	2341	2346	2269	2328
Travel Time (hr)	163.8	161.7	173.8	173.2	168.1
Total Delay (hr)	96.3	94.5	106.7	107.9	101.4
Total Stops	2750	2813	2898	2756	2799
Fuel Used (gal)	104.2	103.6	106.2	104.7	104.7

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	2	3	4	5	Avg
Vehs Entered	3762	3806	3707	3656	3732
Vehs Exited	3782	3786	3730	3673	3745
Starting Vehs	127	100	133	131	122
Ending Vehs	107	120	110	114	112
Travel Distance (mi)	2354	2341	2346	2269	2328
Travel Time (hr)	163.8	161.7	173.8	173.2	168.1
Total Delay (hr)	96.3	94.5	106.7	107.9	101.4
Total Stops	2750	2813	2898	2756	2799
Fuel Used (gal)	104.2	103.6	106.2	104.7	104.7

Off-Site Queuing Analysis for the Weaving Analysis

Queuing and Blocking Report
Baseline 03/06/2026

Intersection: 1: 25th Street W & Avenue H

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	T	R	UL	T	T	T	L	R	LT
Maximum Queue (ft)	63	86	144	152	14	177	93	93	64	85	51	10
Average Queue (ft)	12	38	53	86	1	109	37	32	14	25	19	0
95th Queue (ft)	37	71	106	138	7	166	76	73	46	63	41	3
Link Distance (ft)		3574	3574	3574		164	164	164	164			535
Upstream Blk Time (%)						1						
Queuing Penalty (veh)						2						
Storage Bay Dist (ft)	286				180					200	150	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 1: 25th Street W & Avenue H

Movement	SB
Directions Served	R
Maximum Queue (ft)	8
Average Queue (ft)	1
95th Queue (ft)	6
Link Distance (ft)	535
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: SR-14 On-Ramp/SR-14 Off-Ramp & Avenue H

Movement	EB	EB	WB	WB	SB	SB
Directions Served	T	TR	T	TR	L	R
Maximum Queue (ft)	20	61	192	233	407	654
Average Queue (ft)	1	6	27	69	403	596
95th Queue (ft)	11	33	109	167	434	784
Link Distance (ft)	368	368	814	814		600
Upstream Blk Time (%)						82
Queuing Penalty (veh)						0
Storage Bay Dist (ft)					382	
Storage Blk Time (%)					92	1
Queuing Penalty (veh)					251	3

Off-Site Queuing Analysis for the Weaving Analysis

Queuing and Blocking Report
Baseline 03/06/2026

Intersection: 6: Avenue H & Project Driveway #3 (Eastern Driveway)

Movement	EB	EB	WB	NB
Directions Served	T	TR	T	R
Maximum Queue (ft)	20	52	56	89
Average Queue (ft)	1	2	4	43
95th Queue (ft)	9	23	29	68
Link Distance (ft)	164	164	79	238
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Avenue H & Project Driveway #4 (Western Driveway)

Movement	EB	EB	NB
Directions Served	T	TR	R
Maximum Queue (ft)	30	43	100
Average Queue (ft)	1	2	43
95th Queue (ft)	15	22	76
Link Distance (ft)	137	137	184
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 256

APPENDIX J

ON-SITE QUEUING ANALYSIS WORKSHEET

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2765	2875	2801	2734	2813	2796
Vehs Exited	2765	2886	2797	2736	2813	2802
Starting Vehs	60	70	67	63	73	68
Ending Vehs	60	59	71	61	73	61
Travel Distance (mi)	1640	1725	1637	1631	1669	1660
Travel Time (hr)	64.6	67.3	64.0	64.1	66.5	65.3
Total Delay (hr)	18.1	18.7	17.6	17.9	19.1	18.3
Total Stops	2109	2138	2044	2043	2162	2098
Fuel Used (gal)	63.8	66.8	62.8	62.6	64.5	64.1

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	2765	2875	2801	2734	2813	2796
Vehs Exited	2765	2886	2797	2736	2813	2802
Starting Vehs	60	70	67	63	73	68
Ending Vehs	60	59	71	61	73	61
Travel Distance (mi)	1640	1725	1637	1631	1669	1660
Travel Time (hr)	64.6	67.3	64.0	64.1	66.5	65.3
Total Delay (hr)	18.1	18.7	17.6	17.9	19.1	18.3
Total Stops	2109	2138	2044	2043	2162	2098
Fuel Used (gal)	63.8	66.8	62.8	62.6	64.5	64.1

Intersection: 6: Avenue H and Project Driveway #3

Movement	NB
Directions Served	R
Maximum Queue (ft)	69
Average Queue (ft)	34
95th Queue (ft)	58
Link Distance (ft)	192
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Avenue H and Project Driveway #4

