APPENDIX G

TRAFFIC STUDY

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TRAFFIC STUDY

VICTORVILLE POLICE DEPARTMENT AND CIVIC PARK PROJECT

VICTORVILLE, SAN BERNARDINO COUNTY, CALIFORNIA

This Traffic Study has been prepared under the supervision of
Ambarish Mukherjee, P.E.

LSA

March 2026

TRAFFIC STUDY

VICTORVILLE POLICE DEPARTMENT AND CIVIC PARK PROJECT

VICTORVILLE, SAN BERNARDINO COUNTY, CALIFORNIA

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March 2026

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LIST OF ABBREVIATIONS AND ACRONYMS

APNs	Assessor's Parcel Numbers
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
City	City of Victorville
CIP	Capital Improvement Program
Guidelines	*General Guidelines for Conducting Traffic Studies and Determination of Intersection Level of Service and Improvement Needs*
HCM	*Highway Capacity Manual*
HCM 7	*Highway Capacity Manual 7th Edition*
HDM	*Highway Design Manual*
ITE	Institute of Transportation Engineers
LOS	Level of Service
mph	Miles Per Hour
project	Victorville Police Department and Civic Park Project
SBCTA	San Bernardino County Transportation Authority
SBTAM+	San Bernardino Transportation Analysis Model Plus
sf	Square Feet
TS	Traffic Study
VMT	Vehicle Miles Traveled
VMT Guidelines	Vehicle Miles Traveled Analysis Guidelines
VVTA	Victor Valley Transit Authority
31 VVTC	Victor Valley Transportation Center Adelanto Route

1.0 INTRODUCTION

This Traffic Study (TS) has been prepared to assess the potential circulation impacts associated with the proposed Victorville Police Department and Civic Park Project (project) in the City of Victorville (City), California. The project site is located at the southeast corner of Seneca Road and Civic Drive on Assessor's Parcel Numbers (APNs) 3106-261-15, 3106-261-16, 3106-261-17, and 3106-261-18. The project site is primarily vacant, except for various utilities along the project frontage, and a concrete enclosure housing a pad-mounted transformer. Figure 1-1 illustrates the regional and project location (figures and tables are provided at the end of each chapter).

This report has been prepared based on the City's *General Guidelines for Conducting Traffic Studies and Determination of Intersection Level of Service and Improvement Needs*, dated January 2005 (Guidelines) and applicable provisions of California Environmental Quality Act (CEQA). Based on the requirements outlined in the City's guidelines, a Vehicle Miles Traveled (VMT) screening analysis has been conducted for the disclosure of potential impacts and mitigation measures pursuant to the CEQA. The scope of work for this TS, including study area, trip generation, trip distribution, trip assignment, and analysis methodologies, has been approved by City staff via the scoping agreement process. A copy of the Scoping Agreement is included in Appendix A.

This study examines traffic operations in the vicinity of the proposed project under the following five (5) scenarios:

- Existing Conditions;
- Opening Year No Project Conditions;
- Opening Year Plus Project Conditions;
- Horizon Year No Project Conditions; and
- Horizon Year Plus Project Conditions.

Traffic conditions at study intersections were examined for weekday a.m. and p.m. peak-hour conditions. The a.m. peak hour is defined as the one (1) hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. The p.m. peak hour is the one (1) hour of highest traffic volumes occurring between 4:00 and 6:00 p.m.

1.1 PROJECT DESCRIPTION

The project consists of a 44,100-square-foot (sf) single-story police station, as well as a 3.3-acre Civic Park (4 pickleball courts, 29,000 sf community green space and amphitheater, a 1,050 sf grandstand stage, a 9,500 sf playground, and a 2,700 sf splash pad and community plaza). The proposed project's site size is approximately 9.18-acres. Figures 1-2a and 1-2b illustrates the conceptual site plan for the proposed project. As illustrated in Figures 1-2a and 1-2b, access to the project will be provided via two (2) driveways along Civic Drive and one (1) driveway along Seneca Road described below:

- **Project Driveway 1:** This southerly driveway will be located along Seneca Road on the southwestern portion of the project site. This driveway will primarily operate as a secondary driveway for all park visitors and will also be the main exit point for police vehicles.
- **Project Driveway 2:** This northerly driveway will be located along Civic Drive on the northeastern portion of the project site. This driveway will operate as an entry-only secured fleet access driveway exclusively for police vehicles and authorized personnel.
- **Project Driveway 3:** This southerly driveway will be located along Civic Drive on the southeastern portion of the project site. This driveway will primarily operate as a driveway for public visitors to the police station and park visitors.

The project's opening year is anticipated to be Year 2028.

1.2 STUDY AREA

This TS has been prepared in accordance with the requirements of the City's Guidelines. The primary objective of the study will be to determine potential traffic operations issues at the project driveways and nearby intersections because of the proposed project.

1.2.1 Study Intersections

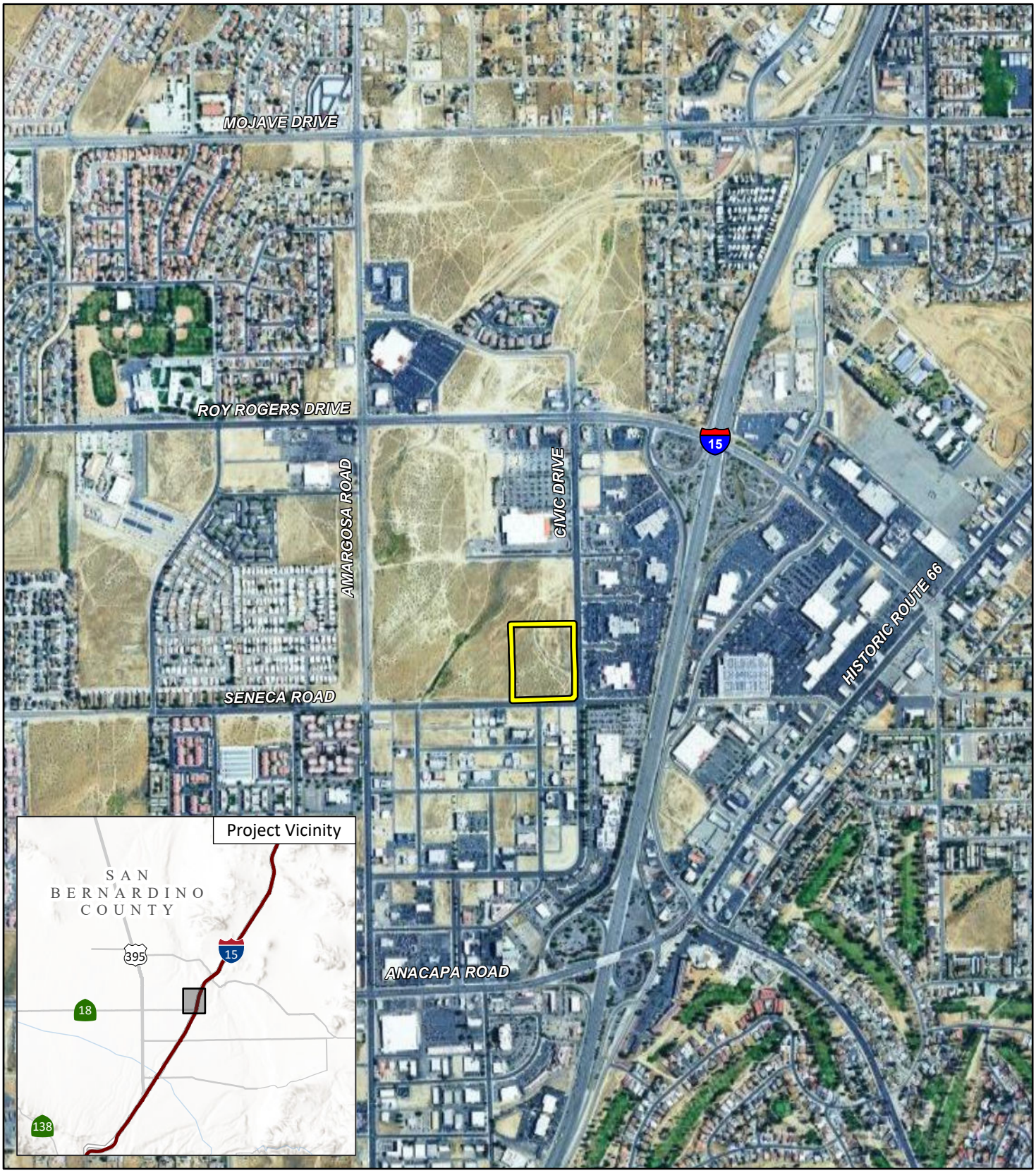
Based on the City's Guidelines, the study area shall generally include, at a minimum, any intersection where the proposed project will add 50 or more peak hour trips. Based on this criterion and as approved in the scoping agreement, the following intersections were analyzed in this study:

1. Amargosa Drive/ Seneca Road (City of Victorville);
2. Project Driveway 1/ Seneca Road (City of Victorville);
3. Civic Drive/ Roy Rogers Drive (City of Victorville);
4. Civic Drive/ Project Driveway 2 (City of Victorville);
5. Civic Drive/ Project Driveway 3 (City of Victorville); and
6. Civic Drive/ Seneca Road (City of Victorville).

Figure 1-3 illustrates the study area intersections.

1.3 LIST OF CHAPTER 1.0 FIGURES

- Figure 1-1: Regional and Project Location
- Figure 1-2a: Conceptual Site Plan
- Figure 1-2b: Conceptual Site Plan
- Figure 1-3: Study Area Intersections



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LEGEND

Project Location

FIGURE 1-1

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SOURCE: Google Maps (2024)

Victorville Police Department and Civic Park Project
Traffic Study

Regional and Project Location

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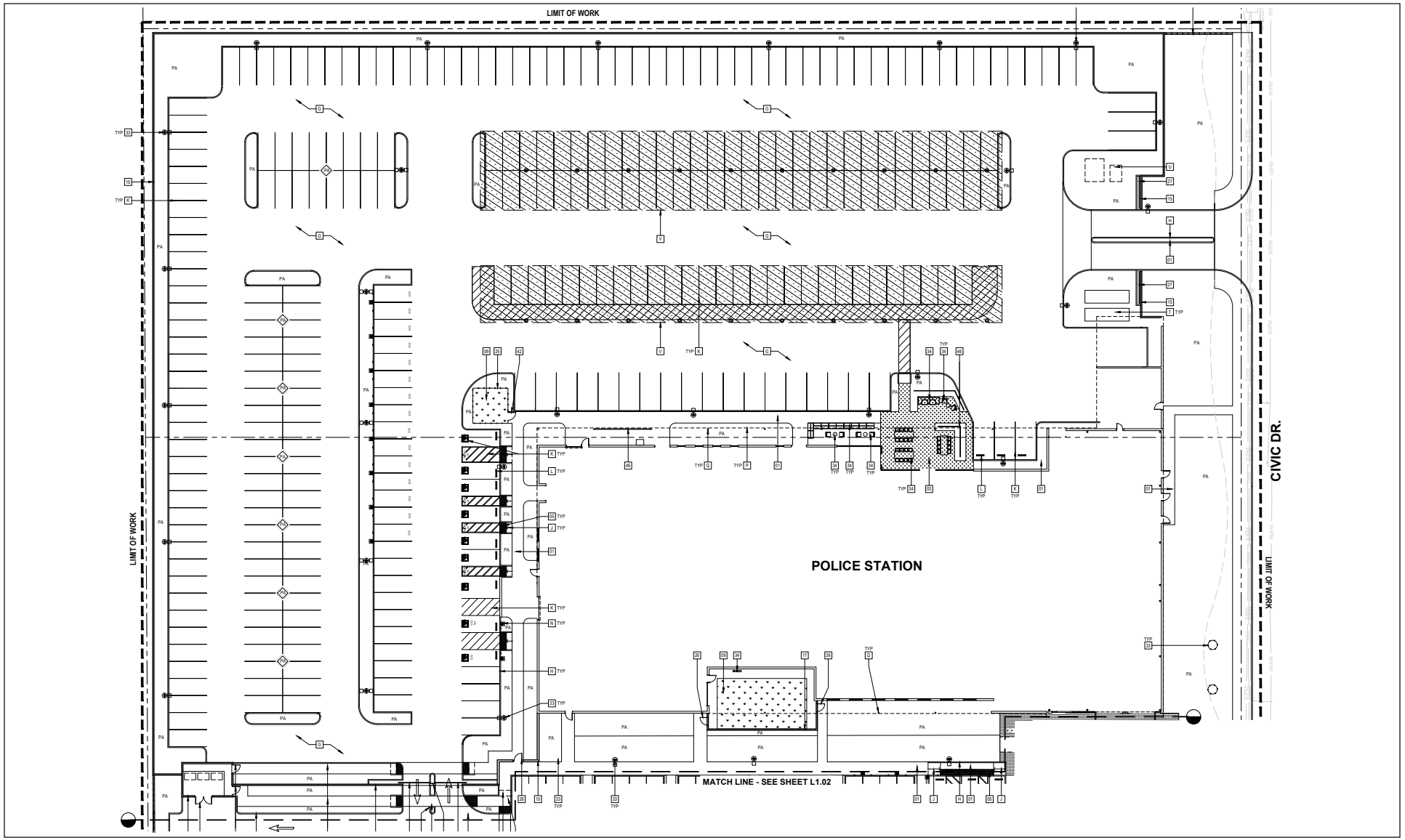

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FIGURE 1-2a

0 60 120
FEET

Victorville Police Department and Civic Park Project
Traffic Study
Conceptual Site Plan

SOURCE: LPA Design Studios

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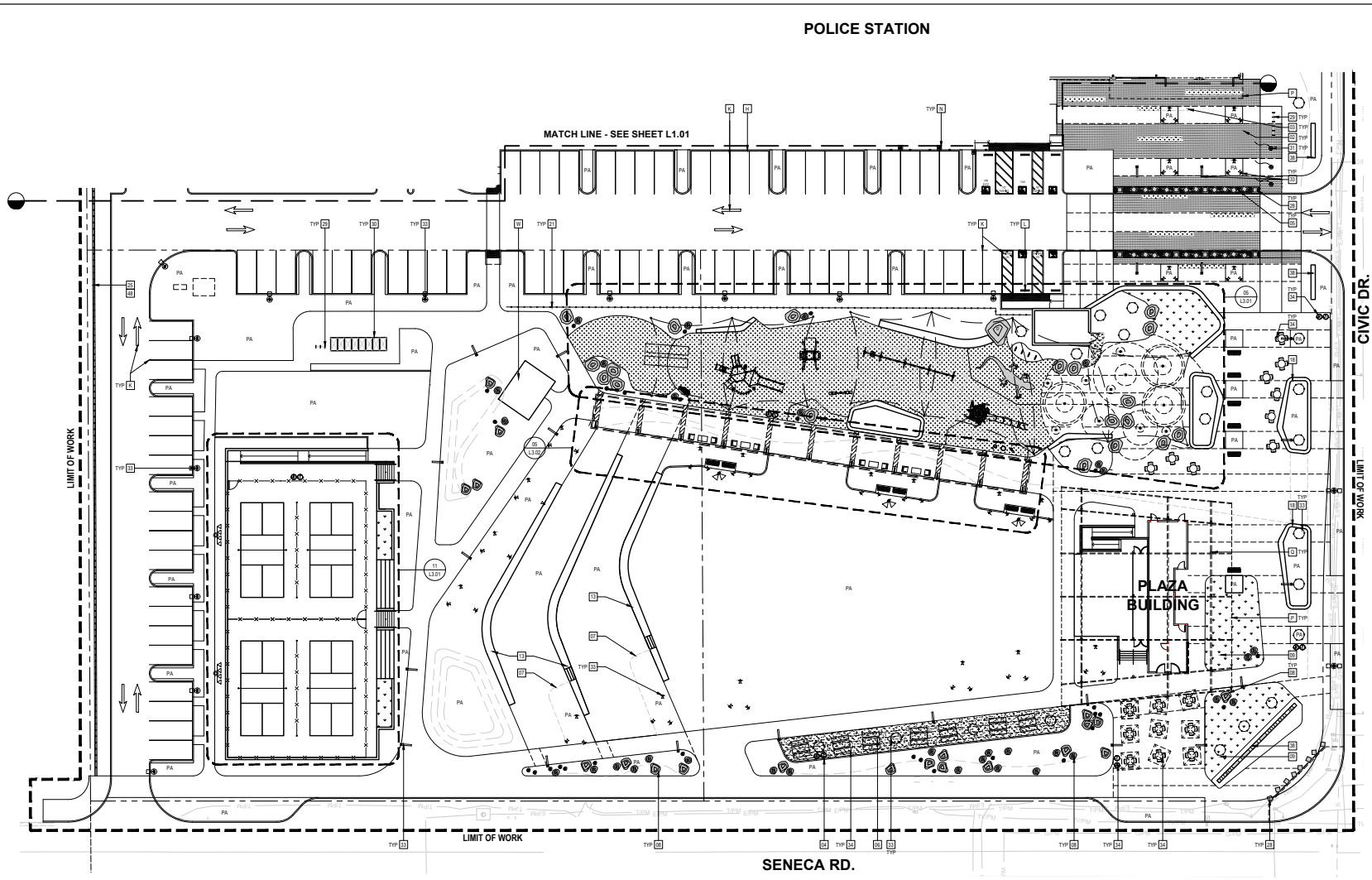

FIGURE 1-2b

LSA

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Victorville Police Department and Civic Park Project

Traffic Study

Conceptual Site Plan

SOURCE: LPA Design Studios

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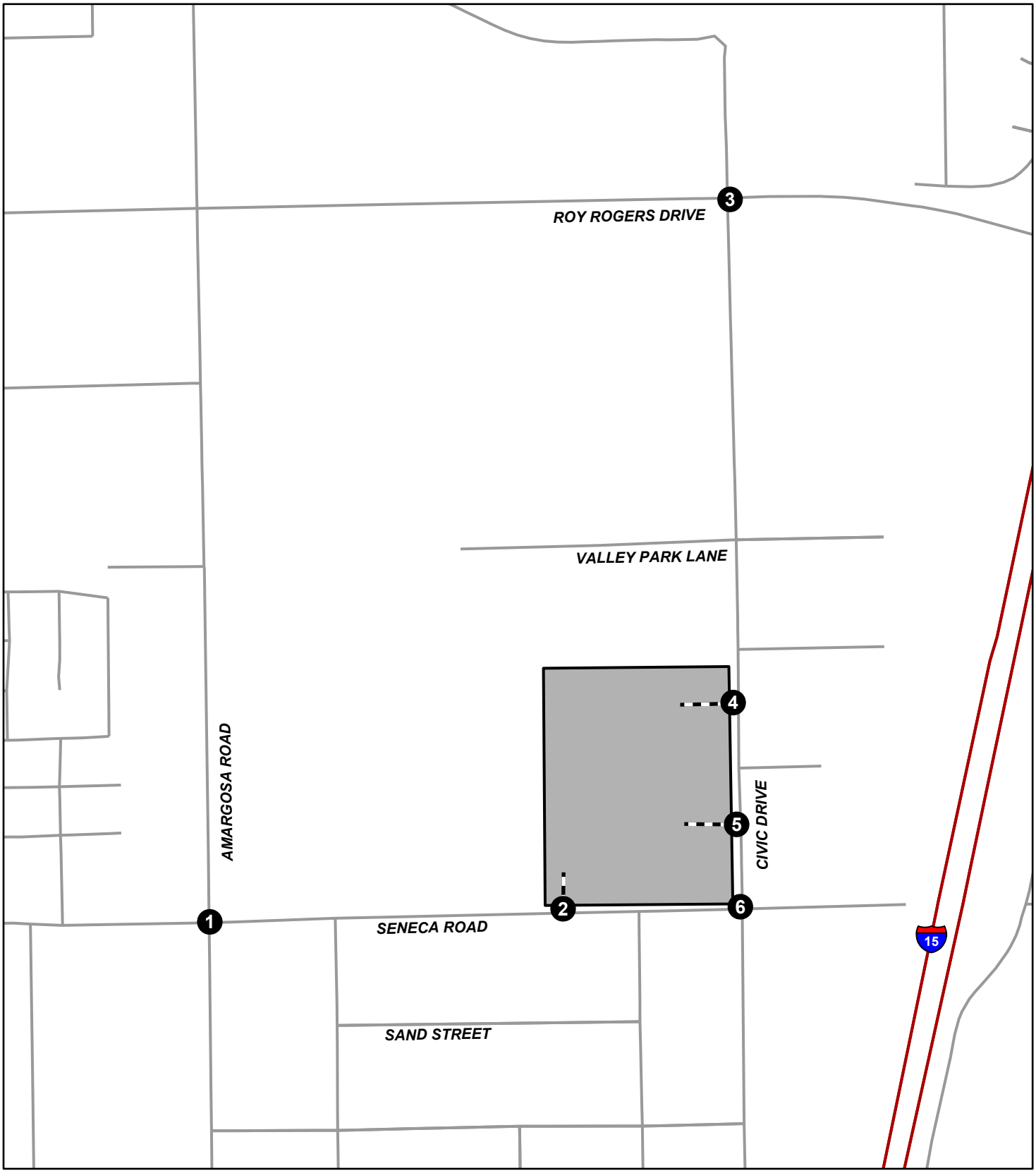

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FIGURE 1-3

LEGEND

- Study Area Intersections
- Project Driveways
- Project Location

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Victorville Police Department and Civic Park Project
Traffic Study
Study Area Intersections

SOURCE: ESRI Streetmap, 2021

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2.0 ANALYSIS METHODOLOGY

2.1 LEVEL OF SERVICE DEFINITIONS

LOS can be characterized for the whole intersection, each intersection approach, and by each lane group. Control delay alone is used to characterize LOS for the entire intersection. Control delay quantifies the increase in travel time due to the traffic signal control and is a surrogate measure of driver discomfort and fuel consumption.

A complete description of the meaning of LOS can be found in the Transportation Research Board Special Report 209, *Highway Capacity Manual* (HCM). The HCM establishes LOS A through F for intersections. A description of LOS for signalized and unsignalized intersections is summarized in Table 2.A.

Table 2.B shows the LOS criteria for unsignalized and signalized intersections. For all study area intersections, the *Highway Capacity Manual 7th Edition* (HCM 7) analysis methodologies were used to determine intersection LOS. LOS for all study intersections was calculated using the Synchro 12 software, which utilizes HCM 7 methodologies.

2.2 LEVEL OF SERVICE PROCEDURES AND STANDARDS

Study intersections analyzed in this report are under the jurisdiction of the City of Victorville. Per the City's Guidelines, LOS D is considered as the level of service standard for all intersections under all analysis scenarios. As such, an operational deficiency occurs when the project causes an unsatisfactory condition (deteriorate from LOS A through D to E or F) for intersections, or when the project contributes to an existing or forecasted deficiency. In such cases, the project needs to identify improvements to improve the intersection LOS to an acceptable level.

2.3 LIST OF CHAPTER 2.0 TABLES

- Table 2.A: Intersection Level of Service Definitions
- Table 2.B: Level of Service Criteria for Unsignalized and Signalized Intersections

Table 2.A: Intersection Level of Service Definitions

LOS	Description
A	Traffic operations with a control delay of 10 seconds per vehicle or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If LOS A is the result of favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
B	Traffic operations with control delay between 10 seconds per vehicle and 20 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
C	Traffic operations with control delay between 20 and 35 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of the insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
D	Traffic operations with control delay between 35 and 55 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
E	Traffic operations with control delay between 55 and 80 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
F	Traffic operations with control delay exceeding 80 seconds per vehicle or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Source: *Highway Capacity Manual* (7th Edition)

Table 2.B: Level of Service Criteria for Unsignalized and Signalized Intersections

Level of Service	Unsignalized Intersection Average Delay per Vehicle (sec.)	Signalized Intersection Average Delay per Vehicle (sec.)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

Source: *Highway Capacity Manual* (7th Edition)

3.0 CIRCULATION NETWORK SETTINGS

3.1 EXISTING CIRCULATION NETWORK

This section provides a description of the existing circulation network within the study area. The project study area includes the following major roadways as classified based on the roadway classification provided in the *Circulation Element* of the City's General Plan. Following is a brief description of these roadways:

- **Amargosa Road:** Within the study area, Amargosa Road is a four-lane local street with a two-way left-turn lane and a posted speed limit of 45. Based on the City's General Plan, Amargosa Road is designated as an Arterial. There are currently no provisions for on-street parking. Currently, there are no bike lanes located along Amargosa Road within the study area.
- **Roy Rogers Drive:** Within the study area, Roy Rogers Drive is a four-lane local street with a two-way left-turn lane and a posted speed limit of 45. Based on the City's General Plan, Roy Rogers Drive is designated as a Super Arterial. There are currently no provisions for on-street parking. Currently, there are no bike lanes located along Roy Rogers Drive within the study area.
- **Seneca Road:** Within the study area, Seneca Road is a four-lane local street with a two-way left-turn lane and a posted speed limit of 40. Based on the City's General Plan, Seneca Road is designated as an Arterial. There are currently no provisions for on-street parking. Currently, there are no bike lanes located along Seneca Road within the study area.
- **Civic Drive:** Within the study area, Civic Drive is a four-lane local street with a two-way left-turn lane and a posted speed limit of 45. Based on the City's General Plan, Civic Drive is designated as an Arterial. There are currently no provisions for on-street parking. Currently, there are no bike lanes located along Civic Drive within the study area.

Figure 3-1 illustrates the classifications of major roadways within the City of Victorville Road System. Figure 3-2 illustrates the plus project study intersection geometrics and traffic control.

3.2 EXISTING BICYCLE, PEDESTRIAN, AND TRANSIT FACILITIES

3.2.1 Bicycle Facilities

The City of Victorville promotes bicycling for recreation and mobility. To facilitate and encourage bicycle trips among other non-motorized modes of travel, the City has adopted the *2010 Non-Motorized Transportation Plan*, prepared by the Hogle-Ireland, Inc. and Ryan Synder Associates, which provides a map of the existing and planned bikeway network.

According to the *2010 Non-Motorized Transportation Plan*, the bikeway network within the City is classified into three categories: Class I, Class II, and Class III. Class I bikeways are facilities located within a separate right-of-way that are set aside for non-motorized travel and are physically separated from motor vehicle traffic. Class II bikeways are facilities located within the roadway and identified by pavement markings and signage to designate space intended for bicycle travel. Class III bikeways are routes that operate within a shared right-of-way and are identified through signage or permanent markings to indicate a preferred route for bicyclists.

There are currently no existing bikeways located within the study area. There are also proposed Class III bike lane along Roy Rogers Drive, Amargosa Road, Seneca Road and along Civic Drive, south of Roy Rogers Drive. In addition, along Civic Drive north of Roy Rogers Drive, there is a proposed Class II bike lane. Figure 3-3 illustrates the Non-Motorized Transportation Plan within the City of Victorville.

3.2.2 Pedestrian Network

The City aims to have a well-planned pedestrian network and considers it to be an essential component of the community infrastructure. The City believes that a failure to achieve an efficient roadway network could have negative economic consequences that could adversely affect the quality of life for local residents and businesses. Safe and attractive sidewalks and walkways improve the walkability within communities throughout the City. Sidewalks may be found intermittently located within the City. Additionally, standard paved trails and non-standard unpaved trails are frequently used by bicyclists and pedestrians within the community. The existence of trails and sidewalks provides accessible facilities, increases safety features, and improves walkability within the community.

Within the study area, there are paved sidewalks along Roy Rogers Drive, and eastern portion of Civic Drive.

3.2.3 Transit Network

The Victor Valley Transit Authority (VVTA) is a public transit agency that provides transit services throughout the High Desert regions of San Bernardino County. The VVTA provides local and commuter fixed routes within the cities and unincorporated communities throughout the County.

Within the study area, the Victor Valley Transportation Center Adelanto Route (31 VVTC) serves the Northeast City region. The 31 VVTC route passes through the study area along Seneca Road, with a stop along the northwest side of Amargosa Road and Seneca Road. Figure 3-4 illustrates the existing transit system within Victorville.

3.3 LIST OF CHAPTER 3.0 FIGURES

- Figure 3-1: City of Victorville Road System
- Figure 3-2: Plus Project Study Intersection Geometrics and Traffic Control
- Figure 3-3: City of Victorville Non-Motorized Transportation Plan
- Figure 3-4: City of Victorville Transit System

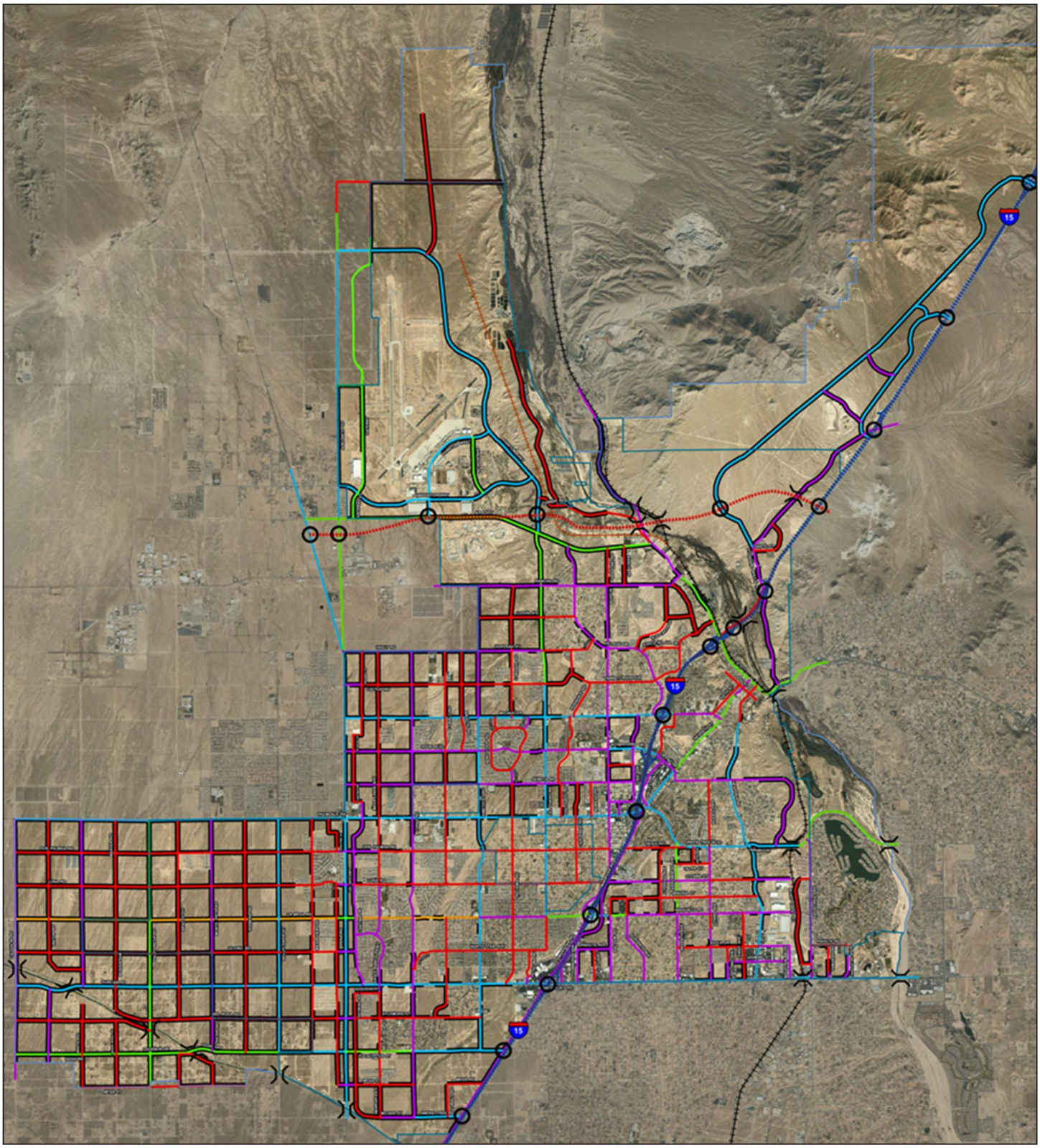

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FIGURE 3-1

Victorville Police Department and Civic Park Project
Traffic Study

City of Victorville Road System

SOURCE: City of Victorville General Plan, Adopted 2008

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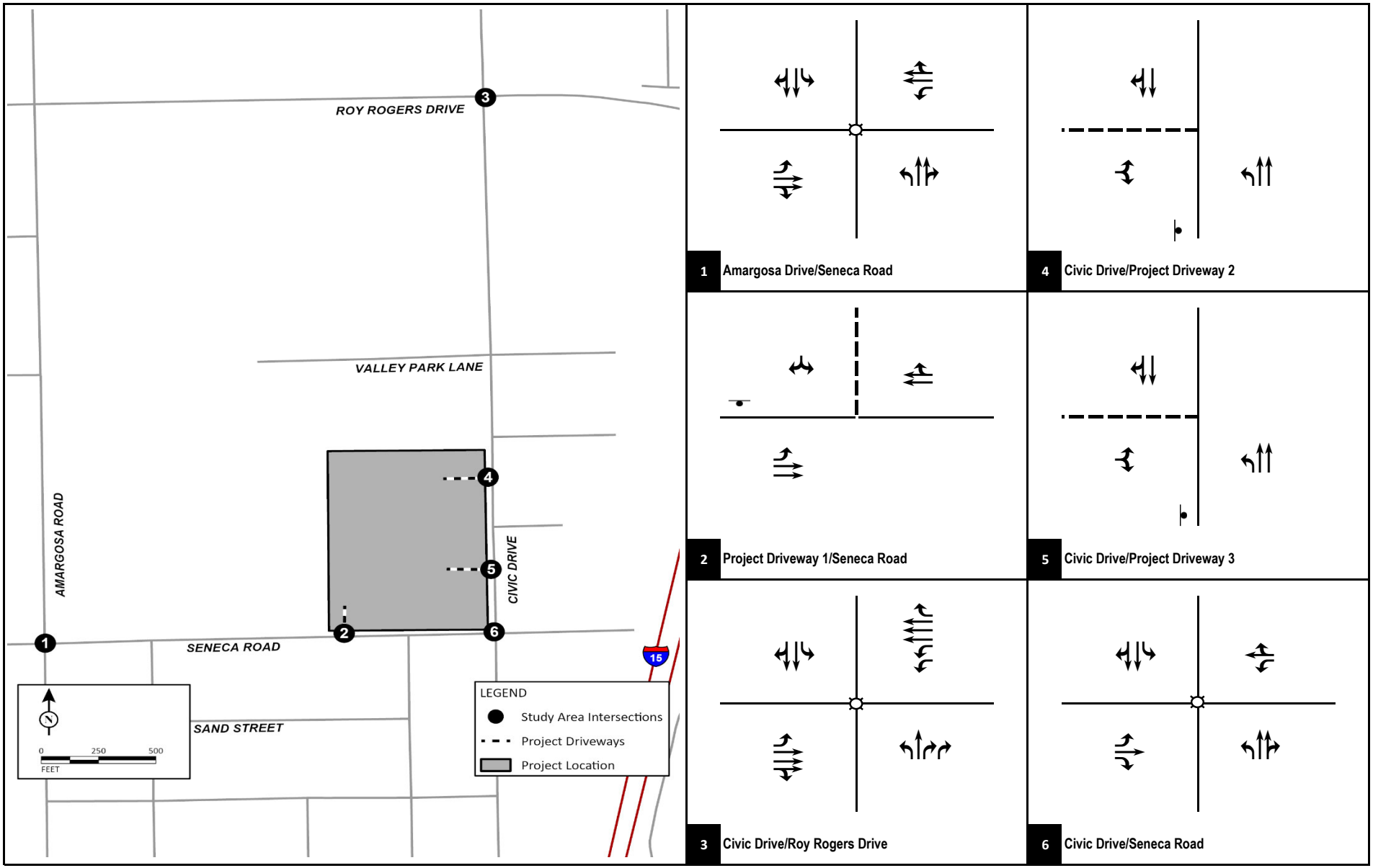

FIGURE 3-2

LSA

Legend

Stop Sign

Signal

Project Driveway

Victorville Police Department and Civic Park Project
Traffic Study

Plus Project Study Intersection Geometrics and Traffic Control

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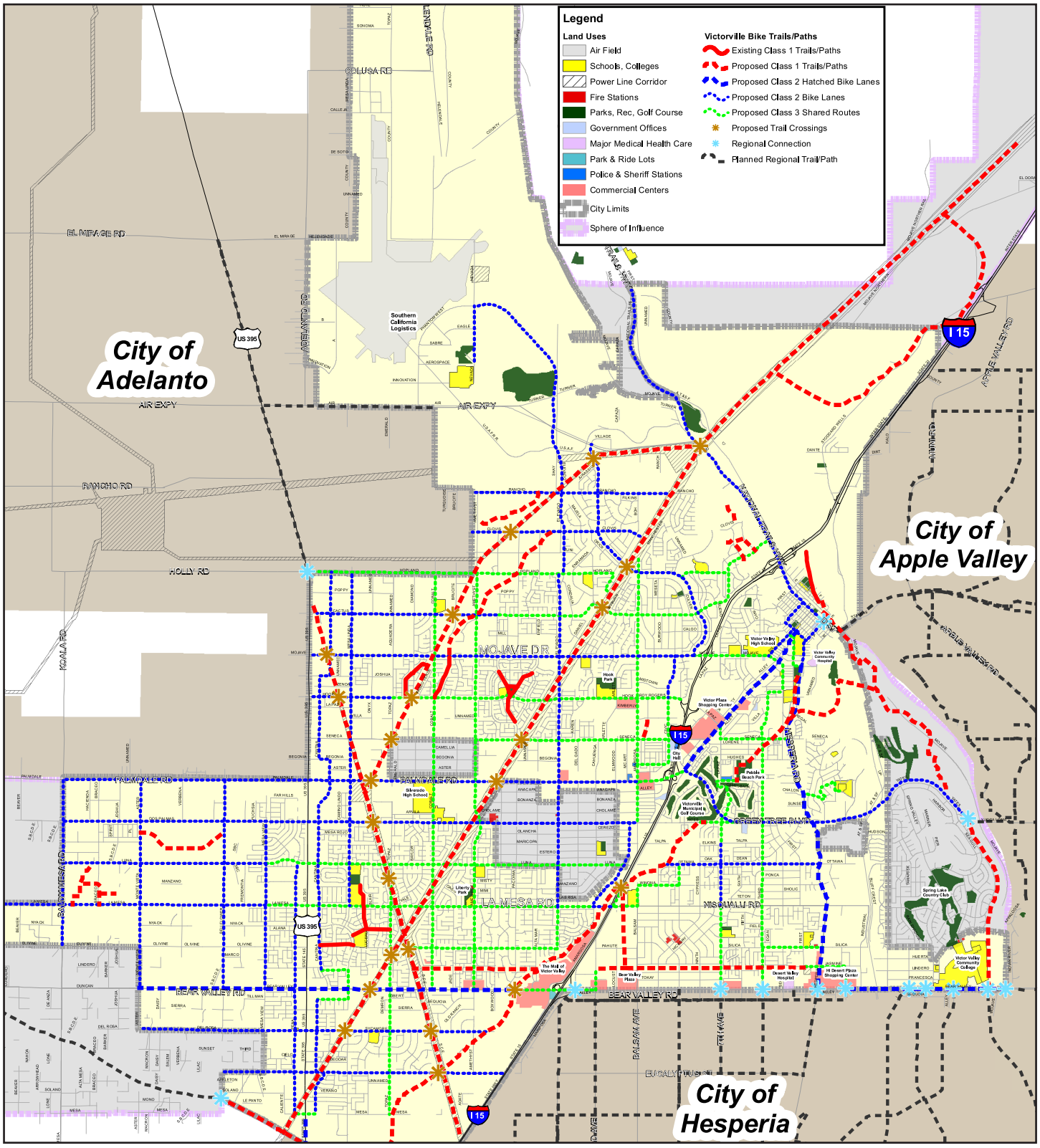

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FIGURE 3-3

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SOURCE: County of San Bernardino 2010, City of Victorville 2010

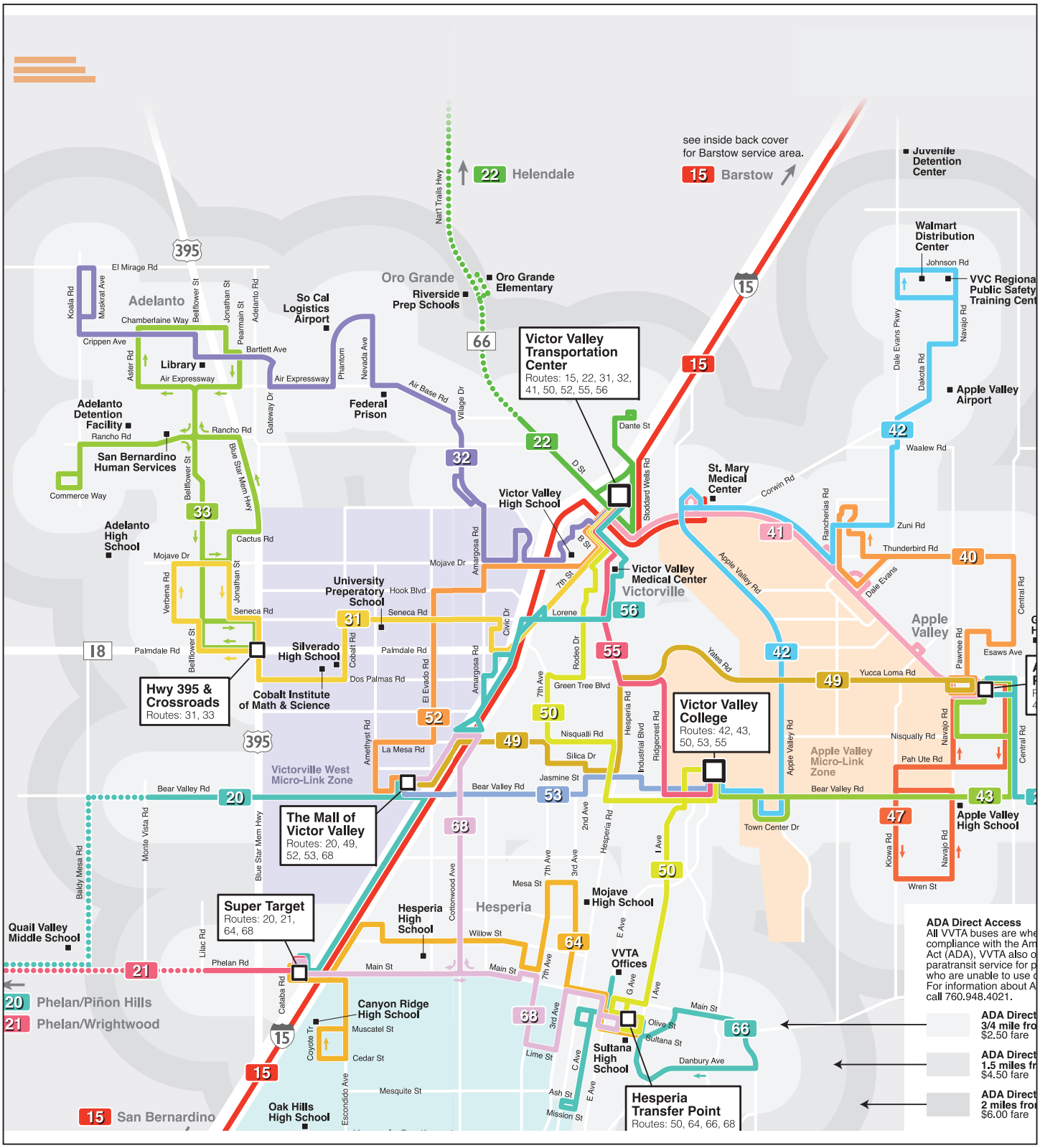

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FIGURE 3-4

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NOT TO SCALE

Victorville Police Department and Civic Park Project
Traffic Study

City of Victorville Transit System

SOURCE: Victor Valley Transit, November 2025

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4.0 TRAFFIC VOLUMES FOR NO PROJECT SCENARIOS

4.1 EXISTING NO PROJECT TRAFFIC VOLUMES

Traffic volumes for existing conditions were developed using existing count data collected by Counts Unlimited in November 2025 at study intersections. All traffic counts were collected for the a.m. and p.m. peak periods at study area intersections. Vehicle classification counts were conducted at all the study area intersections. The collected counts at study intersections were converted to Passenger Car Equivalent (PCE) volumes. The concept of PCEs accounts for the larger impact of trucks on traffic operations. It does so by assigning each type of truck a PCE factor that represents the number of passenger vehicles that could travel through an intersection at the same time a particular type of truck could. As recommended in the City's Guidelines, peak-hour PCE volumes were computed using a factor of 1.5 for two-axle trucks, 2.0 for three-axle trucks, and 3.0 for trucks with four or more axles.

Figure 4-1 illustrates peak hour traffic volumes at study intersections under existing conditions. Detailed count sheets are included in Appendix B.

4.2 OPENING YEAR NO PROJECT TRAFFIC VOLUMES

As approved during the scoping agreement process (Appendix A), traffic volumes for opening year conditions were developed by applying a 3 percent per annum growth rate and adding trips from approved and pending projects in the area to existing traffic volumes.

Information concerning approved and pending projects in the vicinity of the proposed project were obtained from City staff. Figure 4-2 illustrates the approved and pending project locations in which project traffic would influence traffic conditions within the study area. Trip generations for approved and pending projects were either obtained from the respective traffic studies prepared for the projects or developed using trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (12th Edition). Table 4.A summarizes the approved and pending project trip generation. As shown in Table 4.A, the approved and pending projects are estimated to generate 508 a.m. peak hour trips, 980 p.m. peak hour trips, and 12,841 daily trips.

Approved and pending project trips were assigned to the roadway network based on either the distributions provided in the respective traffic studies for these projects or their locations in relation to surrounding land uses and regional circulation network. Figure 4-3 illustrates the peak hour approved and pending project trip assignment at study intersections. Figure 4-4 illustrates the peak hour traffic volumes at study intersections under opening year conditions.

Detailed volume development worksheets are included in Appendix C.

4.3 HORIZON YEAR NO PROJECT TRAFFIC VOLUMES

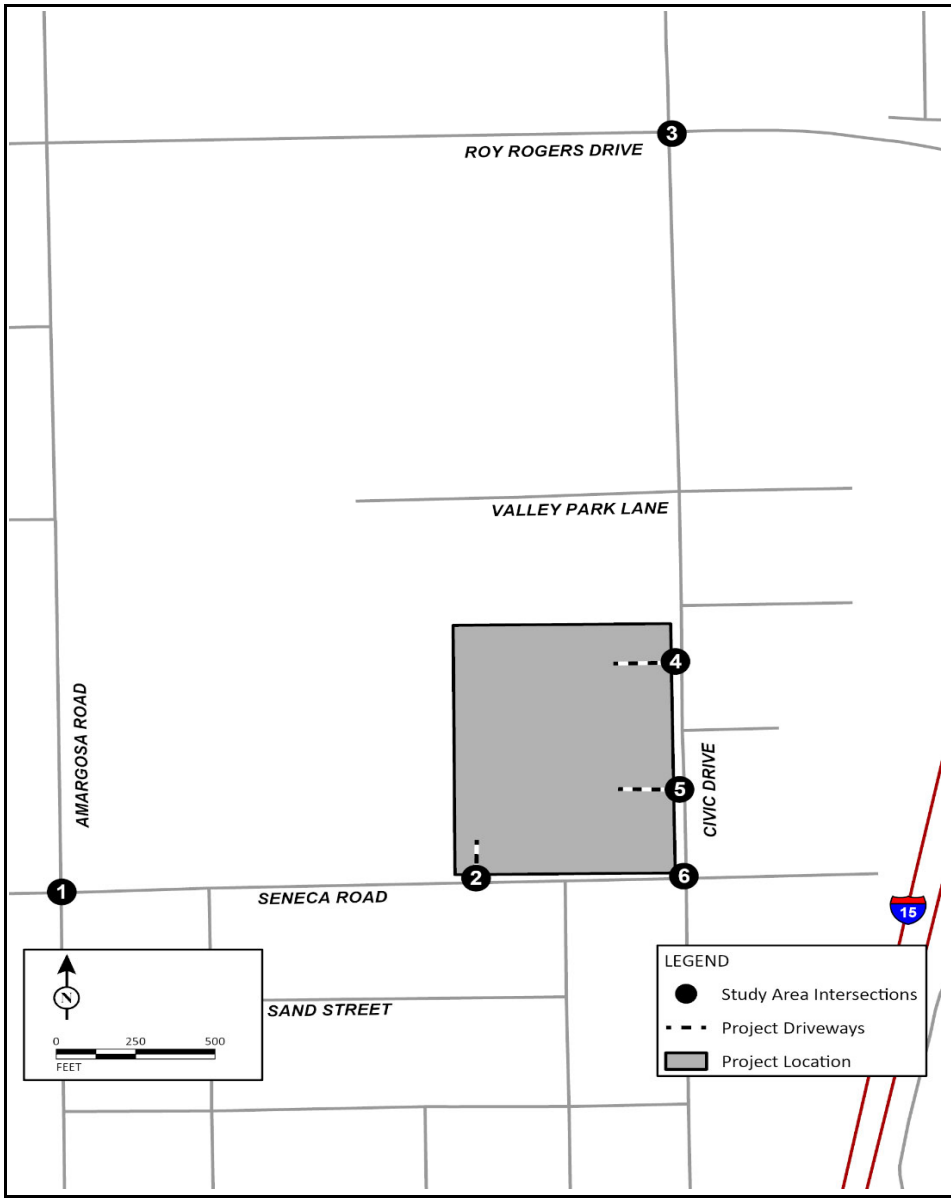
Traffic volumes for horizon year conditions were developed using the San Bernardino Transportation Analysis Model Plus (SBTAM+). For purposes of this analysis, the horizon year was considered to be Year 2050, similar to the future year scenario of the SBTAM+ model. The methodology used to

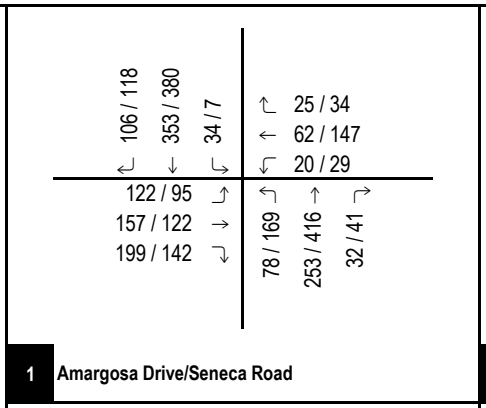
develop horizon year traffic volumes at all study intersections is consistent with the San Bernardino County Transportation Authority (SBCTA) procedures for post-processing of modeled traffic volumes. Figure 4-5 illustrates the peak hour traffic volumes at study intersections under horizon year conditions.

Detailed volume development worksheets are included in Appendix C.

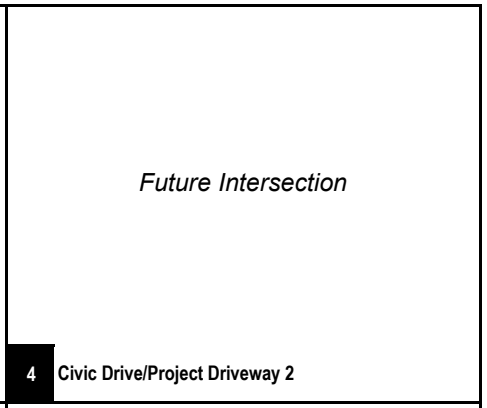
4.4 LIST OF CHAPTER 4.0 FIGURES AND TABLES

- Figure 4-1: Existing Peak Hour Traffic Volumes
- Figure 4-2: Approved and Pending Project Locations
- Figure 4-3: Approved and Pending Project Trip Assignment
- Figure 4-4: Opening Year Peak Hour Traffic Volumes
- Figure 4-5: Horizon Year Peak Hour Traffic Volumes
- Table 4.A: Approved and Pending Project Trip Generation

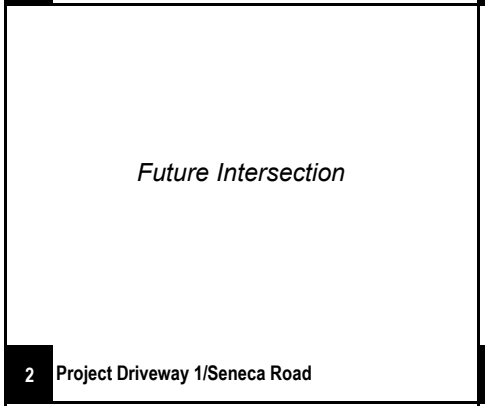




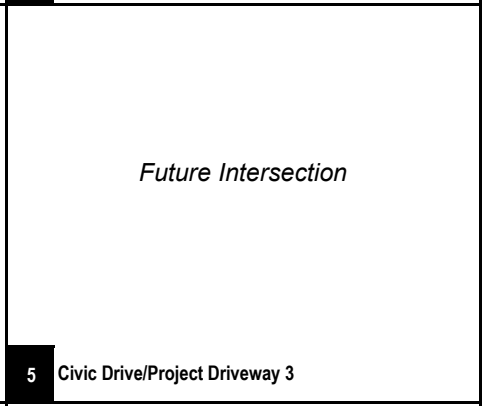
1 Amargosa Drive/Seneca Road



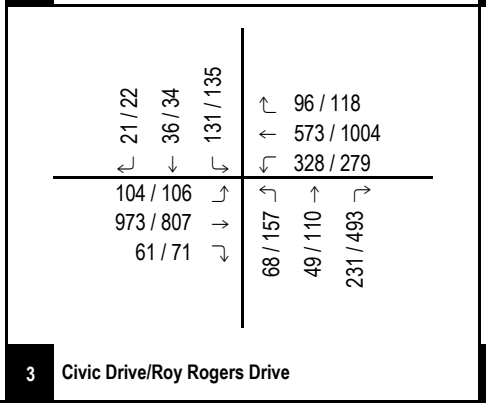
4 Civic Drive/Project Driveway 2



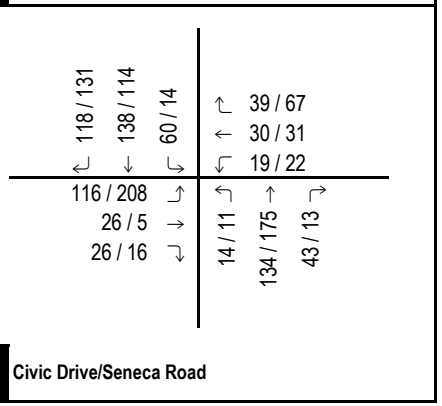
2 Project Driveway 1/Seneca Road



5 Civic Drive/Project Driveway 3



3 Civic Drive/Roy Rogers Drive



6 Civic Drive/Seneca Road

FIGURE 4-1

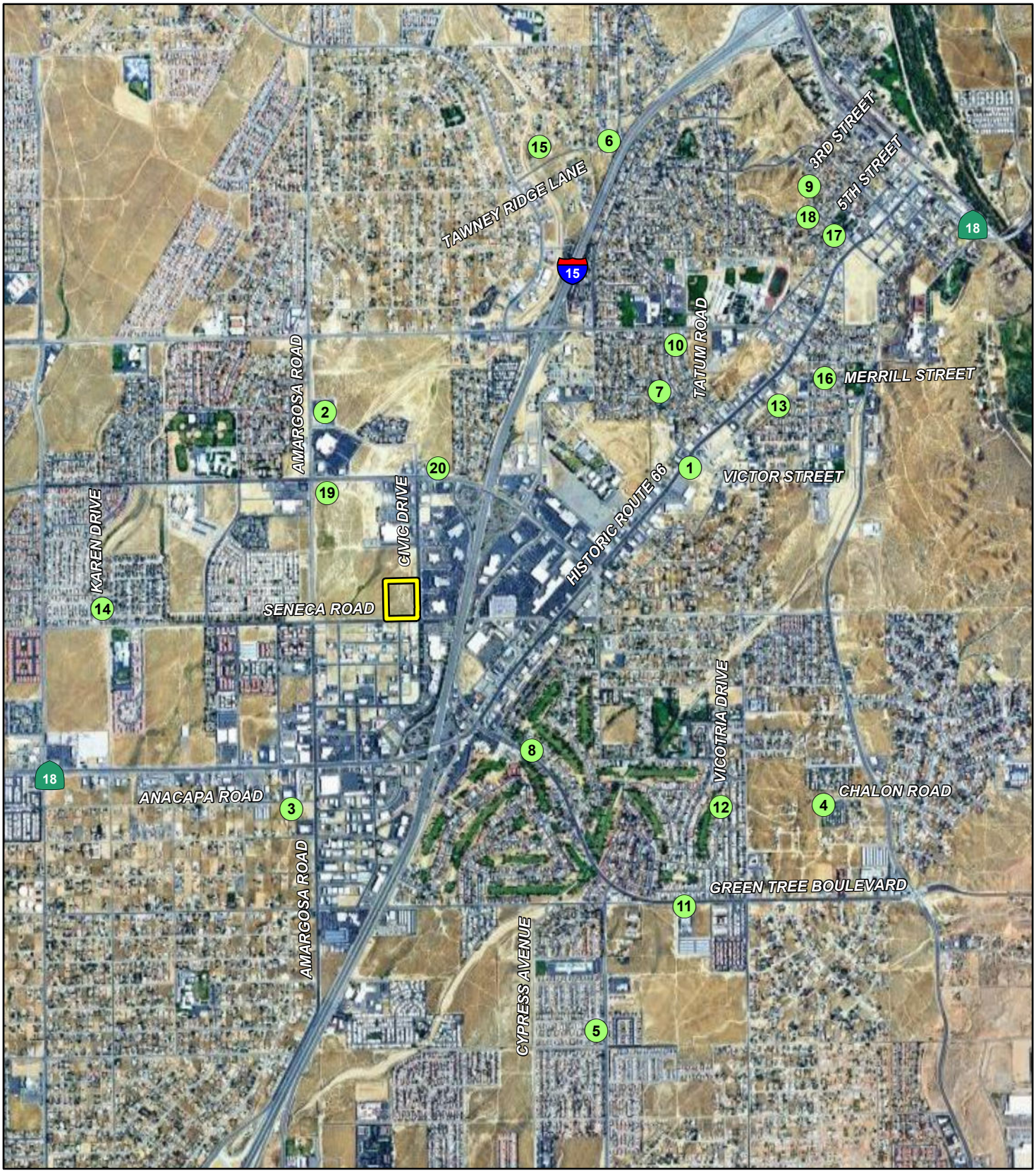
LSA

XXXX / YYYY
AM / PM PCE Peak Hour Trips

Project Driveway

Victorville Police Department and Civic Park Project
Traffic Study

Existing Peak Hour Traffic Volumes



LSA

LEGEND

Project Location

Approved and Pending Projects

City of Victorville

FIGURE 4-2

N

0 1250 2500

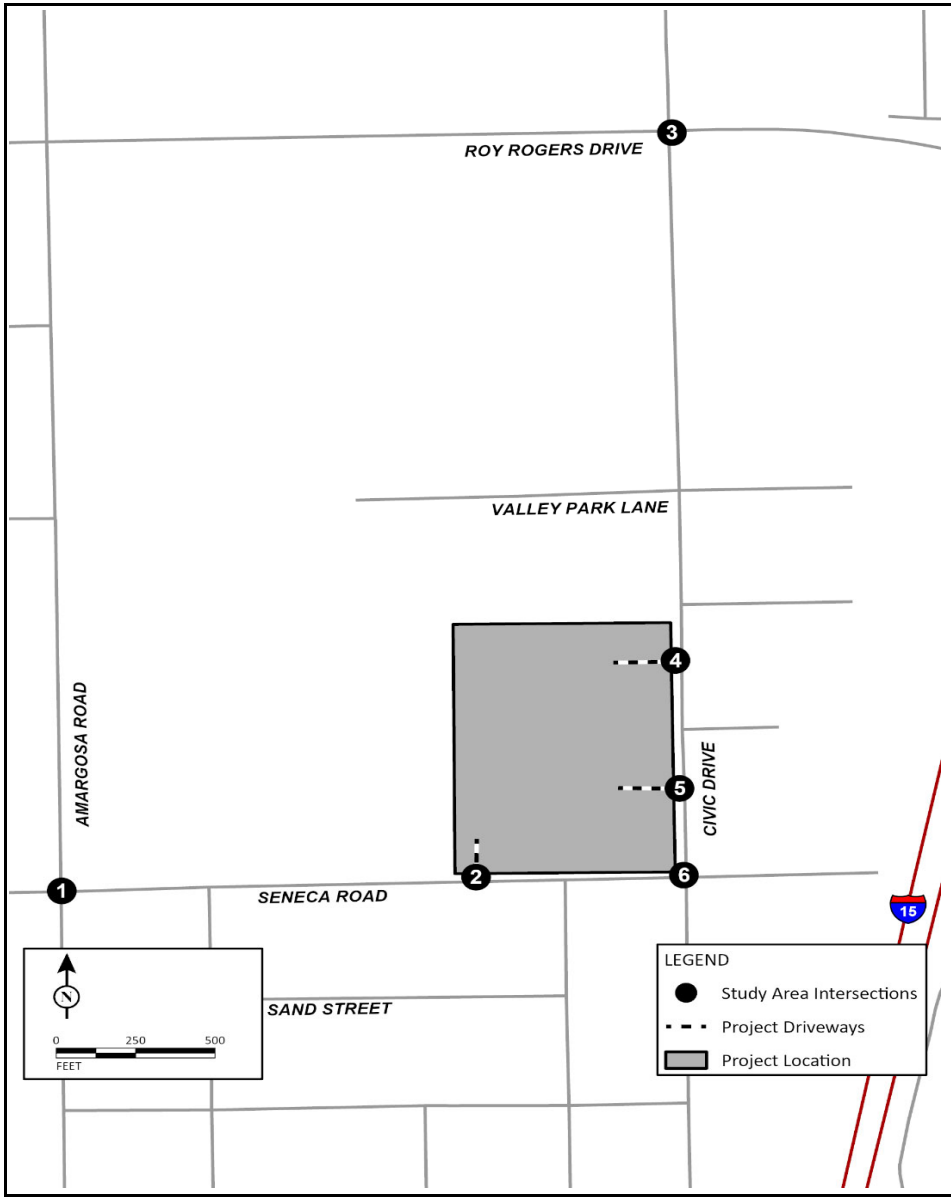
FEET

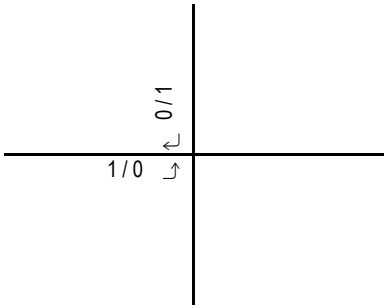
SOURCE: Google Maps 2024

Victorville Police Department and Civic Park Project

Approved and Pending Project Locations

P:\2024\20242046_LPA - Victorville Police Station-Park CEQA\03 Working Files\Tech Studies\Traffic\Earth\GIS\Victorville Police Station and Park\Victorville Police Station and Park.aprx (Approved and Pending Project Locations)
1/30/2026 4:33 PM





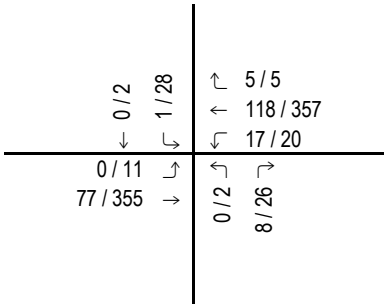
1 Amargosa Drive/Seneca Road

Future Intersection

2 Project Driveway 1/Seneca Road

Future Intersection

3 Civic Drive/Roy Rogers Drive



4 Civic Drive/Project Driveway 2

Future Intersection

5 Civic Drive/Project Driveway 3

Future Intersection

6 Civic Drive/Seneca Road

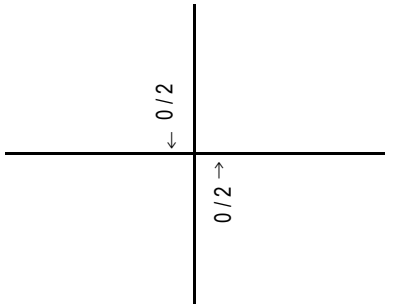


FIGURE 4-3

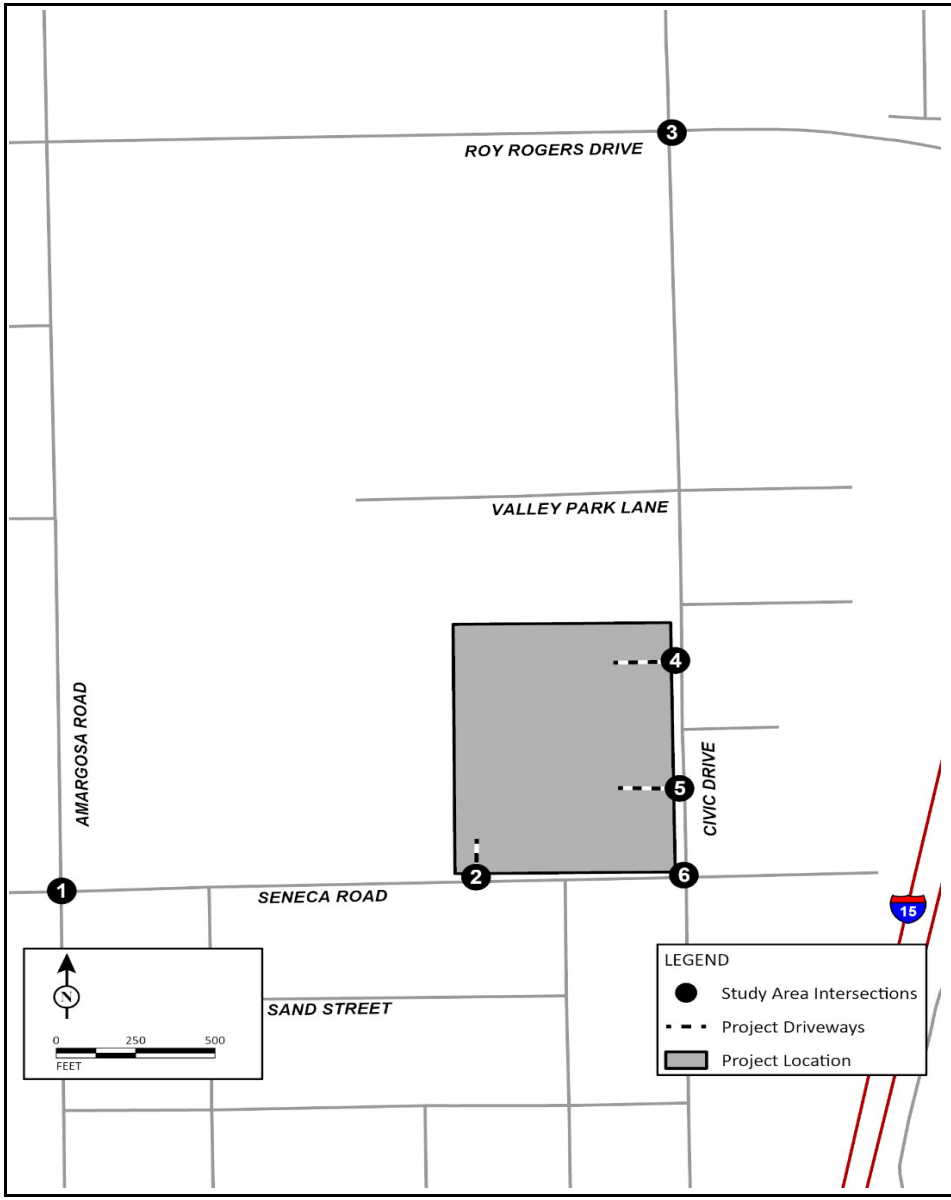
LSA

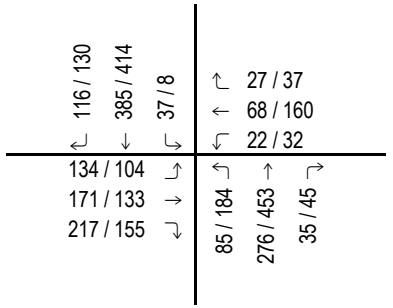
XXX / YYY
AM / PM PCE Peak Hour Trips

Project Driveway

Victorville Police Department and Civic Park Project Traffic Study

Approved and Pending Project Trip Assignment





1 Amargosa Drive/Seneca Road

Future Intersection

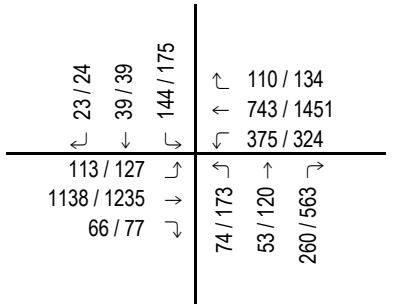
4 Civic Drive/Project Driveway 2

Future Intersection

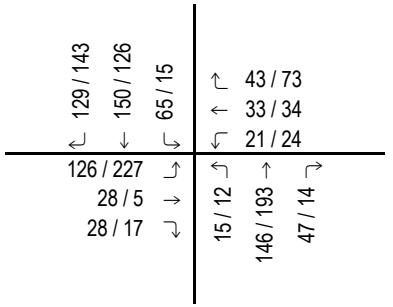
2 Project Driveway 1/Seneca Road

Future Intersection

5 Civic Drive/Project Driveway 3



3 Civic Drive/Roy Rogers Drive



6 Civic Drive/Seneca Road

FIGURE 4-4

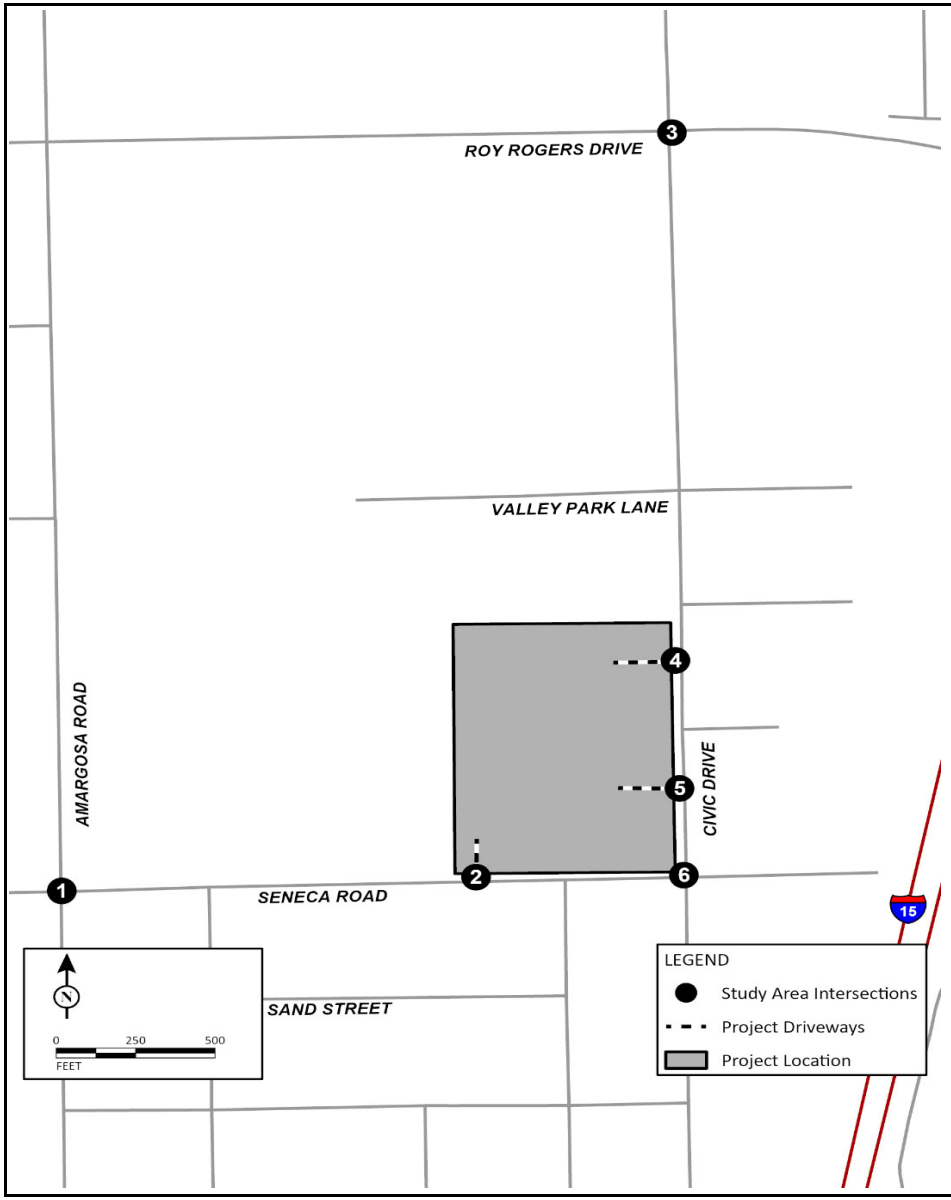
LSA

XXXX / YYYY
AM / PM PCE Peak Hour Trips

Project Driveway

Victorville Police Department and Civic Park Project
Traffic Study

Opening Year Peak Hour Traffic Volumes



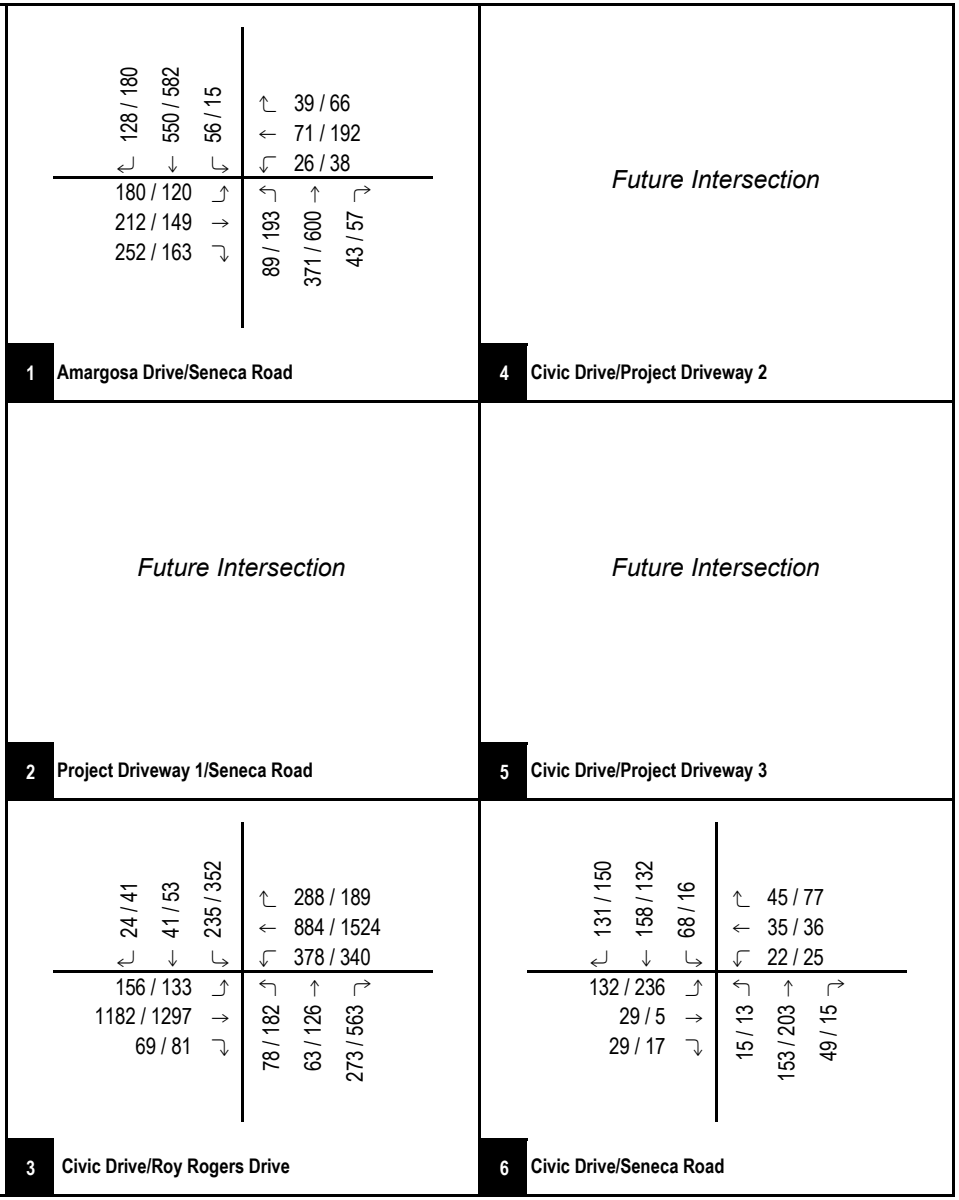


FIGURE 4-5

LSA

XXXX / YYYY
AM / PM PCE Peak Hour Trips

Project Driveway

Victorville Police Department and Civic Park Project
Traffic Study

Horizon Year Peak Hour Traffic Volumes

LSA

Table 4.A: Approved and Pending Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units		A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
1.	**PSUB25-00008**									
	14923 Seventh St									
	Automobile Parts and Service Center	11.000	TSF							
	Trips/Unit[1]			1.38	0.53	1.91	0.80	1.26	2.06	16.60
	Trip Generation			15	6	21	9	14	23	183
2.	**CODE24-05907**									
	15095 Amargosa Road, Unit 202									
	Government Office Building	7.678	TSF							
	Trips/Unit[2]			2.51	0.83	3.34	0.43	1.28	1.71	22.59
	Trip Generation			19	6	25	3	10	13	173
3.	**ADMN25-00090**									
	15247 Anacapa Road									
	Automobile Parts and Service Center	2.970	TSF							
	Trips/Unit[1]			1.38	0.53	1.91	0.80	1.26	2.06	16.60
	Trip Generation			4	2	6	2	4	6	49
4.	**PSUB25-00059**									
	16700 and 16711 Chalon Road									
	Multifamily Housing (Low-Rise) Not Close to Rail Transit	120	DU							
	Trips/Unit[3]			0.10	0.31	0.41	0.32	0.20	0.52	6.21
	Trip Generation			12	37	49	38	24	62	745
5.	**ADMN25-00035**									
	16086 Oak Court									
	Single-Family Detached Housing	1	DU							
	Trips/Unit[4]			0.19	0.51	0.70	0.58	0.35	0.93	9.09
	Trip Generation			0	1	1	1	0	1	9
6.	**ADMN25-00053**									
	Northeast corner of Tawney Ridge Lane and Green Hill Drive									
	Single-Family Detached Housing	2	DU							
	Trips/Unit[4]			0.19	0.51	0.70	0.58	0.35	0.93	9.09
	Trip Generation			0	1	1	1	1	2	18
7.	**ADMN25-00062**									
	15139 Las Piedras Drive									
	Single-Family Detached Housing	1	DU							
	Trips/Unit[4]			0.19	0.51	0.70	0.58	0.35	0.93	9.09
	Trip Generation			0	1	1	1	0	1	9
8.	**ADMN25-00082**									
	14144 Wimbleton Drive									
	Single-Family Detached Housing	1	DU							
	Trips/Unit[4]			0.19	0.51	0.70	0.58	0.35	0.93	9.09
	Trip Generation			0	1	1	1	0	1	9
9.	**ADMN25-00103**									
	16694 Allen Street									
	Single-Family Detached Housing	1	DU							
	Trips/Unit[4]			0.19	0.51	0.70	0.58	0.35	0.93	9.09
	Trip Generation			0	1	1	1	0	1	9
10.	**ADMN25-00109**									
	15278 Tatum Road									
	Single-Family Detached Housing	1	DU							
	Trips/Unit[4]			0.19	0.51	0.70	0.58	0.35	0.93	9.09
	Trip Generation			0	1	1	1	0	1	9
11.	**PLAN25-00008**									
	Southeast corner of Green Tree Boulevard and Sixth Street									
	Single-Family Detached Housing	72	DU							
	Trips/Unit[4]			0.19	0.51	0.70	0.58	0.35	0.93	9.09
	Trip Generation			14	37	51	42	25	67	654

LSA

Table 4.A: Approved and Pending Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units		A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
12 .	**ADMN25-00047**									
	13964 Victoria Court									
	Single-Family Detached Housing	1	DU							
	Trips/Unit[4]			0.19	0.51	0.70	0.58	0.35	0.93	9.09
	Trip Generation			0	1	1	1	0	1	9
13 .	**ADMN25-00081**									
	15070 Culley Street									
	Single-Family Detached Housing	1	DU							
	Trips/Unit[4]			0.19	0.51	0.70	0.58	0.35	0.93	9.09
	Trip Generation			0	1	1	1	0	1	9
14 .	**ADMN25-00041**									
	14573 Karen Dr									
	Single-Family Detached Housing	1	DU							
	Trips/Unit[4]			0.19	0.51	0.70	0.58	0.35	0.93	9.09
	Trip Generation			0	1	1	1	0	1	9
15 .	**ADMN25-00079**									
	Northeast corner of Barranca Way and Tawney Ridge Lane									
	Single-Family Detached Housing	1	DU							
	Trips/Unit[4]			0.19	0.51	0.70	0.58	0.35	0.93	9.09
	Trip Generation			0	1	1	1	0	1	9
16 .	**ADMN25-00091**									
	16746 Merrill St									
	Single-Family Detached Housing	1	DU							
	Trips/Unit[4]			0.19	0.51	0.70	0.58	0.35	0.93	9.09
	Trip Generation			0	1	1	1	0	1	9
17 .	**ADMN25-00067**									
	15442 Fifth St									
	Single-Family Detached Housing	1	DU							
	Trips/Unit[4]			0.19	0.51	0.70	0.58	0.35	0.93	9.09
	Trip Generation			0	1	1	1	0	1	9
18 .	**ADMN25-00023**									
	12820 Fourth St									
	Single-Family Detached Housing	1	DU							
	Trips/Unit[4]			0.19	0.51	0.70	0.58	0.35	0.93	9.09
	Trip Generation			0	1	1	1	0	1	9
19 .	**PLAN24-00024**[5]									
	Southeast corner of Roy Rogers Drive and Amargosa Road									
	Shopping Center (>150k)	303.934	TSF							
	Trips			194	119	313	603	653	1,256	13,800
	Diverted Link Trips			0	0	0	157	170	327	3,588
	Pass-by Trips			0	0	0	133	144	277	790
	Net New Trips			194	119	313	313	339	652	9,422
	Convenience Store/Gas Station - GFA (2-4)	16	VFP							
	Trips			128	128	256	147	147	264	4,242
	Internal Trip Capture (10%)			13	13	26	15	15	30	3,588
	Sub-Total Trips			115	115	230	132	132	264	3,818
	Diverted Link Trips			19	19	38	24	24	48	650
	Pass-by Trips			81	81	162	93	93	186	2,673
	Net New Trips			15	15	30	15	15	30	495
	Automated Car Wash	1	Tunnel							
	Trips			0	0	0	39	39	78	13
	Internal Trip Capture (10%)			0	0	0	4	4	8	1
	Net New Trips			0	0	0	35	35	70	12
	Net Trip Generation			209	134	343	363	389	752	9,929

LSA

Table 4.A: Approved and Pending Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units		A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
20 .	**PLAN24-00001**[6]									
	North of and abutting Roy Rogers Drive approximately 260 feet west of Civic Drive									
	Fast-Food Restaurant with Drive-Through Window	2.899	TSF							
	Trip Generation			-	-	-	50	46	96	1,355
	Pass-by Trips			-	-	-	(28)	(25)	(53)	(373)
	Net Trip Generation			-	-	-	22	21	43	982
	Total Net Trip Generation			**273**	**235**	**508**	**492**	**488**	**980**	**12,841**

Notes:

DU = Dwelling Units; TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions

[1] Rates from Institute of Transportation Engineers (ITE) *Trip Generation Manual* (12th Edition) for Land Use 943 - "Automobile Parts and Service Center" , Setting/Location - 'General Urban/Suburban'.

[2] Rates from *ITE Trip Generation Manual* (12th Edition) for Land Use 730 - "Government Office Building" , Setting/Location - 'General Urban/Suburban'.

[3] Rates from ITE *Trip Generation Manual* (12th Edition) for Land Use 220 - "Multifamily Housing (Low-Rise) Not Close to Rail Transit" , Setting/Location - 'General Urban/Suburban'.

[4] Rates from ITE *Trip Generation Manual* (12th Edition) for Land Use 210 - "Single-Family Detached Housing" , Setting/Location - 'General Urban/Suburban'.

[5] Trip generation taken from "Proposed Desert Sky Plaza Retail Center" traffic impact analysis by David Evans and Associates (September 2025).

[6] Trip generation taken from "Raising Cane's Project" traffic study by Kimley Horn (April 2024).

5.0 PROJECT TRAFFIC

5.1 PROJECT TRIP GENERATION

Due to the unique land uses of the proposed project, the trip generation for the proposed project was developed using a combination of trip generation rates from the ITE *Trip Generation Manual* (12th Edition) and surveys conducted by Counts Unlimited. The rates for Land Use 495 – "Recreational Community Center" were used to develop the trip generation for the proposed civic park. For the police station, the project trip generation was developed using survey data taken at the existing police station located at 12345 Amargosa Road. For the pickleball, the project trip generation was developed using survey data taken at three facilities. The trip generation surveys are included in the scoping agreement within Appendix A.

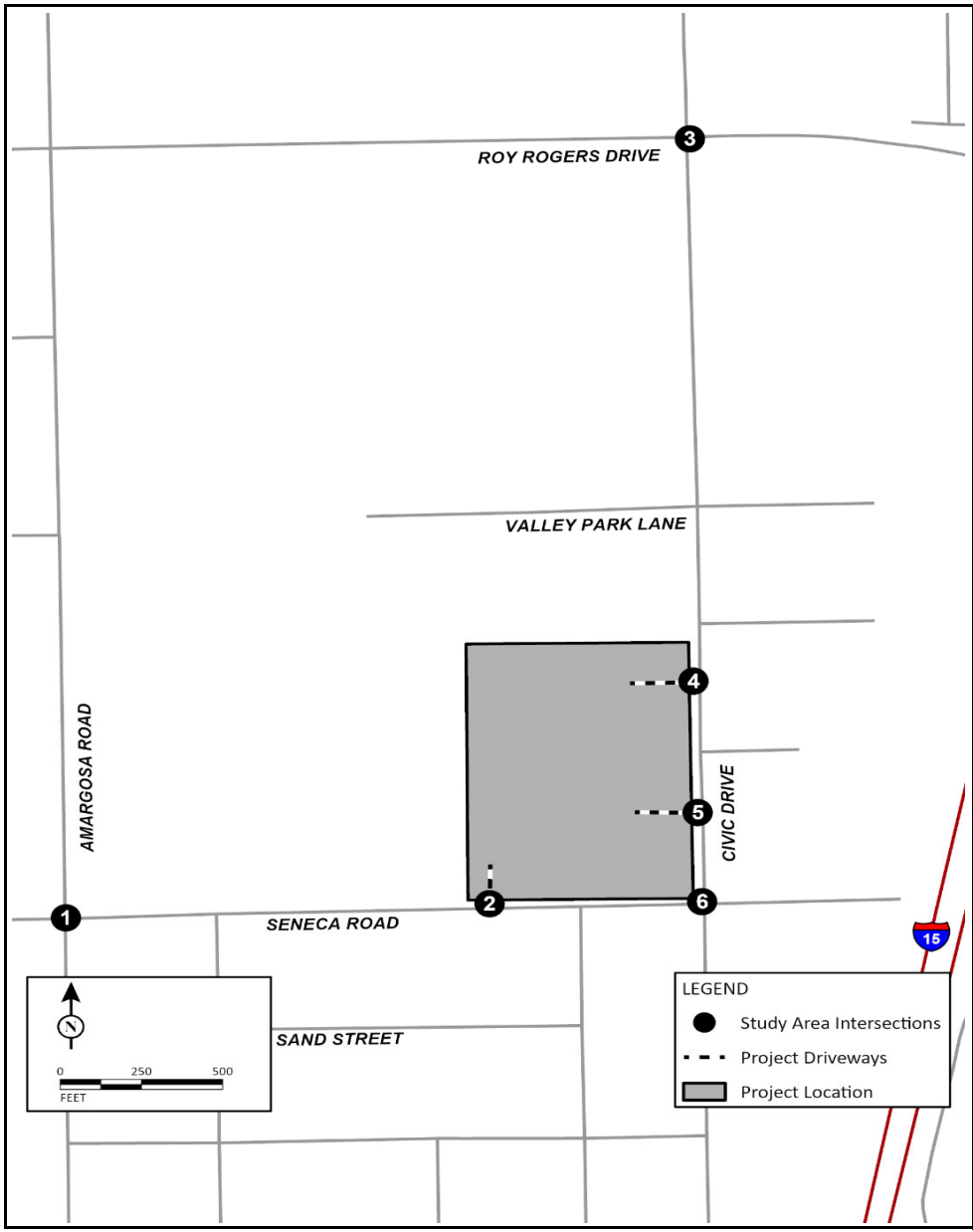
Table 5.A summarizes the proposed project trip generation. As shown in Table 5.A, the proposed project would generate 1,225 net daily trips, including 102 trips in the a.m. peak hour and 108 trips in the p.m. peak hour.

5.2 PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Project trip distribution was based on the regional roadway network and the location of residential, educational, employment, recreational and commercial centers in the project vicinity. Figures 5-1 and 5-2 illustrate the project trip distribution for the police station and civic park, respectively. The distribution percentages were applied to the project trip generation to determine the project trip assignment. Figures 5-3 and 5-4 illustrate the project trip assignment at the study intersections for the police station and civic park, respectively. Figure 5-5 illustrates the total net project trip assignment.

5.3 LIST OF CHAPTER 5.0 FIGURES AND TABLES

- Figure 5-1: Project Trip Distribution – Police Station
- Figure 5-2: Project Trip Distribution – Civic Park
- Figure 5-3: Project Trip Assignment – Police Station
- Figure 5-4: Project Trip Assignment – Civic Park
- Figure 5-5: Total Net Project Trip Assignment
- Table 5.A: Project Trip Generation



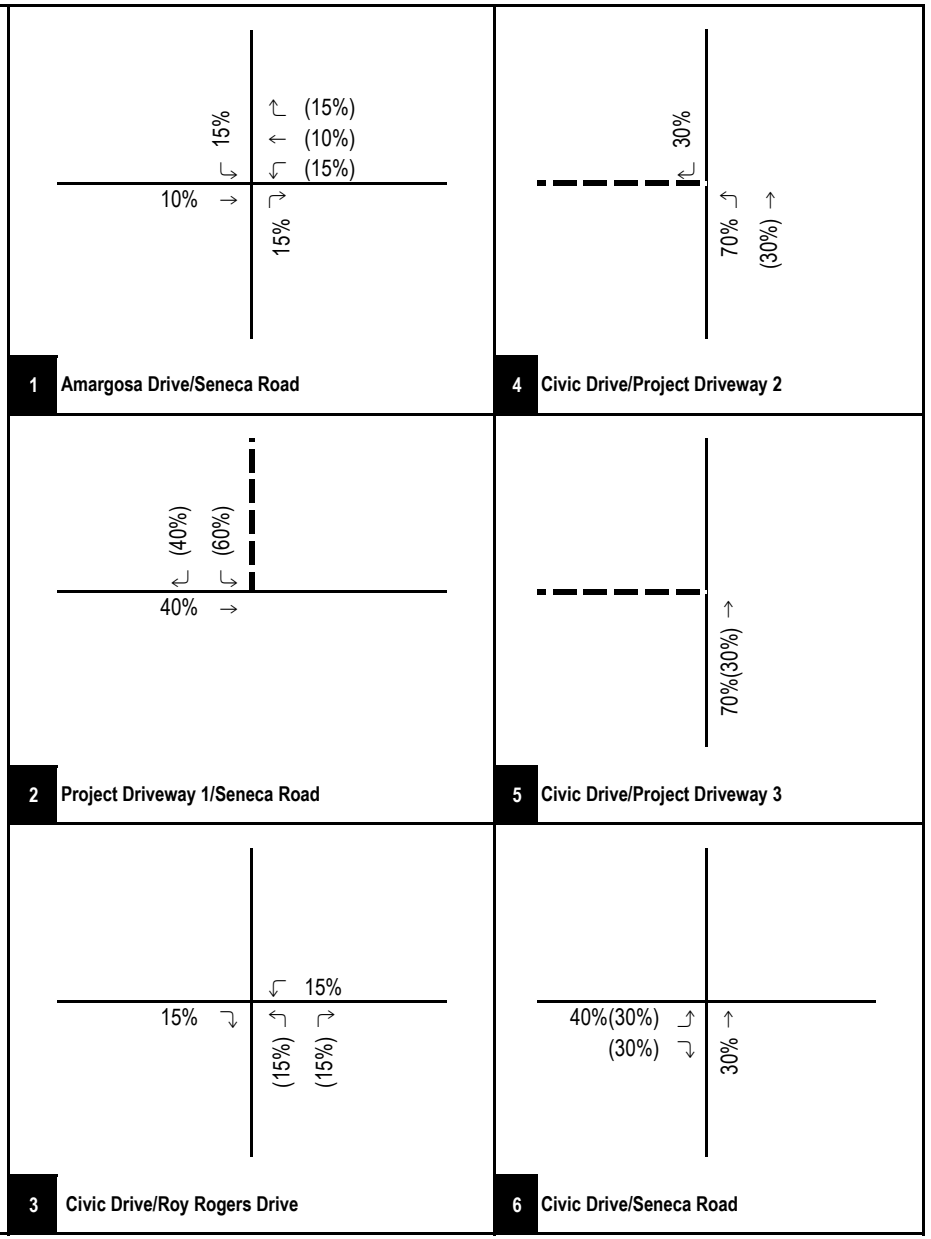


FIGURE 5-1

LSA

XX% (YY%)
Inbound% (Outbound%) Distribution

Project Driveway

Victorville Police Department and Civic Park Project
Traffic Study

Project Trip Distribution (Police Department)

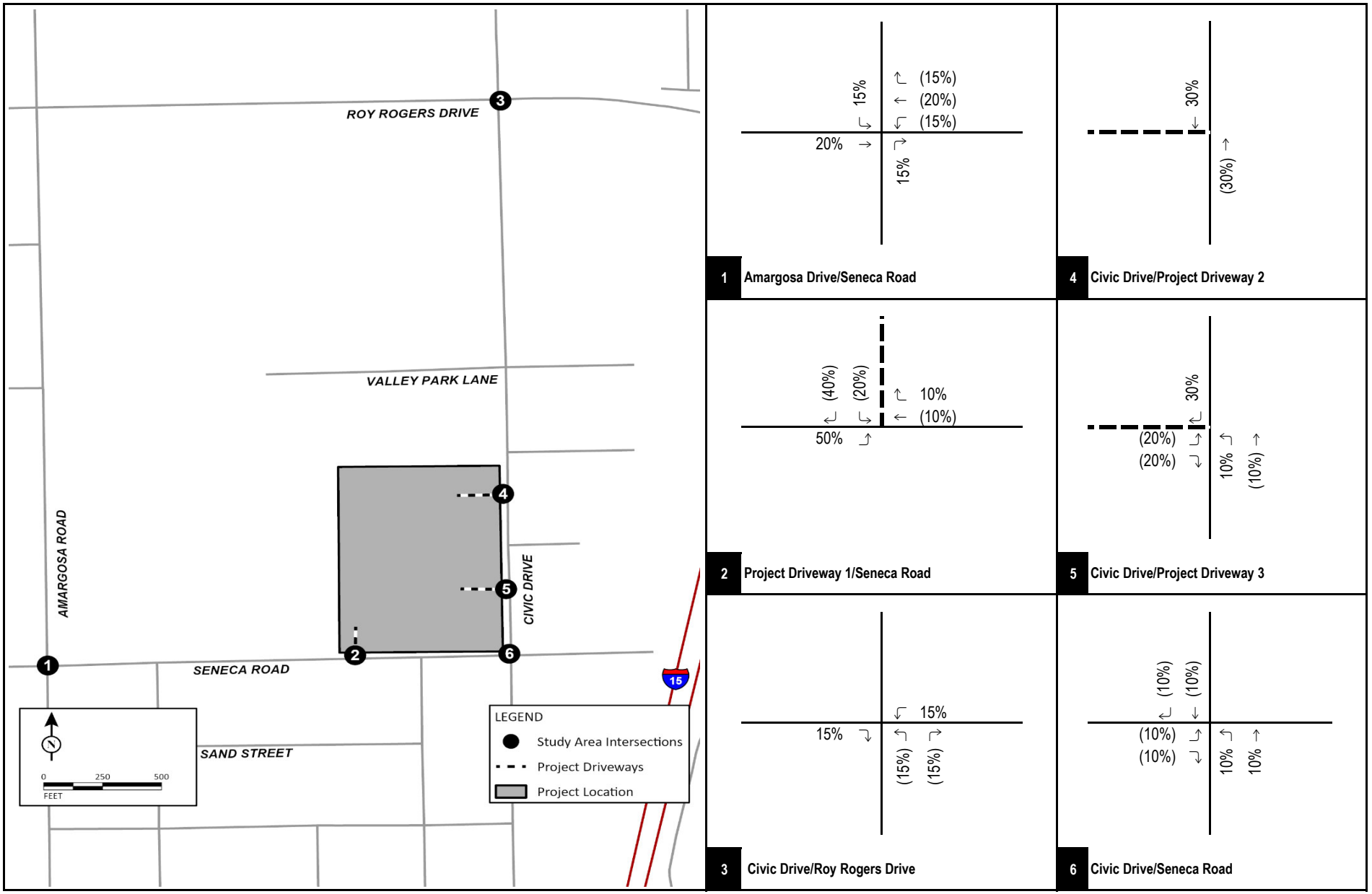


FIGURE 5-2

LSA

XX% (YY%)
Inbound% (Outbound%) Distribution

Project Driveway

Victorville Police Department and Civic Park Project
Traffic Study

Project Trip Distribution (Civic Park)

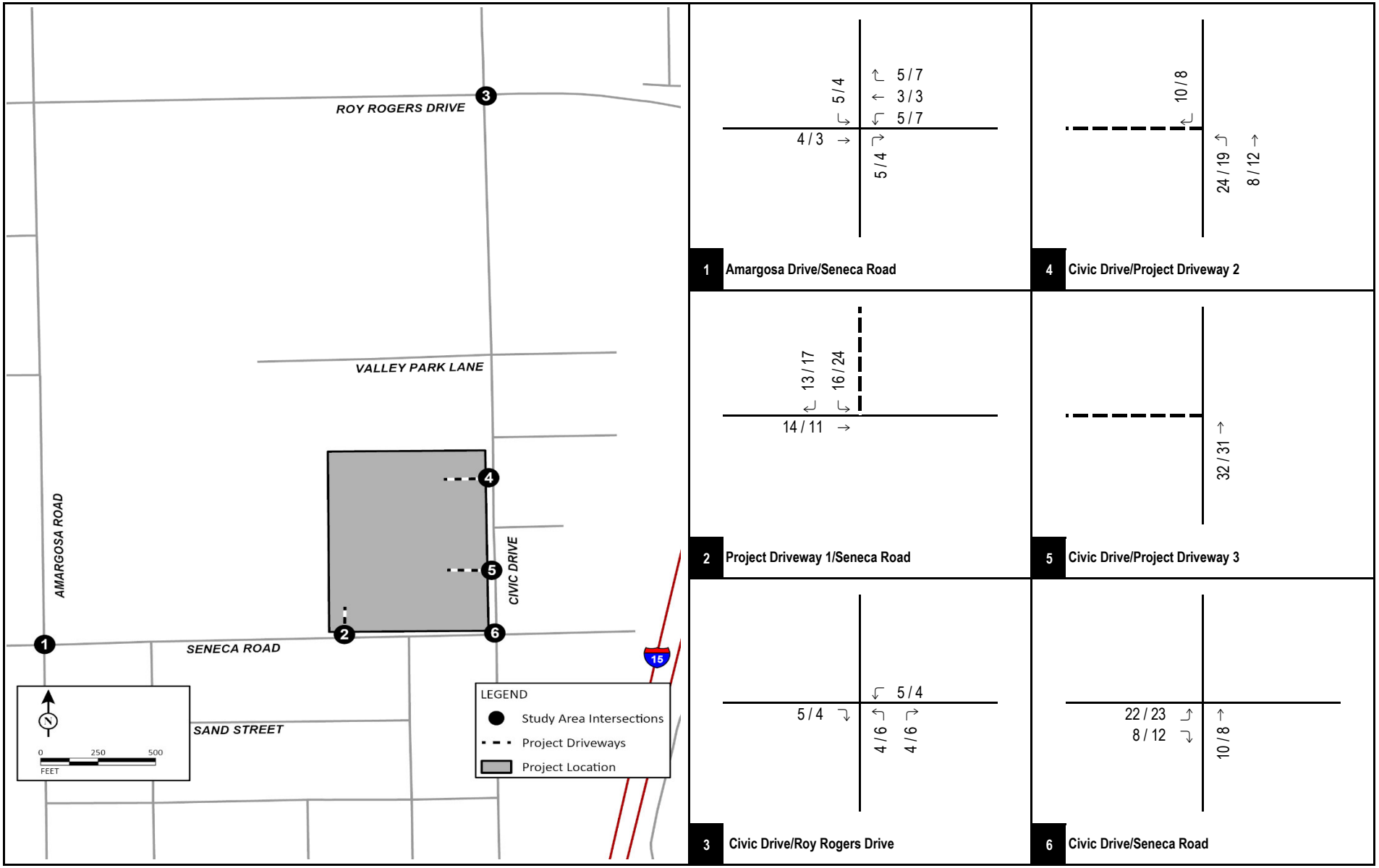


FIGURE 5-3

LSA

XX / YY
AM / PM PCE Peak Hour Trips

Project Driveway

Victorville Police Department and Civic Park Project
Traffic Study

Project Trip Assignment (Police Department)

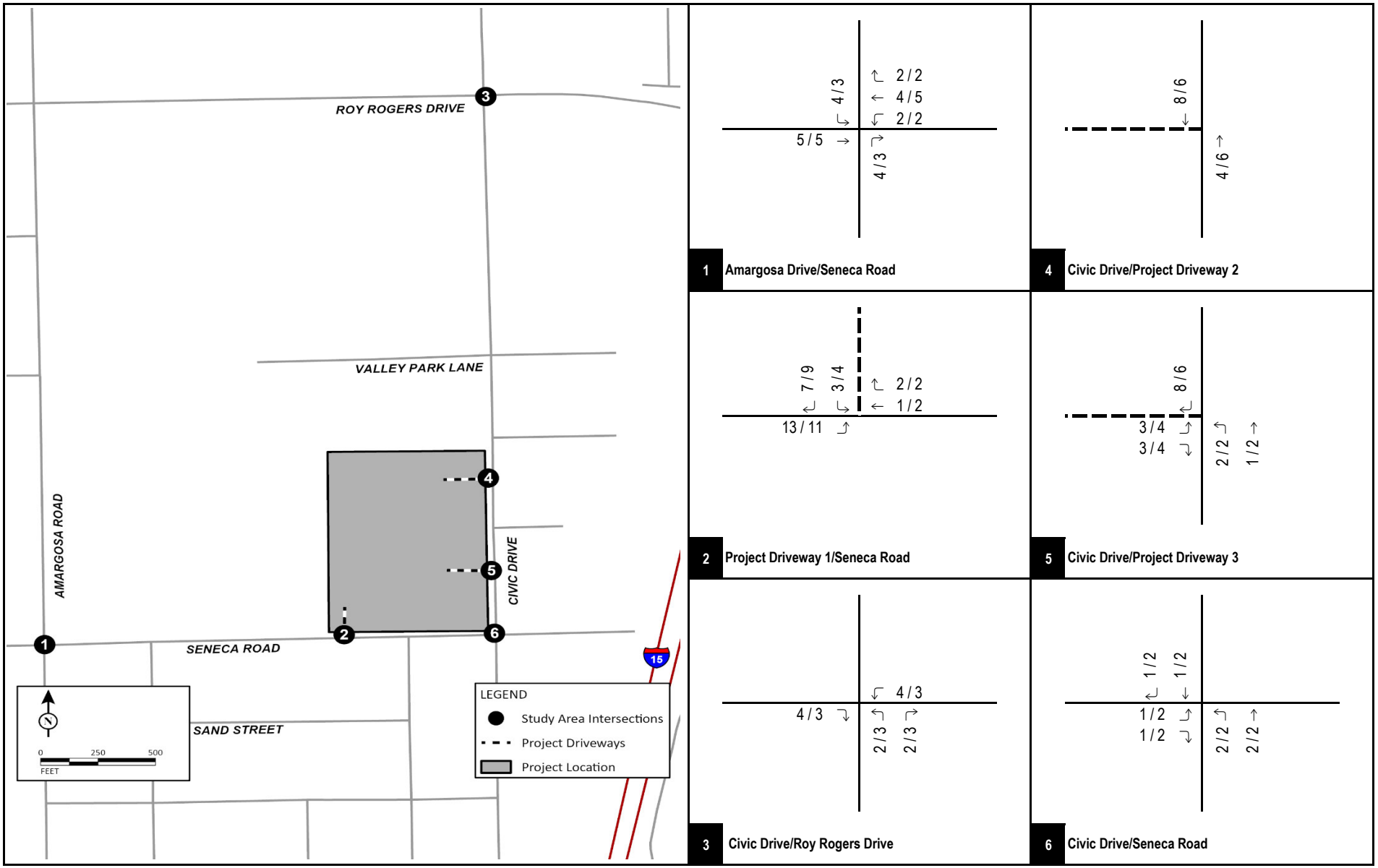


FIGURE 5-4

LSA

XX / YY
AM / PM PCE Peak Hour Trips

Project Driveway

Victorville Police Department and Civic Park Project
Traffic Study

Project Trip Assignment (Civic Park)

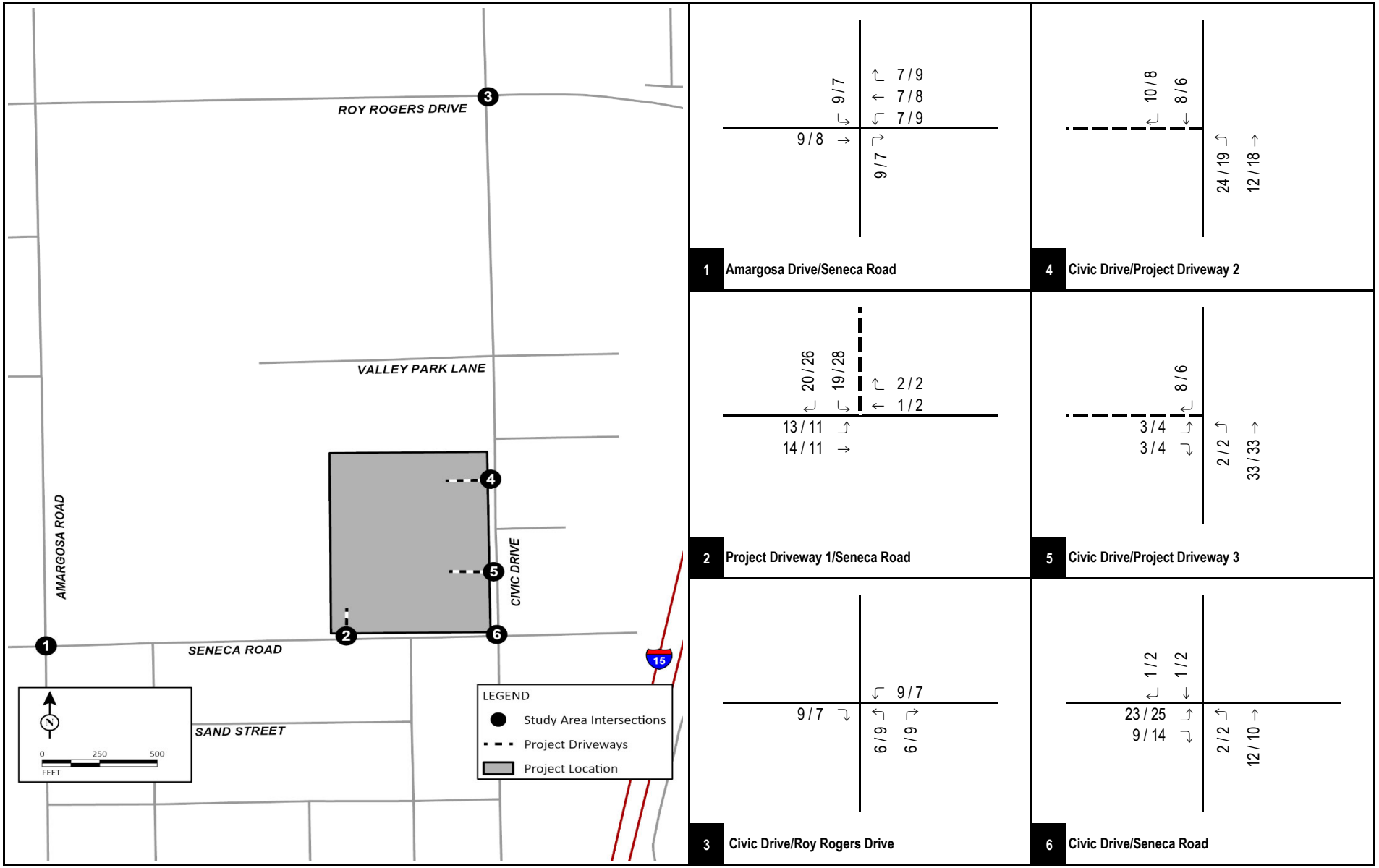


FIGURE 5-5

LSA

XX / YY
AM / PM PCE Peak Hour Trips

Project Driveway

Victorville Police Department and Civic Park Project
Traffic Study

Total Net Project Trip Assignment

LSA

Table 5.A: Project Trip Generation

Land Use	Units		A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
Police Department									
Victorville Police Department (14200 Amargosa Rd)	133	Staff							
Trips/Unit[1]			0.23	0.20	0.42	0.18	0.27	0.45	5.50
Trip Generation			30	26	56	24	36	60	732
Proposed Police Department	150	Staff							
Trips/Unit[1]			0.23	0.20	0.42	0.18	0.27	0.45	5.50
Trip Generation			34	29	63	27	41	68	826
Total Gross Trip Generation for Proposed Police Department			**34**	**29**	**63**	**27**	**41**	**68**	**826**
Civic Park									
Public Park	4.23	TSF							
Trips/Unit[2]			1.33	0.69	2.02	1.39	1.50	2.89	28.82
Trip Generation			6	3	9	6	6	12	122
Pickleball Courts	4	Court							
Trips/Unit[3]			4.67	2.75	7.42	3.75	3.33	7.08	69.34
Trip Generation			19	11	30	15	13	28	277
Total Gross Trip Generation for Proposed Civic Park			**25**	**14**	**39**	**21**	**19**	**40**	**399**
Total Net Trip Generation for Proposed Project			**59**	**43**	**102**	**48**	**60**	**108**	**1,225**

Notes:

Staff = Sworn Officers and Non-Sworn Staff

TSF = Thousand Square Feet

Court = Pickleball Court

[1] The trip generation rates were developed using survey data from the previous Victorville Police Department location at 14200 Amargosa Rd, CA. Driveway survey counts were collected at the previous locations for two typical weekdays (Tuesday - July 8, 2025, and Wednesday - July 9, 2025). The highest observed rates of the two facilities were applied for the proposed project trip generation rates.