Movement	EB	EB	NB
Directions Served	T	TR	R
Maximum Queue (ft)	9	18	80
Average Queue (ft)	0	1	43
95th Queue (ft)	6	10	68
Link Distance (ft)	254	254	156
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2548	2651	2544	2568	2547	2574
Vehs Exited	2542	2673	2534	2556	2549	2570
Starting Vehs	52	67	45	52	55	52
Ending Vehs	58	45	55	64	53	52
Travel Distance (mi)	1432	1437	1372	1400	1397	1407
Travel Time (hr)	57.4	58.8	55.7	56.6	56.4	57.0
Total Delay (hr)	15.3	15.7	14.7	14.9	14.9	15.1
Total Stops	1925	1957	1869	1963	1896	1924
Fuel Used (gal)	56.2	56.8	53.6	55.2	54.4	55.3

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	2548	2651	2544	2568	2547	2574
Vehs Exited	2542	2673	2534	2556	2549	2570
Starting Vehs	52	67	45	52	55	52
Ending Vehs	58	45	55	64	53	52
Travel Distance (mi)	1432	1437	1372	1400	1397	1407
Travel Time (hr)	57.4	58.8	55.7	56.6	56.4	57.0
Total Delay (hr)	15.3	15.7	14.7	14.9	14.9	15.1
Total Stops	1925	1957	1869	1963	1896	1924
Fuel Used (gal)	56.2	56.8	53.6	55.2	54.4	55.3

Intersection: 6: Avenue H and Project Driveway #3

Movement	NB
Directions Served	R
Maximum Queue (ft)	75
Average Queue (ft)	38
95th Queue (ft)	63
Link Distance (ft)	192
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Avenue H and Project Driveway #4

Movement	EB	EB	NB
Directions Served	T	TR	R
Maximum Queue (ft)	18	38	82
Average Queue (ft)	1	1	40
95th Queue (ft)	12	14	66
Link Distance (ft)	273	273	161
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	3914	3811	3726	3738	3841	3806
Vehs Exited	3916	3826	3744	3726	3845	3810
Starting Vehs	116	120	128	123	131	119
Ending Vehs	114	105	110	135	127	119
Travel Distance (mi)	2429	2380	2381	2386	2418	2399
Travel Time (hr)	211.4	293.3	264.5	303.4	265.5	267.6
Total Delay (hr)	141.6	225.5	196.6	235.4	196.3	199.1
Total Stops	3000	2980	2830	2851	2970	2923
Fuel Used (gal)	118.0	135.7	128.4	137.3	129.7	129.8

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	3914	3811	3726	3738	3841	3806
Vehs Exited	3916	3826	3744	3726	3845	3810
Starting Vehs	116	120	128	123	131	119
Ending Vehs	114	105	110	135	127	119
Travel Distance (mi)	2429	2380	2381	2386	2418	2399
Travel Time (hr)	211.4	293.3	264.5	303.4	265.5	267.6
Total Delay (hr)	141.6	225.5	196.6	235.4	196.3	199.1
Total Stops	3000	2980	2830	2851	2970	2923
Fuel Used (gal)	118.0	135.7	128.4	137.3	129.7	129.8

Intersection: 6: Avenue H and Project Driveway #3

Movement	EB	WB	NB
Directions Served	TR	T	R
Maximum Queue (ft)	37	6	72
Average Queue (ft)	2	0	35
95th Queue (ft)	17	4	59
Link Distance (ft)	218	25	218
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Avenue H and Project Driveway #4

Movement	EB	EB	B15	WB	WB	NB
Directions Served	T	TR	T	T	T	R
Maximum Queue (ft)	5	32	11	10	11	106
Average Queue (ft)	0	2	0	0	0	44
95th Queue (ft)	3	17	8	7	8	75
Link Distance (ft)	271	271	25	235	235	199
Upstream Blk Time (%)			0			
Queuing Penalty (veh)			0			
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 334

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	3793	3762	3806	3707	3656	3746
Vehs Exited	3792	3782	3786	3730	3673	3754
Starting Vehs	106	127	100	133	131	118
Ending Vehs	107	107	120	110	114	113
Travel Distance (mi)	2334	2354	2341	2346	2269	2329
Travel Time (hr)	195.9	163.8	161.7	173.8	173.2	173.7
Total Delay (hr)	128.6	96.3	94.5	106.7	107.9	106.8
Total Stops	2862	2750	2813	2898	2756	2814
Fuel Used (gal)	111.4	104.2	103.6	106.2	104.7	106.0

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	3793	3762	3806	3707	3656	3746
Vehs Exited	3792	3782	3786	3730	3673	3754
Starting Vehs	106	127	100	133	131	118
Ending Vehs	107	107	120	110	114	113
Travel Distance (mi)	2334	2354	2341	2346	2269	2329
Travel Time (hr)	195.9	163.8	161.7	173.8	173.2	173.7
Total Delay (hr)	128.6	96.3	94.5	106.7	107.9	106.8
Total Stops	2862	2750	2813	2898	2756	2814
Fuel Used (gal)	111.4	104.2	103.6	106.2	104.7	106.0