[2] Trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* , 12th Edition (2025), Land Use 495 - "Recreational Community Center".

[3] Pickleball court trips based on highest observed survey rates (November 1, 2, and 7, 2023) of three pickleball facilities (2 private and 1 public). The Surveys focused on pickleball users only.

6.0 TRAFFIC VOLUMES FOR PLUS PROJECT SCENARIOS

6.1 OPENING YEAR PLUS PROJECT TRAFFIC VOLUMES

Traffic volumes for Opening Year Plus Project conditions were developed by adding the project traffic to Opening Year No project traffic volumes. Figure 6-1 illustrates the Opening Year Plus Project peak-hour traffic volumes at study area intersections.

6.2 HORIZON PLUS PROJECT TRAFFIC VOLUMES

Traffic volumes for the Horizon Year Plus Project condition were developed by adding the project traffic to the Horizon Year No Project traffic volumes. Figure 6-2 illustrates the Horizon Plus Project peak-hour traffic volumes at study area intersections.

Detailed volume development worksheets are included in Appendix C.

6.3 LIST OF CHAPTER 6.0 FIGURES

- Figure 6-1: Opening Year Plus Project Peak Hour Traffic Volumes
- Figure 6-2: Horizon Year Plus Project Peak Hour Traffic Volumes

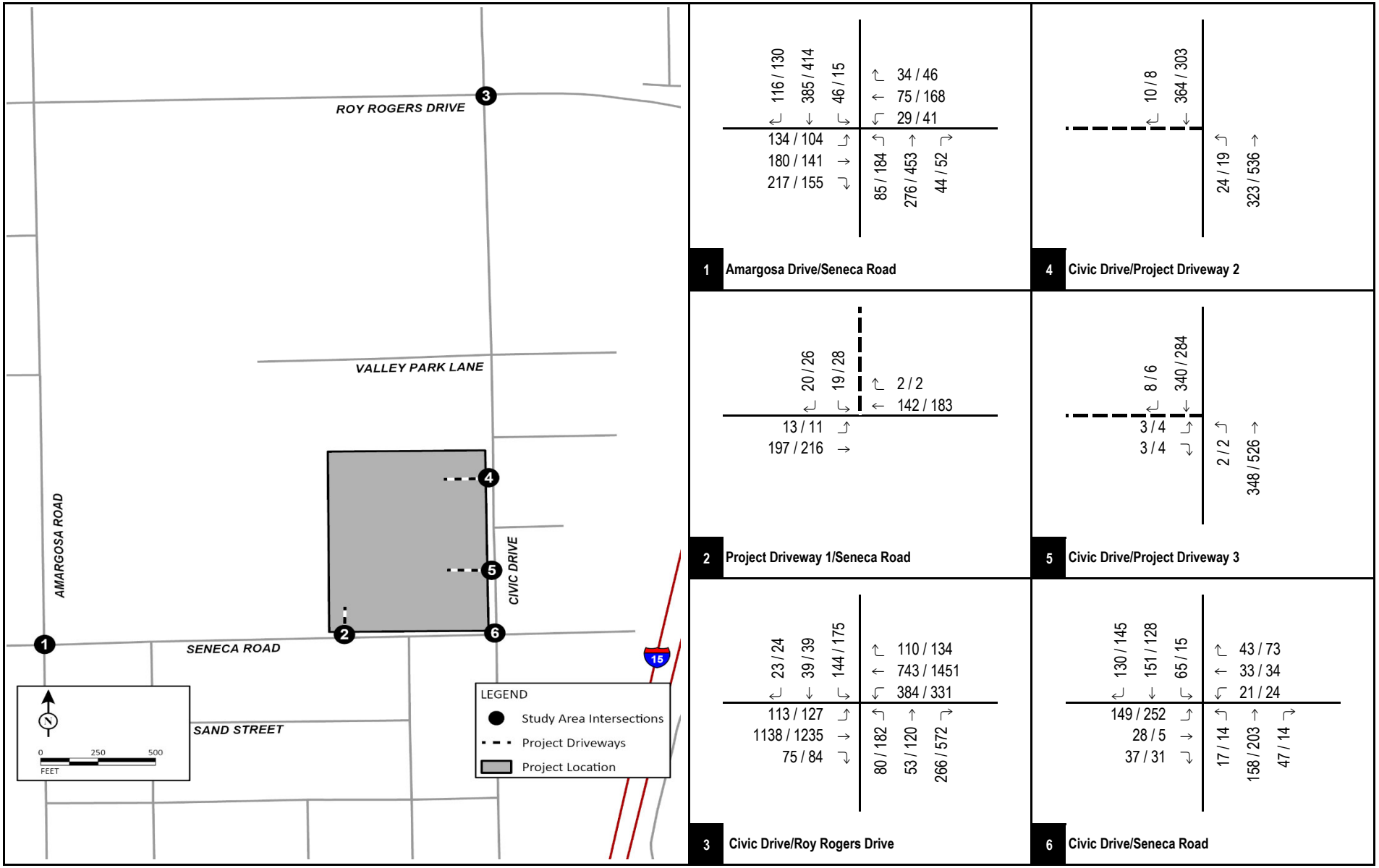


FIGURE 6-1

LSA

XXXX / YYYY
AM / PM PCE Peak Hour Trips

Project Driveway

Victorville Police Department and Civic Park Project
Traffic Study

Opening Year Plus Project Peak Hour Traffic Volumes

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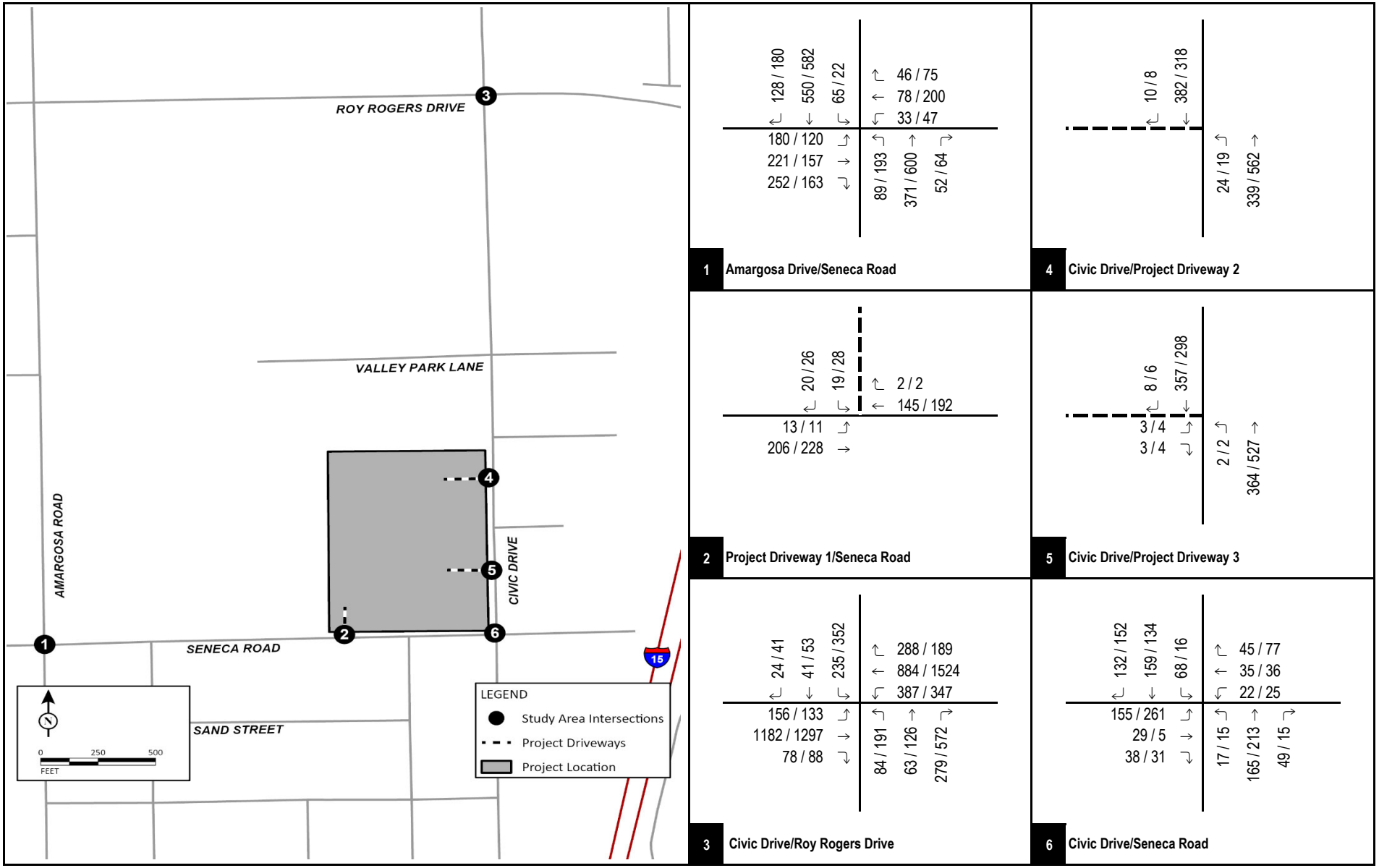


FIGURE 6-2

LSA

XXXX / YYYY
AM / PM PCE Peak Hour Trips

Project Driveway

Victorville Police Department and Civic Park Project
Traffic Study

Horizon Year Plus Project Peak Hour Traffic Volumes

7.0 INTERSECTION LEVELS OF SERVICE

7.1 EXISTING LEVELS OF SERVICE

An intersection LOS analysis was conducted for existing conditions using the methodologies previously discussed. Table 7.A summarizes the results of this analysis and shows that all study intersections are currently operating at a satisfactory LOS under existing conditions.

Detailed LOS worksheets are included in Appendix D.

7.2 OPENING YEAR NO PROJECT CONDITIONS LEVELS OF SERVICE

An intersection LOS analysis was conducted for Opening Year No project conditions using the methodologies previously discussed. Table 7.B summarizes the results of this analysis and shows that all study intersections are forecast to operate at a satisfactory LOS under Opening Year No project conditions.

Detailed LOS worksheets are included in Appendix D.

7.3 OPENING YEAR PLUS PROJECT CONDITIONS LEVELS OF SERVICE

An intersection LOS analysis was conducted for Opening Year plus project conditions using the methodologies previously discussed. Previously referenced Table 7.B summarizes the results of this analysis and shows that all study intersections are forecast to operate at a satisfactory LOS under Opening Year plus project conditions.

Detailed LOS worksheets are included in Appendix D.

7.4 HORIZON YEAR NO PROJECT CONDITIONS LEVELS OF SERVICE

An intersection LOS analysis was conducted for Horizon Year No project conditions using the methodologies previously discussed. Table 7.C summarizes the results of this analysis and shows that all study intersections are forecast to operate at a satisfactory LOS under Horizon Year No project conditions except for the following:

- Civic Drive/Roy Rogers Drive (LOS E in the p.m. peak hour)

Detailed LOS worksheets are included in Appendix D.

7.5 HORIZON YEAR PLUS PROJECT CONDITIONS LEVELS OF SERVICE

An intersection LOS analysis was conducted for Horizon Year plus project conditions using the methodologies previously discussed. Previously referenced Table 7.C summarizes the results of this analysis and shows that all study intersections are forecast to operate at a satisfactory LOS under Horizon Year plus project conditions except for the following:

- Civic Drive/Roy Rogers Drive (LOS E in the p.m. peak hour)

This intersection is also forecast to operate at a deficient LOS under Horizon Year No project conditions. As such, the project will have a cumulative deficiency at this intersection.

Detailed LOS worksheets are included in Appendix D.

7.6 LIST OF CHAPTER 7.0 TABLES

- Table 7.A: Existing Intersection Levels of Service
- Table 7.B: Opening Year Intersection Levels of Service
- Table 7.C: Horizon Year Intersection Levels of Service

LSA

Table 7.A: Existing Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	No Project				
			Control	A.M. Peak Hour		P.M. Peak Hour	
				Delay (sec.)	LOS	Delay (sec.)	LOS
1 . Amargosa Drive/Seneca Road	City of Victorville	D	Signal	16.5	B	16.9	B
2 . Project Driveway 1/Seneca Road	City of Victorville	D	N/A	*Future Intersection*		*Future Intersection*	
3 . Civic Drive/Roy Rogers Drive	City of Victorville	D	Signal	30.4	C	32.0	C
4 . Civic Drive/Project Driveway 2	City of Victorville	D	N/A	*Future Intersection*		*Future Intersection*	
5 . Civic Drive/Project Driveway 3	City of Victorville	D	N/A	*Future Intersection*		*Future Intersection*	
6 . Civic Drive/Seneca Road	City of Victorville	D	Signal	13.1	B	13.7	B

Notes:

LOS = Level of Service; N/A = Not Applicable

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

LSA

Table 7.B: Opening Year Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	No Project					Plus Project				
			Control	A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS	Control	A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS
1 . Amargosa Drive/Seneca Road	City of Victorville	D	Signal	17.2	B	17.8	B	Signal	17.6	B	18.2	B
2 . Project Driveway 1/Seneca Road	City of Victorville	D	N/A	*Future Intersection*		*Future Intersection*		OWSC	9.6	A	10.0	A
3 . Civic Drive/Roy Rogers Drive	City of Victorville	D	Signal	32.9	C	37.5	D	Signal	33.4	C	39.1	D
4 . Civic Drive/Project Driveway 2	City of Victorville	D	N/A	*Future Intersection*		*Future Intersection*		OWSC	8.2	A	8.0	A
5 . Civic Drive/Project Driveway 3	City of Victorville	D	N/A	*Future Intersection*		*Future Intersection*		OWSC	10.6	B	10.5	B
6 . Civic Drive/Seneca Road	City of Victorville	D	Signal	13.3	B	14.0	B	Signal	13.5	B	14.4	B

Notes:

LOS = Level of Service; N/A = Not Applicable; OWSC = One-Way Stop Control

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

LSA

Table 7.C: Horizon Year Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	No Project					Plus Project				
			Control	A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS	Control	A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS
1 . Amargosa Drive/Seneca Road	City of Victorville	D	Signal	19.4	B	20.9	C	Signal	19.8	B	21.4	C
2 . Project Driveway 1/Seneca Road	City of Victorville	D	N/A	*Future Intersection*		*Future Intersection*		OWSC	9.7	A	10.1	B
3 . Civic Drive/Roy Rogers Drive	City of Victorville	D	Signal	44.0	D	64.0	**E** *	Signal	44.4	D	65.4	**E** *
4 . Civic Drive/Project Driveway 2	City of Victorville	D	N/A	*Future Intersection*		*Future Intersection*		OWSC	8.2	A	8.0	A
5 . Civic Drive/Project Driveway 3	City of Victorville	D	N/A	*Future Intersection*		*Future Intersection*		OWSC	10.7	B	10.6	B
6 . Civic Drive/Seneca Road	City of Victorville	D	Signal	13.5	B	14.3	B	Signal	13.6	B	14.7	B

Notes:

LOS = Level of Service; N/A = Not Applicable; OWSC = One-Way Stop Control

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

8.0 INTERSECTION QUEUING ANALYSIS

8.1 INTERSECTION QUEUING ANALYSIS

A queuing analysis was conducted at all study intersections. The primary objective of this analysis was to determine whether any potential queuing deficiencies may occur within the study area.

Tables 8.A, 8.B, and 8.C list the available turn-pocket storage lengths and summarize the 95th percentile back-of-queue lengths at study intersections for Existing, Opening Year, and Horizon conditions, respectively. The queues for signalized intersections have been reported from Synchro, whereas queues at unsignalized intersections were reported from SimTraffic.

Tables 8.D and 8.E list the 95th percentile back-of-queue lengths at the study intersections for Opening Year Plus Project and Horizon Plus Project conditions, respectively. It also includes the recommended turn-pocket storage lengths at these intersections with improvements where feasible. The recommended turn pocket storage length improvements have been determined based on improvements identified at study intersections, availability of adequate right-of-way, and proximity of existing driveways relative to the intersection turn pockets, which may limit the feasibility of extending the storage lengths.

Detailed queuing worksheets are included in Appendix E.

8.2 LIST OF CHAPTER 8.0 TABLES

- Table 8.A: Existing Intersection Queuing Analysis
- Table 8.B: Opening Year Plus Project Intersection Queuing Analysis
- Table 8.C: Horizon Plus Project Intersection Queuing Analysis
- Table 8.D: Opening Year Plus Project with Improvements Intersection Queuing Analysis
- Table 8.E: Horizon Plus Project with Improvements Intersection Queuing Analysis

LSA

Table 8.A: Existing Intersection Queuing Analysis

Intersection	Movement	Existing Storage Length[1] (ft/ln)	Existing Without Project[2] AM	Existing Without Project[2] PM
1 . Amargosa Drive/Seneca Road	**NBL**	100	70	**160**
Signal	**SBL**	85	40	15
	EBL	100	95	85
	WBL	125	30	40
3 . Civic Drive/Roy Rogers Drive	**NBL**	205	95	**260**
Signal	**NBRx2**	205	35	100
	SBL	145	**160**	**170**
	EBL	235	165	170
	WBLx2	290	150	145
	WBR	205	25	25
6 . Civic Drive/Seneca Road	**NBL**	100	20	15
Signal	**SBL**	135	45	20
	EBL	120	50	85
	WBL	95	15	15

Notes:

ft/ln = feet per lane

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; T = Through; R = Right

Bold = Queue exceeds available storage.

1 Storage length for all movements obtained from Google Earth measurements and conceptual site plan.

2 All queues reported are 95th percentile queues. Queues for signalized intersections have been taken from Synchro.

LSA

Table 8.B: Opening Year Intersection Queuing Analysis

Intersection	Movement	Existing Storage Length[1] (ft/ln)	Opening Year			
			Without Project[2]		Plus Project[2]	
			AM	PM	AM	PM
1 . Amargosa Drive/Seneca Road	**NBL**	100	75	**190**	80	**190**
Signal	**SBL**	85	45	20	50	25
	EBL	100	**110**	95	**110**	95
	WBL	125	30	45	40	50
2 . Project Driveway 1/Seneca Road	**SBLR**	N/A	N/A	N/A	45	50
OSWC	**EBL**	50	N/A	N/A	25	15
3 . Civic Drive/Roy Rogers Drive	**NBL**	205	110	**285**	120	**300**
Signal	**NBRx2**	205	40	120	40	125
	SBL	145	**180**	**235**	**180**	**235**
	EBL	235	180	205	180	205
	WBLx2	290	170	180	175	190
	WBR	205	25	30	25	30
4 . Civic Drive/Project Driveway 2	**NBL**	50	N/A	N/A	30	20
OWSC						
5 . Civic Drive/Project Driveway 3	**NBL**	50	N/A	N/A	10	0
OWSC	**EBLR**	N/A	N/A	N/A	25	30
6 . Civic Drive/Seneca Road	**NBL**	100	20	15	20	20
Signal	**SBL**	135	50	20	50	20
	EBL	120	55	95	65	120
	WBL	95	15	15	15	15

Notes:

ft/ln = feet per lane; N/A = Not Applicable

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; T = Through; R = Right

Bold = Queue exceeds available storage.

[1] Storage length for all movements obtained from Google Earth measurements and conceptual site plan.

[2] All queues reported are 95th percentile queues. Queues for signalized intersections have been taken from Synchro, queues for stop controlled intersections have been taken from SimTraffic, and queues for roundabout intersections have been taken from SIDRA.

LSA

Table 8.C: Horizon Intersection Queuing Analysis

Intersection	Movement	Existing Storage Length[1] (ft/ln)	Horizon			
			Without Project[2]		Plus Project[2]	
			AM	PM	AM	PM
1 . Amargosa Drive/Seneca Road	**NBL**	100	90	**230**	90	**235**
Signal	**SBL**	85	65	30	70	35
	EBL	100	**195**	**120**	**195**	**120**
	WBL	125	40	50	45	60
2 . Project Driveway 1/Seneca Road	**SBLR**	N/A	N/A	N/A	45	50
OSWC	**EBL**	50	N/A	N/A	0	15
3 . Civic Drive/Roy Rogers Drive	**NBL**	205	115	**300**	125	**315**
Signal	**NBRx2**	205	40	120	45	125
	SBL	145	**330**	**520**	**330**	**520**
	EBL	235	**250**	215	**250**	215
	WBLx2	290	170	195	175	200
	WBR	205	35	30	35	30
4 . Civic Drive/Project Driveway 2	**NBL**	50	N/A	N/A	40	10
OWSC						
5 . Civic Drive/Project Driveway 3	**NBL**	50	N/A	N/A	10	0
OWSC	**EBLR**	N/A	N/A	N/A	30	25
6 . Civic Drive/Seneca Road	**NBL**	100	20	20	20	20
Signal	**SBL**	135	50	20	50	20
	EBL	120	60	105	70	115
	WBL	95	15	20	20	20

Notes:

ft/ln = feet per lane; N/A = Not Applicable

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; T = Through; R = Right

Bold = Queue exceeds available storage.

[1] Storage length for all movements obtained from Google Earth measurements and conceptual site plan.

[2] All queues reported are 95th percentile queues. Queues for signalized intersections have been taken from Synchro, queues for stop controlled intersections have been taken from SimTraffic, and queues for roundabout intersections have been taken from SIDRA.

LSA

Table 8.D: Opening Year Plus Project with Improvements Intersection Queuing Analysis

Intersection	Movement	Existing Storage Length[1] (ft/ln)	Plus Project Recommended Storage Length[1] (ft/ln)	Opening Year (2028)			
				Plus Project[2]		Plus Project with Improvements[2]	
				AM	PM	AM	PM
1 . Amargosa Drive/Seneca Road	**NBL**	100	100	80	**190**	80	**160**
Signal	**SBL**	85	85	50	25	55	30
	EBL	100	200	**110**	95	110	105
	WBL	125	125	40	50	40	55
3 . Civic Drive/Roy Rogers Drive	**NBL**	205	205	120	**300**	115	**250**
Signal	**NBRx2**	205	205	40	125	35	115
	SBL	145	215	**180**	**235**	170	210
	EBL	235	235	180	205	125	195
	WBLx2	290	290	175	190	190	190
	WBR	205	205	25	30		

Notes:

ft/ln = feet per lane

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; T = Through; R = Right

Bold = Queue exceeds available storage.

1 Storage length for all movements obtained from Google Earth measurements and conceptual site plan.

2 All queues reported are 95th percentile queues. Queues for signalized intersections have been taken from Synchro.

LSA

Table 8.E: Horizon Year Plus Project with Improvements Intersection Queuing Analysis

Intersection	Movement	Existing Storage Length[1] (ft/ln)	Plus Project Recommended Storage Length[1] (ft/ln)	Horizon Year (2050)			
				Plus Project[2]		Plus Project with Improvements[2]	
				AM	PM	AM	PM
1. Amargosa Drive/Seneca Road	**NBL**	100	100	90	**235**	90	**185**
Signal	**SBL**	85	85	70	35	70	40
	EBL	100	200	**195**	**120**	150	135
	WBL	125	125	45	60	45	60
3. Civic Drive/Roy Rogers Drive	**NBL**	205	205	125	**315**	105	**225**
Signal	**NBRx2**	205	205	45	125	35	105
	SBL	145	215	**330**	**520**	**285**	**430**
	EBL/EBLx2[3]	235	235	**250**	215	85	95
	WBLx2	290	290	175	200	205	215
	WBR	205	205	35	30	40	30

Notes:

ft/ln = feet per lane

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; T = Through; R = Right

Bold = Queue exceeds available storage.

1 Storage length for all movements obtained from Google Earth measurements and conceptual site plan.

2 All queues reported are 95th percentile queues. Queues for signalized intersections have been taken from Synchro.

3 Based on the recommended improvements of the traffic study, this intersection is proposed to add a second EBL lane.

9.0 CIRCULATION IMPROVEMENTS AND FUNDING SOURCES

9.1 RECOMMENDED IMPROVEMENTS

Improvements have been recommended at study intersections where an operational deficiency has been identified based on the results of the LOS and queuing analysis. Table 9.A summarizes the recommended improvements for study intersections operating at a deficient LOS or where potential queuing issues were observed. Tables 9.B and 9.C summarize the post-improvement intersection LOS under Opening Year Plus Project and Horizon Plus Project, respectively. Detailed LOS worksheets are included in Appendix D.

It should be noted that no improvements were recommended for the intersection of Civic Drive and Seneca Road. The existing improvements and lanes geometry are more than adequate to accommodate the future volumes of both southbound traffic and southbound right turns without the need for a dedicated right-turn lane for southbound traffic at Civic Drive approaching Seneca Road.

Figures 9-1 and 9-2, illustrate the with recommended improvements intersection geometrics and traffic control under Opening Year and Horizon Year, respectively.

9.2 FUNDING SOURCES AND MECHANISMS

Where there is a funding mechanism (fee program) for the recommended improvements, payment into the fee program would be considered sufficient project obligation to alleviate project-related operational deficiencies. At study locations where the addition of project traffic creates an operational deficiency and there is no funding mechanism in place, the project will be responsible for the implementation of the improvement. At locations where the project adds to or creates a forecast deficiency and there is no funding mechanism in place, the project is responsible for its fair-share payment.

9.2.1 City of Victorville Capital Improvement Program

The City of Victorville Capital Improvement Program (CIP) is responsible for the development, design, funding and construction of the City's capital or physical assets. The CIP is intended for improvements to City streets, gutters, and sidewalks; modification of traffic signals; improvements to City parks and waterways; and improvements to other public facilities. To provide consistency in addressing the needs of the City of Victorville, as a part of the annual budget process, the City compiles a 5-year projected CIP that includes projects with identified funding as well as projects that are unfunded. Because the proposed project is a City project, improvements at study intersections recommended in the analysis are anticipated to be funded through the City's CIP. Therefore, for purposes of this analysis, all improvements have been considered as future CIP projects. Table 9.D summarizes the recommended improvement for the deficient intersections and the corresponding funding mechanism.

9.3 LIST OF CHAPTER 9.0 FIGURES AND TABLES

- Figure 9-1: Opening Year Plus Project with Improvements Study Intersection and Geometric Traffic Control
- Figure 9-2: Horizon Year Plus Project with Improvements Study Intersection and Geometric Traffic Control
- Table 9.A: Recommended Improvements at Study Intersections
- Table 9.B: Opening Year plus Project with Recommended Improvements Intersection Levels of Service
- Table 9.C: Horizon Year plus Project with Recommended Improvements Intersection Levels of Service
- Table 9.D: Intersection Improvement Funding Mechanism

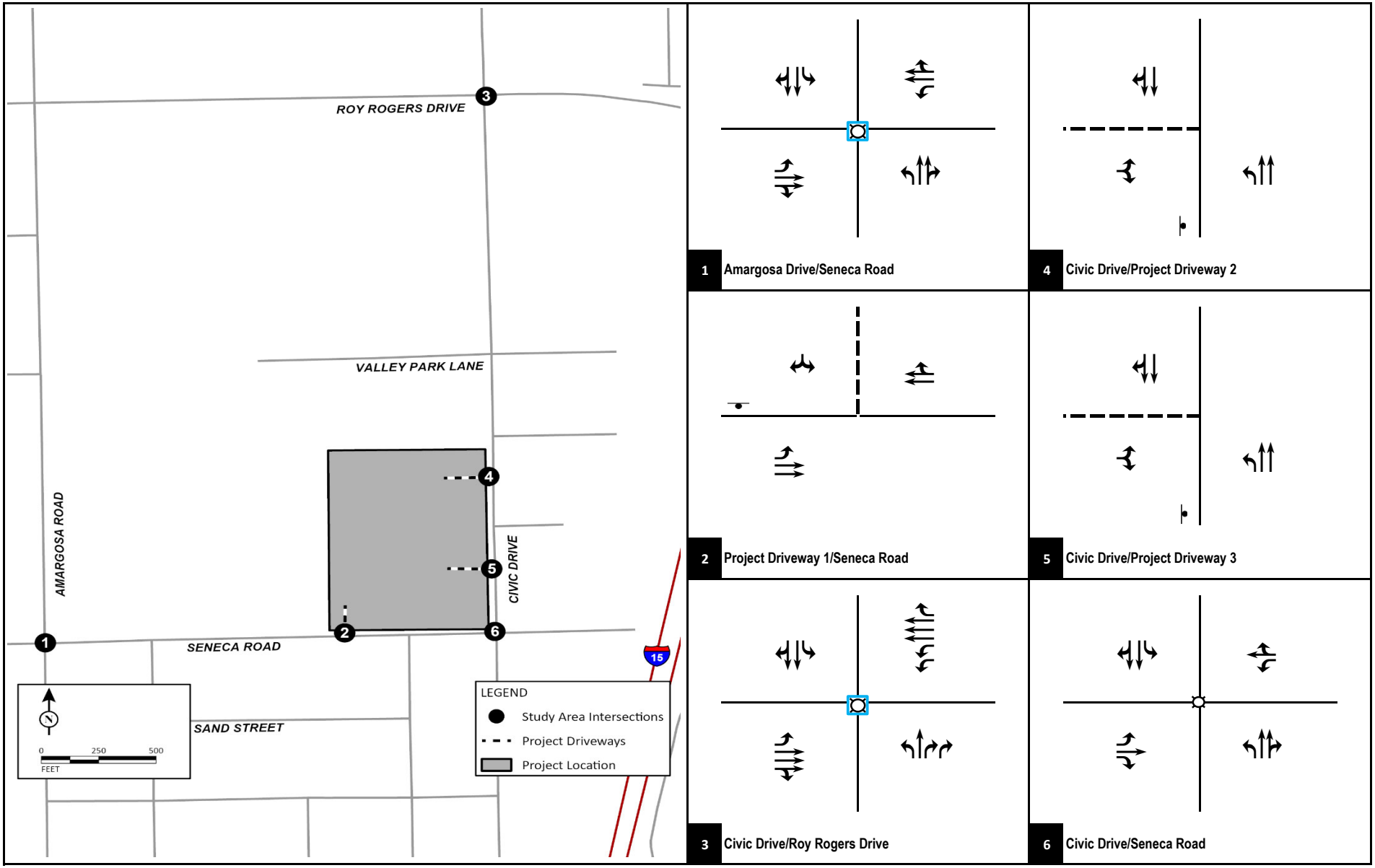


FIGURE 9-1

LSA

Legend
Stop Sign
Signal
Project Driveway
Optimize Signal Timings
Recommended Improvements

Victorville Police Department and Civic Park Project
Traffic Study

Opening Year Plus Project with Improvements Study Intersection and Geometric Traffic Control

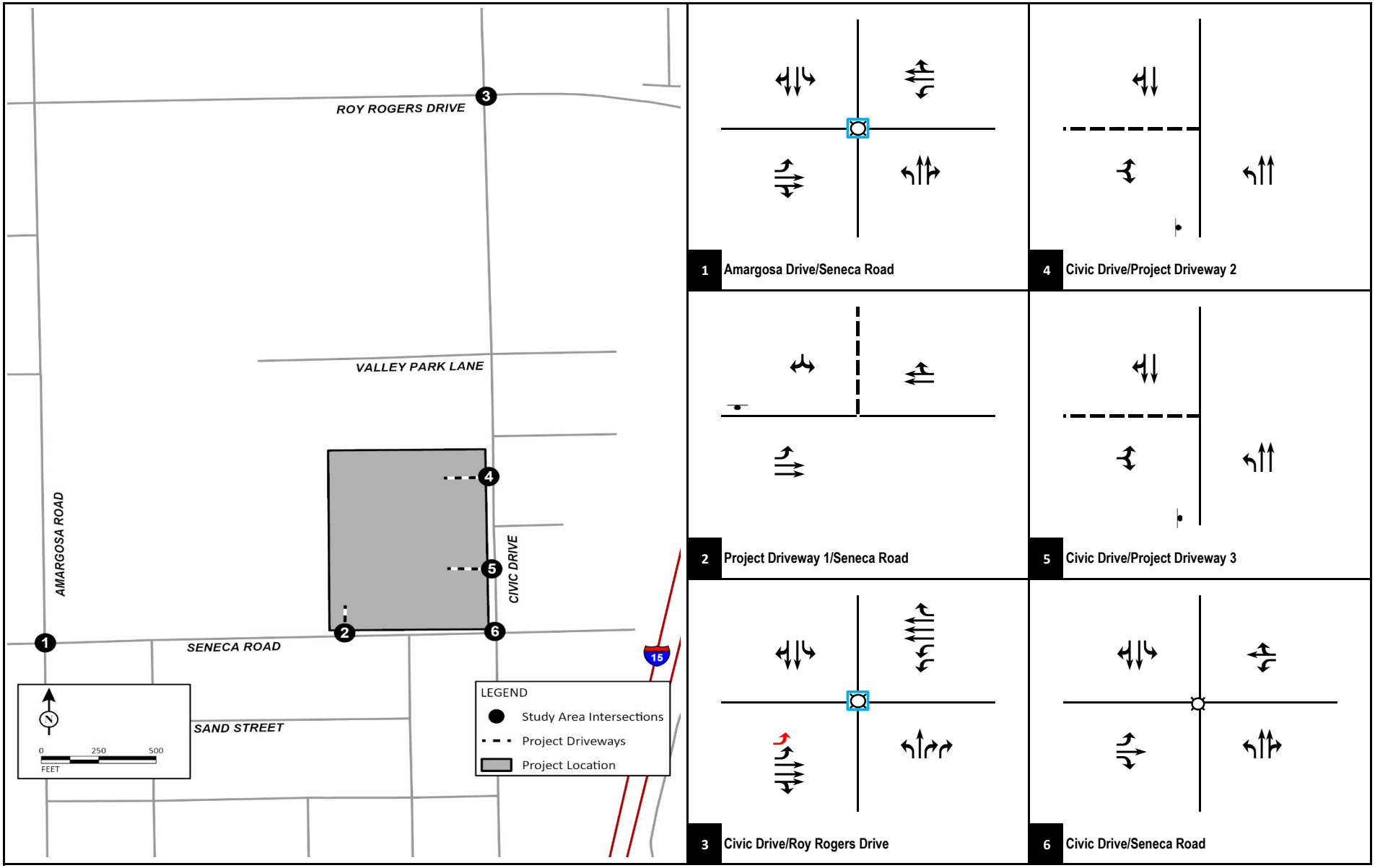


FIGURE 9-2

LSA

Legend
Stop Sign
Signal
Project Driveway
Optimize Signal Timings
Recommended Improvements

Victorville Police Department and Civic Park Project
Traffic Study

Horizon Year Plus Project with Improvements Study Intersection and Geometric Traffic Control

LSA

Table 9.A: Recommended Improvements at Study Intersections

Intersection	Jurisdiction	Opening Year Plus Project Improvements	Horizon Year Plus Project Improvements
1 . Amargosa Drive/Seneca Road	City of Victorville	Extend EBL storage length from 100 to 200 feet and optimize signal timing	No additional improvements
3 . Civic Drive/Roy Rogers Drive	City of Victorville	Extend SBL storage length from 145 to 215 feet and optimize signal timings	Opening Year Plus Project Improvements + Add second EBL

Notes:

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound

L = Left, T = Through, R = Right

LSA

Table 9.B: Opening Year Plus Project with Recommended Improvements Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Plus Project Without Improvements					Plus Project With Improvements				
				A.M. Peak Hour		P.M. Peak Hour			A.M. Peak Hour		P.M. Peak Hour	
			Control	Delay (sec.)	LOS	Delay (sec.)	LOS	Control	Delay (sec.)	LOS	Delay (sec.)	LOS
1 . Amargosa Drive/Seneca Road[1]	City of Victorville	D	Signal	17.6	B	18.2	B	Signal	17.7	B	18.3	B
3 . Civic Drive/Roy Rogers Drive	City of Victorville	D	Signal	33.4	C	39.1	D	Signal	32.3	C	33.1	C

Notes:

LOS = Level of Service; OWSC = One-Way Stop Control

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

[1] At Intersection 1, signal timing was optimized to address queuing issues, which resulted in nominally greater delay in peak hours.

LSA

Table 9.C: Horizon Year Plus Project with Recommended Improvements Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Plus Project Without Improvements					Plus Project With Improvements				
				A.M. Peak Hour		P.M. Peak Hour			A.M. Peak Hour		P.M. Peak Hour	
			Control	Delay (sec.)	LOS	Delay (sec.)	LOS	Control	Delay (sec.)	LOS	Delay (sec.)	LOS
1 . Amargosa Drive/Seneca Road	City of Victorville	D	Signal	19.8	B	21.4	C	Signal	19.8	B	20.9	C
3 . Civic Drive/Roy Rogers Drive	City of Victorville	D	Signal	44.4	D	65.4	**E** *	Signal	34.6	C	48.6	D

Notes:

LOS = Level of Service; OWSC = One-Way Stop Control

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

LSA

Table 9.D Intersection Improvement Funding Mechanism

Intersection	Jurisdiction	Recommended Improvements	Funding Mechanism	Improvements Covered by City of Victorville's Capital Improvement Program
1 . Amargosa Drive/Seneca Road	City of Victorville	Extend EBL storage length from 100 to 200 feet and optimize signal timing	Victorville CIP	Extend EBL storage length from 100 to 200 feet and optimize signal timing
3 . Civic Drive/Roy Rogers Drive	City of Victorville	Add second EBL, extend SBL storage length from 145 to 215 feet, and optimize signal timings	Victorville CIP	Add second EBL, extend SBL storage length from 145 to 215 feet, and optimize signal timings

Notes:

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound

L = Left, T = Through, R = Right

10.0 SITE ACCESS ANALYSIS

10.1 INTERSECTION SIGHT DISTANCE

A sight distance analysis was conducted at the project driveways along Civic Drive and Seneca Road. Sight distance is the length of the visible roadway a driver can see approaching vehicles before their line of sight is blocked by any object. For purposes of this analysis, both the stopping sight distance and corner sight distance have been evaluated because both sight distance lengths affect whether safe maneuvers of ingress/egress could be provided at the project driveways.

According to the California Department of Transportation (Caltrans) *Highway Design Manual* (HDM) (dated July 2020), the stopping sight distance is the minimum sight distance along a roadway required to allow a driver to decrease their speed from the design speed to a complete stop. The corner sight distance is the minimum sight distance in which a driver at a stop-controlled approach can see oncoming traffic on the major street to safely maneuver onto the roadway.

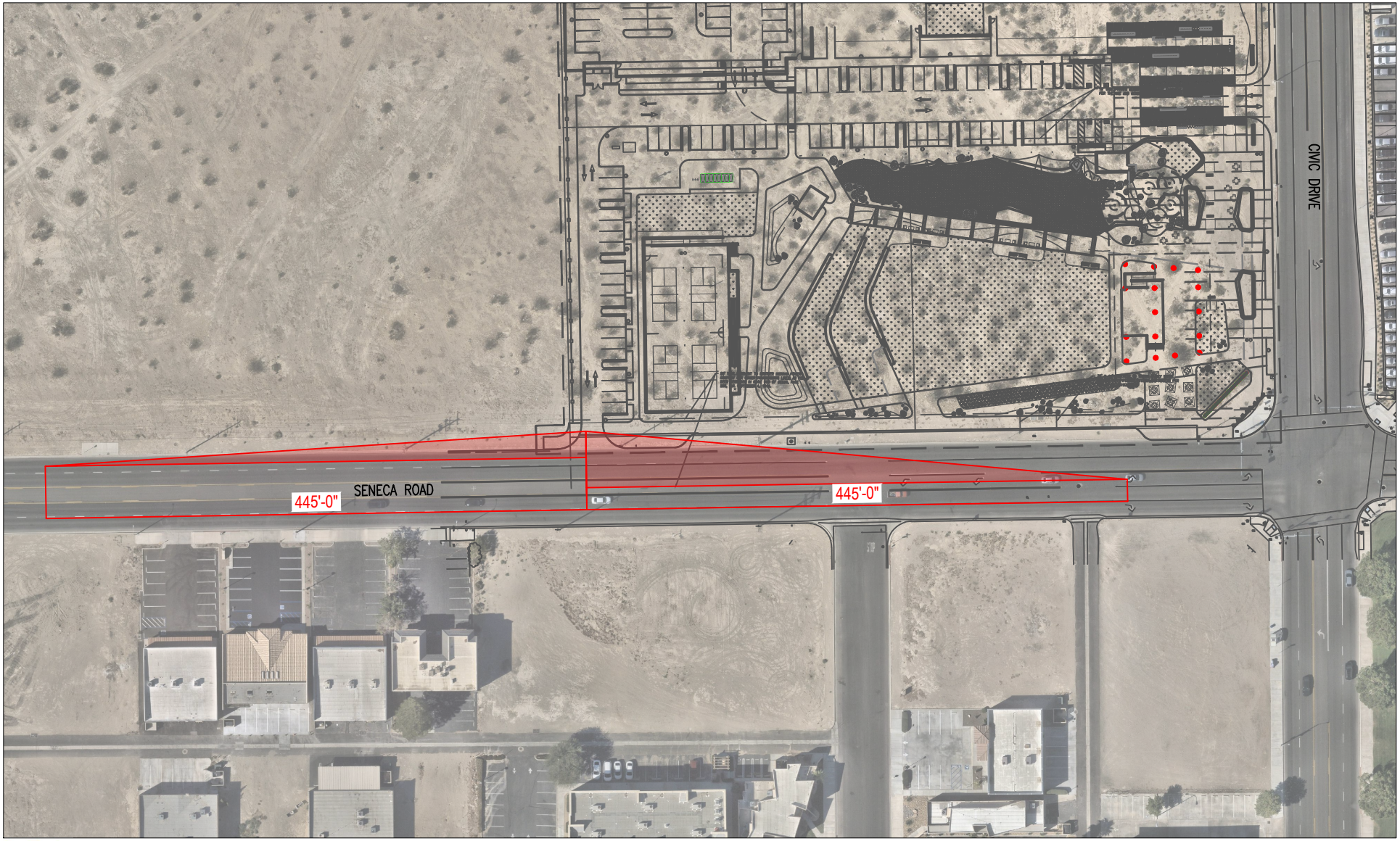
The stopping sight distance was evaluated on the roadways abutting the project along Civic Drive and Seneca Road. The speed limit on Civic Drive is 45 mph. For purposes of this analysis, the posted or estimated speed limits have been considered as the design speed. As stated in Table 201.1 of the HDM, the minimum stopping sight distance is 360 feet for a design speed of 45 mph. Therefore, the minimum stopping sight distance has been considered as 360 feet for the project driveways along Civic Drive. The speed limit on Seneca Road is 40 mph. As stated in Table 201.1 of the HDM, the minimum stopping sight distance is 300 feet for a design speed of 40 mph. Therefore, the minimum stopping sight distance has been considered as 300 feet for the project driveways along Seneca Road.

As for corner sight distance, Section 405.1 of the HDM states that corner sight distance requirements are not applicable for urban driveways unless signalized. However, as a conservative approach, corner sight distances were also evaluated for the project driveways. The minimum corner sight distance was based on design speed, time gap, and type of vehicles from the minor roads (project driveways) entering the major roads (Civic Drive, Seneca Road). Based on the requirements established in the HDM, it was determined that a minimum corner sight distance of 445 feet for left-turn maneuvers and 385 feet for right-turn maneuvers coming out of Project Driveway 1 were necessary, and a minimum corner sight distance of 500 feet for left-turn maneuvers and 430 feet for right-turn maneuvers coming out of Project Driveway 3 were necessary.

Since the corner sight distances required at the project driveways would be greater than the stopping sight distances, sight triangle figures were created using corner sight distances. As a conservative measure, left-turn corner sight distances were used for both right- and left-turn sight triangles for both project driveways. As illustrated on Figures 10-1 and 10-2, Project Driveway 1 would provide adequate sight distance for left- and right-turn maneuvers onto Seneca Road and Project Driveway 3 would provide adequate sight distance for left- and right-turn maneuvers onto Civic Drive, respectively.

10.2 LIST OF CHAPTER 10.0 FIGURES

- Figure 10-1: Corner Sight Distance at Project Driveway 1
- Figure 10-2: Corner Sight Distance at Project Driveway 3



LSA

LEGEND

- Sight Distance Triangle

FIGURE 10-1

0 57.5 115

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SOURCE: LPA , October 2025

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Victorville Police Department and Civic Park Project

Traffic Study

Corner Sight Distance at Project Driveway 1

LSA

LEGEND

- Sight Distance Triangle

FIGURE 10-2

0 64.5 129

FEET

SOURCE: LPA , October 2025

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Victorville Police Department and Civic Park Project

Traffic Study

Corner Sight Distance at Project Driveway 3

11.0 VEHICLE MILES TRAVELED ANALYSIS

On December 28, 2018, the California Office of Administrative Law cleared the CEQA guidelines for use. Among the changes to the guidelines was removal of vehicle delay and level of service from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on vehicle miles traveled (VMT).

The City of Victorville *Vehicle Miles Traveled Analysis Guidelines* (VMT Guidelines), approved and adopted June 2020, included criteria for project VMT screening, VMT analysis methodology, and VMT impact thresholds. Therefore, the City VMT Guidelines were used in the evaluation of the project's VMT analysis.

11.1 METHODOLOGY

The VMT Guidelines provide multiple screening criteria for land use projects. The project was compared with the screening criteria established in the "Project Screening Criteria" section of the VMT Guidelines to check if the project can be screened out. Following is a brief description about the proposed project in relation to the project screening criteria:

- **Community Institutions, Social Services, and Public Buildings:** The City VMT Guidelines states that "*Projects that will not require a VMT analysis can be screened using either the daily vehicle trips generated by project or the project's land use type.*" The proposed project consists of a police department and civic park; therefore, the project may be considered as a community institution and/or social services. As such, the proposed project may be screened out a detailed VMT analysis and presumed to have a less than significant VMT impact.

12.0 SUMMARY AND CONCLUSIONS

The proposed project features a 44,100-square-foot (sf) single-story police station, as well as a 3.3-acre Civic Park (4 pickleball courts, 29,000 sf community green space and amphitheater, a 1,050 sf grandstand stage, a 9,500 sf playground, and a 2,700 sf splash pad and community plaza) on a parcel of approximately 9.18-acres. Access to the project site would be provided via two (2) driveways along Civic Drive and one (1) driveway along Seneca Road. The project is estimated to generate a total of 1,225 net daily trips, with 105 trips occurring during the a.m. peak hour and 108 trips occurring during the p.m. peak hour.

12.1 EXISTING CONDITIONS SUMMARY

All study intersections currently operate at satisfactory LOS under existing conditions.

12.2 OPENING YEAR CONDITIONS SUMMARY

All study intersections are forecast to operate at satisfactory LOS under Opening Year No project conditions. Furthermore, all study intersections are forecast to operate at satisfactory LOS under Opening Year Plus Project conditions.

12.3 HORIZON YEAR CONDITIONS SUMMARY

All study intersections are forecast to operate at a satisfactory LOS under Horizon Year No Project conditions and Horizon Year Plus Project conditions, except for the following:

- Civic Drive/Roy Rogers Drive (p.m. peak hours)

12.4 QUEUING SUMMARY

The recommended storage lengths have been proposed at intersections based on the availability of right-of-way and 95th percentile back-of-queue lengths at the study intersections.

12.5 IMPROVEMENT SUMMARY

Based on the improvements discussed in Section 9.1 ‘Recommended Improvements’, in this report, all intersections are estimated to operate satisfactorily. All of the recommended circulation improvements are anticipated to be covered by the City’s CIP.

12.6 VEHICLE MILES TRAVELED SUMMARY

The proposed project consists of a police department and civic park. Due to the land use of the proposed project, the proposed project may be considered as a community institution and/or social services. Therefore, the proposed project may presume to have a less than significant impact on VMT.

APPENDIX A

SCOPING AGREEMENT

CARLSBAD
CLOVIS
IRVINE
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

November 5, 2025

Fredy Bonilla
City Engineer
14343 Civic Drive
Victorville, CA 92392

Subject: Victorville Police Department and Civic Park Project Traffic Study Scoping Agreement (LSA Project No. 20242046)

Dear Fredy:

LSA has prepared this Scoping Agreement Letter for the preparation of a Traffic Study (TS) for the proposed Victorville Police Department and Civic Park Project (project) to be located on the southeast corner of Seneca Road and Civic Drive (project site) in the City of Victorville (City), San Bernardino County Assessor's Parcel Numbers (APNs) 3106-261-15, 3106-261-16, 3106-261-17, and 3106-261-18. The project site is primarily vacant, except for various utilities along the project frontage, and a concrete enclosure housing a pad-mounted transformer. Figure 1 (all figures and tables attached) illustrates the regional and project location. The project consists of a 44,100-square-foot (sf) single-story police station, as well as a 3.3-acre Civic Park (4 pickleball courts, 29,000 sf community green space and amphitheater, a 1,050 sf grandstand stage, a 9,500 sf playground, and a 2,700 sf splash pad and community plaza) on a 9.18-acre site. The project site is designated as Civic Mixed Use in the Civic Center Specific Plan.

Access to the project will be provided via three access points: two driveways on Civic Drive, and one driveway on Seneca Road. The northernmost driveway on Civic Drive will serve as an entry-only secured fleet access driveway exclusively for police vehicles and authorized personnel. The southmost driveway on Civic Drive will serve as a driveway for public visitors to the police station and park visitors. The driveway on Seneca Road will serve as the secondary driveway for all park visitors and will also be the main exit point for police vehicles. Figure 2 illustrates the conceptual site plan for the project.

LSA anticipates that the following TS scope of work will be required for the proposed project.

SCOPE OF WORK: LEVEL OF SERVICE ANALYSIS

This TS Scope of Work has been prepared consistent with the requirements of the City's *General Guidelines for Conducting Traffic Studies and Determination of Intersection Level of Service and Improvement Needs*, dated January 2005 (TS Guidelines) and applicable provisions of California Environmental Quality Act (CEQA). The tasks necessary to complete this study are summarized below.

Study Intersections

Based on the TS guidelines, the study area shall generally include all intersections at which the proposed project will add 50 or more peak hour trips. All study intersections will be analyzed during

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the a.m. and p.m. peak hours. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 a.m. and 9:00 a.m. while the p.m. peak hour is defined as the one hour of highest traffic volumes occurring between 4:00 p.m. and 6:00 p.m. Intersection levels of service (LOS) will be calculated using the Highway Capacity Manual 7 (HCM 7) analysis methodologies and using Synchro 12 software. For the purposes of this study, the following 6 intersections have been considered for the study:

1. Seneca Road/Amargosa Drive
2. Seneca Road/Project Driveway 1
3. Roy Rogers Drive/ Civic Drive
4. Project Driveway 2/Civic Drive
5. Project Driveway 3/Civic Drive
6. Seneca Road/Civic Drive

Figure 3 illustrates the study area intersections.

Trip Generation

Due to the unique land uses of the proposed project, the trip generation for the proposed project was developed through surveys conducted by Counts Unlimited at the existing police station, located at 12345 Amargosa Road, rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (12th Edition) for Land Use 495 – "Recreational Community Center", and trip generation rates developed for the pickleball courts derived from survey data at three facilities. Trip generation surveys for developing trip generation rates for the police station are included in Appendix A. These surveys were conducted at the existing police station located at 14200 Amargosa Road. Appendix B summarizes the trip generation rates to be used for the proposed police station. The trip generation rates and surveys used to develop the pickleball courts trip generation are included in Appendix C. It should be noted that the highest survey rates were applied to develop the project trip generation as a conservative approach.

Table A summarizes the daily, a.m., and p.m. peak hour project trip generation. As shown in Table A, the project is anticipated to generate 1,225 net daily trips, with 102 trips occurring during the a.m. peak hour and 108 trips occurring during the p.m. peak hour.

The distribution of project trips is based on the regional roadway network and the location of residential, employment and commercial centers in relation to the proposed project. Figure 4 and Figure 5 illustrate the project trip distribution for the police department and civic park, respectively. The distribution percentages were applied to the project trip distribution to determine the project trip assignment. Figure 6 and Figure 7 illustrate the project trip assignment for the police department and civic park, respectively. Figure 8 illustrates the total net project trip assignment at the study intersections.

Analysis Scenarios

The TS will examine traffic operations in the following scenarios:

- Existing Conditions;
- Opening Year No Project Conditions;
- Opening Year Plus Project Conditions;
- Horizon Year No Project Conditions; and
- Horizon Year Plus Project Conditions.

The project's opening year is anticipated to be Year 2028.

Volume Development and Analysis Methodology

Existing a.m. and p.m. peak hour traffic conditions and levels of service (LOS) will be assessed for the intersections identified for examination. New traffic counts will be collected to develop existing conditions traffic volumes. Intersection LOS will be calculated using the appropriate HCM 7 analysis methodologies using Synchro 12.

Traffic volumes for opening year conditions will be developed by applying a 3 percent per annum growth rate to existing traffic volumes and adding trips from approved and pending projects within the project vicinity. LSA contacted City staff for information regarding cumulative projects within the study area. Table B summarizes the list of cumulative projects that are to be included in the analysis. Figure 9 illustrates the locations of these cumulative projects.

Traffic volumes for horizon year without project conditions will be developed by using forecast traffic volumes obtained from the San Bernardino Transportation Analysis Model Plus (SBTAM+). The methodology to develop horizon year without project traffic volumes at study area intersections will be consistent with the San Bernardino County Transportation Authority (SBCTA) procedures for post-processing of modeled traffic volumes. For purposes of this study, the Horizon Year is considered to be the same year as the Future Year scenario of the SBTAM+ model, Year 2050. The resulting intersection LOS will be calculated using the previously discussed methodologies.

Opening year and horizon plus project volumes will be developed by adding project traffic to the corresponding no project scenario traffic volumes. The resulting intersection LOS will be calculated using the previously discussed methodologies.

Analysis of Traffic Operations and Recommended Circulation Improvements

Intersection LOS without the project will be compared to the intersection LOS with the project for each of the analysis scenarios to determine operational deficiencies. Furthermore, necessary improvements will be recommended to offset these deficiencies, if any. Improvements may include intersection turn lanes, signalization, and segment lane additions. The LOS with the proposed improvements will be calculated and summarized, along with a comparison of the LOS without improvements.

Queuing Analysis

An queuing analysis will be conducted at all study area intersections. Queues for signalized intersections will be obtained using Synchro 12 while queues for unsignalized intersections will be obtained using SimTraffic.

Signal Warrant Analysis (if Required)

A signal warrant analysis will be conducted for any deficient unsignalized study area intersections. Peak hour approach volumes for the study intersections will be examined to determine whether signalization may be warranted per the criteria defined in the California supplement of the *Manual on Uniform Traffic Control Devices* (CA-MUTCD).

Site Access

A site access review and analysis of site access and on-site circulation will be conducted based on the project site plan. Project volumes, turn movements, traffic controls, LOS, and sight distance will be examined at the proposed access driveways to determine the adequacy of the interface with the arterial street system. If necessary, recommendations for the site, including additional/modified access to the site and revisions to internal circulation, will be provided.

SCOPE OF WORK: CEQA TRANSPORTATION ASSESSMENT

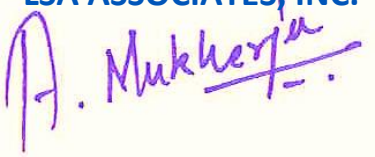
Project VMT Analysis

Senate Bill 743 (SB 743) required changes be made to CEQA regulations introducing Vehicle Miles Traveled (VMT) as the new metric for determining project traffic impacts. Based on the screening criteria in the City of Victorville *Vehicle Miles Traveled Analysis Guidelines*, approved and adopted June 2020, community institutions, social services, and public buildings are eligible to be screened out from a detailed VMT analysis. Since the proposed project consists of a police department and civic park, the project may be considered as a community institution and/or social services. As such, the proposed project may be screened out a detailed VMT analysis and is presumed to have a less than significant VMT impact.

Should you have any questions, please do not hesitate to contact me at (951) 781-9310 or email me at Ambarish.Mukherjee@lsa.net.

Sincerely,

LSA ASSOCIATES, INC.



Ambarish Mukherjee, AICP, PE
Principal

ATTACHMENTS

Tables:

Table A: Project Trip Generation
Table B: Cumulative Projects

Figures:

Figure 1: Regional and Project Location
Figure 2: Conceptual Site Plan
Figure 3: Study Area Intersections
Figure 4: Project Trip Distribution (Police Department)
Figure 5: Project Trip Distribution (Civic Park)
Figure 6: Project Trip Assignment (Police Department)
Figure 7: Project Trip Assignment (Civic Park)
Figure 8: Total Net Project Trip Assignment
Figure 9: Cumulative Project Locations

Appendices:

Appendix A: Counts Unlimited Surveys
Appendix B: Victorville Police Department Survey Site Trip Generation
Appendix C: Pickleball Trip Generation Rate Summary (Survey) and Site Survey Data

TABLES

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Table A: Project Trip Generation

Land Use	Units		A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
Police Department									
Victorville Police Department (14200 Amargosa Rd)	133	Staff							
Trips/Unit[1]			0.23	0.20	0.42	0.18	0.27	0.45	5.50
Trip Generation			30	26	56	24	36	60	732
Proposed Police Department	150	Staff							
Trips/Unit[1]			0.23	0.20	0.42	0.18	0.27	0.45	5.50
Trip Generation			34	29	63	27	41	68	826
Total Gross Trip Generation for Proposed Police Department			**34**	**29**	**63**	**27**	**41**	**68**	**826**
Civic Park									
Public Park	4.23	TSF							
Trips/Unit[2]			1.33	0.69	2.02	1.39	1.50	2.89	28.82
Trip Generation			6	3	9	6	6	12	122
Pickleball Courts	4	Court							
Trips/Unit[3]			4.67	2.75	7.42	3.75	3.33	7.08	69.34
Trip Generation			19	11	30	15	13	28	277
Total Gross Trip Generation for Proposed Civic Park			**25**	**14**	**39**	**21**	**19**	**40**	**399**
Total Net Trip Generation for Proposed Project			**59**	**43**	**102**	**48**	**60**	**108**	**1,225**

Notes:

Staff = Sworn Officers and Non-Sworn Staff

TSF = Thousand Square Feet

Court = Pickleball Court

[1] The trip generation rates were developed using survey data from the previous Victorville Police Department location at 14200 Amargosa Rd, CA. Driveway survey counts were collected at the previous locations for two typical weekdays (Tuesday - July 8, 2025, and Wednesday - July 9, 2025). The highest observed rates of the two facilities were applied for the proposed project trip generation rates.

[2] Trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* , 12th Edition (2025), Land Use 495 - "Recreational Community Center".

[3] Pickleball court trips based on highest observed survey rates (November 1, 2, and 7, 2023) of three pickleball facilities (2 private and 1 public). The Surveys focused on pickleball users only.

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Table B: Cumulative Projects

ID	Jurisdiction	Project Name/Reference	Address/Location	Project Description	Project Units/Area/Other
1	Victorville	PSUB25-00008	14923 Seventh St	To allow for retail use by Cali Auto Glass on a developed parcel zoned high density mixed use (MU2)	Retail use
2	Victorville	CODE24-05907	15095 Amargosa Road, Unit 202	To allow for a minor conditional use permit with an environmental exemption for a transitional foster care program to operate in an Administrative Professional Offices (C-A) zone	Transitional foster care program
3	Victorville	ADMN25-00090	15247 Anacapa Road	To allow for a minor site plan and minor conditional use permit with an environmental exemption for the expansion of an existing automotive collision business into a second building on an existing developed site zoned C-1 Neighborhood Services Commercial	Automotive collision business expansion
4	Victorville	PSUB25-00059	16700 and 16711 Chalon Road	To allow for the development of a 120-unit apartment complex on two undeveloped parcels—Assessor's Parcel Number 0477-241-54 zoned Medium Density Residential (R-3) and Assessor's Parcel Number 0477-241-21 zoned Single Family Residential (R-1)	120 MFDU
5	Victorville	ADMN25-00035	16086 Oak Court	To allow for a minor site plan with an environmental exemption for the development of a detached accessory dwelling unit on a property zoned R-1	1 ADU
6	Victorville	ADMN25-00053	Northeast corner of Tawney Ridge Lane and Green Hill Drive	To allow for a minor site plan with an environmental exemption for the development of a new scattered single-family residence with a detached accessory dwelling unit on a property zoned R-1	1 SFDU, 1 ADU
7	Victorville	ADMN25-00062	15139 Las Piedras Drive	To allow for a minor site plan with an environmental exemption for the development of a new detached accessory dwelling unit on a property zoned R-1	1 ADU
8	Victorville	ADMN25-00082	14144 Wimbleton Drive	To allow for a minor site plan with an environmental exemption for the development of a new scattered single-family residence on a property zoned R-1	1 SFDU
9	Victorville	ADMN25-00103	16694 Allen Street	To allow for a minor site plan with an environmental exemption for the development of a scattered single-family residence on a property zoned R-1	1 SFDU
10	Victorville	ADMN25-00109	15278 Tatum Road	To allow for a minor site plan with an environmental exemption for the conversion of an existing two-car garage into an ADU on a developed parcel zoned R-1	1 ADU
11	Victorville	PLAN25-00008	Southeast corner of Green Tree Boulevard and Sixth Street	Sewer feasibility study – a tentative tract map with an environmental exemption to allow for the creation of 72 single-family lots from three undeveloped parcels zoned R-1	72 SFDU lots
12	Victorville	ADMN25-00047	13964 Victoria Court	To allow for a minor site plan with an environmental exemption for the installation of a manufactured home (27' x 56') on a property zoned RMPD	1 manufactured home
13	Victorville	ADMN25-00081	15070 Culley Street	To allow for a minor site plan with an environmental exemption for the development of a detached accessory dwelling unit on a property zoned R-2	1 ADU
14	Victorville	ADMN25-00041	14573 Karen Dr	A Minor Site Plan with an Environmental Exemption to allow for an ADU garage conversion on a property zoned R-1	1 ADU
15	Victorville	ADMN25-00079	Northeast corner of Barranca Way and Tawney Ridge Lane	A Minor Site Plan with an Environmental Exemption to allow for the development of a new scattered single-family residence on a property zoned Single Family Residential (R-1 B 1/2)	1 SFDU
16	Victorville	ADMN25-00091	16746 Merrill St	A Minor Site Plan with an Environmental Exemption to allow for the conversion of an existing two-car garage into an as-built ADU on a developed parcel zoned R-1	1 ADU
17	Victorville	ADMN25-00067	15442 Fifth St	A Minor Site Plan with an Environmental Exemption to allow for a detached Accessory Dwelling Unit on a property zoned Residential Medium-High Density	1 ADU
18	Victorville	ADMN25-00023	12820 Fourth St	A Minor Site Plan with an Environmental Exemption to allow for the development of a scattered single-family residence on a vacant parcel zoned R-1 B1/2	1 SFDU
19	Victorville	PLAN24-00024	Southest corner of Roy Rogers Drive and Amargosa Road	A Site Plan with an Addendum to a previously certified EIR to allow for the development of a multi-tenant commercial retail center, a Conditional Use Permit to allow for the development of a carwash, a Conditional Use Permit for the development of a fueling station, and a Conditional Use Permit for off-site alcohol sales on an undeveloped 30-acre project site zoned Civic Commercial within the Civic Center Community Sustainability Plan	Retail Center
20	Victorville	PLAN24-00001	North of and abutting Roy Rogers Drive approximately 260 feet west of Civic Drive	A Site Plan with a proposed Mitigated Negative Declaration to allow for the development of an approximately 2,900 sq. ft. drive-thru restaurant on undeveloped property zoned C-2 General Commercial	Drive-thru Restaurant

Notes:

SFDU = Single-Family Dwelling Units; MFDU = Multi-Family Dwelling Units; TSF = Thousand Square Feet; RM = Rooms.

FIGURES

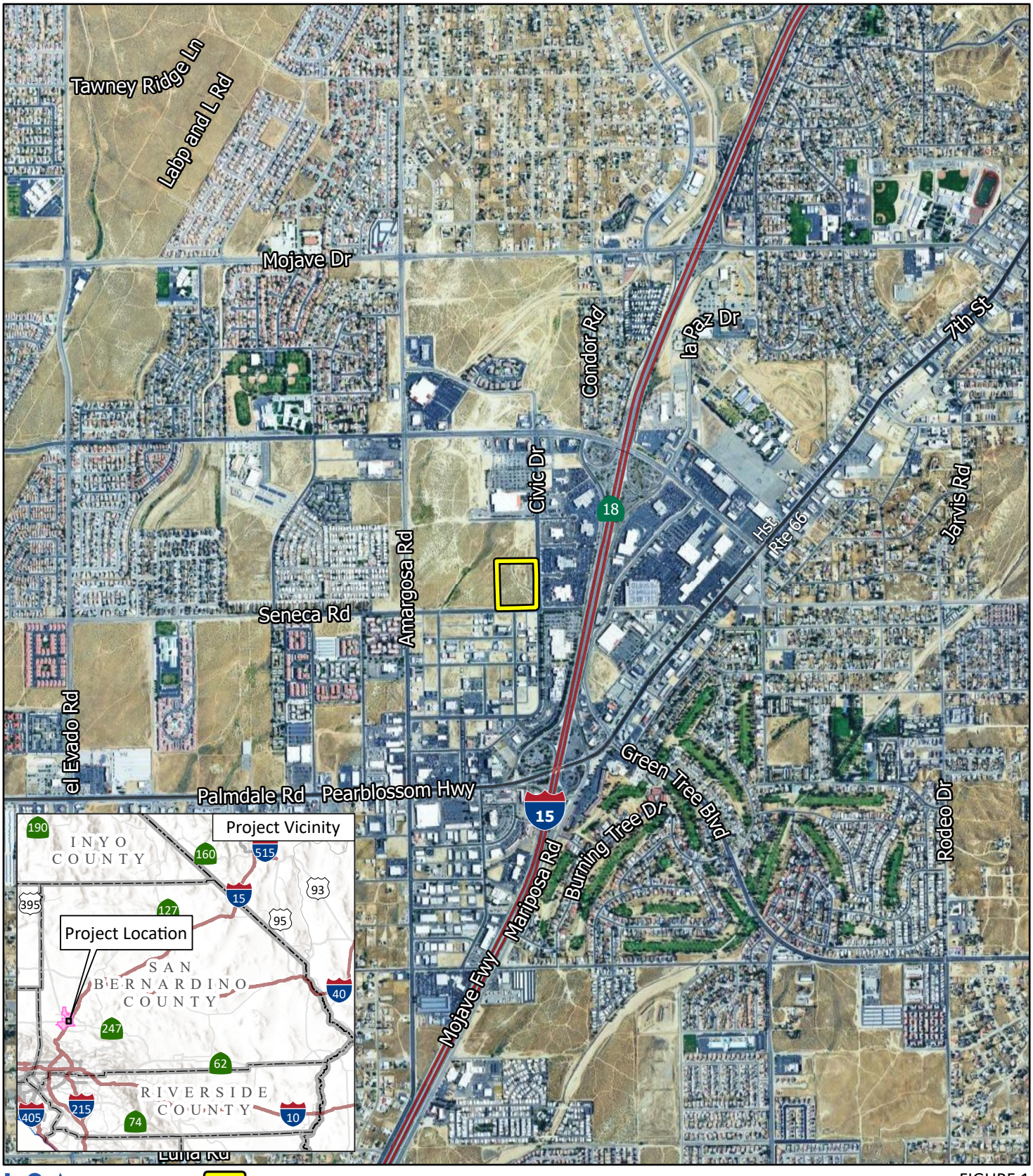

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FIGURE 1

SOURCE: Google Maps (2024)

Victorville Police Department and Civic Park Project

Traffic Study

Regional and Project Location

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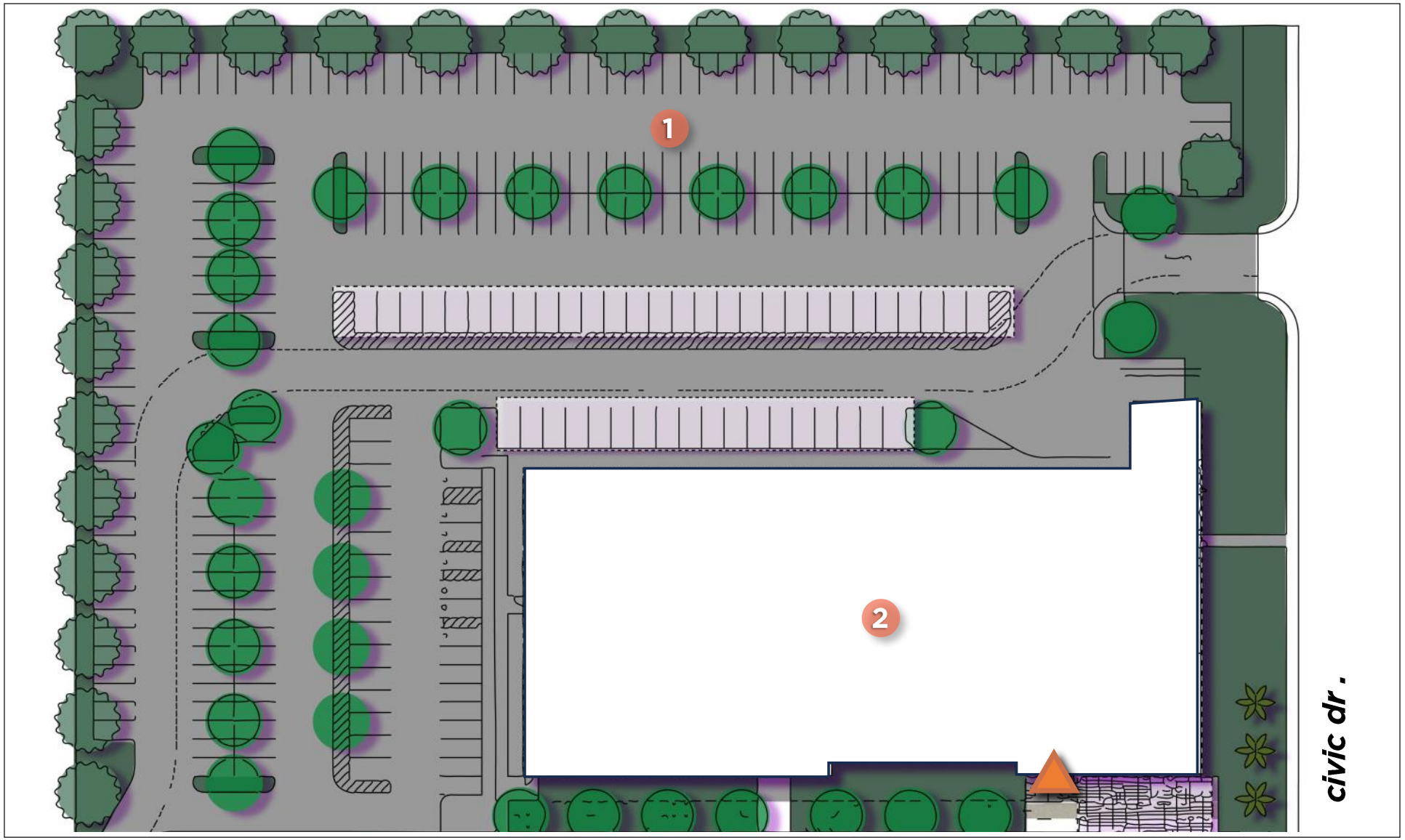

LSA

FIGURE 2a

LEGEND

1) PD Parking Lot
2) Police Department Facility
▲ Main Building Entry

Victorville Police Department and Civic Park Project
Traffic Study
Conceptual Site Plan

NOT TO SCALE

SOURCE: LPA Design Studios

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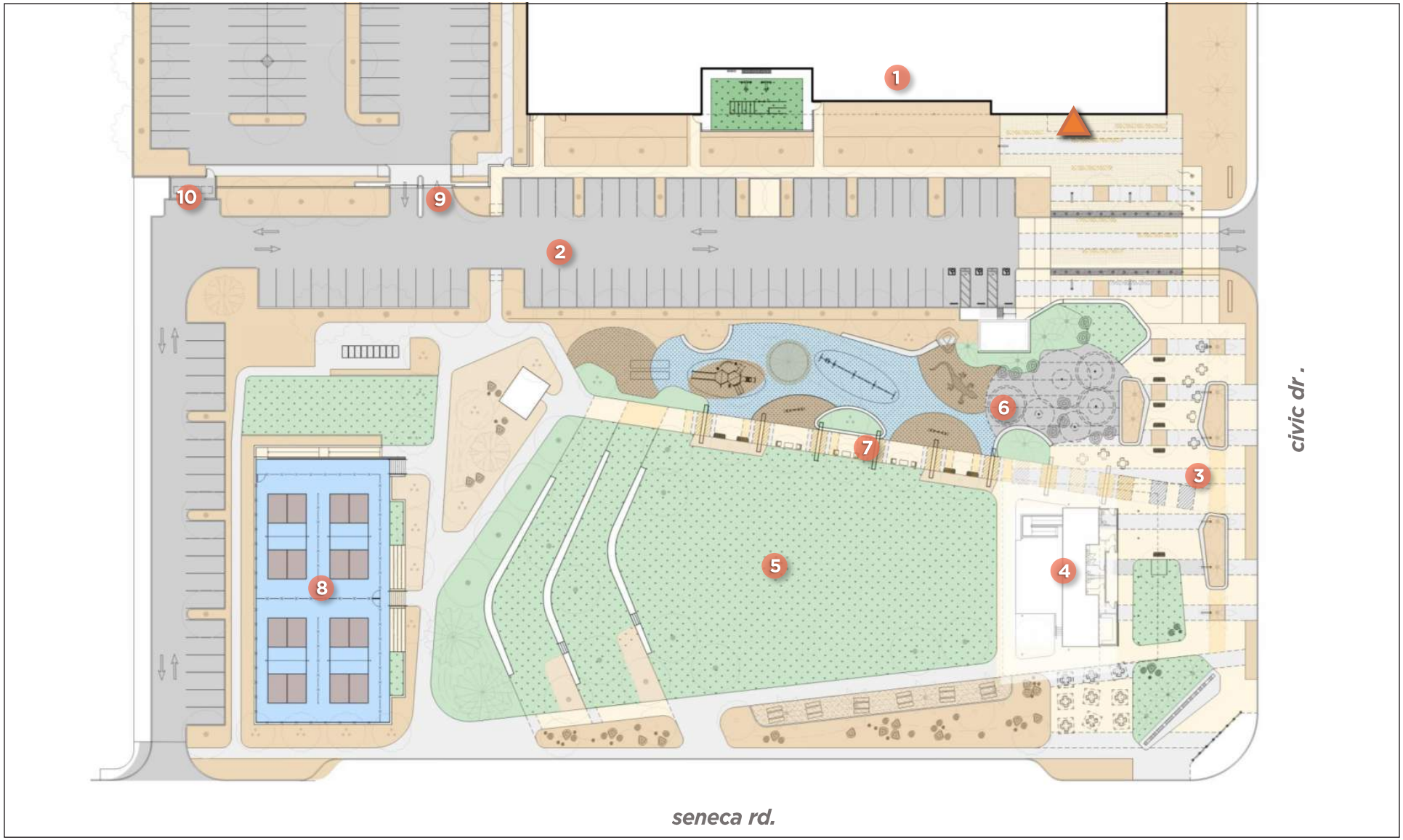

LSA

FIGURE 2b

LEGEND

1) Police Department Facility
2) Community Parking Lot
3) Community Plaza
4) Amenity Building + Grandstand Stage
5) Community Park Green
6) Playground and Splash Pad
7) Heritage Walk
8) Pickleball Courts
9) Gated Parking Entry
10) Trash Enclosure

▲ Main Building Entry

NOT TO SCALE

SOURCE: LPA Design Studios

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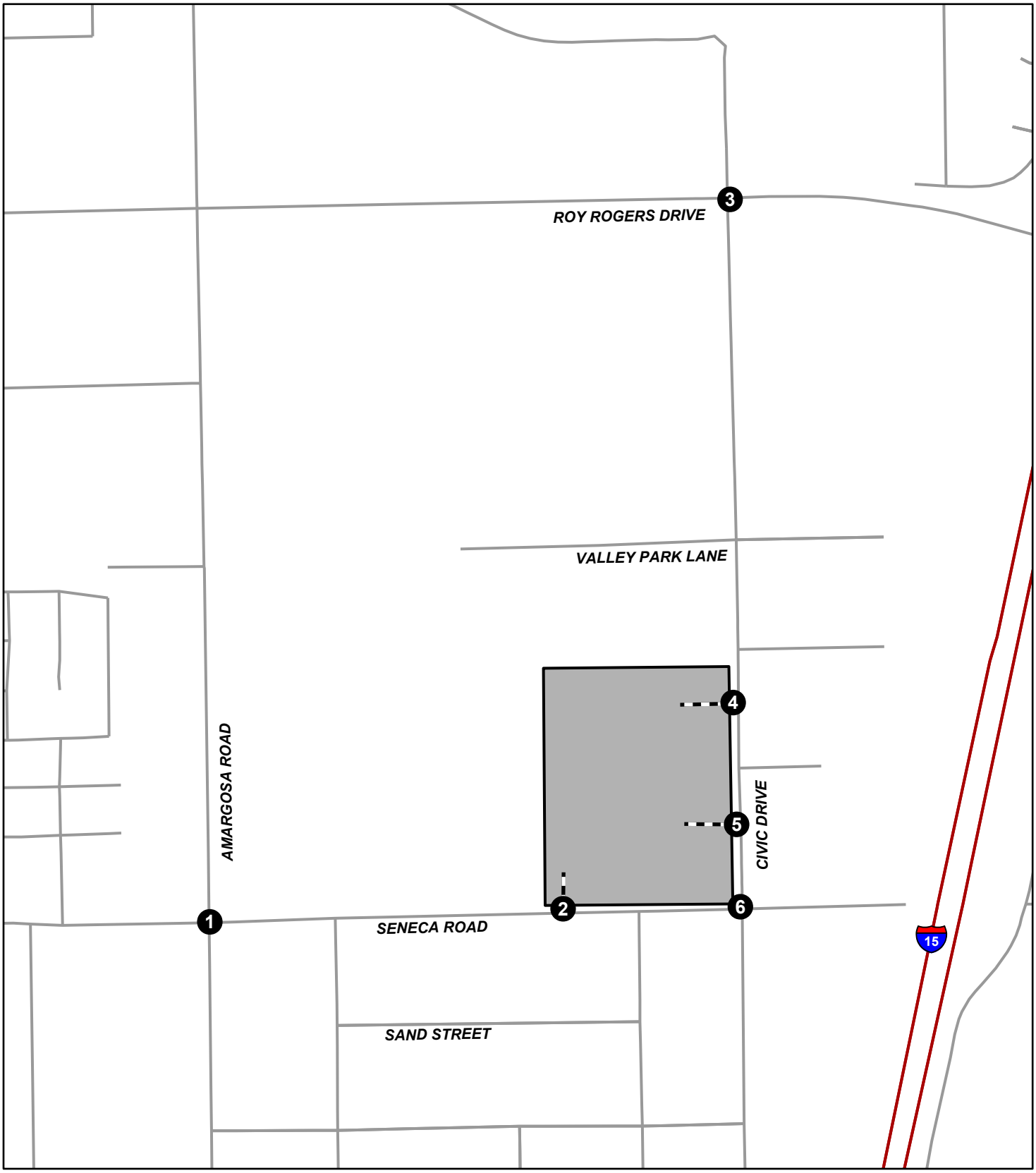
Victorville Police Department and Civic Park Project
Traffic Study
Conceptual Site Plan



LSA

LEGEND

- Study Area Intersections
- Project Driveways
- Project Location

N

0 250 500
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SOURCE: ESRI Streetmap, 2021

FIGURE 3

Victorville Police Department and Civic Park Project
Traffic Study
Study Area Intersections

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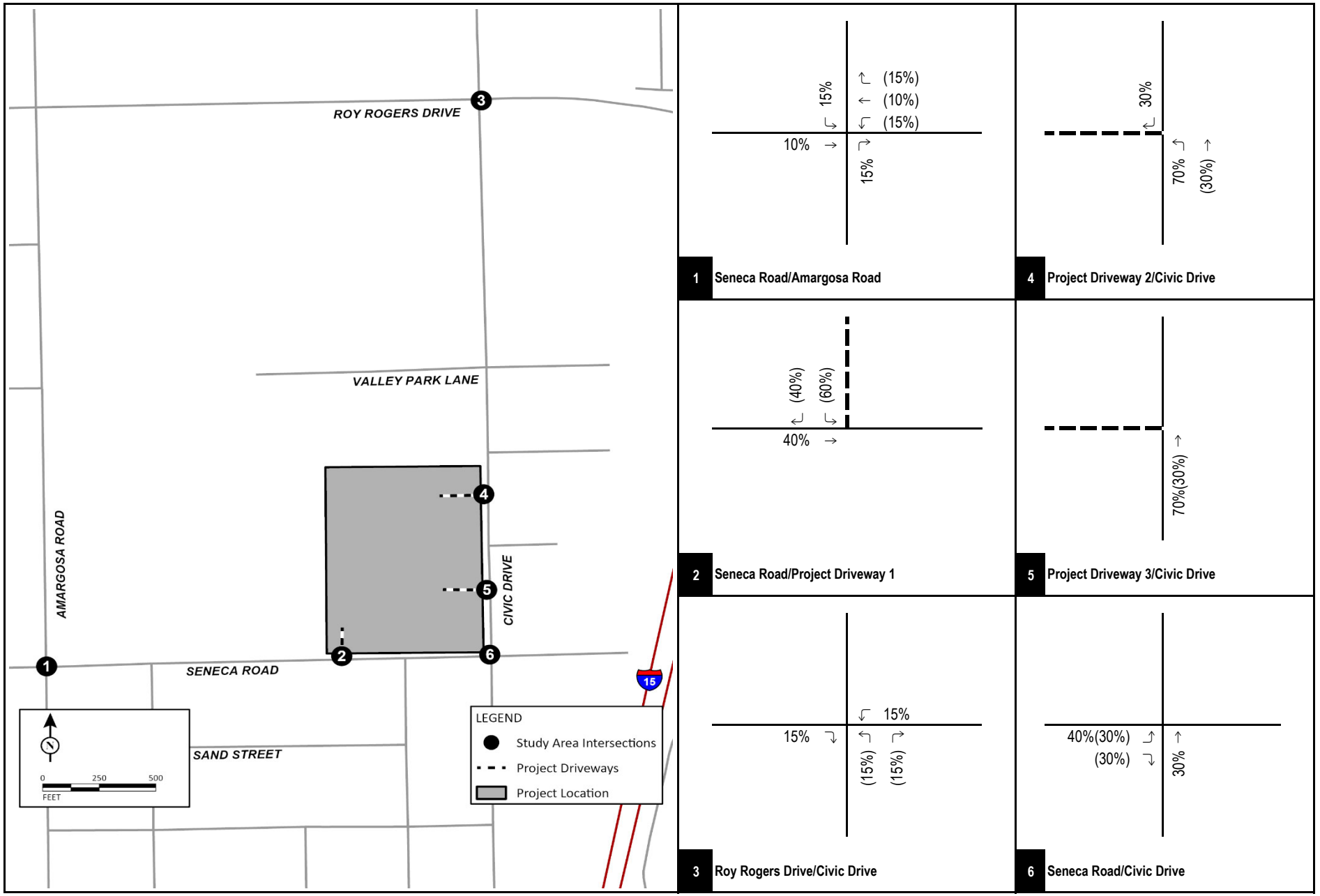


FIGURE 4

LSA

XX% (YY%)
Inbound% (Outbound%) Distribution

Project Driveway

Victorville Police Department and Civic Park Project
Traffic Study

Project Trip Distribution (Police Department)

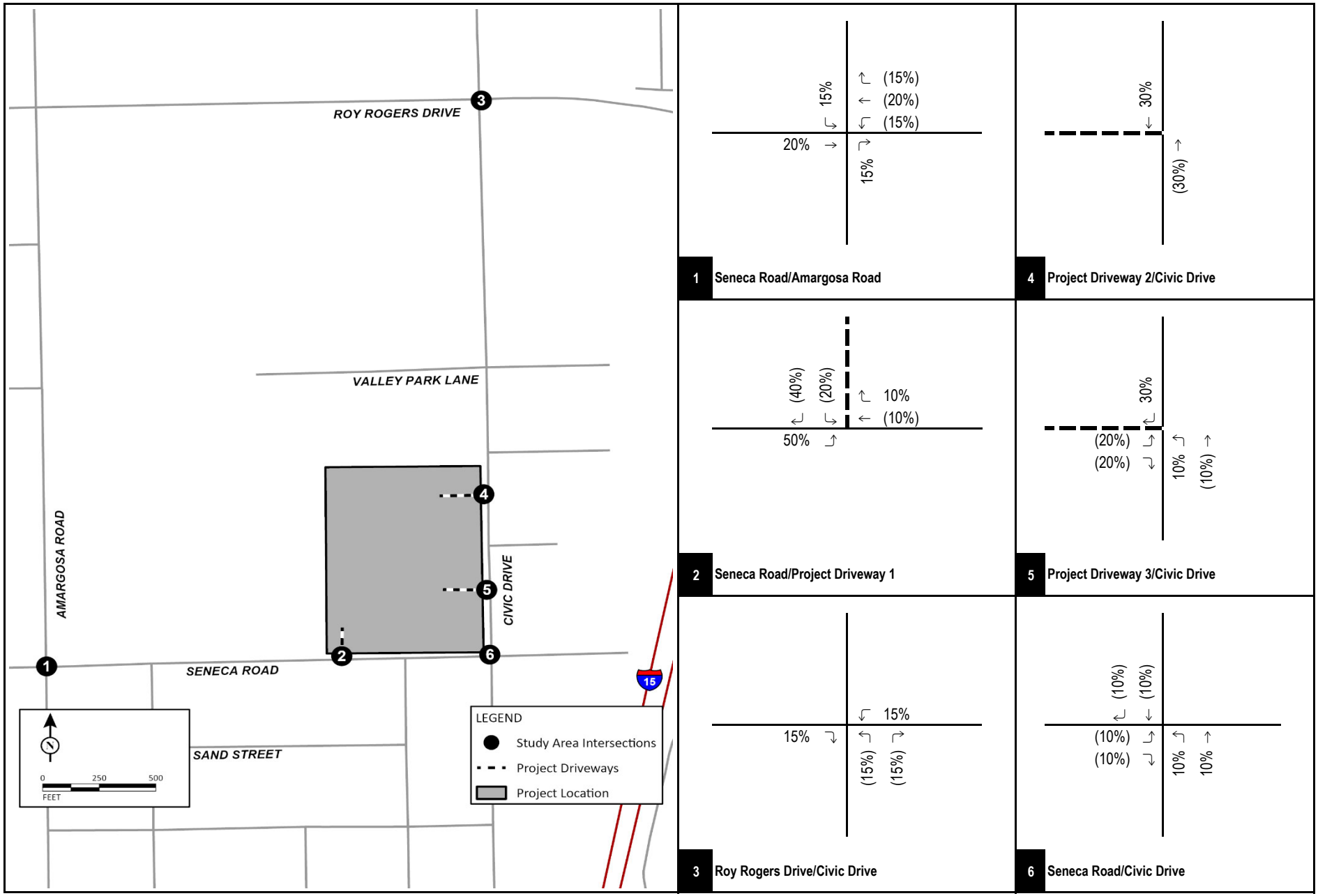


FIGURE 5

LSA

XX% (YY%)
Inbound% (Outbound%) Distribution

Project Driveway

Victorville Police Department and Civic Park Project
Traffic Study

Project Trip Distribution (Civic Park)

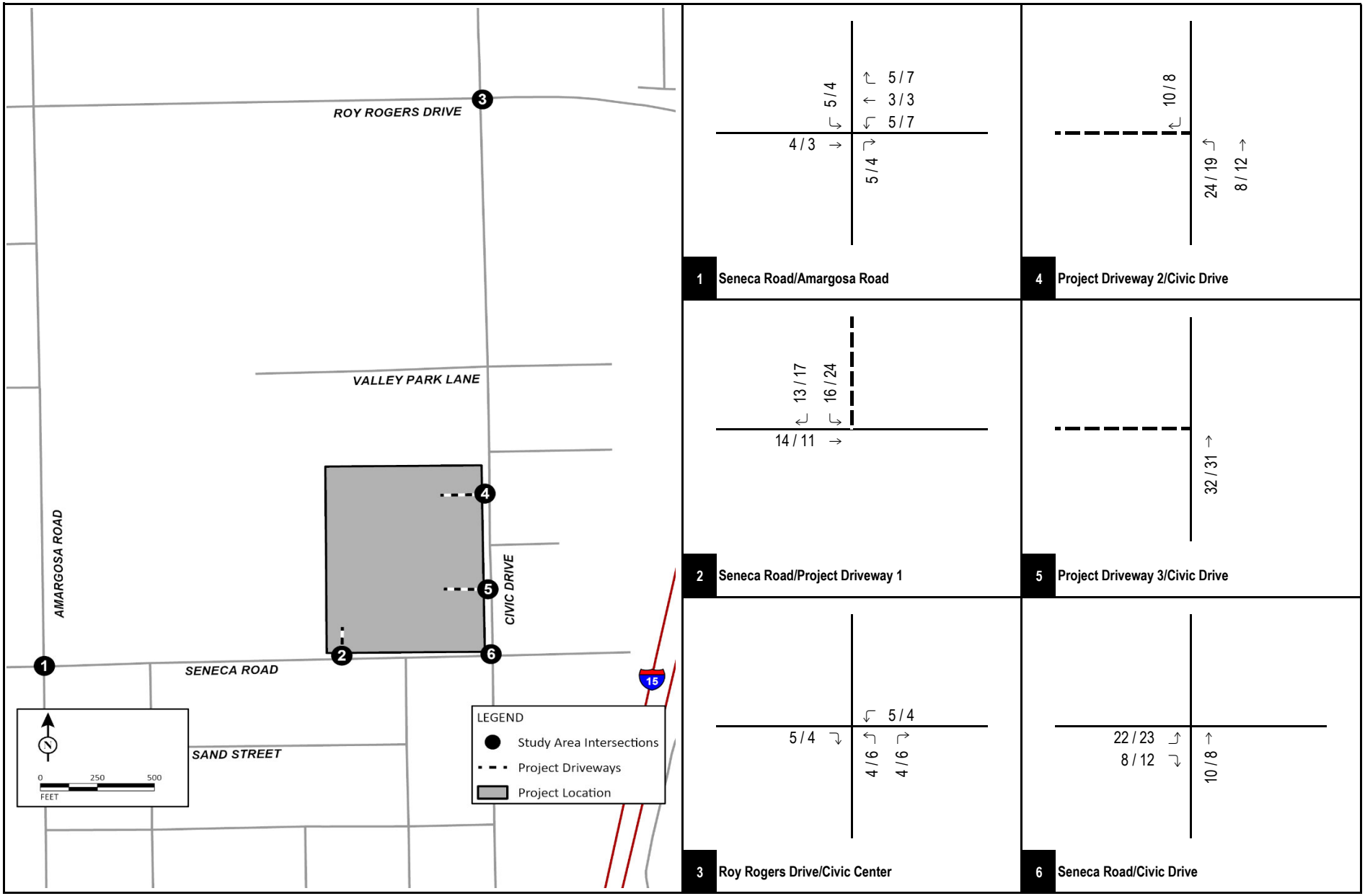


FIGURE 6

LSA

XX / YY
AM / PM PCE Peak Hour Trips

Project Driveway

Victorville Police Department and Civic Park Project
Traffic Study

Project Trip Assignment (Police Department)

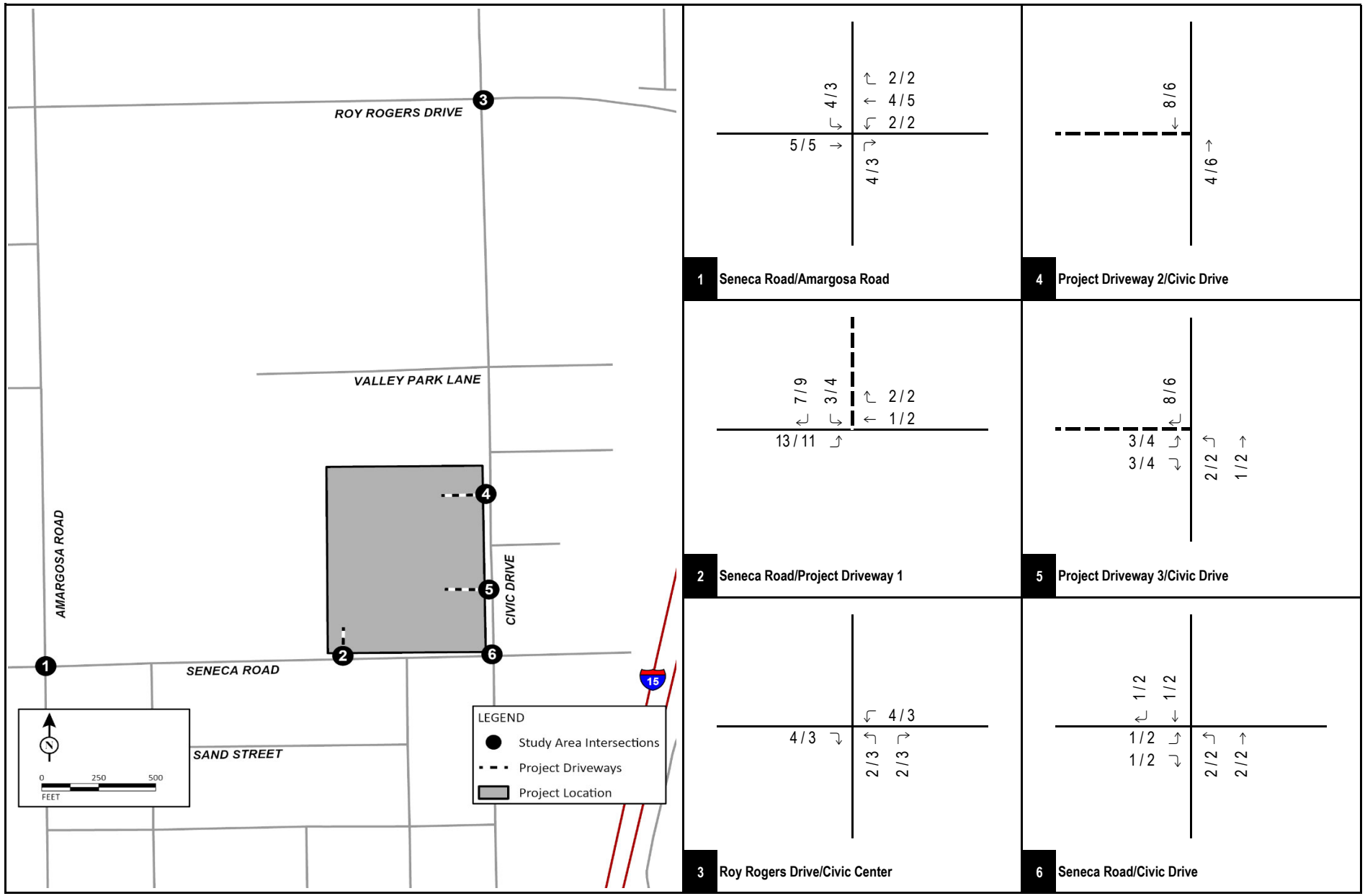


FIGURE 7

LSA

XX / YY
AM / PM PCE Peak Hour Trips

Project Driveway

Victorville Police Department and Civic Park Project
Traffic Study

Project Trip Assignment (Civic Park)

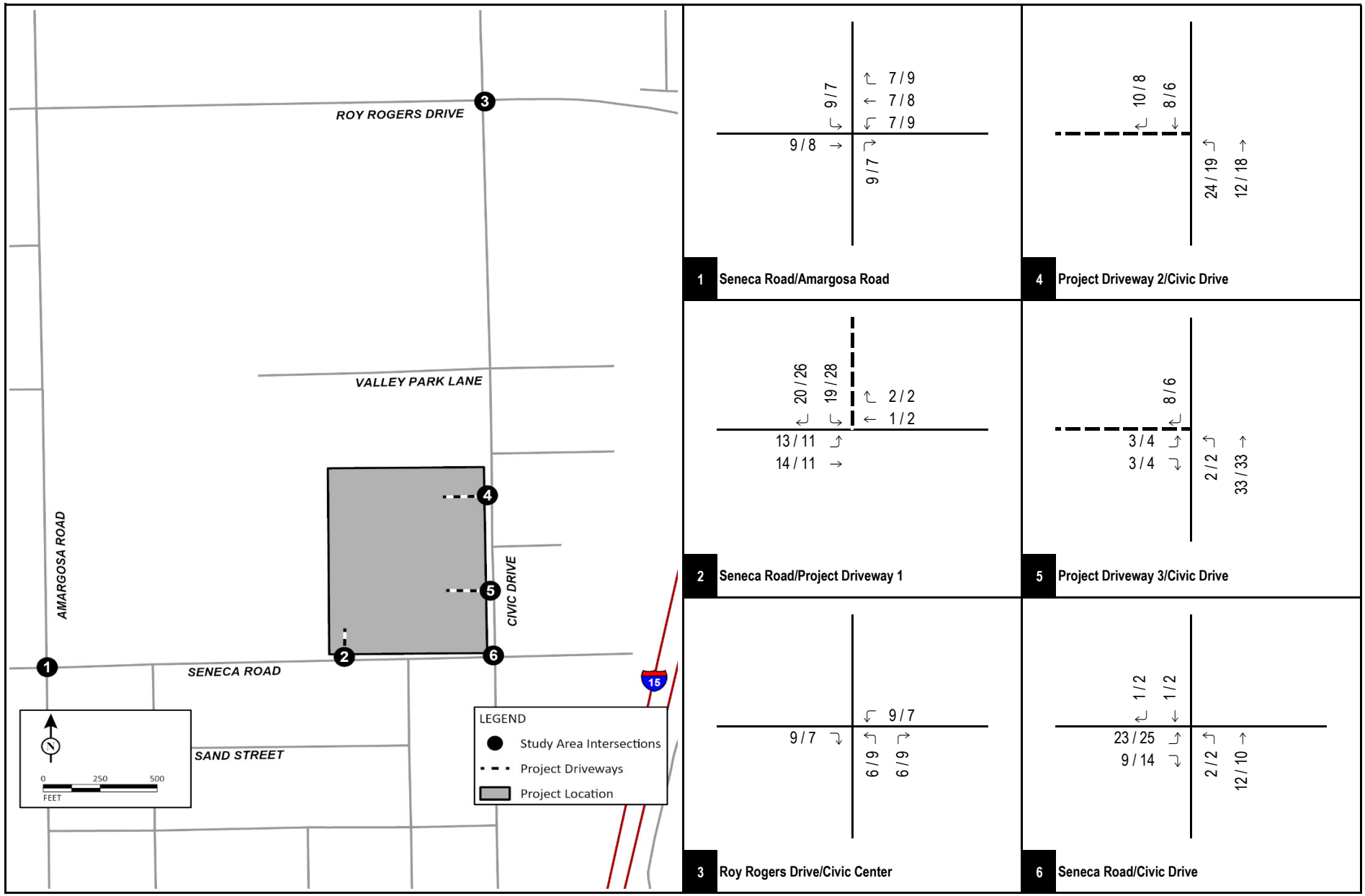


FIGURE 8

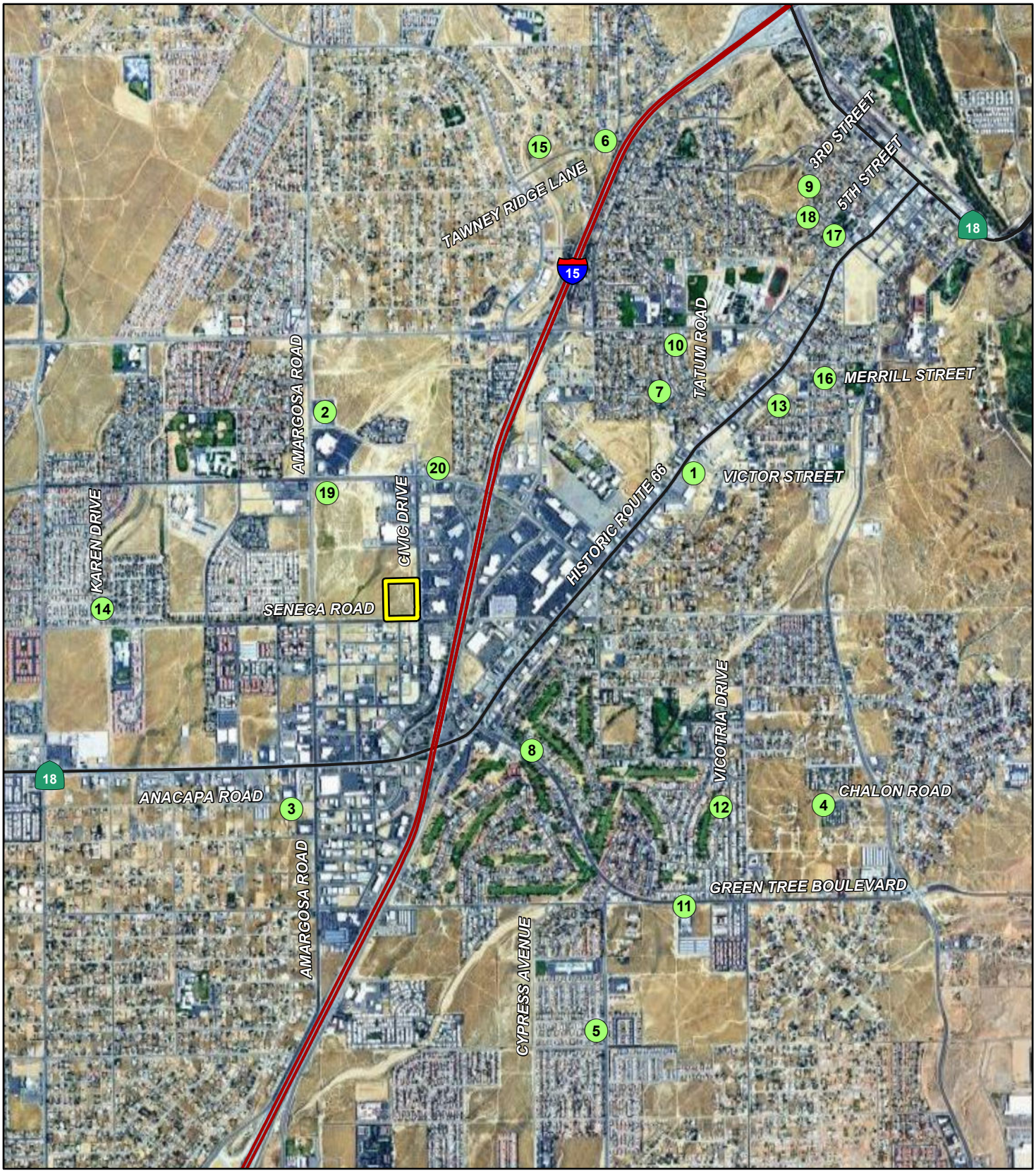
LSA

XX / YY
AM / PM PCE Peak Hour Trips

Project Driveway

Victorville Police Department and Civic Park Project
Traffic Study

Total Net Project Trip Assignment



LSA

LEGEND

Project Location

Cumulative Projects

City of Victorville

0 1250 2500

FEET

SOURCE: Google Maps 2024

FIGURE 6

Victorville Police Department and Civic Park Project

Cumulative Project Locations

P:\2024\20242046_LPA - Victorville Police Station-Park CEQA\03 Working Files\Tech Studies\Traffic\Earth\GIS\Victorville Police Station and Park\Victorville Police Station and Park.aprx (Cumulative Project Locations)
11/5/2025 5:14 PM