Intersection: 6: Avenue H and Project Driveway #3

Movement	EB	EB	WB	NB
Directions Served	T	TR	T	R
Maximum Queue (ft)	16	62	59	90
Average Queue (ft)	1	3	4	43
95th Queue (ft)	8	26	30	69
Link Distance (ft)	164	164	79	238
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Avenue H and Project Driveway #4

Movement	EB	EB	NB
Directions Served	T	TR	R
Maximum Queue (ft)	24	49	99
Average Queue (ft)	1	2	44
95th Queue (ft)	14	22	78
Link Distance (ft)	137	137	184
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 259

APPENDIX K

INTERSECTION ANALYSIS WORKSHEETS – RECOMMENDED IMPROVEMENTS



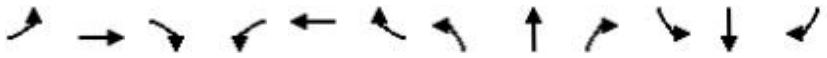
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	523	220	0	696	636	0	0	0	357	0	342
Future Volume (veh/h)	0	523	220	0	696	636	0	0	0	357	0	342
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1870	0	1870
Adj Flow Rate, veh/h	0	551	0	0	733	0				376	0	360
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	1912		0	1330					600	0	534
Arrive On Green	0.00	0.37	0.00	0.00	0.37	0.00				0.34	0.00	0.34
Sat Flow, veh/h	0	5443	0	0	3647	1585				1781	0	1585
Grp Volume(v), veh/h	0	551	0	0	733	0				376	0	360
Grp Sat Flow(s),veh/h/ln	0	1702	0	0	1777	1585				1781	0	1585
Q Serve(g_s), s	0.0	2.4	0.0	0.0	5.1	0.0				5.5	0.0	6.1
Cycle Q Clear(g_c), s	0.0	2.4	0.0	0.0	5.1	0.0				5.5	0.0	6.1
Prop In Lane	0.00		0.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1912		0	1330					600	0	534
V/C Ratio(X)	0.00	0.29		0.00	0.55					0.63	0.00	0.67
Avail Cap(c_a), veh/h	0	5814		0	4046					2600	0	2313
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	6.8	0.0	0.0	7.7	0.0				8.7	0.0	8.9
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.4	0.0				1.1	0.0	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.0	0.0	0.7	0.0				1.2	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	6.9	0.0	0.0	8.0	0.0				9.8	0.0	10.4
LnGrp LOS		A			A					A		B
Approach Vol, veh/h		551			733						736	
Approach Delay, s/veh		6.9			8.0						10.1	
Approach LOS		A			A						B	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		16.2		15.0		16.2
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		35.5		45.5		35.5
Max Q Clear Time (g_c+I1), s		4.4		8.1		7.1
Green Ext Time (p_c), s		3.4		2.4		4.6

Intersection Summary	
HCM 7th Control Delay, s/veh	8.5
HCM 7th LOS	A

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	586	378	0	501	577	0	0	0	342	0	272
Future Volume (veh/h)	0	586	378	0	501	577	0	0	0	342	0	272
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1870	0	1870
Adj Flow Rate, veh/h	0	617	0	0	527	0				360	0	286
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	1647		0	1146					582	0	517
Arrive On Green	0.00	0.32	0.00	0.00	0.32	0.00				0.33	0.00	0.33
Sat Flow, veh/h	0	5443	0	0	3647	1585				1781	0	1585
Grp Volume(v), veh/h	0	617	0	0	527	0				360	0	286
Grp Sat Flow(s),veh/h/ln	0	1702	0	0	1777	1585				1781	0	1585
Q Serve(g_s), s	0.0	2.4	0.0	0.0	3.0	0.0				4.4	0.0	3.8
Cycle Q Clear(g_c), s	0.0	2.4	0.0	0.0	3.0	0.0				4.4	0.0	3.8
Prop In Lane	0.00		0.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1647		0	1146					582	0	517
V/C Ratio(X)	0.00	0.37		0.00	0.46					0.62	0.00	0.55
Avail Cap(c_a), veh/h	0	7467		0	5197					3022	0	2689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	6.7	0.0	0.0	6.9	0.0				7.3	0.0	7.1
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.3	0.0				1.1	0.0	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.0	0.3	0.0				0.7	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	6.8	0.0	0.0	7.2	0.0				8.4	0.0	8.0
LnGrp LOS		A			A					A		A
Approach Vol, veh/h		617			527						646	
Approach Delay, s/veh		6.8			7.2						8.2	
Approach LOS		A			A						A	

Timer - Assigned Phs		4		6		8
Phs Duration (G+Y+Rc), s		12.8		12.9		12.8
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		37.5		43.5		37.5
Max Q Clear Time (g_c+I1), s		4.4		6.4		5.0
Green Ext Time (p_c), s		3.9		2.1		3.2

Intersection Summary	
HCM 7th Control Delay, s/veh	7.4
HCM 7th LOS	A

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.