APPENDIX A

COUNTS UNLIMITED SURVEYS

24 Hour Driveway Counts

LOCATION: Victorville Sheriff's Dept
McArt Rd Driveway Access
CITY: Victorville, CA

DATE: 7/8/2025
DAY: Tuesday

AM PERIOD				PM PERIOD			
Time	Entering	Exiting	TOTAL	Time	Entering	Exiting	TOTAL
0:00	0	0	**0**	12:00	3	0	**3**
0:15	1	0	**1**	12:15	3	0	**3**
0:30	0	0	**0**	12:30	0	1	**1**
0:45	0	0	**0**	12:45	3	0	**3**
1:00	0	0	**0**	13:00	4	1	**5**
1:15	0	0	**0**	13:15	0	0	**0**
1:30	0	0	**0**	13:30	0	6	**6**
1:45	0	0	**0**	13:45	1	1	**2**
2:00	1	0	**1**	14:00	0	1	**1**
2:15	0	0	**0**	14:15	1	1	**2**
2:30	0	0	**0**	14:30	1	0	**1**
2:45	1	0	**1**	14:45	2	1	**3**
3:00	0	0	**0**	15:00	0	1	**1**
3:15	0	0	**0**	15:15	1	1	**2**
3:30	0	0	**0**	15:30	1	5	**6**
3:45	0	0	**0**	15:45	0	2	**2**
4:00	0	0	**0**	16:00	1	0	**1**
4:15	0	0	**0**	16:15	1	0	**1**
4:30	0	0	**0**	16:30	0	3	**3**
4:45	2	0	**2**	16:45	3	2	**5**
5:00	1	0	**1**	17:00	2	1	**3**
5:15	0	0	**0**	17:15	0	3	**3**
5:30	1	0	**1**	17:30	4	2	**6**
5:45	2	0	**2**	17:45	0	0	**0**
6:00	1	0	**1**	18:00	2	1	**3**
6:15	3	1	**4**	18:15	3	0	**3**
6:30	0	1	**1**	18:30	1	1	**2**
6:45	4	1	**5**	18:45	2	0	**2**
7:00	2	0	**2**	19:00	4	1	**5**
7:15	1	1	**2**	19:15	3	2	**5**
7:30	2	3	**5**	19:30	2	2	**4**
7:45	4	2	**6**	19:45	2	0	**2**
8:00	3	2	**5**	20:00	0	0	**0**
8:15	3	2	**5**	20:15	0	1	**1**
8:30	0	3	**3**	20:30	0	2	**2**
8:45	2	3	**5**	20:45	0	0	**0**
9:00	3	0	**3**	21:00	4	0	**4**
9:15	3	3	**6**	21:15	0	1	**1**
9:30	2	2	**4**	21:30	0	0	**0**
9:45	2	2	**4**	21:45	0	0	**0**
10:00	1	1	**2**	22:00	0	0	**0**
10:15	0	0	**0**	22:15	0	0	**0**
10:30	1	0	**1**	22:30	0	0	**0**
10:45	1	2	**3**	22:45	0	0	**0**
11:00	2	0	**2**	23:00	3	0	**3**
11:15	1	1	**2**	23:15	0	0	**0**
11:30	1	0	**1**	23:30	0	1	**1**
11:45	0	1	**1**	23:45	1	0	**1**
AM TOTAL	51	31	**82**	PM TOTAL	58	44	**102**
				24 HOUR TOTAL	**109**	**75**	**184**

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

24 Hour Driveway Counts

LOCATION: Victorville Sheriff's Dept
Amargosa Rd Driveway Access
CITY: Victorville, CA

DATE: 7/8/2025
DAY: Tuesday

AM PERIOD				PM PERIOD			
Time	Entering	Exiting	TOTAL	Time	Entering	Exiting	TOTAL
0:00	0	0	**0**	12:00	5	2	**7**
0:15	0	0	**0**	12:15	10	6	**16**
0:30	0	0	**0**	12:30	6	6	**12**
0:45	0	2	**2**	12:45	4	5	**9**
1:00	0	0	**0**	13:00	3	4	**7**
1:15	0	0	**0**	13:15	5	5	**10**
1:30	0	0	**0**	13:30	3	5	**8**
1:45	3	0	**3**	13:45	5	2	**7**
2:00	1	0	**1**	14:00	4	6	**10**
2:15	0	0	**0**	14:15	4	6	**10**
2:30	0	0	**0**	14:30	5	5	**10**
2:45	0	1	**1**	14:45	4	7	**11**
3:00	0	1	**1**	15:00	4	0	**4**
3:15	1	0	**1**	15:15	4	5	**9**
3:30	0	1	**1**	15:30	7	12	**19**
3:45	1	1	**2**	15:45	4	4	**8**
4:00	2	1	**3**	16:00	4	7	**11**
4:15	0	0	**0**	16:15	7	11	**18**
4:30	0	0	**0**	16:30	4	6	**10**
4:45	1	1	**2**	16:45	3	5	**8**
5:00	2	2	**4**	17:00	4	8	**12**
5:15	1	1	**2**	17:15	2	2	**4**
5:30	1	3	**4**	17:30	1	2	**3**
5:45	1	0	**1**	17:45	2	6	**8**
6:00	0	4	**4**	18:00	2	2	**4**
6:15	4	0	**4**	18:15	0	1	**1**
6:30	9	1	**10**	18:30	2	1	**3**
6:45	2	4	**6**	18:45	3	0	**3**
7:00	3	4	**7**	19:00	0	14	**14**
7:15	5	0	**5**	19:15	3	2	**5**
7:30	5	3	**8**	19:30	18	4	**22**
7:45	3	2	**5**	19:45	2	0	**2**
8:00	4	7	**11**	20:00	0	2	**2**
8:15	6	5	**11**	20:15	0	4	**4**
8:30	3	1	**4**	20:30	1	4	**5**
8:45	3	4	**7**	20:45	1	6	**7**
9:00	1	6	**7**	21:00	1	7	**8**
9:15	3	2	**5**	21:15	2	1	**3**
9:30	0	4	**4**	21:30	0	0	**0**
9:45	4	4	**8**	21:45	0	0	**0**
10:00	5	2	**7**	22:00	0	0	**0**
10:15	6	5	**11**	22:15	3	1	**4**
10:30	4	7	**11**	22:30	1	0	**1**
10:45	7	11	**18**	22:45	0	2	**2**
11:00	4	11	**15**	23:00	1	0	**1**
11:15	8	0	**8**	23:15	1	4	**5**
11:30	4	7	**11**	23:30	0	1	**1**
11:45	1	3	**4**	23:45	1	0	**1**
AM TOTAL	108	111	**219**	PM TOTAL	146	183	**329**
				24 HOUR TOTAL	**254**	**294**	**548**

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

24 Hour Driveway Counts

LOCATION: Victorville Sheriff's Dept
SITE TOTAL
CITY: Victorville, CA

DATE: 7/8/2025
DAY: Tuesday

AM PERIOD				PM PERIOD			
Time	Entering	Exiting	TOTAL	Time	Entering	Exiting	TOTAL
0:00	0	0	**0**	12:00	8	2	**10**
0:15	1	0	**1**	12:15	13	6	**19**
0:30	0	0	**0**	12:30	6	7	**13**
0:45	0	2	**2**	12:45	7	5	**12**
1:00	0	0	**0**	13:00	7	5	**12**
1:15	0	0	**0**	13:15	5	5	**10**
1:30	0	0	**0**	13:30	3	11	**14**
1:45	3	0	**3**	13:45	6	3	**9**
2:00	2	0	**2**	14:00	4	7	**11**
2:15	0	0	**0**	14:15	5	7	**12**
2:30	0	0	**0**	14:30	6	5	**11**
2:45	1	1	**2**	14:45	6	8	**14**
3:00	0	1	**1**	15:00	4	1	**5**
3:15	1	0	**1**	15:15	5	6	**11**
3:30	0	1	**1**	15:30	8	17	**25**
3:45	1	1	**2**	15:45	4	6	**10**
4:00	2	1	**3**	16:00	5	7	**12**
4:15	0	0	**0**	16:15	8	11	**19**
4:30	0	0	**0**	16:30	4	9	**13**
4:45	3	1	**4**	16:45	6	7	**13**
5:00	3	2	**5**	17:00	6	9	**15**
5:15	1	1	**2**	17:15	2	5	**7**
5:30	2	3	**5**	17:30	5	4	**9**
5:45	3	0	**3**	17:45	2	6	**8**
6:00	1	4	**5**	18:00	4	3	**7**
6:15	7	1	**8**	18:15	3	1	**4**
6:30	9	2	**11**	18:30	3	2	**5**
6:45	6	5	**11**	18:45	5	0	**5**
7:00	5	4	**9**	19:00	4	15	**19**
7:15	6	1	**7**	19:15	6	4	**10**
7:30	7	6	**13**	19:30	20	6	**26**
7:45	7	4	**11**	19:45	4	0	**4**
8:00	7	9	**16**	20:00	0	2	**2**
8:15	9	7	**16**	20:15	0	5	**5**
8:30	3	4	**7**	20:30	1	6	**7**
8:45	5	7	**12**	20:45	1	6	**7**
9:00	4	6	**10**	21:00	5	7	**12**
9:15	6	5	**11**	21:15	2	2	**4**
9:30	2	6	**8**	21:30	0	0	**0**
9:45	6	6	**12**	21:45	0	0	**0**
10:00	6	3	**9**	22:00	0	0	**0**
10:15	6	5	**11**	22:15	3	1	**4**
10:30	5	7	**12**	22:30	1	0	**1**
10:45	8	13	**21**	22:45	0	2	**2**
11:00	6	11	**17**	23:00	4	0	**4**
11:15	9	1	**10**	23:15	1	4	**5**
11:30	5	7	**12**	23:30	0	2	**2**
11:45	1	4	**5**	23:45	2	0	**2**
AM TOTAL	159	142	**301**	PM TOTAL	204	227	**431**
				24 HOUR TOTAL	**363**	**369**	**732**

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

24 Hour Driveway Counts

LOCATION: Victorville Sheriff's Dept
McArt Rd Driveway Access
CITY: Victorville, CA

DATE: 7/9/2025
DAY: Wednesday

AM PERIOD				PM PERIOD			
Time	Entering	Exiting	TOTAL	Time	Entering	Exiting	TOTAL
0:00	0	0	**0**	12:00	2	2	**4**
0:15	2	1	**3**	12:15	1	1	**2**
0:30	1	0	**1**	12:30	3	1	**4**
0:45	0	1	**1**	12:45	3	2	**5**
1:00	0	0	**0**	13:00	2	2	**4**
1:15	0	0	**0**	13:15	0	0	**0**
1:30	0	1	**1**	13:30	1	0	**1**
1:45	0	0	**0**	13:45	0	2	**2**
2:00	0	0	**0**	14:00	0	1	**1**
2:15	0	0	**0**	14:15	4	0	**4**
2:30	0	0	**0**	14:30	3	1	**4**
2:45	1	0	**1**	14:45	4	1	**5**
3:00	0	0	**0**	15:00	2	0	**2**
3:15	2	0	**2**	15:15	4	0	**4**
3:30	1	0	**1**	15:30	2	2	**4**
3:45	0	0	**0**	15:45	0	0	**0**
4:00	1	0	**1**	16:00	0	0	**0**
4:15	2	0	**2**	16:15	2	1	**3**
4:30	0	0	**0**	16:30	0	0	**0**
4:45	1	1	**2**	16:45	2	0	**2**
5:00	1	1	**2**	17:00	0	4	**4**
5:15	1	0	**1**	17:15	2	2	**4**
5:30	2	1	**3**	17:30	2	0	**2**
5:45	0	1	**1**	17:45	0	0	**0**
6:00	1	0	**1**	18:00	1	1	**2**
6:15	1	0	**1**	18:15	0	0	**0**
6:30	3	1	**4**	18:30	4	0	**4**
6:45	4	0	**4**	18:45	1	0	**1**
7:00	0	2	**2**	19:00	2	0	**2**
7:15	0	0	**0**	19:15	0	1	**1**
7:30	1	0	**1**	19:30	0	2	**2**
7:45	0	1	**1**	19:45	1	0	**1**
8:00	1	1	**2**	20:00	1	0	**1**
8:15	1	2	**3**	20:15	2	0	**2**
8:30	1	0	**1**	20:30	0	1	**1**
8:45	1	0	**1**	20:45	0	0	**0**
9:00	2	0	**2**	21:00	0	0	**0**
9:15	0	0	**0**	21:15	1	2	**3**
9:30	0	2	**2**	21:30	2	1	**3**
9:45	1	1	**2**	21:45	3	1	**4**
10:00	1	0	**1**	22:00	0	0	**0**
10:15	0	1	**1**	22:15	0	0	**0**
10:30	1	2	**3**	22:30	0	1	**1**
10:45	0	6	**6**	22:45	0	0	**0**
11:00	3	2	**5**	23:00	1	0	**1**
11:15	0	1	**1**	23:15	0	0	**0**
11:30	2	1	**3**	23:30	0	0	**0**
11:45	2	2	**4**	23:45	0	0	**0**
AM TOTAL	41	32	**73**	PM TOTAL	58	32	**90**
				24 HOUR TOTAL	**99**	**64**	**163**

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24 Hour Driveway Counts

LOCATION: Victorville Sheriff's Dept
Amargosa Rd Driveway Access
CITY: Victorville, CA

DATE: 7/9/2025
DAY: Wednesday

AM PERIOD				PM PERIOD			
Time	Entering	Exiting	TOTAL	Time	Entering	Exiting	TOTAL
0:00	0	1	**1**	12:00	6	9	**15**
0:15	0	0	**0**	12:15	6	5	**11**
0:30	1	1	**2**	12:30	5	6	**11**
0:45	0	0	**0**	12:45	3	1	**4**
1:00	0	1	**1**	13:00	4	4	**8**
1:15	0	0	**0**	13:15	3	3	**6**
1:30	0	0	**0**	13:30	4	3	**7**
1:45	1	0	**1**	13:45	5	7	**12**
2:00	1	1	**2**	14:00	5	4	**9**
2:15	0	0	**0**	14:15	3	3	**6**
2:30	1	1	**2**	14:30	3	4	**7**
2:45	1	0	**1**	14:45	7	8	**15**
3:00	1	1	**2**	15:00	4	2	**6**
3:15	1	1	**2**	15:15	1	2	**3**
3:30	1	0	**1**	15:30	3	9	**12**
3:45	0	1	**1**	15:45	5	5	**10**
4:00	0	1	**1**	16:00	6	4	**10**
4:15	1	0	**1**	16:15	0	3	**3**
4:30	0	3	**3**	16:30	3	4	**7**
4:45	2	1	**3**	16:45	1	6	**7**
5:00	1	2	**3**	17:00	1	7	**8**
5:15	1	2	**3**	17:15	2	6	**8**
5:30	0	1	**1**	17:30	1	0	**1**
5:45	2	0	**2**	17:45	1	1	**2**
6:00	1	2	**3**	18:00	0	1	**1**
6:15	5	0	**5**	18:15	0	1	**1**
6:30	7	0	**7**	18:30	2	0	**2**
6:45	5	0	**5**	18:45	1	1	**2**
7:00	3	3	**6**	19:00	0	1	**1**
7:15	1	4	**5**	19:15	1	3	**4**
7:30	1	1	**2**	19:30	1	4	**5**
7:45	5	3	**8**	19:45	3	3	**6**
8:00	6	6	**12**	20:00	3	5	**8**
8:15	3	5	**8**	20:15	0	2	**2**
8:30	4	7	**11**	20:30	0	2	**2**
8:45	3	7	**10**	20:45	0	0	**0**
9:00	2	3	**5**	21:00	2	3	**5**
9:15	6	4	**10**	21:15	0	0	**0**
9:30	4	2	**6**	21:30	1	1	**2**
9:45	6	5	**11**	21:45	0	3	**3**
10:00	0	2	**2**	22:00	1	0	**1**
10:15	7	5	**12**	22:15	2	2	**4**
10:30	5	7	**12**	22:30	4	0	**4**
10:45	4	5	**9**	22:45	0	2	**2**
11:00	5	4	**9**	23:00	0	1	**1**
11:15	3	6	**9**	23:15	1	1	**2**
11:30	1	3	**4**	23:30	1	3	**4**
11:45	8	6	**14**	23:45	1	0	**1**
AM TOTAL	110	108	**218**	PM TOTAL	106	145	**251**
				24 HOUR TOTAL	**216**	**253**	**469**

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

24 Hour Driveway Counts

LOCATION: Victorville Sheriff's Dept
SITE TOTAL
CITY: Victorville, CA

DATE: 7/9/2025
DAY: Wednesday

AM PERIOD				PM PERIOD			
Time	Entering	Exiting	TOTAL	Time	Entering	Exiting	TOTAL
0:00	0	1	**1**	12:00	8	11	**19**
0:15	2	1	**3**	12:15	7	6	**13**
0:30	2	1	**3**	12:30	8	7	**15**
0:45	0	1	**1**	12:45	6	3	**9**
1:00	0	1	**1**	13:00	6	6	**12**
1:15	0	0	**0**	13:15	3	3	**6**
1:30	0	1	**1**	13:30	5	3	**8**
1:45	1	0	**1**	13:45	5	9	**14**
2:00	1	1	**2**	14:00	5	5	**10**
2:15	0	0	**0**	14:15	7	3	**10**
2:30	1	1	**2**	14:30	6	5	**11**
2:45	2	0	**2**	14:45	11	9	**20**
3:00	1	1	**2**	15:00	6	2	**8**
3:15	3	1	**4**	15:15	5	2	**7**
3:30	2	0	**2**	15:30	5	11	**16**
3:45	0	1	**1**	15:45	5	5	**10**
4:00	1	1	**2**	16:00	6	4	**10**
4:15	3	0	**3**	16:15	2	4	**6**
4:30	0	3	**3**	16:30	3	4	**7**
4:45	3	2	**5**	16:45	3	6	**9**
5:00	2	3	**5**	17:00	1	11	**12**
5:15	2	2	**4**	17:15	4	8	**12**
5:30	2	2	**4**	17:30	3	0	**3**
5:45	2	1	**3**	17:45	1	1	**2**
6:00	2	2	**4**	18:00	1	2	**3**
6:15	6	0	**6**	18:15	0	1	**1**
6:30	10	1	**11**	18:30	6	0	**6**
6:45	9	0	**9**	18:45	2	1	**3**
7:00	3	5	**8**	19:00	2	1	**3**
7:15	1	4	**5**	19:15	1	4	**5**
7:30	2	1	**3**	19:30	1	6	**7**
7:45	5	4	**9**	19:45	4	3	**7**
8:00	7	7	**14**	20:00	4	5	**9**
8:15	4	7	**11**	20:15	2	2	**4**
8:30	5	7	**12**	20:30	0	3	**3**
8:45	4	7	**11**	20:45	0	0	**0**
9:00	4	3	**7**	21:00	2	3	**5**
9:15	6	4	**10**	21:15	1	2	**3**
9:30	4	4	**8**	21:30	3	2	**5**
9:45	7	6	**13**	21:45	3	4	**7**
10:00	1	2	**3**	22:00	1	0	**1**
10:15	7	6	**13**	22:15	2	2	**4**
10:30	6	9	**15**	22:30	4	1	**5**
10:45	4	11	**15**	22:45	0	2	**2**
11:00	8	6	**14**	23:00	1	1	**2**
11:15	3	7	**10**	23:15	1	1	**2**
11:30	3	4	**7**	23:30	1	3	**4**
11:45	10	8	**18**	23:45	1	0	**1**
AM TOTAL	151	140	**291**	PM TOTAL	164	177	**341**
				24 HOUR TOTAL	**315**	**317**	**632**

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APPENDIX B

VICTORVILLE POLICE DEPARTMENT SURVEY SITE TRIP GENERATION

LSA

Appendix B - Victorville Police Department Survey Site Trip Generation

Survey Data	Units		A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
Survey Site: 14200 Amargosa Road, Victorville, CA 92392									
Tuesday (July 8, 2025)	133	Staff							
Trips/Unit			**0.23**	**0.20**	**0.42**	**0.18**	**0.27**	**0.45**	**5.504**
Trip Generation			30	26	56	24	36	60	732
Wednesday (July 9, 2025)	133	Staff							
Trips/Unit			0.15	0.21	0.36	0.08	0.22	0.30	4.752
Trip Generation			20	28	48	11	29	40	632

Notes:

Staff = Sworn Officers and Non-Sworn Staff

Bold = Trip generation rates applied for the TIA Study (Highest).

[1] The trip generation is based on existing driveway counts taken by Counts Unlimited on Tuesday, July 8, 2025 and Wednesday, July 9, 2025.

APPENDIX C

PICKLEBALL TRIP GENERATION RATE SUMMARY (SURVEY)

AND SITE SURVEY DATA

LSA

Appendix C: Pickleball Trip Generation Rate Summary (Survey)

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
TRIP RATES									
Trip Rates Based on Similar Pickleball Court Facilities[1]									
Bonita Canyon Pickleball Courts (public)	1	Court	69.34	4.67	2.75	7.42	3.75	3.33	7.08
Tustin Pickleball Courts (private/public)	1	Court	44.26	4.13	2.93	7.06	1.00	0.97	1.97
The Tennis and Pickleball Club at Newport Beach (private)	1	Court	20.74	2.44	0.01	2.45	2.57	0.67	3.24
Highest			**69.34**	**4.67**	**2.75**	**7.42**	**3.75**	**3.33**	**7.08**

[1] Pickleball court trips based on average survey data (November1, 2, and 7, 2023) of three pickleball facilities (2 private and 1 public). The Surveys focused on pickleball users
Bonita Canyon Pickleball Courts are located at 1641 Ford Road, Newport Beach. It is a public facility with 4 pickleball courts.
Tustin Pickleball Courts are located at 1302 Service Road, Tustin. It is a a private/public facility with 10 pickleball courts.
The Tennis and Pickleball Club at Newport Beach is located at 11 Clubhouse Drive, Newport Beach. It' is a private club with 31 existing pickleball courts and 16 tennis courts and the survey data was focused on pickleball use only.

City:	Newport Beach
Location:	Bonita Canyon Pickleball Courts
Date:	Wednesday, November 1, 2023
Count Type:	Trip Generation Count

	Entering		
	Non-Carpool Trip	Carpool Trip	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	6	0	6
7:00	0	0	0
7:15	0	0	0
7:30	6	0	6
7:45	0	0	0
8:00	2	0	2
8:15	3	0	3
8:30	4	0	4
8:45	7	1	8
9:00	4	0	4
9:15	4	0	4
9:30	3	0	3
9:45	2	0	2
10:00	3	1	4
10:15	4	0	4
10:30	5	0	5
10:45	8	1	9
11:00	4	0	4
11:15	3	0	3
11:30	3	0	3
11:45	6	0	6

	Exiting		
	Non-Carpool Trip	Carpool Trip	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	3	0	3
7:15	0	0	0
7:30	0	0	0
7:45	0	0	0
8:00	0	0	0
8:15	4	0	4
8:30	2	0	2
8:45	4	0	4
9:00	1	0	1
9:15	0	0	0
9:30	5	1	6
9:45	3	0	3
10:00	4	0	4
10:15	3	0	3
10:30	1	1	2
10:45	5	0	5
11:00	2	0	2
11:15	3	1	4
11:30	3	0	3
11:45	4	0	4

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City:	Newport Beach
Location:	Bonita Canyon Pickleball Courts
Date:	Wednesday, November 1, 2023
Count Type:	Trip Generation Count

	Entering		
	Non-Carpool Trip	Carpool Trip	Total
12:00	3	0	3
12:15	0	0	0
12:30	1	0	1
12:45	3	0	3
13:00	6	1	7
13:15	3	0	3
13:30	1	0	1
13:45	1	0	1
14:00	3	0	3
14:15	5	0	5
14:30	4	1	5
14:45	5	0	5
15:00	3	0	3
15:15	5	0	5
15:30	2	0	2
15:45	1	0	1
16:00	5	0	5
16:15	2	0	2
16:30	4	0	4
16:45	5	2	7
17:00	2	0	2
17:15	2	0	2
17:30	1	0	1
17:45	2	0	2
18:00	1	0	1
18:15	0	0	0
18:30	0	0	0
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	0	0	0
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	**147**	**7**	**154**

	Exiting		
	Non-Carpool Trip	Carpool Trip	Total
12:00	7	0	7
12:15	1	0	1
12:30	5	0	5
12:45	1	0	1
13:00	8	0	8
13:15	5	0	5
13:30	1	0	1
13:45	3	1	4
14:00	2	0	2
14:15	8	0	8
14:30	3	0	3
14:45	4	0	4
15:00	0	1	1
15:15	3	0	3
15:30	4	0	4
15:45	1	0	1
16:00	1	0	1
16:15	3	0	3
16:30	3	0	3
16:45	2	0	2
17:00	1	0	1
17:15	4	1	5
17:30	3	1	4
17:45	7	0	7
18:00	5	0	5
18:15	9	0	9
18:30	4	0	4
18:45	2	0	2
19:00	0	0	0
19:15	0	0	0
19:30	0	0	0
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
	147	**7**	**154**

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City:	Newport Beach
Location:	Bonita Canyon Pickleball Courts
Date:	Thursday, November 2, 2023
Count Type:	Trip Generation Count

	Entering		
	Non-Carpool Trip	Carpool Trip	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	3	0	3
7:00	3	0	3
7:15	1	0	1
7:30	1	0	1
7:45	1	0	1
8:00	6	1	7
8:15	1	0	1
8:30	5	0	5
8:45	3	0	3
9:00	2	0	2
9:15	2	0	2
9:30	2	0	2
9:45	1	0	1
10:00	1	0	1
10:15	2	0	2
10:30	3	0	3
10:45	3	0	3
11:00	2	0	2
11:15	2	0	2
11:30	2	0	2
11:45	6	1	7

	Exiting		
	Non-Carpool Trip	Carpool Trip	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	0	0	0
7:15	0	0	0
7:30	0	0	0
7:45	0	0	0
8:00	4	0	4
8:15	1	0	1
8:30	1	0	1
8:45	1	1	2
9:00	1	0	1
9:15	0	0	0
9:30	2	0	2
9:45	4	0	4
10:00	1	0	1
10:15	0	0	0
10:30	3	0	3
10:45	2	0	2
11:00	3	0	3
11:15	4	0	4
11:30	2	0	2
11:45	1	0	1

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City:	Newport Beach
Location:	Bonita Canyon Pickleball Courts
Date:	Thursday, November 2, 2023
Count Type:	Trip Generation Count

	Entering		
	Non-Carpool Trip	Carpool Trip	Total
12:00	2	0	2
12:15	0	0	0
12:30	1	0	1
12:45	4	0	4
13:00	5	0	5
13:15	6	0	6
13:30	0	0	0
13:45	2	0	2
14:00	1	0	1
14:15	0	0	0
14:30	3	0	3
14:45	4	0	4
15:00	3	0	3
15:15	7	1	8
15:30	8	0	8
15:45	7	0	7
16:00	8	0	8
16:15	5	0	5
16:30	2	0	2
16:45	4	1	5
17:00	2	0	2
17:15	1	0	1
17:30	1	0	1
17:45	3	0	3
18:00	1	0	1
18:15	0	0	0
18:30	0	0	0
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	0	0	0
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	**132**	**4**	**136**

	Exiting		
	Non-Carpool Trip	Carpool Trip	Total
12:00	3	0	3
12:15	4	0	4
12:30	2	0	2
12:45	5	1	6
13:00	5	0	5
13:15	1	0	1
13:30	3	0	3
13:45	4	0	4
14:00	3	0	3
14:15	4	0	4
14:30	2	0	2
14:45	4	0	4
15:00	2	0	2
15:15	3	0	3
15:30	2	0	2
15:45	2	1	3
16:00	1	0	1
16:15	0	0	0
16:30	3	0	3
16:45	4	0	4
17:00	5	0	5
17:15	2	0	2
17:30	3	1	4
17:45	6	0	6
18:00	5	0	5
18:15	14	0	14
18:30	8	0	8
18:45	0	0	0
19:00	2	0	2
19:15	0	0	0
19:30	0	0	0
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
	132	**4**	**136**

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City:	Newport Beach
Location:	Bonita Canyon Pickleball Courts
Date:	Tuesday, November 7, 2023
Count Type:	Trip Generation Count

	Entering		
	Non-Carpool Trip	Carpool Trip	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	4	0	4
6:45	3	0	3
7:00	1	0	1
7:15	3	0	3
7:30	3	1	4
7:45	4	0	4
8:00	4	0	4
8:15	3	0	3
8:30	7	2	9
8:45	6	1	7
9:00	2	0	2
9:15	5	0	5
9:30	0	0	0
9:45	2	0	2
10:00	3	0	3
10:15	3	0	3
10:30	1	0	1
10:45	1	0	1
11:00	0	0	0
11:15	3	0	3
11:30	1	0	1
11:45	5	1	6

	Exiting		
	Non-Carpool Trip	Carpool Trip	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	0	0	0
7:15	0	0	0
7:30	0	0	0
7:45	0	0	0
8:00	3	0	3
8:15	3	1	4
8:30	4	0	4
8:45	4	0	4
9:00	3	1	4
9:15	0	1	1
9:30	2	0	2
9:45	4	0	4
10:00	2	1	3
10:15	1	0	1
10:30	4	0	4
10:45	1	0	1
11:00	3	0	3
11:15	9	0	9
11:30	2	0	2
11:45	3	0	3

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City:	Newport Beach
Location:	Bonita Canyon Pickleball Courts
Date:	Tuesday, November 7, 2023
Count Type:	Trip Generation Count

	Entering		
	Non-Carpool Trip	Carpool Trip	Total
12:00	2	0	2
12:15	3	0	3
12:30	1	0	1
12:45	4	0	4
13:00	2	0	2
13:15	0	0	0
13:30	0	0	0
13:45	4	0	4
14:00	5	0	5
14:15	6	0	6
14:30	4	0	4
14:45	3	0	3
15:00	1	0	1
15:15	4	0	4
15:30	5	1	6
15:45	0	0	0
16:00	5	0	5
16:15	3	0	3
16:30	0	0	0
16:45	3	0	3
17:00	1	0	1
17:15	0	0	0
17:30	0	0	0
17:45	0	0	0
18:00	0	0	0
18:15	0	0	0
18:30	0	0	0
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	0	0	0
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	**120**	**6**	**126**

	Exiting		
	Non-Carpool Trip	Carpool Trip	Total
12:00	6	0	6
12:15	0	1	1
12:30	0	0	0
12:45	0	0	0
13:00	5	0	5
13:15	1	0	1
13:30	1	0	1
13:45	7	0	7
14:00	1	0	1
14:15	7	0	7
14:30	2	0	2
14:45	1	0	1
15:00	2	0	2
15:15	3	0	3
15:30	3	0	3
15:45	2	0	2
16:00	1	1	2
16:15	4	0	4
16:30	3	0	3
16:45	5	0	5
17:00	11	0	11
17:15	3	0	3
17:30	4	0	4
17:45	0	0	0
18:00	0	0	0
18:15	0	0	0
18:30	0	0	0
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	0	0	0
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
	120	**6**	**126**

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

City:	Tustin
Location:	Tustin Pickleball Courts
Date:	Wednesday, November 1, 2023
Count Type:	Trip Generation Count

	Entering		
	Non-Carpool Trip	Carpool Trip	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	3	0	3
6:45	15	2	17
7:00	10	0	10
7:15	3	1	4
7:30	5	0	5
7:45	5	1	6
8:00	7	0	7
8:15	10	0	10
8:30	9	0	9
8:45	13	1	14
9:00	12	0	12
9:15	6	0	6
9:30	10	2	12
9:45	8	1	9
10:00	6	0	6
10:15	6	0	6
10:30	5	0	5
10:45	6	0	6
11:00	5	0	5
11:15	3	0	3
11:30	4	1	5
11:45	3	0	3

	Exiting		
	Non-Carpool Trip	Carpool Trip	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	0	0	0
7:15	0	1	1
7:30	2	1	3
7:45	3	0	3
8:00	3	0	3
8:15	8	1	9
8:30	10	1	11
8:45	5	1	6
9:00	11	0	11
9:15	11	0	11
9:30	6	1	7
9:45	5	0	5
10:00	10	0	10
10:15	6	1	7
10:30	6	0	6
10:45	9	1	10
11:00	6	0	6
11:15	8	0	8
11:30	10	0	10
11:45	7	0	7

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

City:	Tustin
Location:	Tustin Pickleball Courts
Date:	Wednesday, November 1, 2023
Count Type:	Trip Generation Count

	Entering		
	Non-Carpool Trip	Carpool Trip	Total
12:00	4	0	4
12:15	2	0	2
12:30	2	0	2
12:45	2	0	2
13:00	3	0	3
13:15	0	0	0
13:30	0	0	0
13:45	0	0	0
14:00	1	0	1
14:15	0	0	0
14:30	0	0	0
14:45	4	0	4
15:00	5	0	5
15:15	0	0	0
15:30	3	0	3
15:45	3	0	3
16:00	4	0	4
16:15	4	0	4
16:30	2	0	2
16:45	4	0	4
17:00	0	0	0
17:15	0	0	0
17:30	1	0	1
17:45	1	0	1
18:00	0	0	0
18:15	1	0	1
18:30	0	0	0
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	0	0	0
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	**200**	**9**	**209**

	Exiting		
	Non-Carpool Trip	Carpool Trip	Total
12:00	7	0	7
12:15	9	1	10
12:30	5	0	5
12:45	5	0	5
13:00	2	0	2
13:15	7	0	7
13:30	0	0	0
13:45	0	0	0
14:00	0	0	0
14:15	0	0	0
14:30	3	0	3
14:45	0	0	0
15:00	0	0	0
15:15	0	0	0
15:30	0	0	0
15:45	0	0	0
16:00	0	0	0
16:15	0	0	0
16:30	5	0	5
16:45	3	0	3
17:00	2	0	2
17:15	2	0	2
17:30	3	0	3
17:45	6	0	6
18:00	4	0	4
18:15	8	0	8
18:30	3	0	3
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	0	0	0
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
	200	**9**	**209**

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

City:	Tustin
Location:	Tustin Pickleball Courts
Date:	Thursday, November 2, 2023
Count Type:	Trip Generation Count

	Entering		
	Non-Carpool Trip	Carpool Trip	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	2	0	2
6:45	15	3	18
7:00	6	0	6
7:15	5	0	5
7:30	6	0	6
7:45	6	0	6
8:00	12	2	14
8:15	8	0	8
8:30	11	0	11
8:45	11	1	12
9:00	9	1	10
9:15	13	0	13
9:30	10	1	11
9:45	8	0	8
10:00	10	2	12
10:15	9	0	9
10:30	6	0	6
10:45	3	0	3
11:00	3	0	3
11:15	2	0	2
11:30	3	0	3
11:45	0	0	0

	Exiting		
	Non-Carpool Trip	Carpool Trip	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	2	0	2
6:45	1	0	1
7:00	1	0	1
7:15	1	0	1
7:30	1	2	3
7:45	2	0	2
8:00	7	0	7
8:15	6	1	7
8:30	9	0	9
8:45	1	0	1
9:00	8	1	9
9:15	11	1	12
9:30	6	0	6
9:45	6	0	6
10:00	5	1	6
10:15	10	1	11
10:30	17	0	17
10:45	10	1	11
11:00	8	0	8
11:15	8	1	9
11:30	8	1	9
11:45	5	0	5

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

City:	Tustin
Location:	Tustin Pickleball Courts
Date:	Thursday, November 2, 2023
Count Type:	Trip Generation Count

	Entering		
	Non-Carpool Trip	Carpool Trip	Total
12:00	5	0	5
12:15	1	0	1
12:30	3	0	3
12:45	1	0	1
13:00	1	0	1
13:15	1	0	1
13:30	0	0	0
13:45	3	0	3
14:00	0	0	0
14:15	1	0	1
14:30	0	0	0
14:45	7	0	7
15:00	5	0	5
15:15	0	0	0
15:30	7	0	7
15:45	3	0	3
16:00	2	0	2
16:15	0	0	0
16:30	5	0	5
16:45	0	0	0
17:00	1	0	1
17:15	2	0	2
17:30	1	0	1
17:45	1	0	1
18:00	0	0	0
18:15	0	0	0
18:30	0	0	0
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	0	0	0
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	**208**	**10**	**218**

	Exiting		
	Non-Carpool Trip	Carpool Trip	Total
12:00	5	0	5
12:15	4	0	4
12:30	7	0	7
12:45	5	0	5
13:00	5	0	5
13:15	3	0	3
13:30	3	0	3
13:45	0	0	0
14:00	0	0	0
14:15	5	0	5
14:30	2	0	2
14:45	0	0	0
15:00	1	0	1
15:15	1	0	1
15:30	0	0	0
15:45	2	0	2
16:00	0	0	0
16:15	0	0	0
16:30	4	0	4
16:45	2	0	2
17:00	4	0	4
17:15	5	0	5
17:30	3	0	3
17:45	2	0	2
18:00	3	0	3
18:15	5	0	5
18:30	4	0	4
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	0	0	0
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
	208	**10**	**218**

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

City:	Tustin
Location:	Tustin Pickleball Courts
Date:	Tuesday, November 7, 2023
Count Type:	Trip Generation Count

	Entering		
	Non-Carpool Trip	Carpool Trip	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	8	0	8
6:15	12	0	12
6:30	12	2	14
6:45	7	0	7
7:00	12	0	12
7:15	14	2	16
7:30	10	0	10
7:45	7	0	7
8:00	8	0	8
8:15	9	1	10
8:30	9	1	10
8:45	11	0	11
9:00	11	0	11
9:15	8	0	8
9:30	10	0	10
9:45	6	0	6
10:00	9	2	11
10:15	6	0	6
10:30	7	1	8
10:45	6	0	6
11:00	4	0	4
11:15	3	0	3
11:30	1	0	1
11:45	5	0	5

	Exiting		
	Non-Carpool Trip	Carpool Trip	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	7	0	7
7:00	4	0	4
7:15	1	1	2
7:30	7	0	7
7:45	5	1	6
8:00	6	0	6
8:15	8	0	8
8:30	8	0	8
8:45	12	1	13
9:00	10	1	11
9:15	15	0	15
9:30	9	1	10
9:45	7	0	7
10:00	7	0	7
10:15	10	1	11
10:30	9	0	9
10:45	2	2	4
11:00	11	0	11
11:15	6	0	6
11:30	7	0	7
11:45	10	1	11

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

City:	Tustin
Location:	Tustin Pickleball Courts
Date:	Tuesday, November 7, 2023
Count Type:	Trip Generation Count

	Entering		
	Non-Carpool Trip	Carpool Trip	Total
12:00	2	0	2
12:15	3	1	4
12:30	2	0	2
12:45	0	0	0
13:00	0	0	0
13:15	2	0	2
13:30	0	0	0
13:45	3	0	3
14:00	4	0	4
14:15	1	0	1
14:30	0	0	0
14:45	2	0	2
15:00	0	0	0
15:15	0	0	0
15:30	0	0	0
15:45	1	0	1
16:00	2	1	3
16:15	2	0	2
16:30	2	0	2
16:45	2	0	2
17:00	2	0	2
17:15	0	0	0
17:30	0	0	0
17:45	1	0	1
18:00	0	0	0
18:15	0	0	0
18:30	0	0	0
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	0	0	0
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	**226**	**11**	**237**

	Exiting		
	Non-Carpool Trip	Carpool Trip	Total
12:00	9	0	9
12:15	0	0	0
12:30	7	0	7
12:45	3	0	3
13:00	2	0	2
13:15	2	1	3
13:30	3	0	3
13:45	5	0	5
14:00	5	0	5
14:15	2	0	2
14:30	5	0	5
14:45	0	0	0
15:00	4	0	4
15:15	0	0	0
15:30	3	0	3
15:45	0	0	0
16:00	0	0	0
16:15	0	0	0
16:30	2	0	2
16:45	2	0	2
17:00	2	0	2
17:15	0	1	1
17:30	0	0	0
17:45	3	0	3
18:00	2	0	2
18:15	4	0	4
18:30	0	0	0
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	0	0	0
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
	226	**11**	**237**

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

City:	Tustin
Location:	Newport Beach Country Club Pickleball Courts
Date:	Wednesday, November 1, 2023
Count Type:	Trip Generation Count

	Entering		
	Non-Carpool Trip	Carpool Trip	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	0	0	0
7:15	0	0	0
7:30	0	0	0
7:45	39	0	39
8:00	16	0	16
8:15	8	1	9
8:30	11	0	11
8:45	10	0	10
9:00	16	1	17
9:15	29	2	31
9:30	5	0	5
9:45	5	0	5
10:00	0	1	1
10:15	5	0	5
10:30	0	0	0
10:45	12	0	12
11:00	6	0	6
11:15	3	0	3
11:30	3	0	3
11:45	0	0	0

	Exiting		
	Non-Carpool Trip	Carpool Trip	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	0	0	0
7:15	0	0	0
7:30	0	0	0
7:45	0	0	0
8:00	0	0	0
8:15	0	0	0
8:30	0	0	0
8:45	0	0	0
9:00	1	0	1
9:15	12	0	12
9:30	11	0	11
9:45	14	3	17
10:00	7	0	7
10:15	10	0	10
10:30	10	0	10
10:45	5	0	5
11:00	27	0	27
11:15	29	0	29
11:30	10	1	11
11:45	7	0	7

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

City:	Tustin
Location:	Newport Beach Country Club Pickleball Courts
Date:	Wednesday, November 1, 2023
Count Type:	Trip Generation Count

	Entering		
	Non-Carpool Trip	Carpool Trip	Total
12:00	0	0	0
12:15	1	0	1
12:30	0	0	0
12:45	1	0	1
13:00	2	0	2
13:15	1	0	1
13:30	3	0	3
13:45	2	0	2
14:00	3	0	3
14:15	1	0	1
14:30	3	0	3
14:45	7	0	7
15:00	5	1	6
15:15	7	0	7
15:30	5	0	5
15:45	9	0	9
16:00	10	1	11
16:15	10	0	10
16:30	27	3	30
16:45	21	2	23
17:00	6	0	6
17:15	6	0	6
17:30	5	0	5
17:45	3	0	3
18:00	0	1	1
18:15	2	0	2
18:30	7	0	7
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	0	0	0
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	**315**	**13**	**328**

	Exiting		
	Non-Carpool Trip	Carpool Trip	Total
12:00	3	0	3
12:15	3	1	4
12:30	4	1	5
12:45	2	0	2
13:00	6	0	6
13:15	2	0	2
13:30	1	0	1
13:45	2	0	2
14:00	0	0	0
14:15	3	0	3
14:30	1	0	1
14:45	1	0	1
15:00	0	0	0
15:15	0	0	0
15:30	0	0	0
15:45	2	0	2
16:00	3	0	3
16:15	0	0	0
16:30	5	0	5
16:45	10	1	11
17:00	5	0	5
17:15	6	0	6
17:30	5	0	5
17:45	6	1	7
18:00	13	1	14
18:15	8	1	9
18:30	21	0	21
18:45	11	1	12
19:00	17	1	18
19:15	16	0	16
19:30	4	1	5
19:45	3	0	3
20:00	9	0	9
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
	315	**13**	**328**

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

City:	Tustin
Location:	Newport Beach Country Club Pickleball Courts
Date:	Thursday, November 2, 2023
Count Type:	Trip Generation Count

	Entering		
	Non-Carpool Trip	Carpool Trip	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	0	0	0
7:15	0	0	0
7:30	0	0	0
7:45	22	2	24
8:00	37	0	37
8:15	8	1	9
8:30	2	0	2
8:45	7	0	7
9:00	13	1	14
9:15	33	1	34
9:30	26	0	26
9:45	2	1	3
10:00	3	0	3
10:15	1	0	1
10:30	0	0	0
10:45	2	0	2
11:00	7	1	8
11:15	2	0	2
11:30	1	0	1
11:45	0	0	0

	Exiting		
	Non-Carpool Trip	Carpool Trip	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	0	0	0
7:15	0	0	0
7:30	0	0	0
7:45	0	0	0
8:00	0	0	0
8:15	1	0	1
8:30	0	0	0
8:45	0	0	0
9:00	2	0	2
9:15	4	0	4
9:30	33	2	35
9:45	8	0	8
10:00	11	0	11
10:15	4	0	4
10:30	4	1	5
10:45	8	0	8
11:00	43	1	44
11:15	16	1	17
11:30	1	0	1
11:45	1	1	2

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

City:	Tustin
Location:	Newport Beach Country Club Pickleball Courts
Date:	Thursday, November 2, 2023
Count Type:	Trip Generation Count

	Entering		
	Non-Carpool Trip	Carpool Trip	Total
12:00	0	0	0
12:15	3	0	3
12:30	3	1	4
12:45	0	0	0
13:00	0	0	0
13:15	0	0	0
13:30	1	0	1
13:45	0	0	0
14:00	0	0	0
14:15	0	0	0
14:30	0	0	0
14:45	3	0	3
15:00	9	0	9
15:15	4	0	4
15:30	2	0	2
15:45	4	0	4
16:00	12	1	13
16:15	15	1	16
16:30	11	0	11
16:45	43	2	45
17:00	21	0	21
17:15	6	0	6
17:30	5	0	5
17:45	1	0	1
18:00	0	0	0
18:15	0	0	0
18:30	1	0	1
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	0	0	0
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	**310**	**12**	**322**

	Exiting		
	Non-Carpool Trip	Carpool Trip	Total
12:00	9	1	10
12:15	6	0	6
12:30	7	0	7
12:45	1	0	1
13:00	7	0	7
13:15	1	0	1
13:30	1	0	1
13:45	2	0	2
14:00	0	0	0
14:15	0	0	0
14:30	1	0	1
14:45	0	0	0
15:00	0	0	0
15:15	0	0	0
15:30	0	0	0
15:45	2	0	2
16:00	5	0	5
16:15	1	0	1
16:30	0	0	0
16:45	3	0	3
17:00	5	1	6
17:15	4	0	4
17:30	1	0	1
17:45	1	0	1
18:00	14	1	15
18:15	16	1	17
18:30	19	1	20
18:45	23	1	24
19:00	13	0	13
19:15	15	0	15
19:30	9	0	9
19:45	8	0	8
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
	310	**12**	**322**

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

City:	Tustin
Location:	Newport Beach Country Club Pickleball Courts
Date:	Tuesday, November 7, 2023
Count Type:	Trip Generation Count

	Entering		
	Non-Carpool Trip	Carpool Trip	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	0	0	0
7:15	0	0	0
7:30	0	0	0
7:45	31	0	31
8:00	21	0	21
8:15	14	3	17
8:30	10	1	11
8:45	3	0	3
9:00	8	0	8
9:15	35	0	35
9:30	4	0	4
9:45	4	0	4
10:00	1	0	1
10:15	3	0	3
10:30	1	0	1
10:45	11	0	11
11:00	12	0	12
11:15	1	0	1
11:30	0	0	0
11:45	1	0	1

	Exiting		
	Non-Carpool Trip	Carpool Trip	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	0	0	0
7:15	0	0	0
7:30	0	0	0
7:45	0	0	0
8:00	0	0	0
8:15	0	0	0
8:30	0	0	0
8:45	1	0	1
9:00	2	0	2
9:15	9	0	9
9:30	14	0	14
9:45	8	0	8
10:00	10	1	11
10:15	7	0	7
10:30	7	0	7
10:45	16	1	17
11:00	22	1	23
11:15	5	0	5
11:30	9	0	9
11:45	1	0	1

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

City:	Tustin
Location:	Newport Beach Country Club Pickleball Courts
Date:	Tuesday, November 7, 2023
Count Type:	Trip Generation Count

	Entering		
	Non-Carpool Trip	Carpool Trip	Total
12:00	0	0	0
12:15	0	0	0
12:30	1	0	1
12:45	0	0	0
13:00	0	0	0
13:15	2	0	2
13:30	0	0	0
13:45	0	0	0
14:00	0	0	0
14:15	0	0	0
14:30	1	0	1
14:45	3	0	3
15:00	14	1	15
15:15	17	0	17
15:30	5	0	5
15:45	1	0	1
16:00	6	0	6
16:15	16	0	16
16:30	19	2	21
16:45	23	3	26
17:00	12	0	12
17:15	13	0	13
17:30	9	0	9
17:45	0	0	0
18:00	0	0	0
18:15	2	0	2
18:30	0	0	0
18:45	0	0	0
19:00	0	0	0
19:15	0	0	0
19:30	0	0	0
19:45	0	0	0
20:00	0	0	0
20:15	0	0	0
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
TOTAL	**304**	**10**	**314**

	Exiting		
	Non-Carpool Trip	Carpool Trip	Total
12:00	4	0	4
12:15	9	1	10
12:30	11	0	11
12:45	3	0	3
13:00	4	0	4
13:15	2	0	2
13:30	4	0	4
13:45	1	0	1
14:00	0	0	0
14:15	0	0	0
14:30	1	0	1
14:45	1	0	1
15:00	0	0	0
15:15	0	0	0
15:30	1	1	2
15:45	1	0	1
16:00	2	0	2
16:15	0	0	0
16:30	1	0	1
16:45	18	1	19
17:00	7	0	7
17:15	6	0	6
17:30	6	0	6
17:45	9	0	9
18:00	5	0	5
18:15	11	0	11
18:30	27	2	29
18:45	10	0	10
19:00	18	2	20
19:15	3	0	3
19:30	8	0	8
19:45	8	0	8
20:00	8	0	8
20:15	4	0	4
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
	304	**10**	**314**

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

APPENDIX B

TRAFFIC COUNT SHEETS AND SIGNAL TIMING SHEETS

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

City of Victorville
N/S: Amargosa Road
E/W: Seneca Road
Weather: Clear

File Name : 01_VIC_Ama_Sen AM
Site Code : 251132
Start Date : 11/19/2025
Page No : 1

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

	Amargosa Road Southbound				Seneca Road Westbound				Amargosa Road Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	37	17	58	1	14	0	15	31	34	2	67	26	23	41	90	230
07:15 AM	9	51	31	91	0	11	1	12	22	33	0	55	25	45	81	151	309
07:30 AM	3	74	31	108	1	11	4	16	18	55	7	80	46	46	66	158	362
07:45 AM	9	103	33	145	4	10	3	17	18	60	11	89	34	38	45	117	368
Total	25	265	112	402	6	46	8	60	89	182	20	291	131	152	233	516	1269
08:00 AM	13	77	22	112	5	17	7	29	16	63	12	91	23	34	47	104	336
08:15 AM	8	90	18	116	9	21	11	41	24	68	2	94	13	36	40	89	340
08:30 AM	5	82	18	105	10	17	5	32	21	64	4	89	24	21	37	82	308
08:45 AM	8	78	22	108	8	20	4	32	23	45	10	78	29	39	44	112	330
Total	34	327	80	441	32	75	27	134	84	240	28	352	89	130	168	387	1314
Grand Total	59	592	192	843	38	121	35	194	173	422	48	643	220	282	401	903	2583
Apprch %	7	70.2	22.8		19.6	62.4	18		26.9	65.6	7.5		24.4	31.2	44.4		
Total %	2.3	22.9	7.4	32.6	1.5	4.7	1.4	7.5	6.7	16.3	1.9	24.9	8.5	10.9	15.5	35	
Passenger Vehicles	58	563	184	805	36	115	35	186	167	407	48	622	201	273	398	872	2485
% Passenger Vehicles	98.3	95.1	95.8	95.5	94.7	95	100	95.9	96.5	96.4	100	96.7	91.4	96.8	99.3	96.6	96.2
Large 2 Axle Vehicles	1	25	7	33	1	4	0	5	6	11	0	17	19	9	3	31	86
% Large 2 Axle Vehicles	1.7	4.2	3.6	3.9	2.6	3.3	0	2.6	3.5	2.6	0	2.6	8.6	3.2	0.7	3.4	3.3
3 Axle Vehicles	0	4	0	4	0	2	0	2	0	4	0	4	0	0	0	0	10
% 3 Axle Vehicles	0	0.7	0	0.5	0	1.7	0	1	0	0.9	0	0.6	0	0	0	0	0.4
4+ Axle Trucks	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	2
% 4+ Axle Trucks	0	0	0.5	0.1	2.6	0	0	0.5	0	0	0	0	0	0	0	0	0.1

	Amargosa Road Southbound				Seneca Road Westbound				Amargosa Road Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	74	31	108	1	11	4	16	18	55	7	80	**46**	**46**	**66**	**158**	362
07:45 AM	9	**103**	**33**	**145**	4	10	3	17	18	60	11	89	34	38	45	117	**368**
08:00 AM	**13**	77	22	112	5	17	7	29	16	63	**12**	91	23	34	47	104	336
08:15 AM	8	90	18	116	**9**	**21**	**11**	**41**	**24**	**68**	2	**94**	13	36	40	89	340
Total Volume	33	344	104	481	19	59	25	103	76	246	32	354	116	154	198	468	1406
% App. Total	6.9	71.5	21.6		18.4	57.3	24.3		21.5	69.5	9		24.8	32.9	42.3		
PHF	.635	.835	.788	.829	.528	.702	.568	.628	.792	.904	.667	.941	.630	.837	.750	.741	.955

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City of Victorville
N/S: Amargosa Road
E/W: Seneca Road
Weather: Clear

File Name : 01_VIC_Ama_Sen AM
Site Code : 251132
Start Date : 11/19/2025
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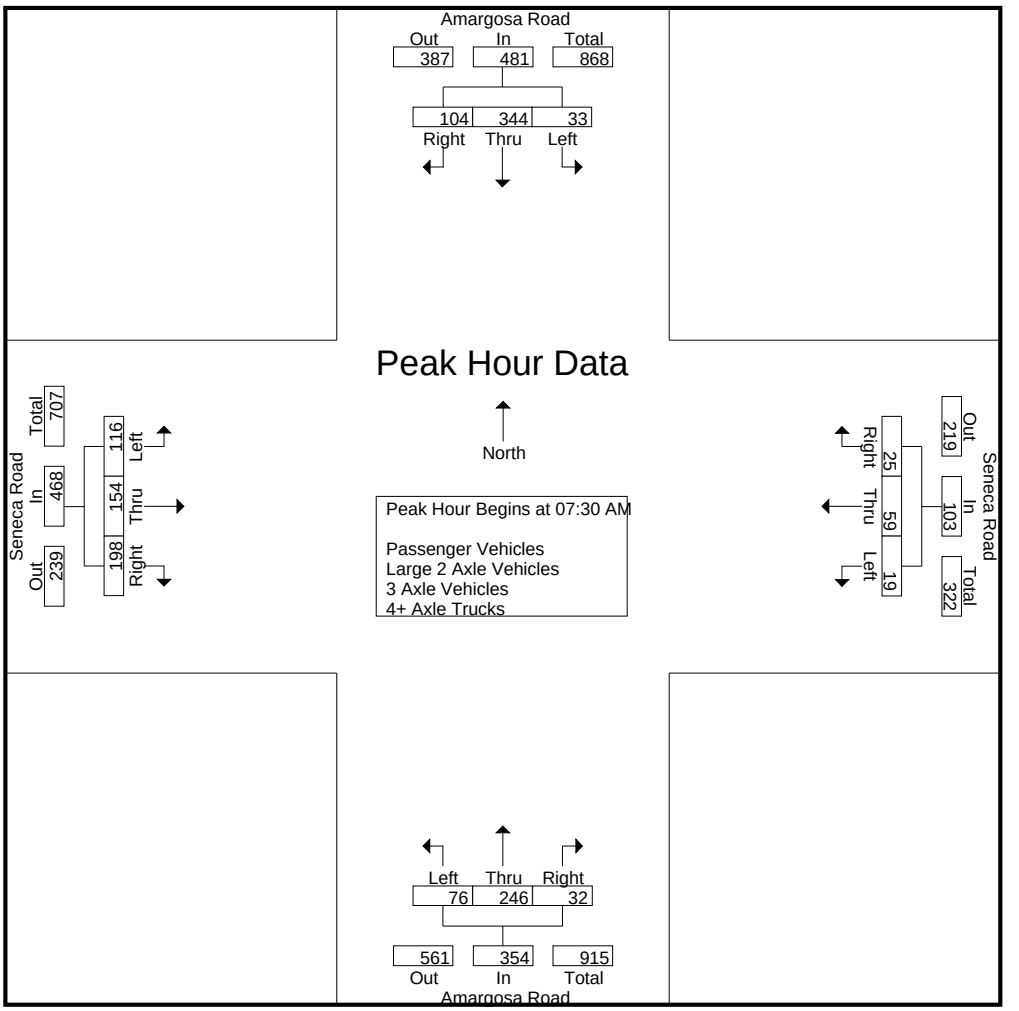

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				08:00 AM				07:45 AM				07:15 AM			
+0 mins.	3	74	31	108	5	17	7	29	18	60	11	89	25	45	**81**	151
+15 mins.	9	**103**	**33**	**145**	9	**21**	**11**	**41**	16	63	**12**	91	**46**	**46**	66	**158**
+30 mins.	**13**	77	22	112	**10**	17	5	32	**24**	**68**	2	**94**	34	38	45	117
+45 mins.	8	90	18	116	8	20	4	32	21	64	4	89	23	34	47	104
Total Volume	33	344	104	481	32	75	27	134	79	255	29	363	128	163	239	530
% App. Total	6.9	71.5	21.6		23.9	56	20.1		21.8	70.2	8		24.2	30.8	45.1	
PHF	.635	.835	.788	.829	.800	.893	.614	.817	.823	.938	.604	.965	.696	.886	.738	.839

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City of Victorville
N/S: Amargosa Road
E/W: Seneca Road
Weather: Clear

File Name : 01_VIC_Ama_Sen AM
Site Code : 251132
Start Date : 11/19/2025
Page No : 1

Groups Printed- Passenger Vehicles

	Amargosa Road Southbound				Seneca Road Westbound				Amargosa Road Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	36	15	55	1	14	0	15	31	33	2	66	21	21	40	82	218
07:15 AM	9	48	29	86	0	11	1	12	21	32	0	53	25	45	81	151	302
07:30 AM	3	71	29	103	1	9	4	14	17	51	7	75	43	43	65	151	343
07:45 AM	9	101	33	143	4	10	3	17	16	57	11	84	30	36	45	111	355
Total	25	256	106	387	6	44	8	58	85	173	20	278	119	145	231	495	1218
08:00 AM	13	74	22	109	5	15	7	27	15	60	12	87	21	33	47	101	324
08:15 AM	7	83	16	106	8	21	11	40	24	67	2	93	11	36	39	86	325
08:30 AM	5	77	18	100	9	15	5	29	20	62	4	86	22	21	37	80	295
08:45 AM	8	73	22	103	8	20	4	32	23	45	10	78	28	38	44	110	323
Total	33	307	78	418	30	71	27	128	82	234	28	344	82	128	167	377	1267
Grand Total	58	563	184	805	36	115	35	186	167	407	48	622	201	273	398	872	2485
Apprch %	7.2	69.9	22.9		19.4	61.8	18.8		26.8	65.4	7.7		23.1	31.3	45.6		
Total %	2.3	22.7	7.4	32.4	1.4	4.6	1.4	7.5	6.7	16.4	1.9	25	8.1	11	16	35.1	

	Amargosa Road Southbound				Seneca Road Westbound				Amargosa Road Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	71	29	103	1	9	4	14	17	51	7	75	**43**	**43**	**65**	**151**	343
07:45 AM	9	**101**	**33**	**143**	4	10	3	17	16	57	11	84	30	36	45	111	**355**
08:00 AM	**13**	74	22	109	5	15	7	27	15	60	**12**	87	21	33	47	101	324
08:15 AM	7	83	16	106	**8**	**21**	**11**	**40**	**24**	**67**	2	**93**	11	36	39	86	325
Total Volume	32	329	100	461	18	55	25	98	72	235	32	339	105	148	196	449	1347
% App. Total	6.9	71.4	21.7		18.4	56.1	25.5		21.2	69.3	9.4		23.4	33	43.7		
PHF	.615	.814	.758	.806	.563	.655	.568	.613	.750	.877	.667	.911	.610	.860	.754	.743	.949

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City of Victorville
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File Name : 01_VIC_Ama_Sen AM
Site Code : 251132
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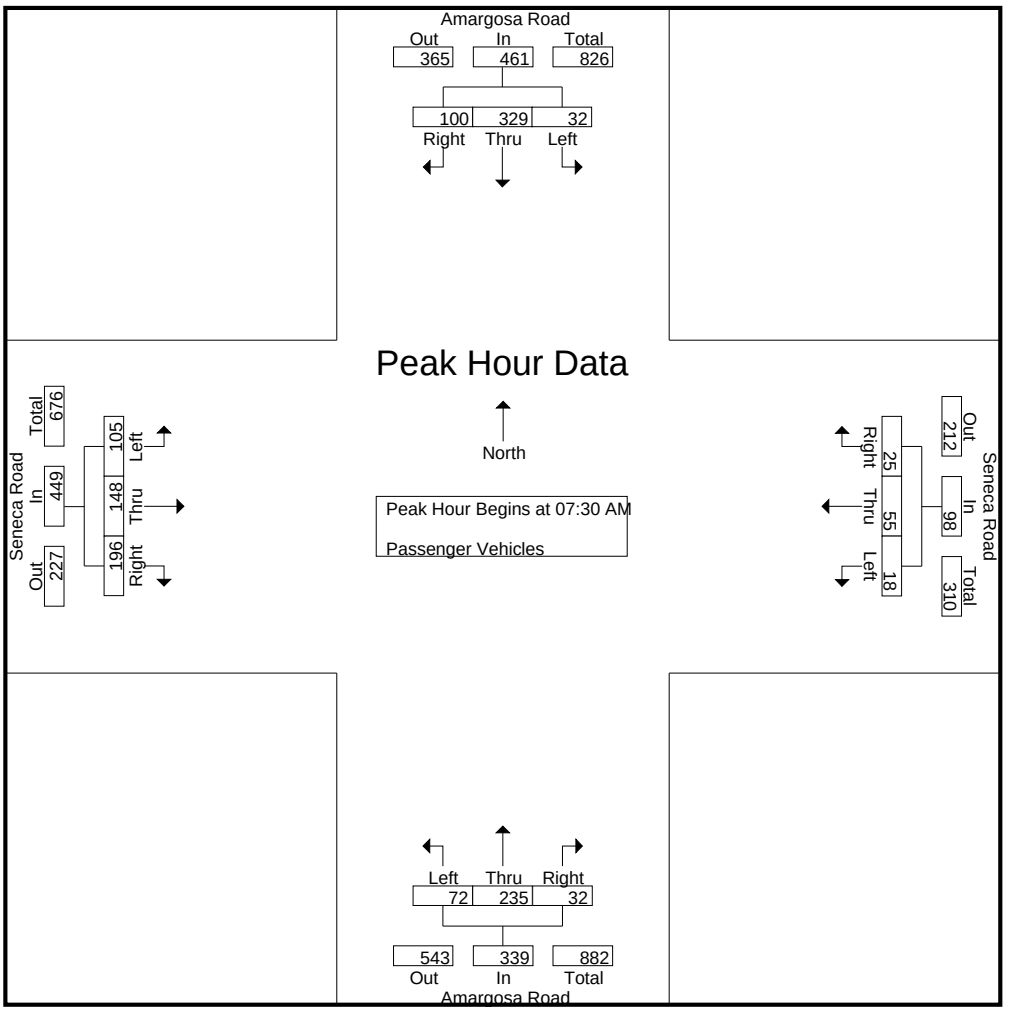

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	3	71	29	103	1	9	4	14	17	51	7	75	**43**	**43**	**65**	**151**
+15 mins.	9	**101**	**33**	**143**	4	10	3	17	16	57	11	84	30	36	45	111
+30 mins.	**13**	74	22	109	5	15	7	27	15	60	**12**	87	21	33	47	101
+45 mins.	7	83	16	106	**8**	**21**	**11**	**40**	**24**	**67**	2	**93**	11	36	39	86
Total Volume	32	329	100	461	18	55	25	98	72	235	32	339	105	148	196	449
% App. Total	6.9	71.4	21.7		18.4	56.1	25.5		21.2	69.3	9.4		23.4	33	43.7	
PHF	.615	.814	.758	.806	.563	.655	.568	.613	.750	.877	.667	.911	.610	.860	.754	.743

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City of Victorville
N/S: Amargosa Road
E/W: Seneca Road
Weather: Clear

File Name : 01_VIC_Ama_Sen AM
Site Code : 251132
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Groups Printed- Large 2 Axle Vehicles

	Amargosa Road Southbound				Seneca Road Westbound				Amargosa Road Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	2	0	0	0	0	0	0	0	0	5	2	1	8	10
07:15 AM	0	3	2	5	0	0	0	0	1	1	0	2	0	0	0	0	7
07:30 AM	0	2	2	4	0	2	0	2	1	2	0	3	3	3	1	7	16
07:45 AM	0	2	0	2	0	0	0	0	2	3	0	5	4	2	0	6	13
Total	0	8	5	13	0	2	0	2	4	6	0	10	12	7	2	21	46
08:00 AM	0	2	0	2	0	1	0	1	1	3	0	4	2	1	0	3	10
08:15 AM	1	6	2	9	1	0	0	1	0	1	0	1	2	0	1	3	14
08:30 AM	0	4	0	4	0	1	0	1	1	1	0	2	2	0	0	2	9
08:45 AM	0	5	0	5	0	0	0	0	0	0	0	0	1	1	0	2	7
Total	1	17	2	20	1	2	0	3	2	5	0	7	7	2	1	10	40
Grand Total	1	25	7	33	1	4	0	5	6	11	0	17	19	9	3	31	86
Apprch %	3	75.8	21.2		20	80	0		35.3	64.7	0		61.3	29	9.7		
Total %	1.2	29.1	8.1	38.4	1.2	4.7	0	5.8	7	12.8	0	19.8	22.1	10.5	3.5	36	

	Amargosa Road Southbound				Seneca Road Westbound				Amargosa Road Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	2	**2**	4	0	**2**	0	**2**	1	2	0	3	3	**3**	**1**	**7**	**16**
07:45 AM	0	2	0	2	0	0	0	0	**2**	**3**	0	**5**	**4**	2	0	6	13
08:00 AM	0	2	0	2	0	1	0	1	1	3	0	4	2	1	0	3	10
08:15 AM	**1**	**6**	2	**9**	**1**	0	0	1	0	1	0	1	2	0	1	3	14
Total Volume	1	12	4	17	1	3	0	4	4	9	0	13	11	6	2	19	53
% App. Total	5.9	70.6	23.5		25	75	0		30.8	69.2	0		57.9	31.6	10.5		
PHF	.250	.500	.500	.472	.250	.375	.000	.500	.500	.750	.000	.650	.688	.500	.500	.679	.828

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City of Victorville
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Weather: Clear

File Name : 01_VIC_Ama_Sen AM
Site Code : 251132
Start Date : 11/19/2025
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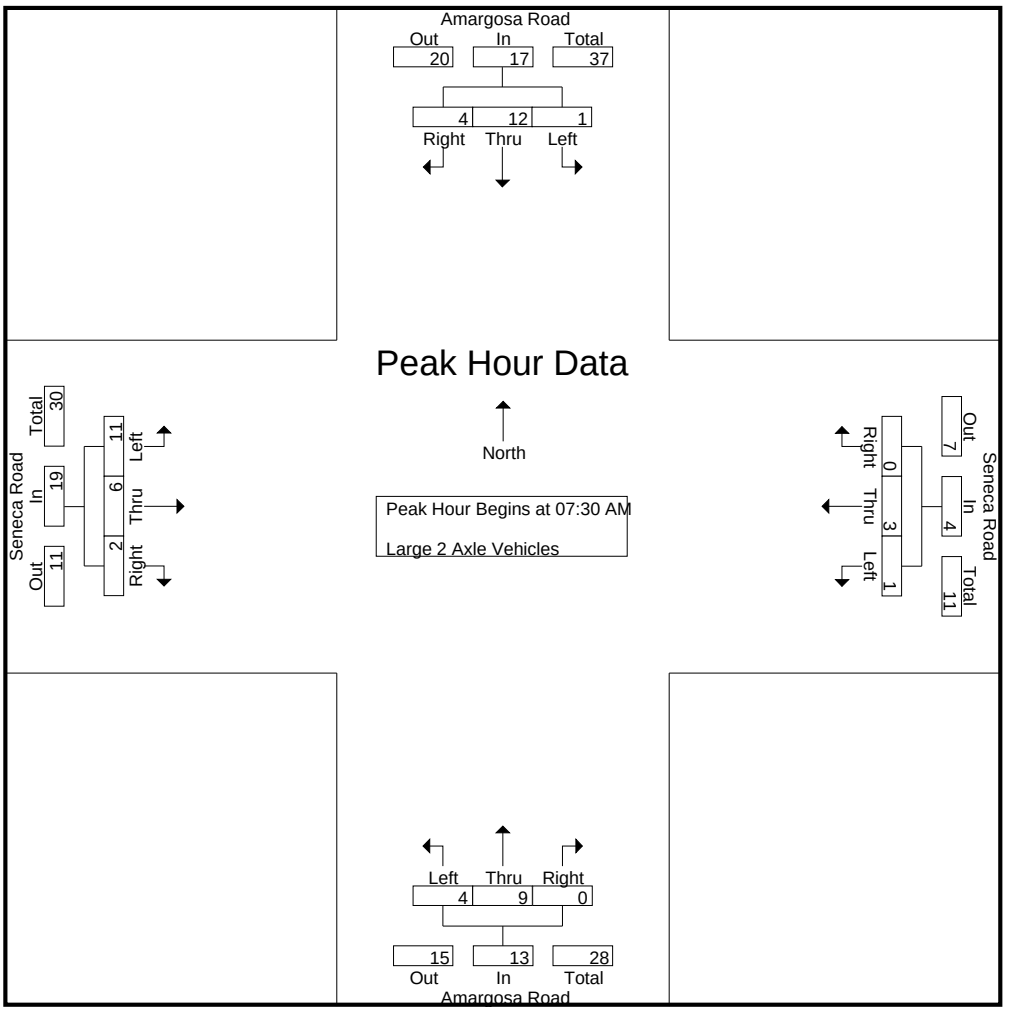

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	2	**2**	4	0	**2**	0	**2**	1	2	0	3	3	**3**	**1**	**7**
+15 mins.	0	2	0	2	0	0	0	0	**2**	**3**	0	**5**	**4**	2	0	6
+30 mins.	0	2	0	2	0	1	0	1	1	3	0	4	2	1	0	3
+45 mins.	**1**	**6**	2	**9**	**1**	0	0	1	0	1	0	1	2	0	1	3
Total Volume	1	12	4	17	1	3	0	4	4	9	0	13	11	6	2	19
% App. Total	5.9	70.6	23.5		25	75	0		30.8	69.2	0		57.9	31.6	10.5	
PHF	.250	.500	.500	.472	.250	.375	.000	.500	.500	.750	.000	.650	.688	.500	.500	.679

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City of Victorville
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E/W: Seneca Road
Weather: Clear

File Name : 01_VIC_Ama_Sen AM
Site Code : 251132
Start Date : 11/19/2025
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Groups Printed- 3 Axle Vehicles

	Amargosa Road Southbound				Seneca Road Westbound				Amargosa Road Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
08:00 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	1	0	1	0	1	0	1	0	1	0	1	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	3	0	2	0	2	0	1	0	1	0	0	0	0	6
Grand Total	0	4	0	4	0	2	0	2	0	4	0	4	0	0	0	0	10
Apprch %	0	100	0		0	100	0		0	100	0		0	0	0		
Total %	0	40	0	40	0	20	0	20	0	40	0	40	0	0	0	0	

	Amargosa Road Southbound				Seneca Road Westbound				Amargosa Road Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**3**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	1	0	**1**	0	**1**	0	0	0	0	0	0	0	0	2
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	3	0	3	0	1	0	1	0	2	0	2	0	0	0	0	6
% App. Total	0	100	0		0	100	0		0	100	0		0	0	0		
PHF	.000	.750	.000	.750	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.500

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N/S: Amargosa Road
E/W: Seneca Road
Weather: Clear

File Name : 01_VIC_Ama_Sen AM
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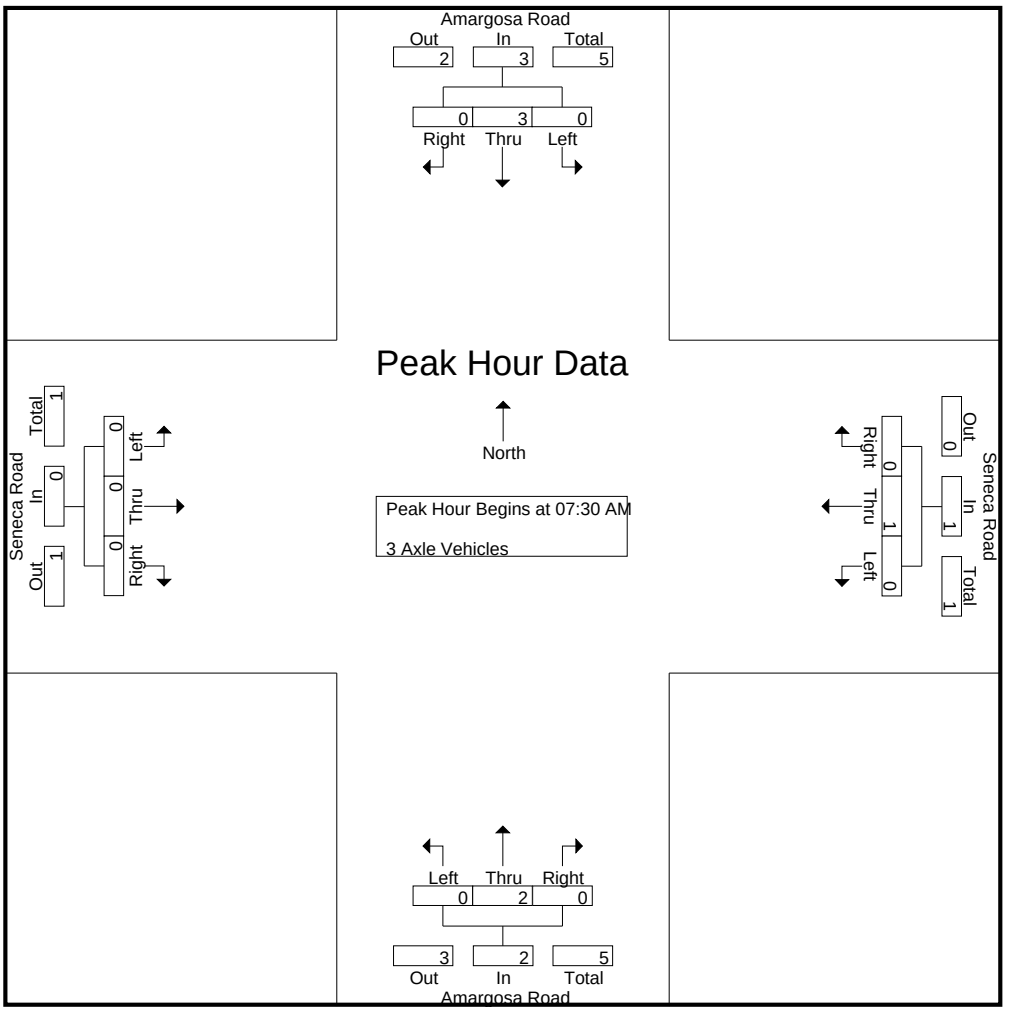

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**	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	1	0	1	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	0	1	0	1	0	2	0	2	0	0	0	0
% App. Total	0	100	0		0	100	0		0	100	0		0	0	0	
PHF	.000	.750	.000	.750	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000

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City of Victorville
N/S: Amargosa Road
E/W: Seneca Road
Weather: Clear

File Name : 01_VIC_Ama_Sen AM
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Groups Printed- 4+ Axle Trucks

	Amargosa Road Southbound				Seneca Road Westbound				Amargosa Road Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Apprch %	0	0	100		100	0	0		0	0	0		0	0	0		
Total %	0	0	50	50	50	0	0	50	0	0	0	0	0	0	0	0	

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

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City of Victorville
N/S: Amargosa Road
E/W: Seneca Road
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File Name : 01_VIC_Ama_Sen AM
Site Code : 251132
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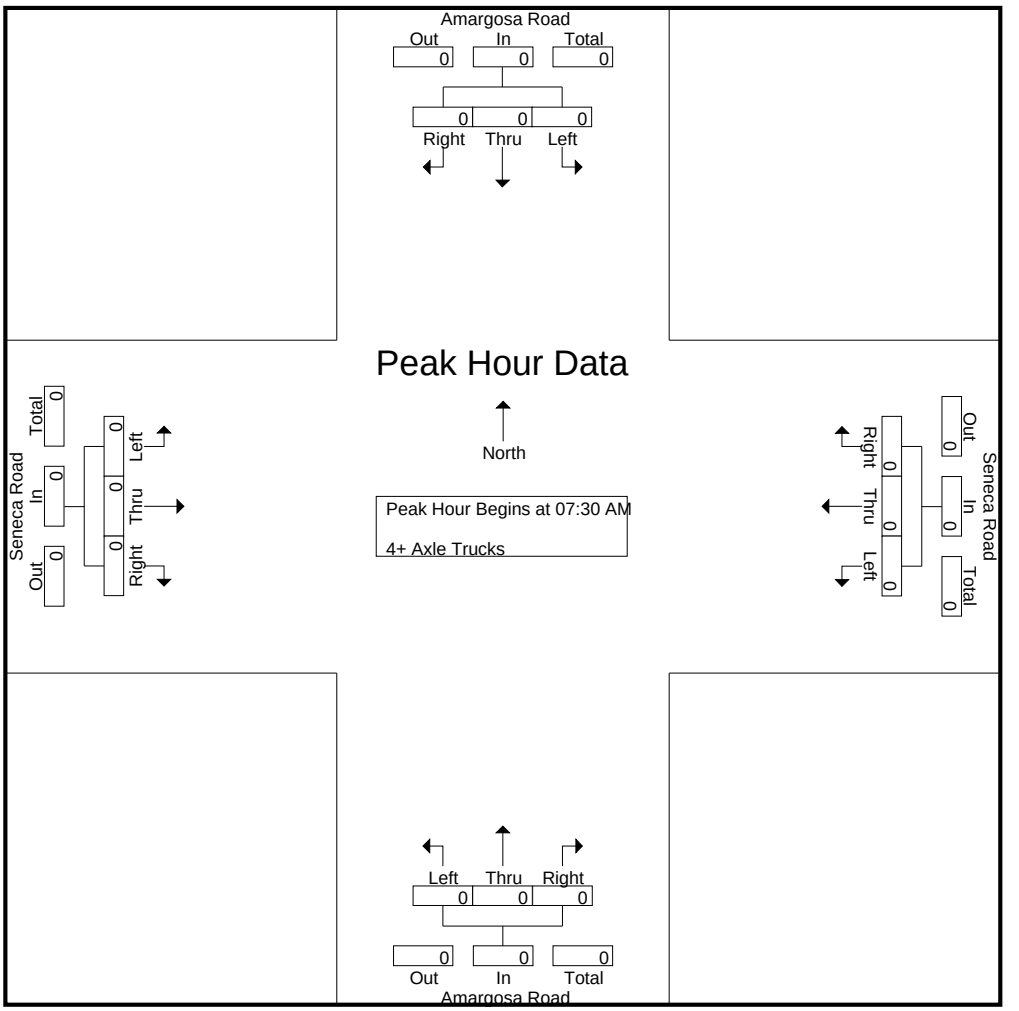

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Victorville
N/S: Amargosa Road
E/W: Seneca Road
Weather: Clear

File Name : 01_VIC_Ama_Sen PM
Site Code : 251132
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Amargosa Road Southbound				Seneca Road Westbound				Amargosa Road Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	5	110	19	134	11	19	8	38	42	90	6	138	27	26	34	87	397
04:15 PM	5	85	33	123	5	29	5	39	32	88	5	125	13	32	30	75	362
04:30 PM	3	95	21	119	7	30	7	44	34	110	10	154	21	43	38	102	419
04:45 PM	2	112	41	155	7	33	6	46	41	97	10	148	19	25	39	83	432
Total	15	402	114	531	30	111	26	167	149	385	31	565	80	126	141	347	1610
05:00 PM	0	82	28	110	11	46	20	77	47	95	13	155	36	29	37	102	444
05:15 PM	2	89	28	119	4	36	1	41	47	113	8	168	19	23	26	68	396
05:30 PM	2	80	26	108	10	44	11	65	42	104	4	150	29	27	30	86	409
05:45 PM	3	79	26	108	5	29	3	37	29	75	11	115	19	27	31	77	337
Total	7	330	108	445	30	155	35	220	165	387	36	588	103	106	124	333	1586
Grand Total	22	732	222	976	60	266	61	387	314	772	67	1153	183	232	265	680	3196
Apprch %	2.3	75	22.7		15.5	68.7	15.8		27.2	67	5.8		26.9	34.1	39		
Total %	0.7	22.9	6.9	30.5	1.9	8.3	1.9	12.1	9.8	24.2	2.1	36.1	5.7	7.3	8.3	21.3	
Passenger Vehicles	22	727	220	969	59	263	61	383	313	767	67	1147	183	226	259	668	3167
% Passenger Vehicles	100	99.3	99.1	99.3	98.3	98.9	100	99	99.7	99.4	100	99.5	100	97.4	97.7	98.2	99.1
Large 2 Axle Vehicles	0	5	2	7	1	2	0	3	1	3	0	4	0	4	6	10	24
% Large 2 Axle Vehicles	0	0.7	0.9	0.7	1.7	0.8	0	0.8	0.3	0.4	0	0.3	0	1.7	2.3	1.5	0.8
3 Axle Vehicles	0	0	0	0	0	1	0	1	0	2	0	2	0	2	0	2	5
% 3 Axle Vehicles	0	0	0	0	0	0.4	0	0.3	0	0.3	0	0.2	0	0.9	0	0.3	0.2
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Amargosa Road Southbound				Seneca Road Westbound				Amargosa Road Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**3**	95	21	119	7	30	7	44	34	110	10	154	21	**43**	38	**102**	419
04:45 PM	2	**112**	**41**	**155**	7	33	6	46	41	97	10	148	19	25	**39**	83	432
05:00 PM	0	82	28	110	**11**	**46**	**20**	**77**	**47**	95	**13**	155	**36**	29	37	102	**444**
05:15 PM	2	89	28	119	4	36	1	41	47	**113**	8	**168**	19	23	26	68	396
Total Volume	7	378	118	503	29	145	34	208	169	415	41	625	95	120	140	355	1691
% App. Total	1.4	75.1	23.5		13.9	69.7	16.3		27	66.4	6.6		26.8	33.8	39.4		
PHF	.583	.844	.720	.811	.659	.788	.425	.675	.899	.918	.788	.930	.660	.698	.897	.870	.952

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City of Victorville
N/S: Amargosa Road
E/W: Seneca Road
Weather: Clear

File Name : 01_VIC_Ama_Sen PM
Site Code : 251132
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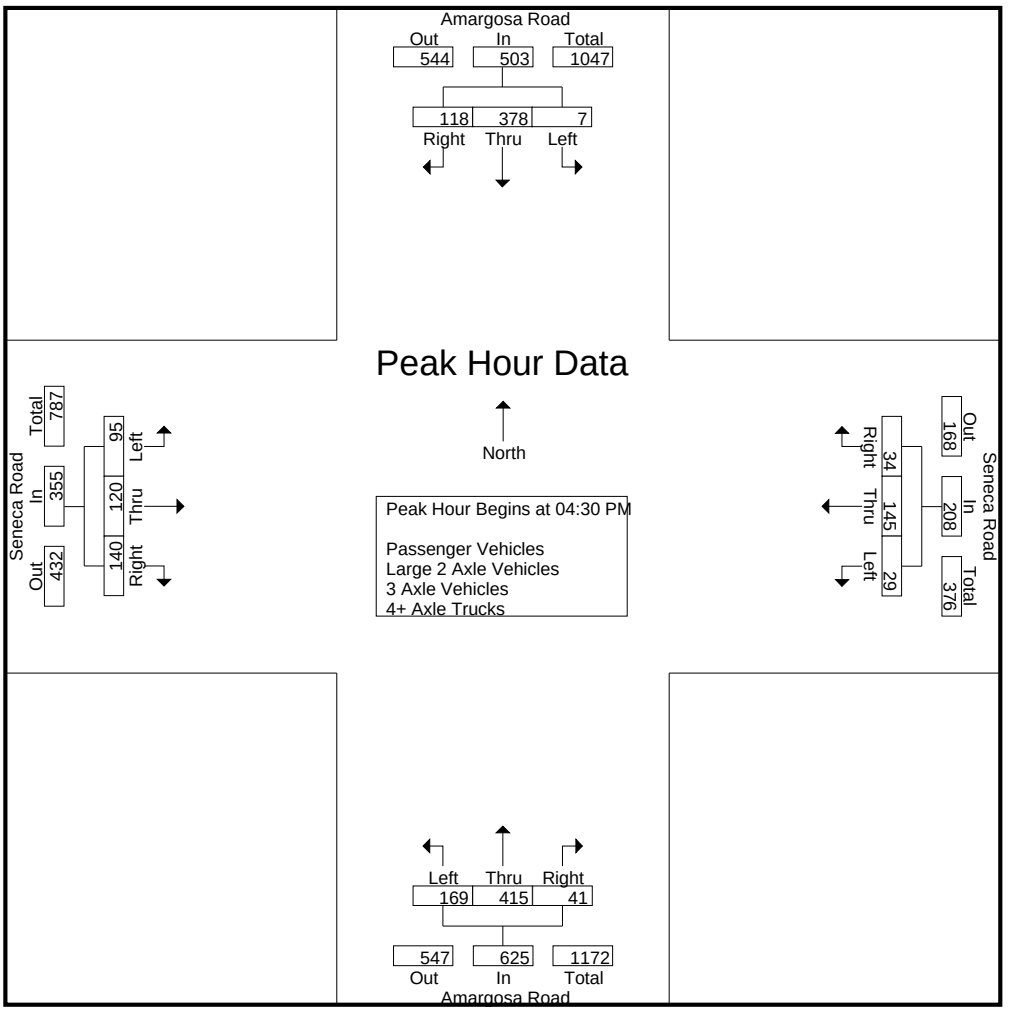

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:30 PM				04:15 PM			
+0 mins.	**5**	110	19	134	7	33	6	46	34	110	10	154	13	32	30	75
+15 mins.	5	85	33	123	**11**	**46**	**20**	**77**	41	97	10	148	21	**43**	38	**102**
+30 mins.	3	95	21	119	4	36	1	41	**47**	95	**13**	155	19	25	**39**	83
+45 mins.	2	**112**	**41**	**155**	10	44	11	65	47	**113**	8	**168**	**36**	29	37	102
Total Volume	15	402	114	531	32	159	38	229	169	415	41	625	89	129	144	362
% App. Total	2.8	75.7	21.5		14	69.4	16.6		27	66.4	6.6		24.6	35.6	39.8	
PHF	.750	.897	.695	.856	.727	.864	.475	.744	.899	.918	.788	.930	.618	.750	.923	.887

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File Name : 01_VIC_Ama_Sen PM
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Groups Printed- Passenger Vehicles

	Amargosa Road Southbound				Seneca Road Westbound				Amargosa Road Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	5	109	18	132	11	19	8	38	41	89	6	136	27	24	31	82	388
04:15 PM	5	85	33	123	5	28	5	38	32	85	5	122	13	31	30	74	357
04:30 PM	3	94	21	118	7	29	7	43	34	110	10	154	21	43	37	101	416
04:45 PM	2	111	41	154	7	32	6	45	41	97	10	148	19	24	39	82	429
Total	15	399	113	527	30	108	26	164	148	381	31	560	80	122	137	339	1590
05:00 PM	0	81	28	109	11	46	20	77	47	95	13	155	36	29	36	101	442
05:15 PM	2	89	28	119	4	36	1	41	47	112	8	167	19	22	25	66	393
05:30 PM	2	80	25	107	9	44	11	64	42	104	4	150	29	26	30	85	406
05:45 PM	3	78	26	107	5	29	3	37	29	75	11	115	19	27	31	77	336
Total	7	328	107	442	29	155	35	219	165	386	36	587	103	104	122	329	1577
Grand Total	22	727	220	969	59	263	61	383	313	767	67	1147	183	226	259	668	3167
Apprch %	2.3	75	22.7		15.4	68.7	15.9		27.3	66.9	5.8		27.4	33.8	38.8		
Total %	0.7	23	6.9	30.6	1.9	8.3	1.9	12.1	9.9	24.2	2.1	36.2	5.8	7.1	8.2	21.1	

	Amargosa Road Southbound				Seneca Road Westbound				Amargosa Road Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**3**	94	21	118	7	29	7	43	34	110	10	154	21	**43**	37	**101**	416
04:45 PM	2	**111**	**41**	**154**	7	32	6	45	41	97	10	148	19	24	**39**	82	429
05:00 PM	0	81	28	109	**11**	**46**	**20**	**77**	**47**	95	**13**	155	**36**	29	36	101	**442**
05:15 PM	2	89	28	119	4	36	1	41	47	**112**	8	**167**	19	22	25	66	393
Total Volume	7	375	118	500	29	143	34	206	169	414	41	624	95	118	137	350	1680
% App. Total	1.4	75	23.6		14.1	69.4	16.5		27.1	66.3	6.6		27.1	33.7	39.1		
PHF	.583	.845	.720	.812	.659	.777	.425	.669	.899	.924	.788	.934	.660	.686	.878	.866	.950

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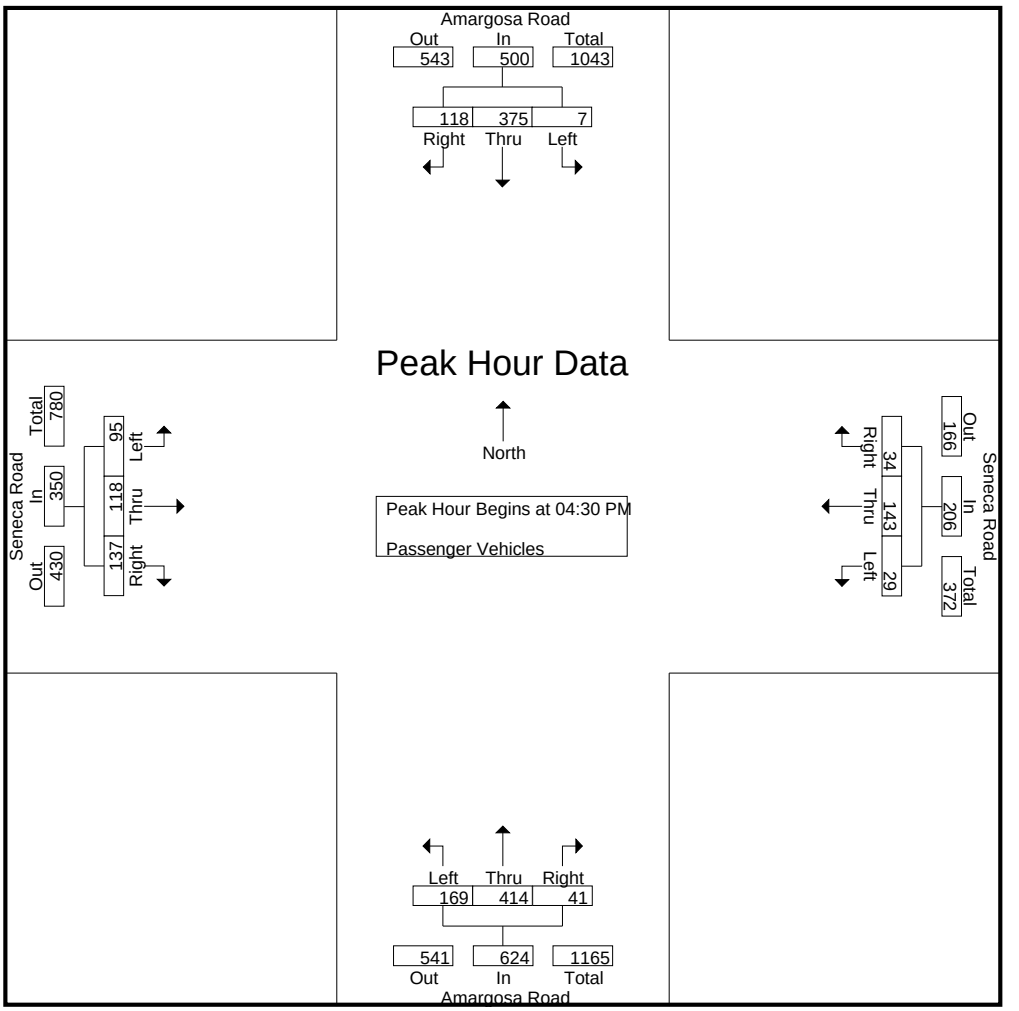

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**3**	94	21	118	7	29	7	43	34	110	10	154	21	**43**	37	**101**
+15 mins.	2	**111**	**41**	**154**	7	32	6	45	41	97	10	148	19	24	**39**	82
+30 mins.	0	81	28	109	**11**	**46**	**20**	**77**	**47**	95	**13**	155	**36**	29	36	101
+45 mins.	2	89	28	119	4	36	1	41	47	**112**	8	**167**	19	22	25	66
Total Volume	7	375	118	500	29	143	34	206	169	414	41	624	95	118	137	350
% App. Total	1.4	75	23.6		14.1	69.4	16.5		27.1	66.3	6.6		27.1	33.7	39.1	
PHF	.583	.845	.720	.812	.659	.777	.425	.669	.899	.924	.788	.934	.660	.686	.878	.866

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Groups Printed- Large 2 Axle Vehicles

	Amargosa Road Southbound				Seneca Road Westbound				Amargosa Road Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	2	0	0	0	0	1	1	0	2	0	1	3	4	8
04:15 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1	3
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
04:45 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
Total	0	3	1	4	0	2	0	2	1	2	0	3	0	3	4	7	16
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
05:30 PM	0	0	1	1	1	0	0	1	0	0	0	0	0	1	0	1	3
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	1	3	1	0	0	1	0	1	0	1	0	1	2	3	8
Grand Total	0	5	2	7	1	2	0	3	1	3	0	4	0	4	6	10	24
Apprch %	0	71.4	28.6		33.3	66.7	0		25	75	0		0	40	60		
Total %	0	20.8	8.3	29.2	4.2	8.3	0	12.5	4.2	12.5	0	16.7	0	16.7	25	41.7	

	Amargosa Road Southbound				Seneca Road Westbound				Amargosa Road Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**	**1**	2
04:45 PM	0	1	0	1	0	**1**	0	**1**	0	0	0	0	0	**1**	0	1	**3**
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	1	1	2
Total Volume	0	3	0	3	0	1	0	1	0	1	0	1	0	1	3	4	9
% App. Total	0	100	0		0	100	0		0	100	0		0	25	75		
PHF	.000	.750	.000	.750	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.750	1.00	.750

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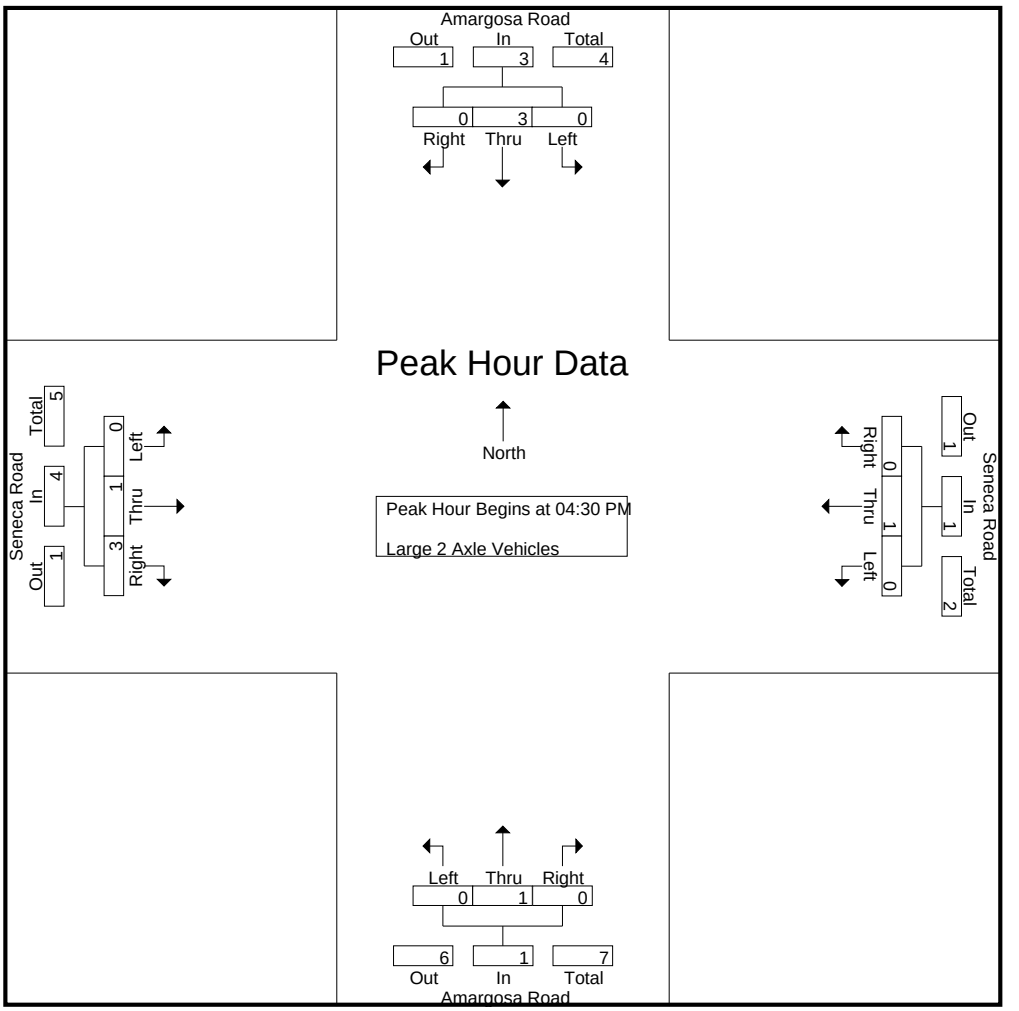

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**	**1**
+15 mins.	0	1	0	1	0	**1**	0	**1**	0	0	0	0	0	**1**	0	1
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	1	1
Total Volume	0	3	0	3	0	1	0	1	0	1	0	1	0	1	3	4
% App. Total	0	100	0		0	100	0		0	100	0		0	25	75	
PHF	.000	.750	.000	.750	.000	.250	.000	.250	.000	.250	.000	.250	.000	.250	.750	1.000

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Groups Printed- 3 Axle Vehicles

	Amargosa Road Southbound				Seneca Road Westbound				Amargosa Road Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	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	1	0	1	0	2	0	2	0	1	0	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	0	0	0	0	0	0	0	1	0	1	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	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	1	0	1	0	2	0	2	0	2	0	2	5
Apprch %	0	0	0		0	100	0		0	100	0		0	100	0		
Total %	0	0	0	0	0	20	0	20	0	40	0	40	0	40	0	40	

	Amargosa Road Southbound				Seneca Road Westbound				Amargosa Road Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	**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
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	**1**	0	**1**	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.500

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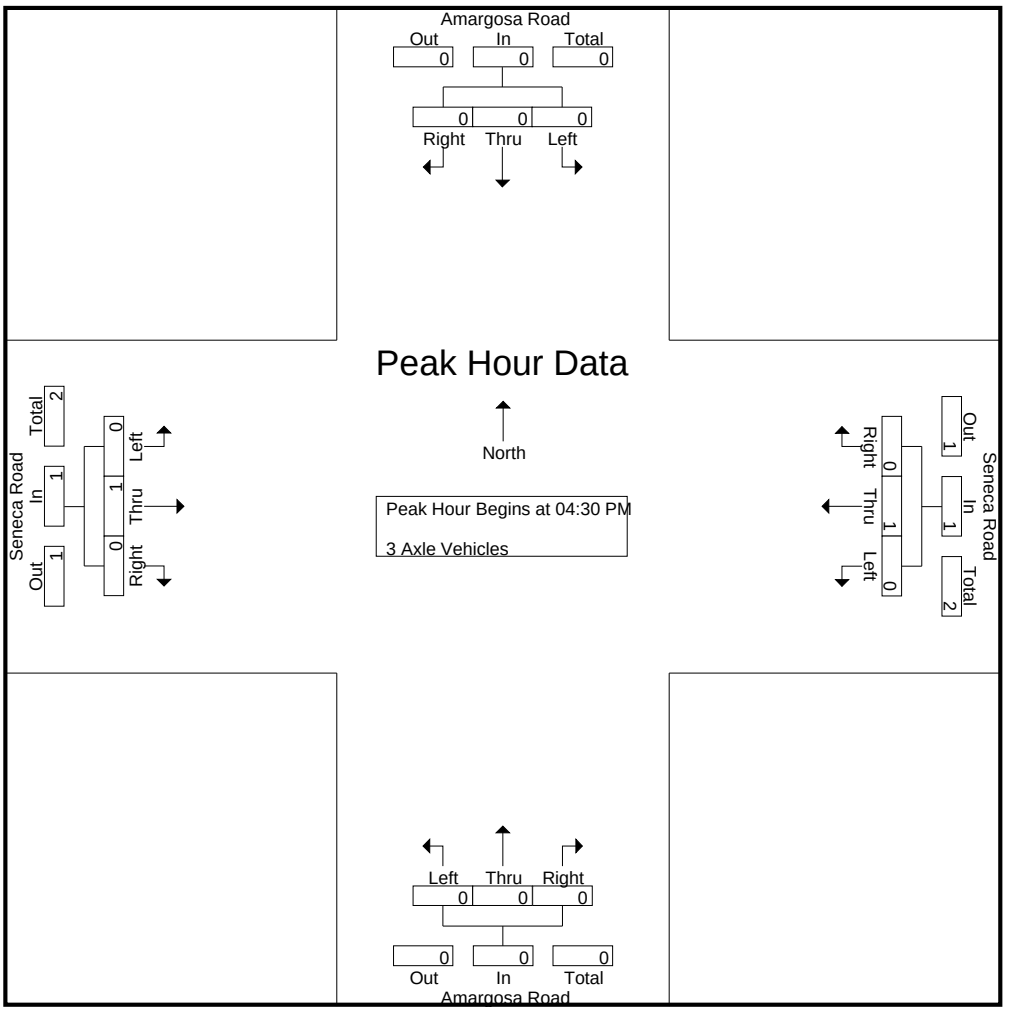

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	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	**1**	0	**1**
Total Volume	0	0	0	0	0	1	0	1	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	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250

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Groups Printed- 4+ Axle Trucks

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

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

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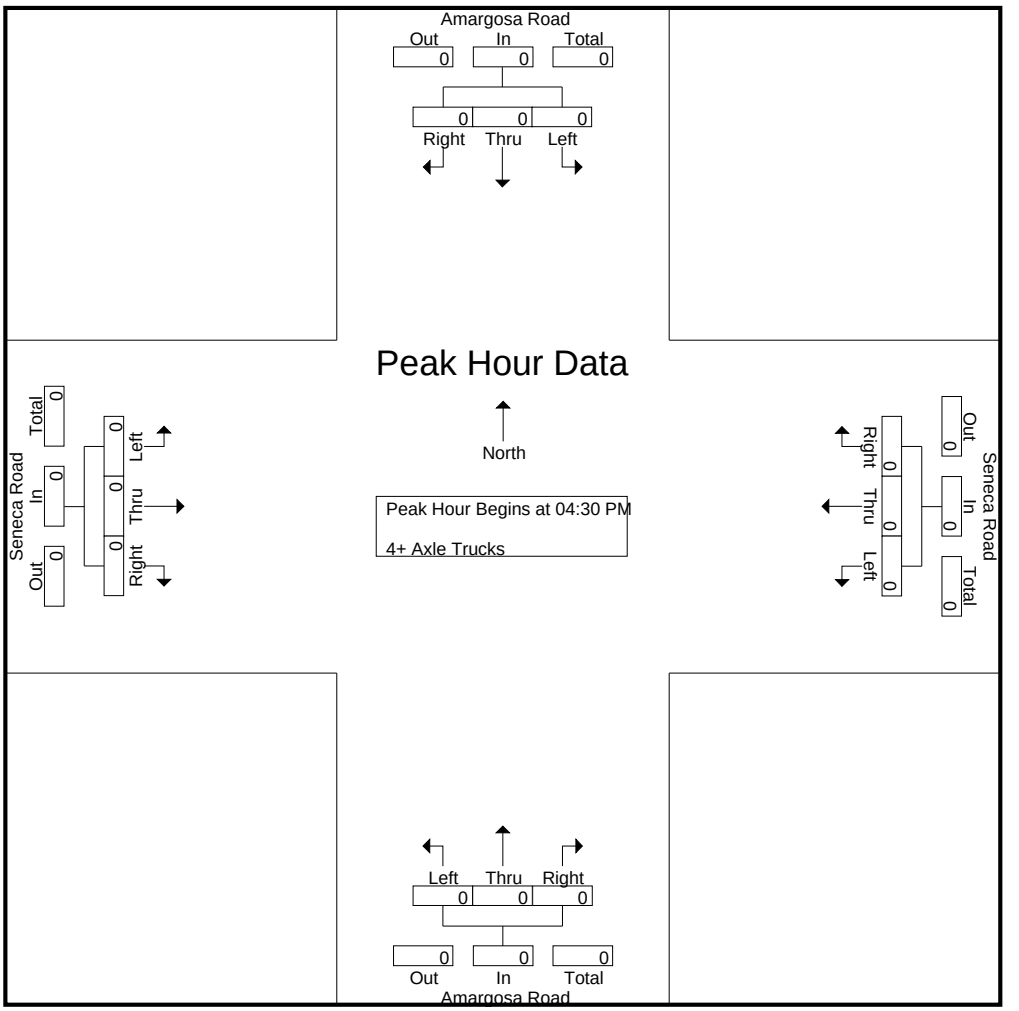
City of Victorville
N/S: Amargosa Road
E/W: Seneca Road
Weather: Clear

File Name : 01_VIC_Ama_Sen PM
Site Code : 251132
Start Date : 11/19/2025
Page No : 2



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

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

Location: Victorville
N/S: Amargosa Road
E/W: Seneca Road

Date: 11/19/2025
Day: Wednesday

PEDESTRIANS

	North Leg Amargosa Road Pedestrians	East Leg Seneca Road Pedestrians	South Leg Amargosa Road Pedestrians	West Leg Seneca Road Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	2	1	1	4
8:15 AM	1	2	1	1	5
8:30 AM	0	0	0	0	0
8:45 AM	1	1	0	0	2
TOTAL VOLUMES:	2	5	2	2	11

	North Leg Amargosa Road Pedestrians	East Leg Seneca Road Pedestrians	South Leg Amargosa Road Pedestrians	West Leg Seneca Road Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	2	2
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	1	0	1
TOTAL VOLUMES:	0	0	1	2	3

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Location: Victorville
N/S: Amargosa Road
E/W: Seneca Road

Date: 11/19/2025
Day: Wednesday

BICYCLES

	Southbound Amargosa Road			Westbound Seneca Road			Northbound Amargosa Road			Eastbound Seneca Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
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	1	0	0	1
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	1	0	0	1
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	2	0	0	3

	Southbound Amargosa Road			Westbound Seneca Road			Northbound Amargosa Road			Eastbound Seneca Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
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	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	2	0	0	0	0	1	0	0	0	0	3

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City of Victorville
N/S: Park Avenue
E/W: Seneca Road
Weather: Clear

File Name : 02_VIC_Park_Sen AM
Site Code : 251132
Start Date : 11/19/2025
Page No : 1

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

	Seneca Road Westbound			Park Avenue Northbound			Seneca Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	2	13	15	0	1	1	24	0	24	40
07:15 AM	4	12	16	0	0	0	53	0	53	69
07:30 AM	5	12	17	1	0	1	54	1	55	73
07:45 AM	10	18	28	1	1	2	46	5	51	81
Total	21	55	76	2	2	4	177	6	183	263
08:00 AM	11	27	38	2	2	4	48	4	52	94
08:15 AM	10	35	45	1	5	6	31	6	37	88
08:30 AM	7	23	30	0	3	3	25	3	28	61
08:45 AM	11	32	43	4	7	11	46	3	49	103
Total	39	117	156	7	17	24	150	16	166	346
Grand Total	60	172	232	9	19	28	327	22	349	609
Apprch %	25.9	74.1		32.1	67.9		93.7	6.3		
Total %	9.9	28.2	38.1	1.5	3.1	4.6	53.7	3.6	57.3	
Passenger Vehicles	60	168	228	9	19	28	320	21	341	597
% Passenger Vehicles	100	97.7	98.3	100	100	100	97.9	95.5	97.7	98
Large 2 Axle Vehicles	0	1	1	0	0	0	7	1	8	9
% Large 2 Axle Vehicles	0	0.6	0.4	0	0	0	2.1	4.5	2.3	1.5
3 Axle Vehicles	0	2	2	0	0	0	0	0	0	2
% 3 Axle Vehicles	0	1.2	0.9	0	0	0	0	0	0	0.3
4+ Axle Trucks	0	1	1	0	0	0	0	0	0	1
% 4+ Axle Trucks	0	0.6	0.4	0	0	0	0	0	0	0.2

	Seneca Road Westbound			Park Avenue Northbound			Seneca Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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 08:00 AM										
08:00 AM	**11**	27	38	2	2	4	**48**	4	**52**	94
08:15 AM	10	**35**	**45**	1	5	6	31	**6**	37	88
08:30 AM	7	23	30	0	3	3	25	3	28	61
08:45 AM	11	32	43	**4**	**7**	**11**	46	3	49	**103**
Total Volume	39	117	156	7	17	24	150	16	166	346
% App. Total	25	75		29.2	70.8		90.4	9.6		
PHF	.886	.836	.867	.438	.607	.545	.781	.667	.798	.840

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City of Victorville
N/S: Park Avenue
E/W: Seneca Road
Weather: Clear

File Name : 02_VIC_Park_Sen AM
Site Code : 251132
Start Date : 11/19/2025
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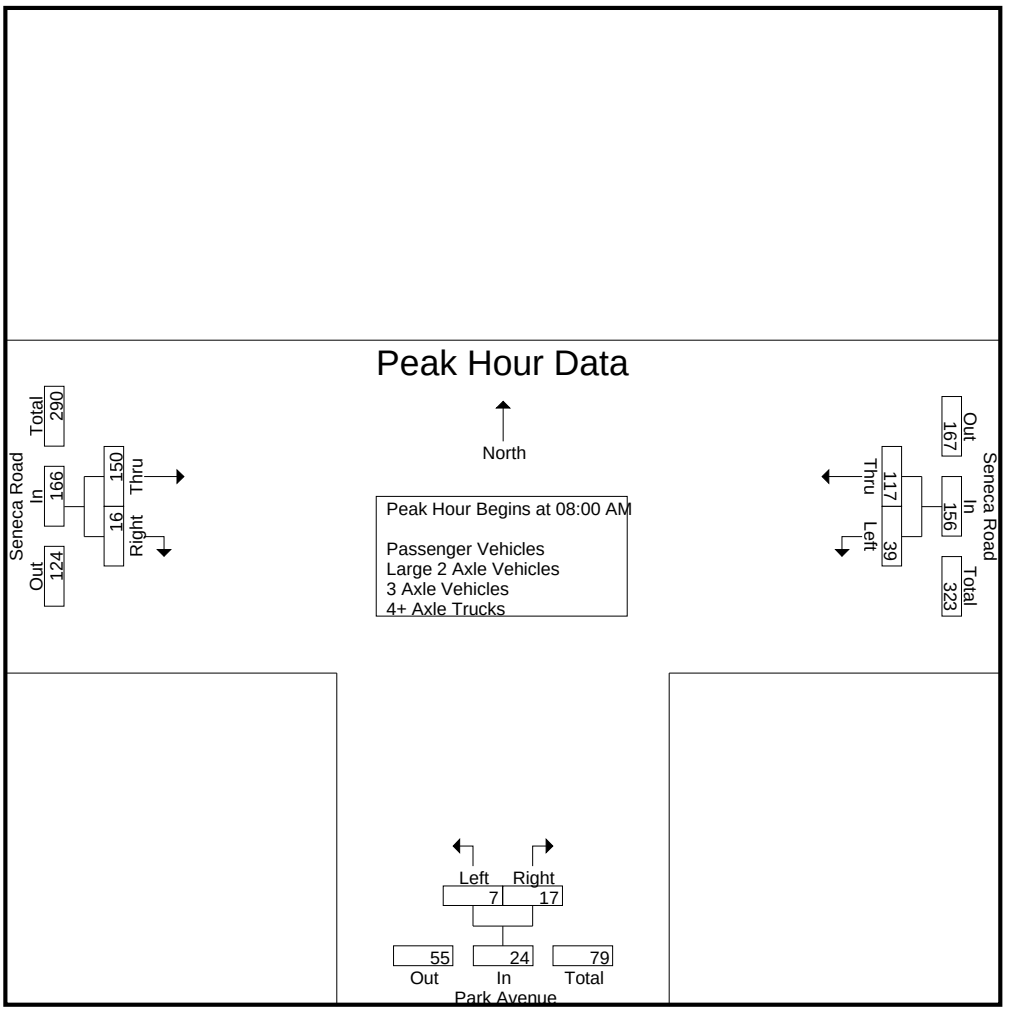

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			07:15 AM		
+0 mins.	**11**	27	38	2	2	4	53	0	53
+15 mins.	10	**35**	**45**	1	5	6	**54**	1	**55**
+30 mins.	7	23	30	0	3	3	46	**5**	51
+45 mins.	11	32	43	**4**	**7**	**11**	48	4	52
Total Volume	39	117	156	7	17	24	201	10	211
% App. Total	25	75		29.2	70.8		95.3	4.7	
PHF	.886	.836	.867	.438	.607	.545	.931	.500	.959

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City of Victorville
N/S: Park Avenue
E/W: Seneca Road
Weather: Clear

File Name : 02_VIC_Park_Sen AM
Site Code : 251132
Start Date : 11/19/2025
Page No : 1

Groups Printed- Passenger Vehicles

	Seneca Road Westbound			Park Avenue Northbound			Seneca Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	2	13	15	0	1	1	23	0	23	39
07:15 AM	4	12	16	0	0	0	53	0	53	69
07:30 AM	5	12	17	1	0	1	51	1	52	70
07:45 AM	10	18	28	1	1	2	45	5	50	80
Total	21	55	76	2	2	4	172	6	178	258
08:00 AM	11	26	37	2	2	4	47	4	51	92
08:15 AM	10	35	45	1	5	6	31	5	36	87
08:30 AM	7	20	27	0	3	3	25	3	28	58
08:45 AM	11	32	43	4	7	11	45	3	48	102
Total	39	113	152	7	17	24	148	15	163	339
Grand Total	60	168	228	9	19	28	320	21	341	597
Apprch %	26.3	73.7		32.1	67.9		93.8	6.2		
Total %	10.1	28.1	38.2	1.5	3.2	4.7	53.6	3.5	57.1	

	Seneca Road Westbound			Park Avenue Northbound			Seneca Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	**11**	26	37	2	2	4	**47**	4	**51**	92
08:15 AM	10	**35**	**45**	1	5	6	31	**5**	36	87
08:30 AM	7	20	27	0	3	3	25	3	28	58
08:45 AM	11	32	43	**4**	**7**	**11**	45	3	48	**102**
Total Volume	39	113	152	7	17	24	148	15	163	339
% App. Total	25.7	74.3		29.2	70.8		90.8	9.2		
PHF	.886	.807	.844	.438	.607	.545	.787	.750	.799	.831

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City of Victorville
N/S: Park Avenue
E/W: Seneca Road
Weather: Clear

File Name : 02_VIC_Park_Sen AM
Site Code : 251132
Start Date : 11/19/2025
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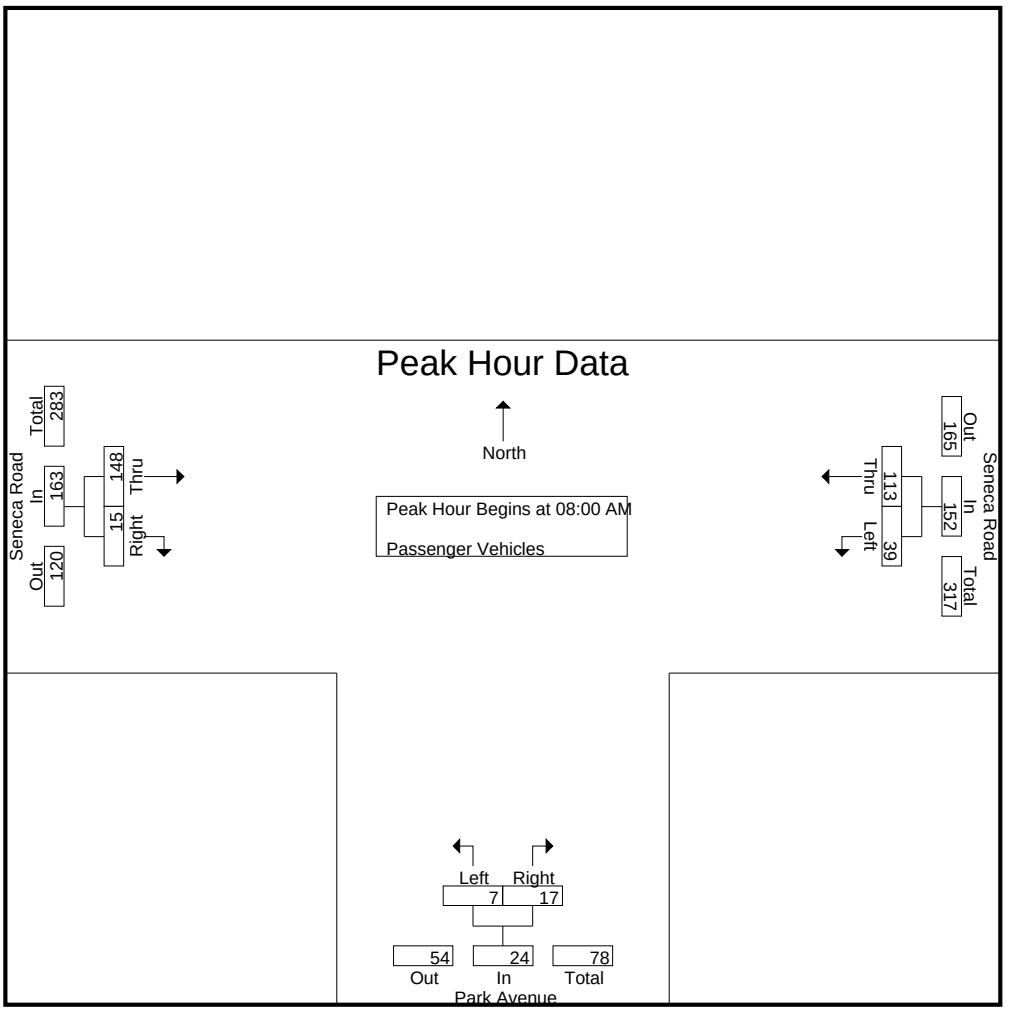

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	**11**	26	37	2	2	4	**47**	4	**51**
+15 mins.	10	**35**	**45**	1	5	6	31	**5**	36
+30 mins.	7	20	27	0	3	3	25	3	28
+45 mins.	11	32	43	**4**	**7**	**11**	45	3	48
Total Volume	39	113	152	7	17	24	148	15	163
% App. Total	25.7	74.3		29.2	70.8		90.8	9.2	
PHF	.886	.807	.844	.438	.607	.545	.787	.750	.799

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City of Victorville
N/S: Park Avenue
E/W: Seneca Road
Weather: Clear

File Name : 02_VIC_Park_Sen AM
Site Code : 251132
Start Date : 11/19/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Seneca Road Westbound			Park Avenue Northbound			Seneca Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	3	0	3	3
07:45 AM	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	5	0	5	5
08:00 AM	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	1	1	1
08:30 AM	0	1	1	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	1	0	1	1
Total	0	1	1	0	0	0	2	1	3	4
Grand Total	0	1	1	0	0	0	7	1	8	9
Apprch %	0	100		0	0		87.5	12.5		
Total %	0	11.1	11.1	0	0	0	77.8	11.1	88.9	

	Seneca Road Westbound			Park Avenue Northbound			Seneca Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	0	0	0	**1**	0	**1**	**1**
08:15 AM	0	0	0	0	0	0	0	**1**	1	1
08:30 AM	0	**1**	**1**	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	1	0	1	1
Total Volume	0	1	1	0	0	0	2	1	3	4
% App. Total	0	100		0	0		66.7	33.3		
PHF	.000	.250	.250	.000	.000	.000	.500	.250	.750	1.00

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City of Victorville
N/S: Park Avenue
E/W: Seneca Road
Weather: Clear

File Name : 02_VIC_Park_Sen AM
Site Code : 251132
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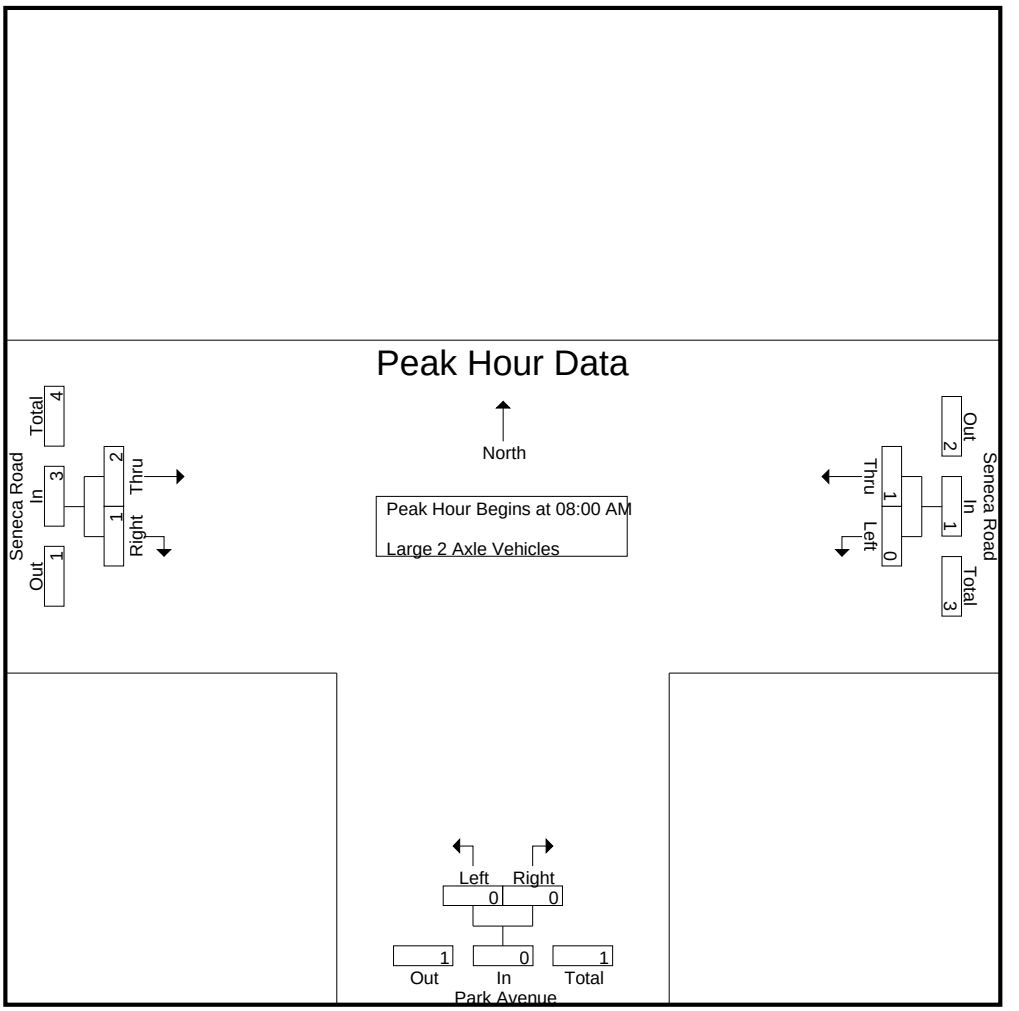

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	**1**	1
+30 mins.	0	**1**	**1**	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	0	1
Total Volume	0	1	1	0	0	0	2	1	3
% App. Total	0	100		0	0		66.7	33.3	
PHF	.000	.250	.250	.000	.000	.000	.500	.250	.750

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City of Victorville
N/S: Park Avenue
E/W: Seneca Road
Weather: Clear

File Name : 02_VIC_Park_Sen AM
Site Code : 251132
Start Date : 11/19/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

	Seneca Road Westbound			Park Avenue Northbound			Seneca Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	1	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	1	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	2	2	0	0	0	0	0	0	2
Grand Total	0	2	2	0	0	0	0	0	0	2
Apprch %	0	100		0	0		0	0		
Total %	0	100	100	0	0	0	0	0	0	

	Seneca Road Westbound			Park Avenue Northbound			Seneca Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	**1**	**1**	0	0	0	0	0	0	**1**
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	1	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	2	0	0	0	0	0	0	2
% App. Total	0	100		0	0		0	0		
PHF	.000	.500	.500	.000	.000	.000	.000	.000	.000	.500

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City of Victorville
N/S: Park Avenue
E/W: Seneca Road
Weather: Clear

File Name : 02_VIC_Park_Sen AM
Site Code : 251132
Start Date : 11/19/2025
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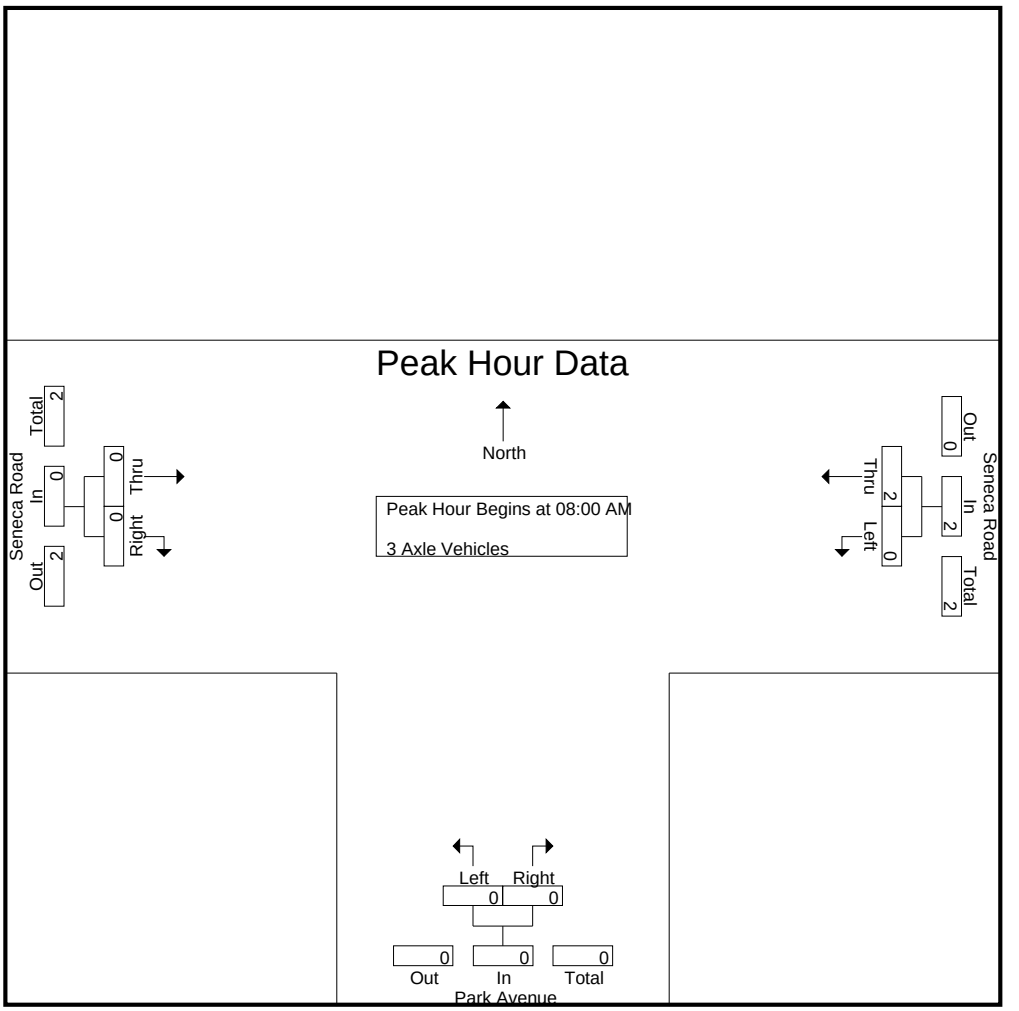

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	**1**	**1**	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	1	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	2	2	0	0	0	0	0	0
% App. Total	0	100		0	0		0	0	
PHF	.000	.500	.500	.000	.000	.000	.000	.000	.000

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City of Victorville
N/S: Park Avenue
E/W: Seneca Road
Weather: Clear

File Name : 02_VIC_Park_Sen AM
Site Code : 251132
Start Date : 11/19/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

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

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

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City of Victorville
N/S: Park Avenue
E/W: Seneca Road
Weather: Clear

File Name : 02_VIC_Park_Sen AM
Site Code : 251132
Start Date : 11/19/2025
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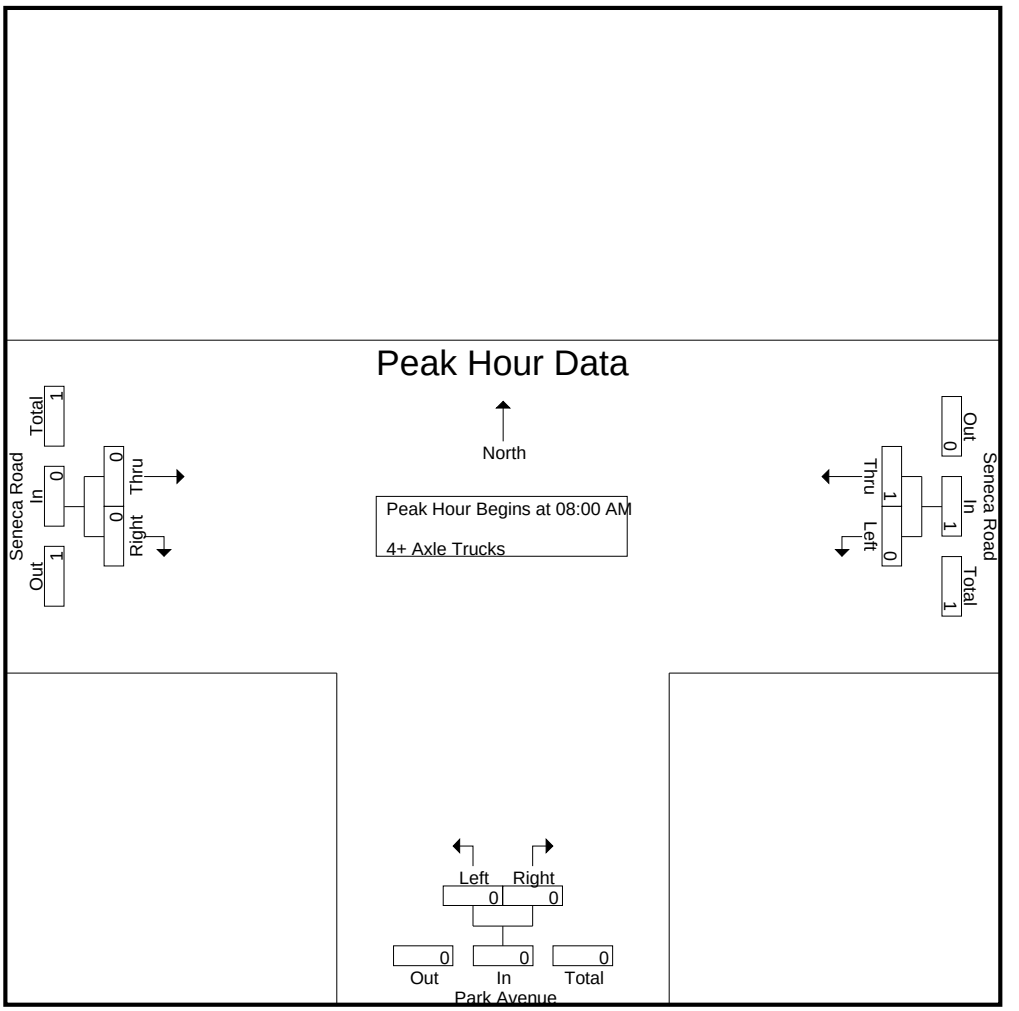

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	**1**	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	0	0	0
% App. Total	0	100		0	0		0	0	
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000

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City of Victorville
N/S: Park Avenue
E/W: Seneca Road
Weather: Clear

File Name : 02_VIC_Park_Sen PM
Site Code : 251132
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Seneca Road Westbound			Park Avenue Northbound			Seneca Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	2	35	37	3	6	9	37	2	39	85
04:15 PM	5	33	38	1	8	9	39	3	42	89
04:30 PM	2	39	41	0	16	16	55	5	60	117
04:45 PM	4	36	40	4	7	11	35	3	38	89
Total	13	143	156	8	37	45	166	13	179	380
05:00 PM	4	45	49	6	21	27	46	1	47	123
05:15 PM	4	38	42	0	15	15	31	0	31	88
05:30 PM	1	45	46	4	6	10	35	1	36	92
05:45 PM	2	30	32	1	3	4	32	4	36	72
Total	11	158	169	11	45	56	144	6	150	375
Grand Total	24	301	325	19	82	101	310	19	329	755
Apprch %	7.4	92.6		18.8	81.2		94.2	5.8		
Total %	3.2	39.9	43	2.5	10.9	13.4	41.1	2.5	43.6	
Passenger Vehicles	24	297	321	19	81	100	305	19	324	745
% Passenger Vehicles	100	98.7	98.8	100	98.8	99	98.4	100	98.5	98.7
Large 2 Axle Vehicles	0	4	4	0	1	1	4	0	4	9
% Large 2 Axle Vehicles	0	1.3	1.2	0	1.2	1	1.3	0	1.2	1.2
3 Axle Vehicles	0	0	0	0	0	0	1	0	1	1
% 3 Axle Vehicles	0	0	0	0	0	0	0.3	0	0.3	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

	Seneca Road Westbound			Park Avenue Northbound			Seneca Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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 04:15 PM										
04:15 PM	**5**	33	38	1	8	9	39	3	42	89
04:30 PM	2	39	41	0	16	16	**55**	**5**	**60**	117
04:45 PM	4	36	40	4	7	11	35	3	38	89
05:00 PM	4	**45**	**49**	**6**	**21**	**27**	46	1	47	**123**
Total Volume	15	153	168	11	52	63	175	12	187	418
% App. Total	8.9	91.1		17.5	82.5		93.6	6.4		
PHF	.750	.850	.857	.458	.619	.583	.795	.600	.779	.850

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City of Victorville
N/S: Park Avenue
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Weather: Clear

File Name : 02_VIC_Park_Sen PM
Site Code : 251132
Start Date : 11/19/2025
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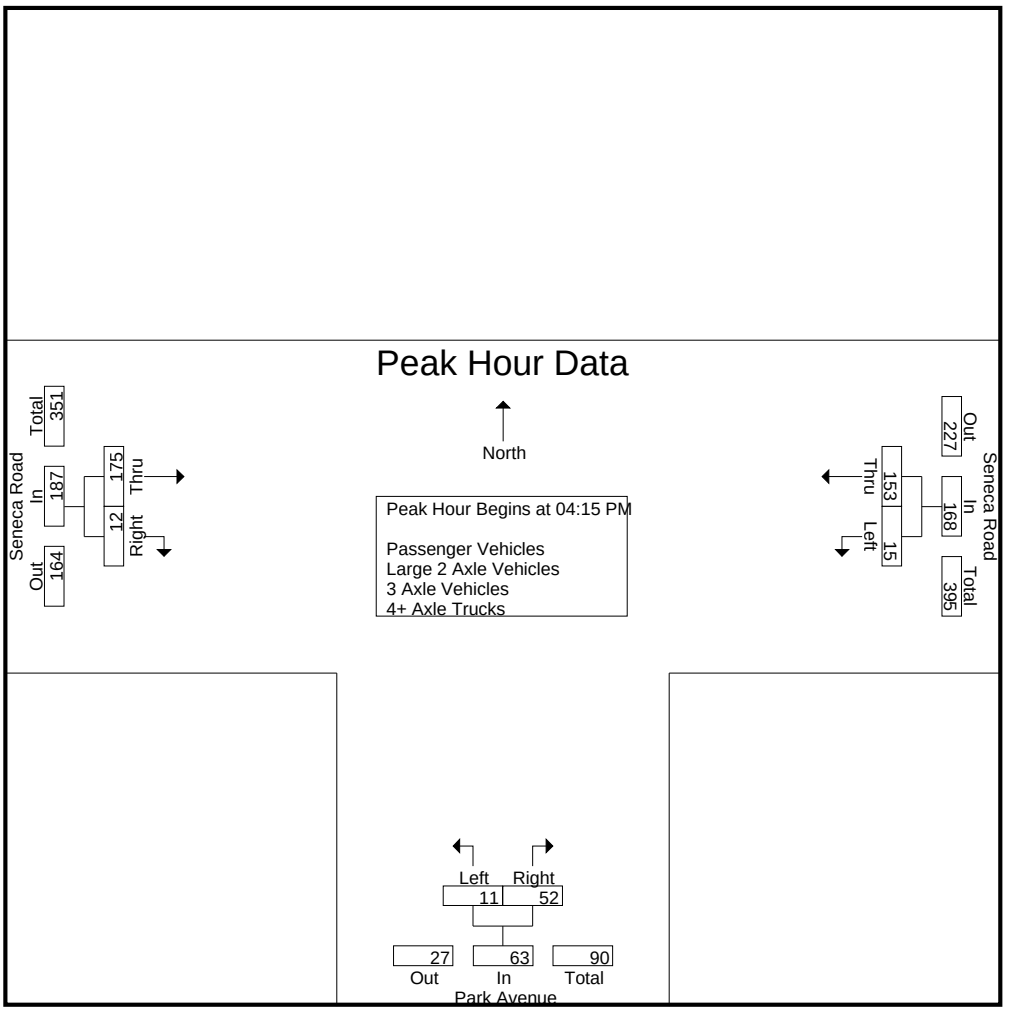

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:30 PM			04:15 PM		
+0 mins.	**4**	36	40	0	16	16	39	3	42
+15 mins.	4	**45**	**49**	4	7	11	**55**	**5**	**60**
+30 mins.	4	38	42	**6**	**21**	**27**	35	3	38
+45 mins.	1	45	46	0	15	15	46	1	47
Total Volume	13	164	177	10	59	69	175	12	187
% App. Total	7.3	92.7		14.5	85.5		93.6	6.4	
PHF	.813	.911	.903	.417	.702	.639	.795	.600	.779

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City of Victorville
N/S: Park Avenue
E/W: Seneca Road
Weather: Clear

File Name : 02_VIC_Park_Sen PM
Site Code : 251132
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Groups Printed- Passenger Vehicles

	Seneca Road Westbound			Park Avenue Northbound			Seneca Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	2	34	36	3	6	9	35	2	37	82
04:15 PM	5	32	37	1	8	9	38	3	41	87
04:30 PM	2	38	40	0	16	16	55	5	60	116
04:45 PM	4	35	39	4	6	10	34	3	37	86
Total	13	139	152	8	36	44	162	13	175	371
05:00 PM	4	45	49	6	21	27	46	1	47	123
05:15 PM	4	38	42	0	15	15	30	0	30	87
05:30 PM	1	45	46	4	6	10	35	1	36	92
05:45 PM	2	30	32	1	3	4	32	4	36	72
Total	11	158	169	11	45	56	143	6	149	374
Grand Total	24	297	321	19	81	100	305	19	324	745
Apprch %	7.5	92.5		19	81		94.1	5.9		
Total %	3.2	39.9	43.1	2.6	10.9	13.4	40.9	2.6	43.5	

	Seneca Road Westbound			Park Avenue Northbound			Seneca Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	**5**	32	37	1	8	9	38	3	41	87
04:30 PM	2	38	40	0	16	16	**55**	**5**	**60**	116
04:45 PM	4	35	39	4	6	10	34	3	37	86
05:00 PM	4	**45**	**49**	**6**	**21**	**27**	46	1	47	**123**
Total Volume	15	150	165	11	51	62	173	12	185	412
% App. Total	9.1	90.9		17.7	82.3		93.5	6.5		
PHF	.750	.833	.842	.458	.607	.574	.786	.600	.771	.837

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N/S: Park Avenue
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Weather: Clear

File Name : 02_VIC_Park_Sen PM
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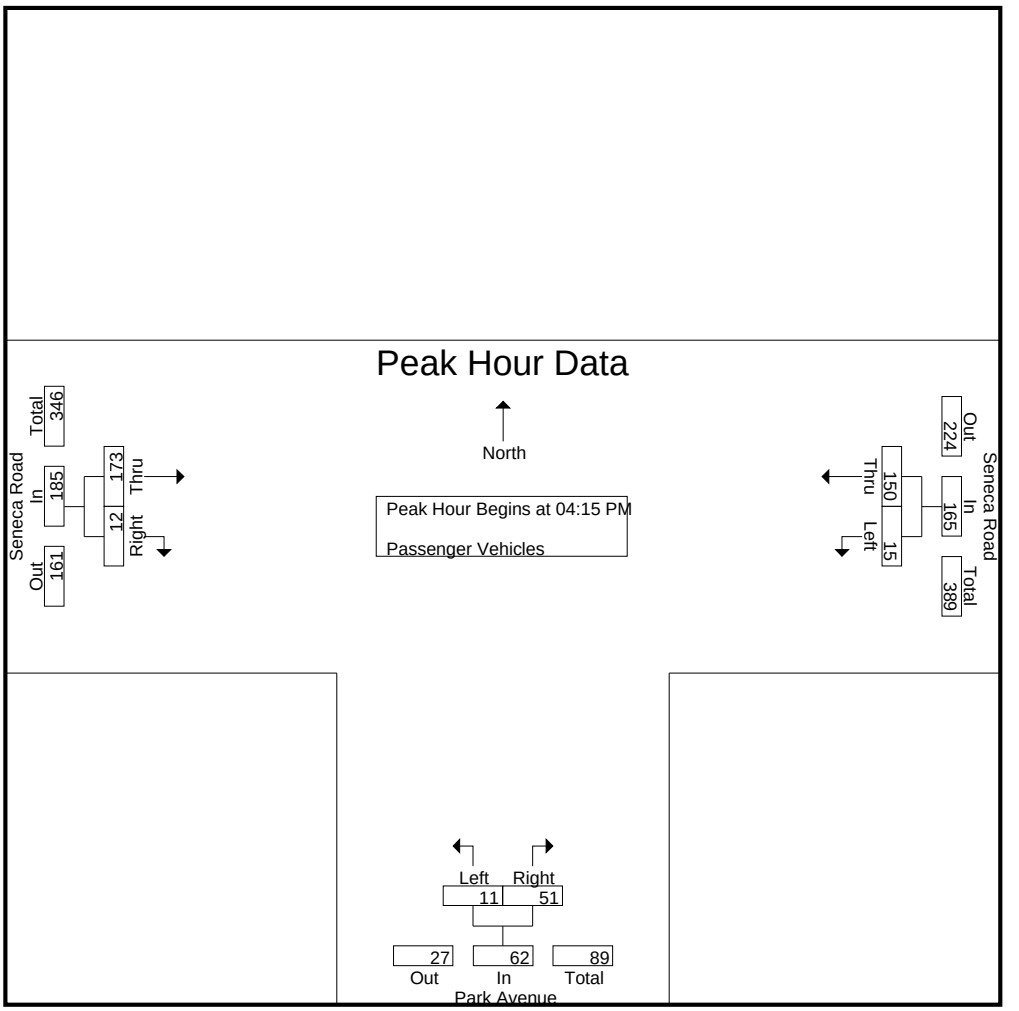

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	**5**	32	37	1	8	9	38	3	41
+15 mins.	2	38	40	0	16	16	**55**	**5**	**60**
+30 mins.	4	35	39	4	6	10	34	3	37
+45 mins.	4	**45**	**49**	**6**	**21**	**27**	46	1	47
Total Volume	15	150	165	11	51	62	173	12	185
% App. Total	9.1	90.9		17.7	82.3		93.5	6.5	
PHF	.750	.833	.842	.458	.607	.574	.786	.600	.771

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City of Victorville
N/S: Park Avenue
E/W: Seneca Road
Weather: Clear

File Name : 02_VIC_Park_Sen PM
Site Code : 251132
Start Date : 11/19/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Seneca Road Westbound			Park Avenue Northbound			Seneca Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	0	0	0	1	0	1	2
04:15 PM	0	1	1	0	0	0	1	0	1	2
04:30 PM	0	1	1	0	0	0	0	0	0	1
04:45 PM	0	1	1	0	1	1	1	0	1	3
Total	0	4	4	0	1	1	3	0	3	8
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	1
Grand Total	0	4	4	0	1	1	4	0	4	9
Apprch %	0	100		0	100		100	0		
Total %	0	44.4	44.4	0	11.1	11.1	44.4	0	44.4	

	Seneca Road Westbound			Park Avenue Northbound			Seneca Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	**1**	**1**	0	0	0	**1**	0	**1**	2
04:30 PM	0	1	1	0	0	0	0	0	0	1
04:45 PM	0	1	1	0	**1**	**1**	1	0	1	**3**
05:00 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	3	0	1	1	2	0	2	6
% App. Total	0	100		0	100		100	0		
PHF	.000	.750	.750	.000	.250	.250	.500	.000	.500	.500

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File Name : 02_VIC_Park_Sen PM
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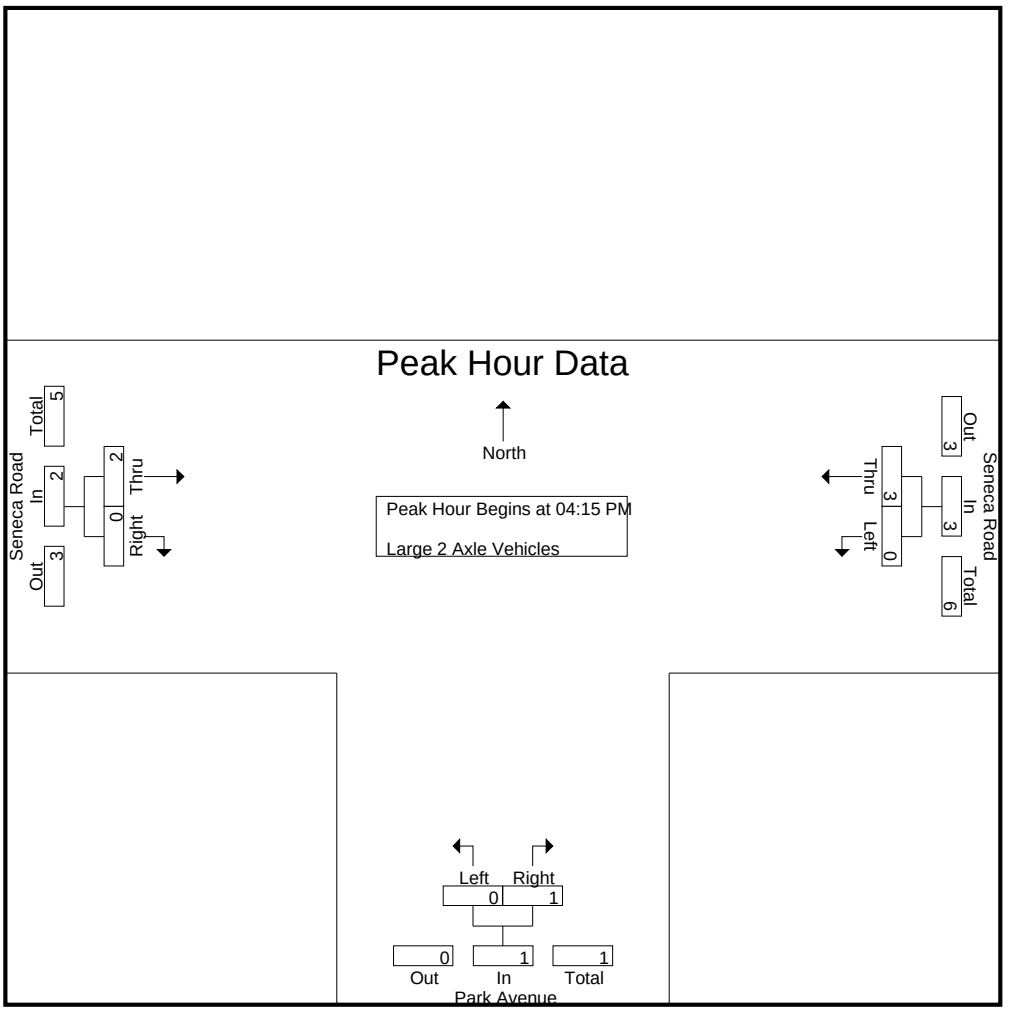

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Victorville
N/S: Park Avenue
E/W: Seneca Road
Weather: Clear

File Name : 02_VIC_Park_Sen PM
Site Code : 251132
Start Date : 11/19/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

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

	Seneca Road Westbound			Park Avenue Northbound			Seneca Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Victorville
N/S: Park Avenue
E/W: Seneca Road
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File Name : 02_VIC_Park_Sen PM
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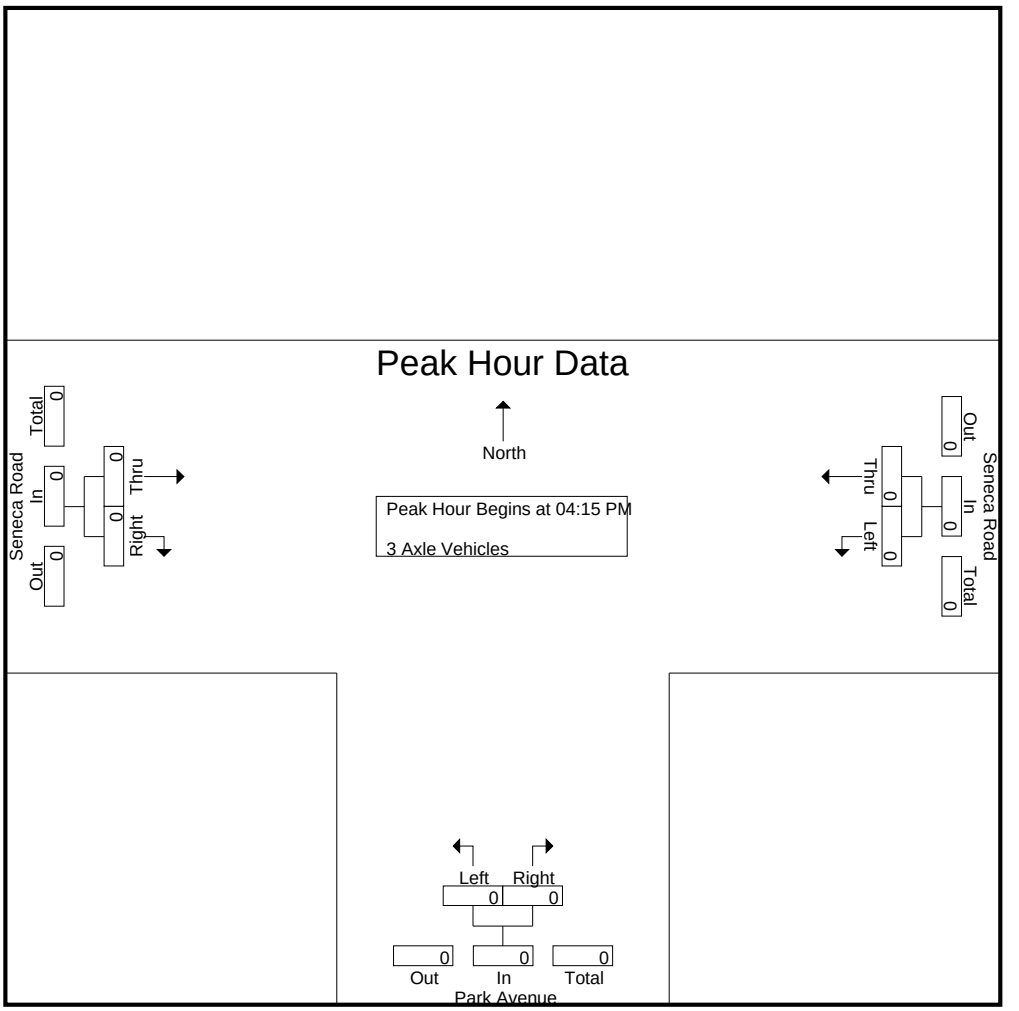

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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City of Victorville
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E/W: Seneca Road
Weather: Clear

File Name : 02_VIC_Park_Sen PM
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Groups Printed- 4+ Axle Trucks

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

	Seneca Road Westbound			Park Avenue Northbound			Seneca Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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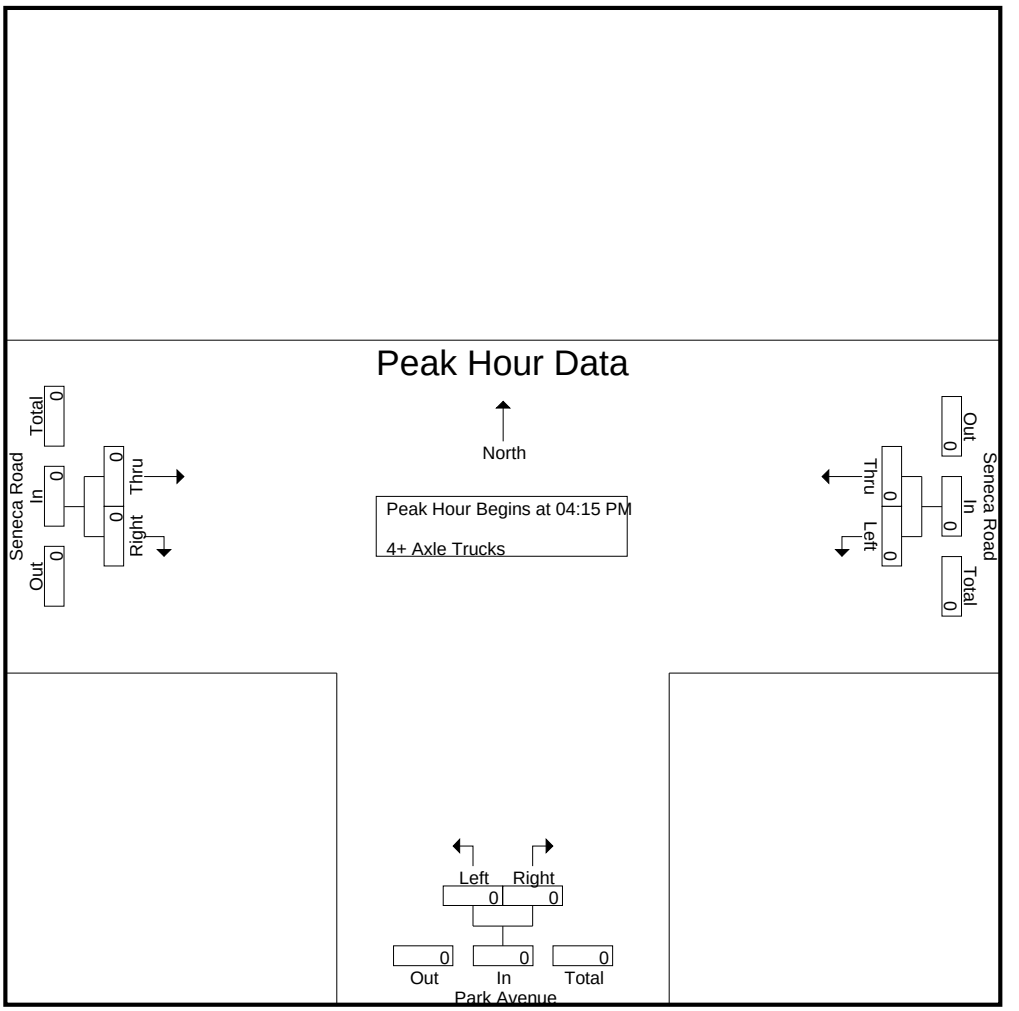

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

Location: Victorville
N/S: Park Avenue
E/W: Seneca Road

Date: 11/19/2025
Day: Wednesday

PEDESTRIANS

	North Leg Dead End Pedestrians	East Leg Seneca Road Pedestrians	South Leg Park Avenue Pedestrians	West Leg Seneca Road Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	1	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	1

	North Leg Dead End Pedestrians	East Leg Seneca Road Pedestrians	South Leg Park Avenue Pedestrians	West Leg Seneca Road Pedestrians	
4:00 PM	0	0	1	0	1
4:15 PM	0	0	2	0	2
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	1	0	1
TOTAL VOLUMES:	0	0	4	0	4

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Location: Victorville
N/S: Park Avenue
E/W: Seneca Road

Date: 11/19/2025
Day: Wednesday

BICYCLES

	Southbound Dead End			Westbound Seneca Road			Northbound Park Avenue			Eastbound Seneca Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Dead End			Westbound Seneca Road			Northbound Park Avenue			Eastbound Seneca Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Victorville
N/S: Civic Drive
E/W: Roy Rogers Drive
Weather: Clear

File Name : 03_VIC_Civ_RR AM
Site Code : 251132
Start Date : 12/3/2025
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Civic Drive Southbound				Roy Rogers Drive Westbound				Civic Drive Northbound				Roy Rogers Drive 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	15	5	1	21	46	130	8	184	13	7	30	50	8	138	7	153	408
07:15 AM	19	9	6	34	58	138	12	208	11	6	47	64	18	180	7	205	511
07:30 AM	29	8	4	41	56	152	27	235	9	12	48	69	20	236	14	270	615
07:45 AM	38	11	5	54	92	137	23	252	18	10	52	80	24	266	18	308	694
Total	101	33	16	150	252	557	70	879	51	35	177	263	70	820	46	936	2228
08:00 AM	30	5	3	38	75	143	18	236	7	12	49	68	23	255	14	292	634
08:15 AM	24	5	9	38	69	142	29	240	22	10	53	85	25	209	13	247	610
08:30 AM	37	15	4	56	84	146	22	252	19	17	67	103	30	227	15	272	683
08:45 AM	32	7	3	42	83	134	16	233	22	15	66	103	25	207	10	242	620
Total	123	32	19	174	311	565	85	961	70	54	235	359	103	898	52	1053	2547
Grand Total	224	65	35	324	563	1122	155	1840	121	89	412	622	173	1718	98	1989	4775
Apprch %	69.1	20.1	10.8		30.6	61	8.4		19.5	14.3	66.2		8.7	86.4	4.9		
Total %	4.7	1.4	0.7	6.8	11.8	23.5	3.2	38.5	2.5	1.9	8.6	13	3.6	36	2.1	41.7	
Passenger Vehicles	219	64	34	317	551	1104	148	1803	118	87	399	604	167	1687	97	1951	4675
% Passenger Vehicles	97.8	98.5	97.1	97.8	97.9	98.4	95.5	98	97.5	97.8	96.8	97.1	96.5	98.2	99	98.1	97.9
Large 2 Axle Vehicles	1	0	0	1	7	14	4	25	1	2	8	11	5	24	1	30	67
% Large 2 Axle Vehicles	0.4	0	0	0.3	1.2	1.2	2.6	1.4	0.8	2.2	1.9	1.8	2.9	1.4	1	1.5	1.4
3 Axle Vehicles	4	0	0	4	2	2	2	6	1	0	2	3	0	2	0	2	15
% 3 Axle Vehicles	1.8	0	0	1.2	0.4	0.2	1.3	0.3	0.8	0	0.5	0.5	0	0.1	0	0.1	0.3
4+ Axle Trucks	0	1	1	2	3	2	1	6	1	0	3	4	1	5	0	6	18
% 4+ Axle Trucks	0	1.5	2.9	0.6	0.5	0.2	0.6	0.3	0.8	0	0.7	0.6	0.6	0.3	0	0.3	0.4

	Civic Drive Southbound				Roy Rogers Drive Westbound				Civic Drive Northbound				Roy Rogers Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**38**	11	5	54	**92**	137	23	**252**	18	10	52	80	24	**266**	**18**	**308**	**694**
08:00 AM	30	5	3	38	75	143	18	236	7	12	49	68	23	255	14	292	634
08:15 AM	24	5	**9**	38	69	142	**29**	240	**22**	10	53	85	25	209	13	247	610
08:30 AM	37	**15**	4	**56**	84	**146**	22	252	19	**17**	**67**	**103**	**30**	227	15	272	683
Total Volume	129	36	21	186	320	568	92	980	66	49	221	336	102	957	60	1119	2621
% App. Total	69.4	19.4	11.3		32.7	58	9.4		19.6	14.6	65.8		9.1	85.5	5.4		
PHF	.849	.600	.583	.830	.870	.973	.793	.972	.750	.721	.825	.816	.850	.899	.833	.908	.944

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Site Code : 251132
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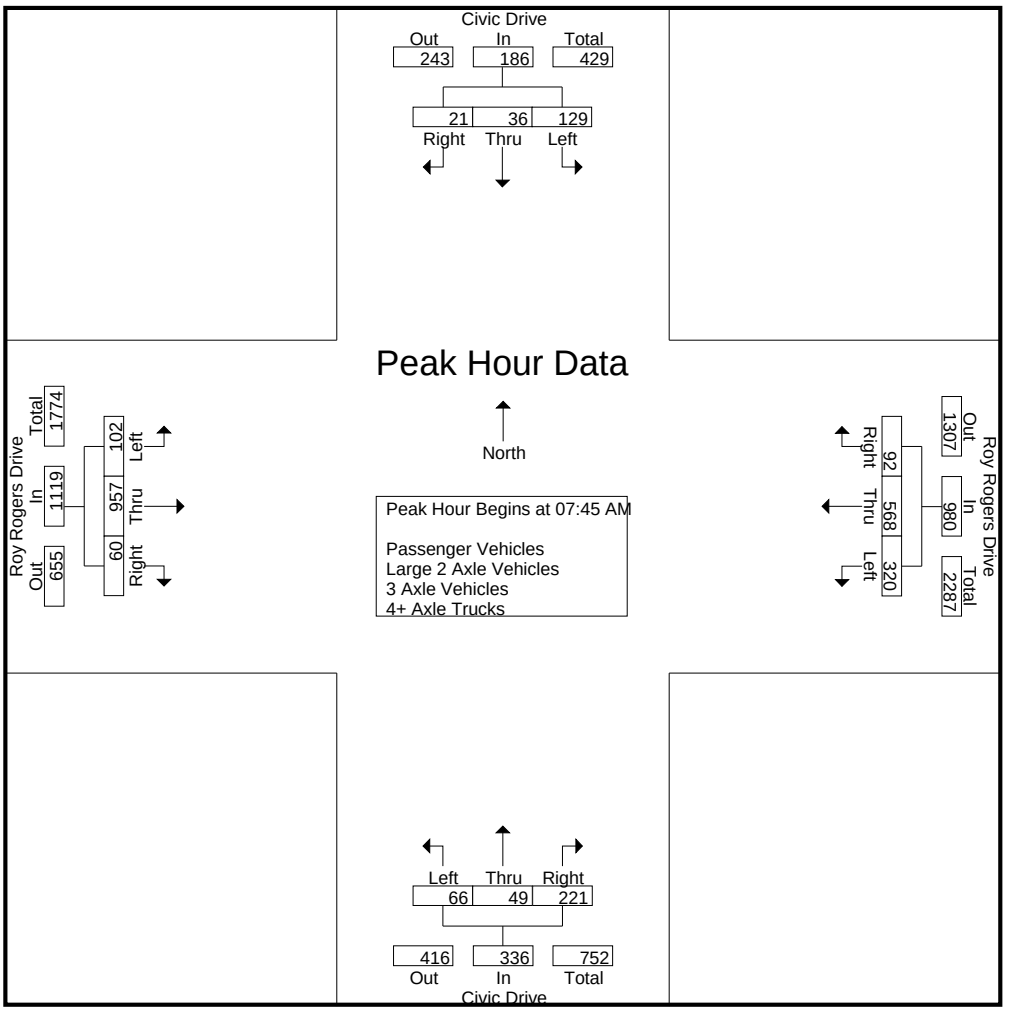

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				08:00 AM				07:45 AM			
+0 mins.	**38**	11	5	54	**92**	137	23	**252**	7	12	49	68	24	**266**	**18**	**308**
+15 mins.	30	5	3	38	75	143	18	236	**22**	10	53	85	23	255	14	292
+30 mins.	24	5	**9**	38	69	142	**29**	240	19	**17**	**67**	**103**	25	209	13	247
+45 mins.	37	**15**	4	**56**	84	**146**	22	252	22	15	66	103	**30**	227	15	272
Total Volume	129	36	21	186	320	568	92	980	70	54	235	359	102	957	60	1119
% App. Total	69.4	19.4	11.3		32.7	58	9.4		19.5	15	65.5		9.1	85.5	5.4	
PHF	.849	.600	.583	.830	.870	.973	.793	.972	.795	.794	.877	.871	.850	.899	.833	.908

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Groups Printed- Passenger Vehicles

	Civic Drive Southbound				Roy Rogers Drive Westbound				Civic Drive Northbound				Roy Rogers Drive 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	14	5	1	20	46	125	8	179	12	7	30	49	8	135	7	150	398
07:15 AM	18	9	6	33	53	136	12	201	11	5	47	63	18	180	7	205	502
07:30 AM	29	7	3	39	56	148	24	228	9	12	46	67	20	226	14	260	594
07:45 AM	38	11	5	54	88	136	23	247	18	10	49	77	22	264	18	304	682
Total	99	32	15	146	243	545	67	855	50	34	172	256	68	805	46	919	2176
08:00 AM	29	5	3	37	74	141	17	232	7	12	45	64	21	247	14	282	615
08:15 AM	24	5	9	38	69	139	28	236	20	10	52	82	25	206	12	243	599
08:30 AM	36	15	4	55	82	146	21	249	19	17	65	101	30	222	15	267	672
08:45 AM	31	7	3	41	83	133	15	231	22	14	65	101	23	207	10	240	613
Total	120	32	19	171	308	559	81	948	68	53	227	348	99	882	51	1032	2499
Grand Total	219	64	34	317	551	1104	148	1803	118	87	399	604	167	1687	97	1951	4675
Apprch %	69.1	20.2	10.7		30.6	61.2	8.2		19.5	14.4	66.1		8.6	86.5	5		
Total %	4.7	1.4	0.7	6.8	11.8	23.6	3.2	38.6	2.5	1.9	8.5	12.9	3.6	36.1	2.1	41.7	

	Civic Drive Southbound				Roy Rogers Drive Westbound				Civic Drive Northbound				Roy Rogers Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**38**	11	5	54	**88**	136	23	247	18	10	49	77	22	**264**	**18**	**304**	**682**
08:00 AM	29	5	3	37	74	141	17	232	7	12	45	64	21	247	14	282	615
08:15 AM	24	5	**9**	38	69	139	**28**	236	**20**	10	52	82	25	206	12	243	599
08:30 AM	36	**15**	4	**55**	82	**146**	21	**249**	19	**17**	**65**	**101**	**30**	222	15	267	672
Total Volume	127	36	21	184	313	562	89	964	64	49	211	324	98	939	59	1096	2568
% App. Total	69	19.6	11.4		32.5	58.3	9.2		19.8	15.1	65.1		8.9	85.7	5.4		
PHF	.836	.600	.583	.836	.889	.962	.795	.968	.800	.721	.812	.802	.817	.889	.819	.901	.941

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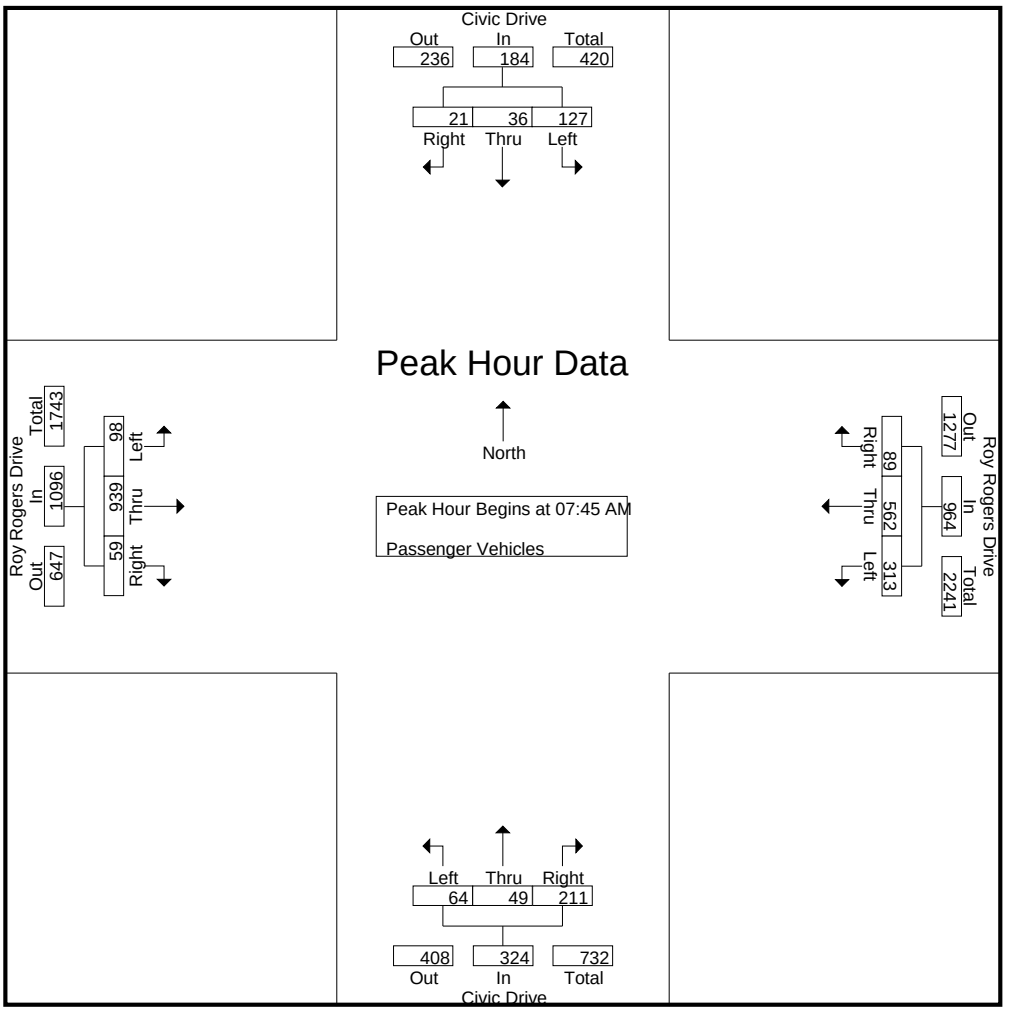
Site Code : 251132
Start Date : 12/3/2025



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

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	**38**	11	5	54	**88**	136	23	247	18	10	49	77	22	**264**	**18**	**304**
+15 mins.	29	5	3	37	74	141	17	232	7	12	45	64	21	247	14	282
+30 mins.	24	5	**9**	38	69	139	**28**	236	**20**	10	52	82	25	206	12	243
+45 mins.	36	**15**	4	**55**	82	**146**	21	**249**	19	**17**	**65**	**101**	**30**	222	15	267
Total Volume	127	36	21	184	313	562	89	964	64	49	211	324	98	939	59	1096
% App. Total	69	19.6	11.4		32.5	58.3	9.2		19.8	15.1	65.1		8.9	85.7	5.4	
PHF	.836	.600	.583	.836	.889	.962	.795	.968	.800	.721	.812	.802	.817	.889	.819	.901

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Groups Printed- Large 2 Axle Vehicles

	Civic Drive Southbound				Roy Rogers Drive Westbound				Civic Drive Northbound				Roy Rogers Drive 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	5	0	5	0	0	0	0	0	3	0	3	8
07:15 AM	0	0	0	0	4	2	0	6	0	1	0	1	0	0	0	0	7
07:30 AM	0	0	0	0	0	2	2	4	0	0	2	2	0	8	0	8	14
07:45 AM	0	0	0	0	1	1	0	2	0	0	2	2	2	2	0	4	8
Total	0	0	0	0	5	10	2	17	0	1	4	5	2	13	0	15	37
08:00 AM	1	0	0	1	0	1	0	1	0	0	4	4	2	6	0	8	14
08:15 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	2	1	3	6
08:30 AM	0	0	0	0	2	0	1	3	0	0	0	0	0	3	0	3	6
08:45 AM	0	0	0	0	0	1	1	2	0	1	0	1	1	0	0	1	4
Total	1	0	0	1	2	4	2	8	1	1	4	6	3	11	1	15	30
Grand Total	1	0	0	1	7	14	4	25	1	2	8	11	5	24	1	30	67
Apprch %	100	0	0		28	56	16		9.1	18.2	72.7		16.7	80	3.3		
Total %	1.5	0	0	1.5	10.4	20.9	6	37.3	1.5	3	11.9	16.4	7.5	35.8	1.5	44.8	

	Civic Drive Southbound				Roy Rogers Drive Westbound				Civic Drive Northbound				Roy Rogers Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	1	1	0	2	0	0	2	2	**2**	2	0	4	8
08:00 AM	**1**	0	0	**1**	0	1	0	1	0	0	**4**	**4**	2	**6**	0	**8**	**14**
08:15 AM	0	0	0	0	0	**2**	0	2	**1**	0	0	1	0	2	**1**	3	6
08:30 AM	0	0	0	0	**2**	0	**1**	**3**	0	0	0	0	0	3	0	3	6
Total Volume	1	0	0	1	3	4	1	8	1	0	6	7	4	13	1	18	34
% App. Total	100	0	0		37.5	50	12.5		14.3	0	85.7		22.2	72.2	5.6		
PHF	.250	.000	.000	.250	.375	.500	.250	.667	.250	.000	.375	.438	.500	.542	.250	.563	.607

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File Name : 03_VIC_Civ_RR AM
Site Code : 251132
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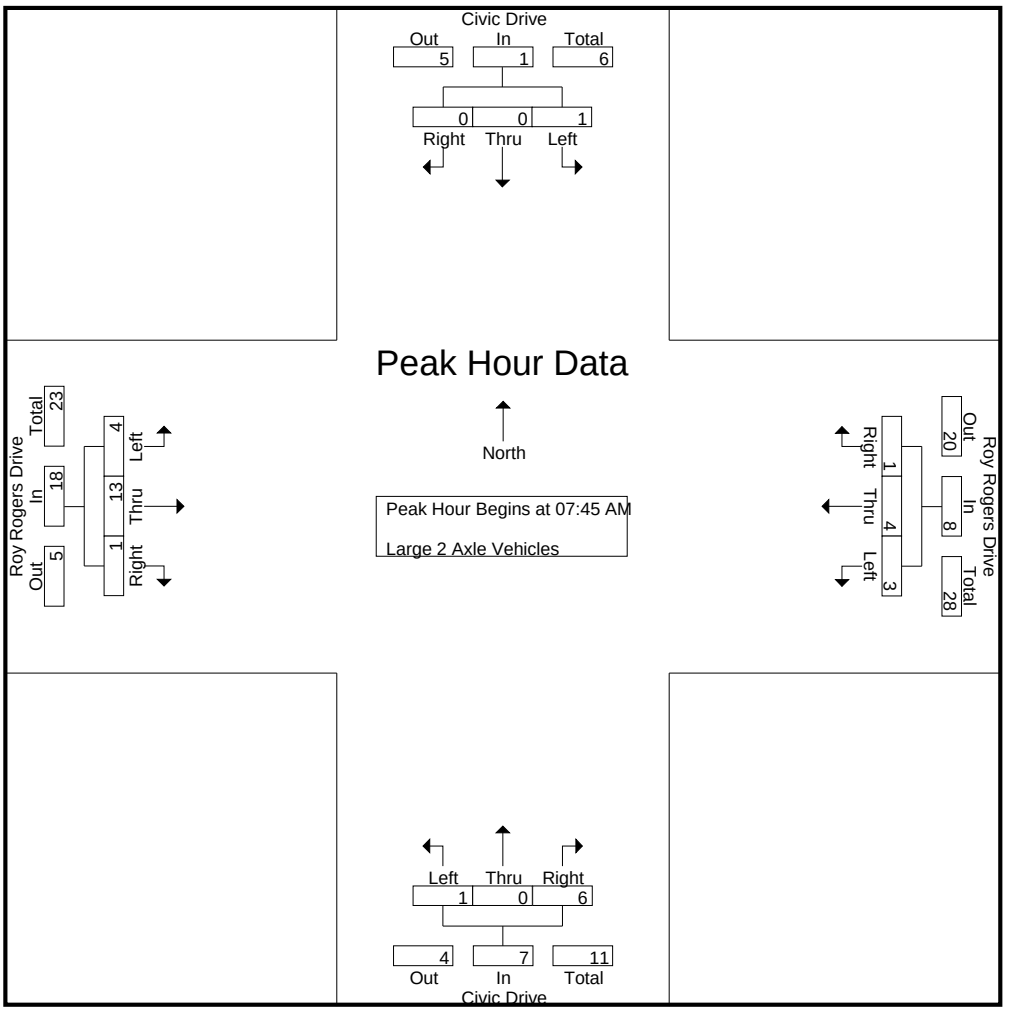

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	1	1	0	2	0	0	2	2	**2**	2	0	4
+15 mins.	**1**	0	0	**1**	0	1	0	1	0	0	**4**	**4**	2	**6**	0	**8**
+30 mins.	0	0	0	0	0	**2**	0	2	**1**	0	0	1	0	2	**1**	3
+45 mins.	0	0	0	0	**2**	0	**1**	**3**	0	0	0	0	0	3	0	3
Total Volume	1	0	0	1	3	4	1	8	1	0	6	7	4	13	1	18
% App. Total	100	0	0		37.5	50	12.5		14.3	0	85.7		22.2	72.2	5.6	
PHF	.250	.000	.000	.250	.375	.500	.250	.667	.250	.000	.375	.438	.500	.542	.250	.563

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Groups Printed- 3 Axle Vehicles

	Civic Drive Southbound				Roy Rogers Drive Westbound				Civic Drive Northbound				Roy Rogers Drive 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	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	1	1	1	3	0	0	0	0	0	1	0	1	6
08:00 AM	0	0	0	0	1	1	1	3	0	0	0	0	0	1	0	1	4
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:30 AM	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
08:45 AM	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
Total	2	0	0	2	1	1	1	3	1	0	2	3	0	1	0	1	9
Grand Total	4	0	0	4	2	2	2	6	1	0	2	3	0	2	0	2	15
Apprch %	100	0	0		33.3	33.3	33.3		33.3	0	66.7		0	100	0		
Total %	26.7	0	0	26.7	13.3	13.3	13.3	40	6.7	0	13.3	20	0	13.3	0	13.3	

	Civic Drive Southbound				Roy Rogers Drive Westbound				Civic Drive Northbound				Roy Rogers Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	1	**1**	**1**	**3**	0	0	0	0	0	**1**	0	**1**	**4**
08:15 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
08:30 AM	**1**	0	0	**1**	0	0	0	0	0	0	**1**	1	0	0	0	0	2
Total Volume	1	0	0	1	2	1	1	4	1	0	1	2	0	1	0	1	8
% App. Total	100	0	0		50	25	25		50	0	50		0	100	0		
PHF	.250	.000	.000	.250	.500	.250	.250	.333	.250	.000	.250	.500	.000	.250	.000	.250	.500

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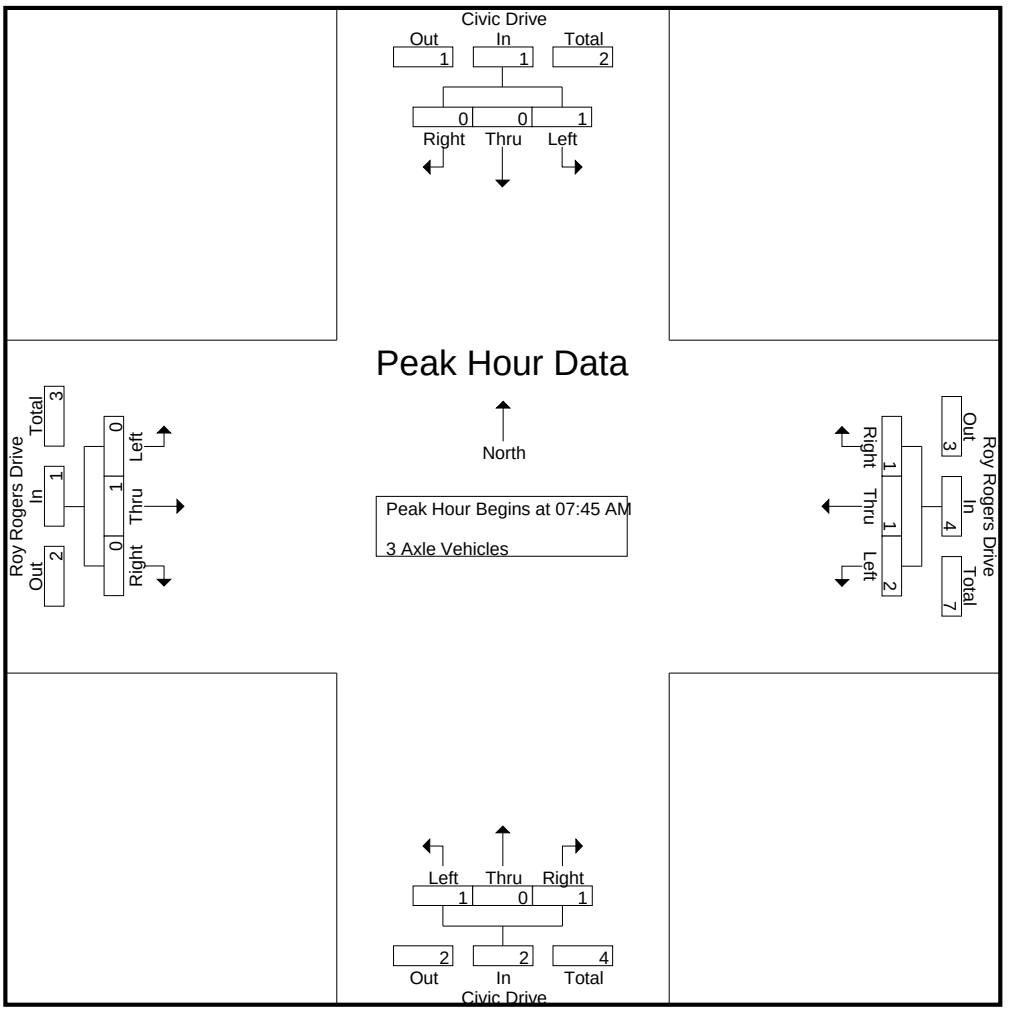

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	1	**1**	**1**	**3**	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.	**1**	0	0	**1**	0	0	0	0	0	0	**1**	1	0	0	0	0
Total Volume	1	0	0	1	2	1	1	4	1	0	1	2	0	1	0	1
% App. Total	100	0	0		50	25	25		50	0	50		0	100	0	
PHF	.250	.000	.000	.250	.500	.250	.250	.333	.250	.000	.250	.500	.000	.250	.000	.250

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Weather: Clear

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Groups Printed- 4+ Axle Trucks

	Civic Drive Southbound				Roy Rogers Drive Westbound				Civic Drive Northbound				Roy Rogers Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	1	2	0	1	0	1	0	0	0	0	0	1	0	1	4
07:45 AM	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0	3
Total	0	1	1	2	3	1	0	4	1	0	1	2	0	1	0	1	9
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	1	1	2	0	0	1	1	0	1	0	1	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	1	1	2	0	0	2	2	1	4	0	5	9
Grand Total	0	1	1	2	3	2	1	6	1	0	3	4	1	5	0	6	18
Apprch %	0	50	50		50	33.3	16.7		25	0	75		16.7	83.3	0		
Total %	0	5.6	5.6	11.1	16.7	11.1	5.6	33.3	5.6	0	16.7	22.2	5.6	27.8	0	33.3	

	Civic Drive Southbound				Roy Rogers Drive Westbound				Civic Drive Northbound				Roy Rogers Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	**2**	0	0	**2**	0	0	**1**	**1**	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	**1**	**1**	2	0	0	1	1	0	1	0	1	**4**
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	**2**	0	**2**	3
Total Volume	0	0	0	0	2	1	1	4	0	0	3	3	0	4	0	4	11
% App. Total	0	0	0		50	25	25		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.250	.250	.250	.500	.000	.000	.750	.750	.000	.500	.000	.500	.688

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File Name : 03_VIC_Civ_RR AM
Site Code : 251132
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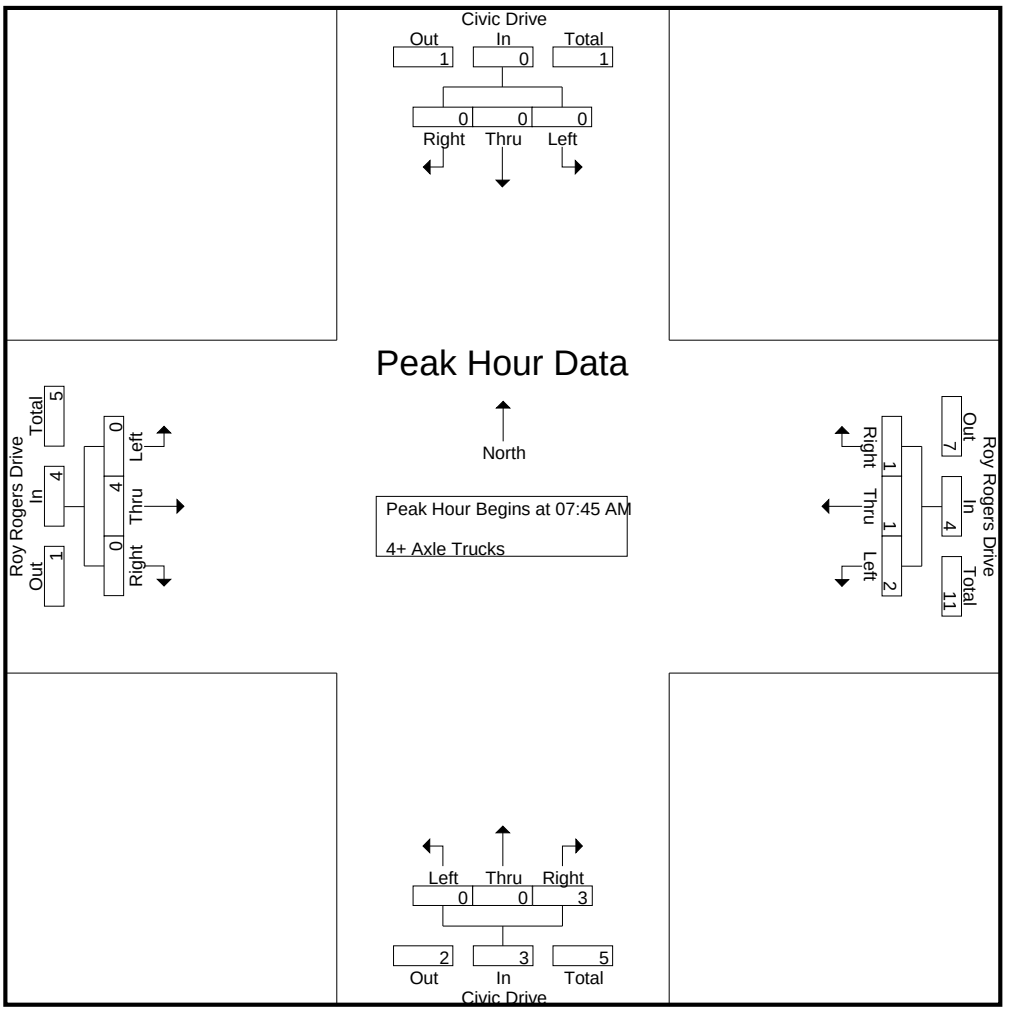

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	**2**	0	0	**2**	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	**1**	**1**	2	0	0	1	1	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	**2**	0	**2**
Total Volume	0	0	0	0	2	1	1	4	0	0	3	3	0	4	0	4
% App. Total	0	0	0		50	25	25		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.250	.250	.250	.500	.000	.000	.750	.750	.000	.500	.000	.500

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File Name : 03_VIC_Civ_RR PM
Site Code : 251132
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Civic Drive Southbound				Roy Rogers Drive Westbound				Civic Drive Northbound				Roy Rogers Drive 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	34	19	4	57	82	247	32	361	38	23	118	179	20	211	28	259	856
04:15 PM	32	12	6	50	70	253	31	354	43	36	93	172	18	187	13	218	794
04:30 PM	27	8	8	43	80	260	35	375	39	24	137	200	31	224	16	271	889
04:45 PM	33	8	3	44	63	246	27	336	36	24	109	169	25	166	16	207	756
Total	126	47	21	194	295	1006	125	1426	156	107	457	720	94	788	73	955	3295
05:00 PM	43	5	5	53	65	239	21	325	38	25	145	208	32	216	26	274	860
05:15 PM	37	14	5	56	75	230	17	322	43	31	83	157	18	188	18	224	759
05:30 PM	21	17	1	39	72	285	21	378	36	31	101	168	26	185	21	232	817
05:45 PM	34	7	3	44	85	225	14	324	40	22	77	139	20	174	22	216	723
Total	135	43	14	192	297	979	73	1349	157	109	406	672	96	763	87	946	3159
Grand Total	261	90	35	386	592	1985	198	2775	313	216	863	1392	190	1551	160	1901	6454
Apprch %	67.6	23.3	9.1		21.3	71.5	7.1		22.5	15.5	62		10	81.6	8.4		
Total %	4	1.4	0.5	6	9.2	30.8	3.1	43	4.8	3.3	13.4	21.6	2.9	24	2.5	29.5	
Passenger Vehicles	258	89	35	382	588	1971	193	2752	310	215	851	1376	190	1534	160	1884	6394
% Passenger Vehicles	98.9	98.9	100	99	99.3	99.3	97.5	99.2	99	99.5	98.6	98.9	100	98.9	100	99.1	99.1
Large 2 Axle Vehicles	1	1	0	2	3	9	0	12	3	1	7	11	0	8	0	8	33
% Large 2 Axle Vehicles	0.4	1.1	0	0.5	0.5	0.5	0	0.4	1	0.5	0.8	0.8	0	0.5	0	0.4	0.5
3 Axle Vehicles	0	0	0	0	0	2	3	5	0	0	3	3	0	6	0	6	14
% 3 Axle Vehicles	0	0	0	0	0	0.1	1.5	0.2	0	0	0.3	0.2	0	0.4	0	0.3	0.2
4+ Axle Trucks	2	0	0	2	1	3	2	6	0	0	2	2	0	3	0	3	13
% 4+ Axle Trucks	0.8	0	0	0.5	0.2	0.2	1	0.2	0	0	0.2	0.1	0	0.2	0	0.2	0.2

	Civic Drive Southbound				Roy Rogers Drive Westbound				Civic Drive Northbound				Roy Rogers Drive 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 04:15 PM																	
04:15 PM	32	**12**	6	50	70	253	31	354	**43**	**36**	93	172	18	187	13	218	794
04:30 PM	27	8	**8**	43	**80**	**260**	**35**	**375**	39	24	137	200	31	**224**	16	271	**889**
04:45 PM	33	8	3	44	63	246	27	336	36	24	109	169	25	166	16	207	756
05:00 PM	**43**	5	5	**53**	65	239	21	325	38	25	**145**	**208**	**32**	216	**26**	**274**	860
Total Volume	135	33	22	190	278	998	114	1390	156	109	484	749	106	793	71	970	3299
% App. Total	71.1	17.4	11.6		20	71.8	8.2		20.8	14.6	64.6		10.9	81.8	7.3		
PHF	.785	.688	.688	.896	.869	.960	.814	.927	.907	.757	.834	.900	.828	.885	.683	.885	.928

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File Name : 03_VIC_Civ_RR PM
Site Code : 251132
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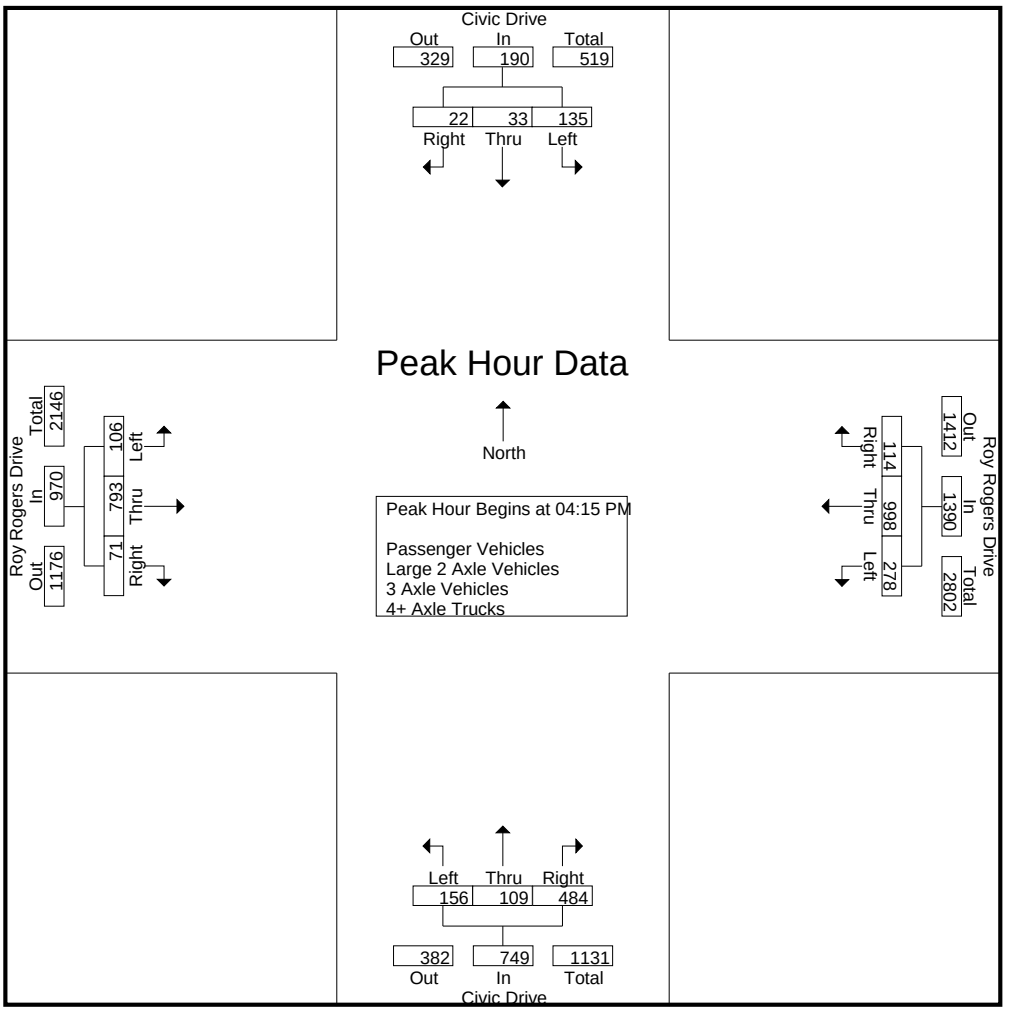

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:15 PM				04:30 PM			
+0 mins.	27	8	**8**	43	**82**	247	32	361	**43**	**36**	93	172	31	**224**	16	271
+15 mins.	33	8	3	44	70	253	31	354	39	24	137	200	25	166	16	207
+30 mins.	**43**	5	5	53	80	**260**	**35**	**375**	36	24	109	169	**32**	216	**26**	**274**
+45 mins.	37	**14**	5	**56**	63	246	27	336	38	25	**145**	**208**	18	188	18	224
Total Volume	140	35	21	196	295	1006	125	1426	156	109	484	749	106	794	76	976
% App. Total	71.4	17.9	10.7		20.7	70.5	8.8		20.8	14.6	64.6		10.9	81.4	7.8	
PHF	.814	.625	.656	.875	.899	.967	.893	.951	.907	.757	.834	.900	.828	.886	.731	.891

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Groups Printed- Passenger Vehicles

	Civic Drive Southbound				Roy Rogers Drive Westbound				Civic Drive Northbound				Roy Rogers Drive 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	34	19	4	57	80	245	31	356	36	23	116	175	20	210	28	258	846
04:15 PM	32	12	6	50	69	251	30	350	42	36	90	168	18	184	13	215	783
04:30 PM	27	8	8	43	80	257	34	371	39	24	135	198	31	218	16	265	877
04:45 PM	33	7	3	43	63	245	26	334	36	23	106	165	25	164	16	205	747
Total	126	46	21	193	292	998	121	1411	153	106	447	706	94	776	73	943	3253
05:00 PM	43	5	5	53	65	237	21	323	38	25	143	206	32	214	26	272	854
05:15 PM	37	14	5	56	75	229	17	321	43	31	83	157	18	187	18	223	757
05:30 PM	19	17	1	37	71	285	21	377	36	31	101	168	26	183	21	230	812
05:45 PM	33	7	3	43	85	222	13	320	40	22	77	139	20	174	22	216	718
Total	132	43	14	189	296	973	72	1341	157	109	404	670	96	758	87	941	3141
Grand Total	258	89	35	382	588	1971	193	2752	310	215	851	1376	190	1534	160	1884	6394
Apprch %	67.5	23.3	9.2		21.4	71.6	7		22.5	15.6	61.8		10.1	81.4	8.5		
Total %	4	1.4	0.5	6	9.2	30.8	3	43	4.8	3.4	13.3	21.5	3	24	2.5	29.5	

	Civic Drive Southbound				Roy Rogers Drive Westbound				Civic Drive Northbound				Roy Rogers Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	32	**12**	6	50	69	251	30	350	**42**	**36**	90	168	18	184	13	215	783
04:30 PM	27	8	**8**	43	**80**	**257**	**34**	**371**	39	24	135	198	31	**218**	16	265	**877**
04:45 PM	33	7	3	43	63	245	26	334	36	23	106	165	25	164	16	205	747
05:00 PM	**43**	5	5	**53**	65	237	21	323	38	25	**143**	**206**	**32**	214	**26**	**272**	854
Total Volume	135	32	22	189	277	990	111	1378	155	108	474	737	106	780	71	957	3261
% App. Total	71.4	16.9	11.6		20.1	71.8	8.1		21	14.7	64.3		11.1	81.5	7.4		
PHF	.785	.667	.688	.892	.866	.963	.816	.929	.923	.750	.829	.894	.828	.894	.683	.880	.930

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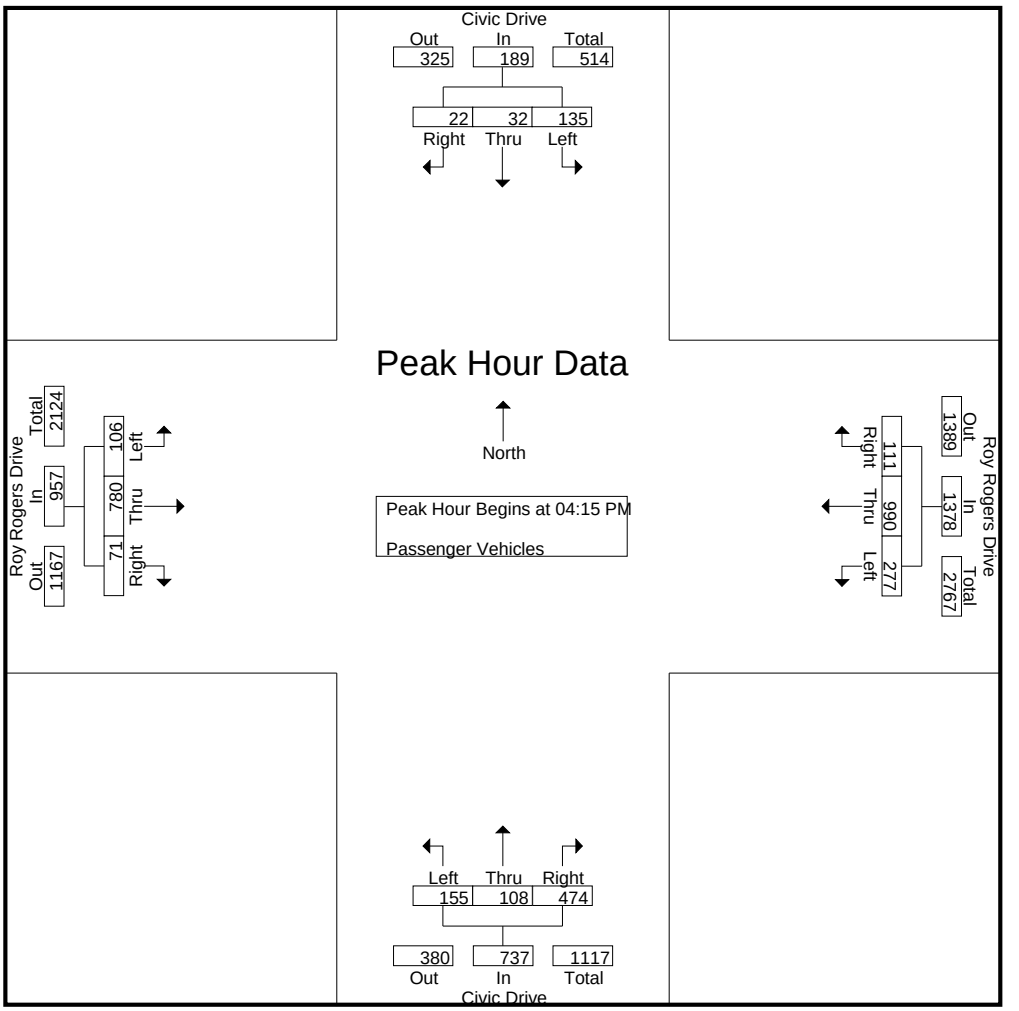

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	32	**12**	6	50	69	251	30	350	**42**	**36**	90	168	18	184	13	215
+15 mins.	27	8	**8**	43	**80**	**257**	**34**	**371**	39	24	135	198	31	**218**	16	265
+30 mins.	33	7	3	43	63	245	26	334	36	23	106	165	25	164	16	205
+45 mins.	**43**	5	5	**53**	65	237	21	323	38	25	**143**	**206**	**32**	214	**26**	**272**
Total Volume	135	32	22	189	277	990	111	1378	155	108	474	737	106	780	71	957
% App. Total	71.4	16.9	11.6		20.1	71.8	8.1		21	14.7	64.3		11.1	81.5	7.4	
PHF	.785	.667	.688	.892	.866	.963	.816	.929	.923	.750	.829	.894	.828	.894	.683	.880

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Groups Printed- Large 2 Axle Vehicles

	Civic Drive Southbound				Roy Rogers Drive Westbound				Civic Drive Northbound				Roy Rogers Drive 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	2	1	0	3	2	0	1	3	0	1	0	1	7
04:15 PM	0	0	0	0	1	1	0	2	1	0	2	3	0	1	0	1	6
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
04:45 PM	0	1	0	1	0	1	0	1	0	1	3	4	0	1	0	1	7
Total	0	1	0	1	3	5	0	8	3	1	6	10	0	5	0	5	24
05:00 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	1	0	1	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	1	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
Total	1	0	0	1	0	4	0	4	0	0	1	1	0	3	0	3	9
Grand Total	1	1	0	2	3	9	0	12	3	1	7	11	0	8	0	8	33
Apprch %	50	50	0		25	75	0		27.3	9.1	63.6		0	100	0		
Total %	3	3	0	6.1	9.1	27.3	0	36.4	9.1	3	21.2	33.3	0	24.2	0	24.2	

	Civic Drive Southbound				Roy Rogers Drive Westbound				Civic Drive Northbound				Roy Rogers Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	**1**	1	0	**2**	**1**	0	2	3	0	1	0	1	6
04:30 PM	0	0	0	0	0	**2**	0	2	0	0	0	0	0	**2**	0	**2**	4
04:45 PM	0	**1**	0	**1**	0	1	0	1	0	**1**	**3**	**4**	0	1	0	1	**7**
05:00 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	1	0	1	4
Total Volume	0	1	0	1	1	6	0	7	1	1	6	8	0	5	0	5	21
% App. Total	0	100	0		14.3	85.7	0		12.5	12.5	75		0	100	0		
PHF	.000	.250	.000	.250	.250	.750	.000	.875	.250	.250	.500	.500	.000	.625	.000	.625	.750

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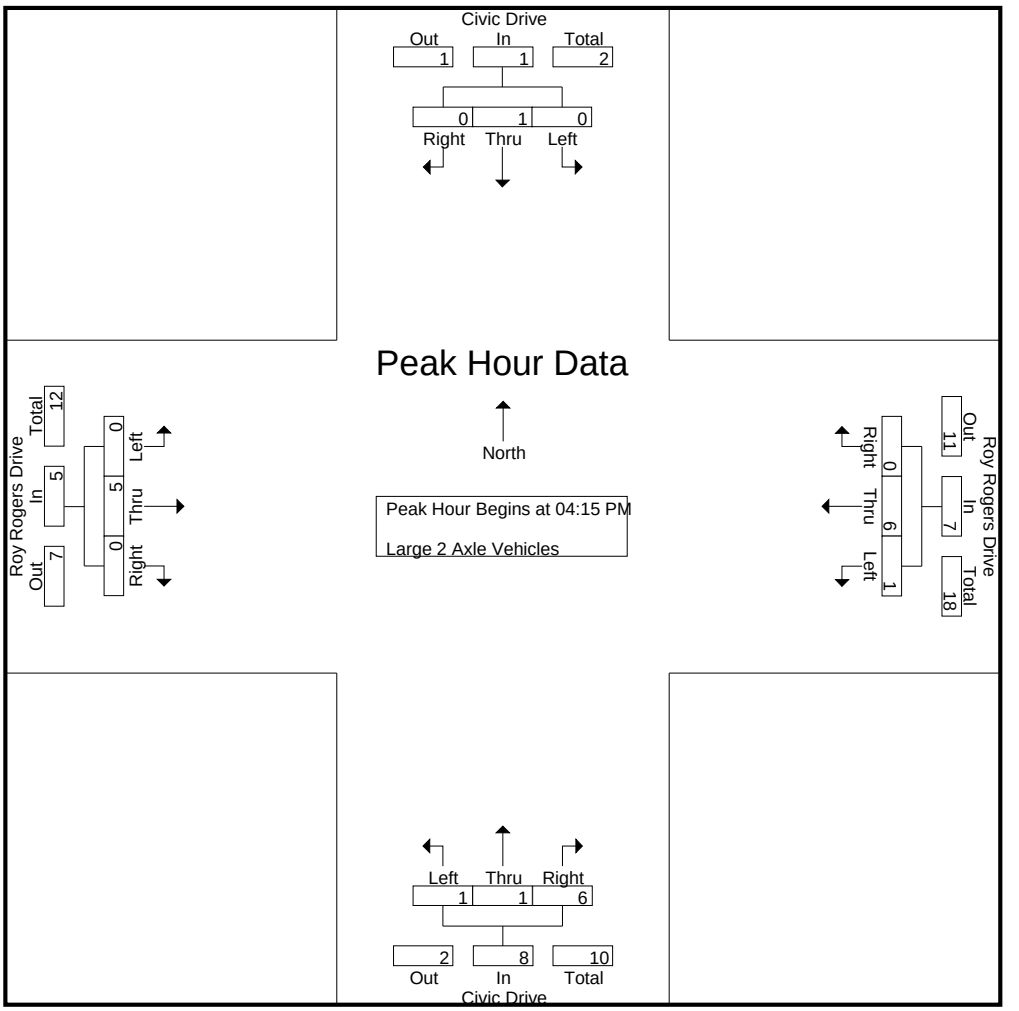

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	**1**	1	0	**2**	**1**	0	2	3	0	1	0	1
+15 mins.	0	0	0	0	0	**2**	0	2	0	0	0	0	0	**2**	0	**2**
+30 mins.	0	**1**	0	**1**	0	1	0	1	0	**1**	**3**	**4**	0	1	0	1
+45 mins.	0	0	0	0	0	2	0	2	0	0	1	1	0	1	0	1
Total Volume	0	1	0	1	1	6	0	7	1	1	6	8	0	5	0	5
% App. Total	0	100	0		14.3	85.7	0		12.5	12.5	75		0	100	0	
PHF	.000	.250	.000	.250	.250	.750	.000	.875	.250	.250	.500	.500	.000	.625	.000	.625

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Groups Printed- 3 Axle Vehicles

	Civic Drive Southbound				Roy Rogers Drive Westbound				Civic Drive Northbound				Roy Rogers Drive 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	0	0	1	1	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	1	1	0	0	1	1	0	1	0	1	3
04:30 PM	0	0	0	0	0	1	1	2	0	0	1	1	0	2	0	2	5
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	2	3	5	0	0	3	3	0	4	0	4	12
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
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	1	0	1	1
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	2	0	2	2
Grand Total	0	0	0	0	0	2	3	5	0	0	3	3	0	6	0	6	14
Apprch %	0	0	0		0	40	60		0	0	100		0	100	0		
Total %	0	0	0	0	0	14.3	21.4	35.7	0	0	21.4	21.4	0	42.9	0	42.9	

	Civic Drive Southbound				Roy Rogers Drive Westbound				Civic Drive Northbound				Roy Rogers Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	**1**	1	0	0	**1**	**1**	0	1	0	1	3
04:30 PM	0	0	0	0	0	**1**	1	**2**	0	0	1	1	0	**2**	0	**2**	**5**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 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	2	3	0	0	2	2	0	5	0	5	10
% App. Total	0	0	0		0	33.3	66.7		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.500	.375	.000	.000	.500	.500	.000	.625	.000	.625	.500

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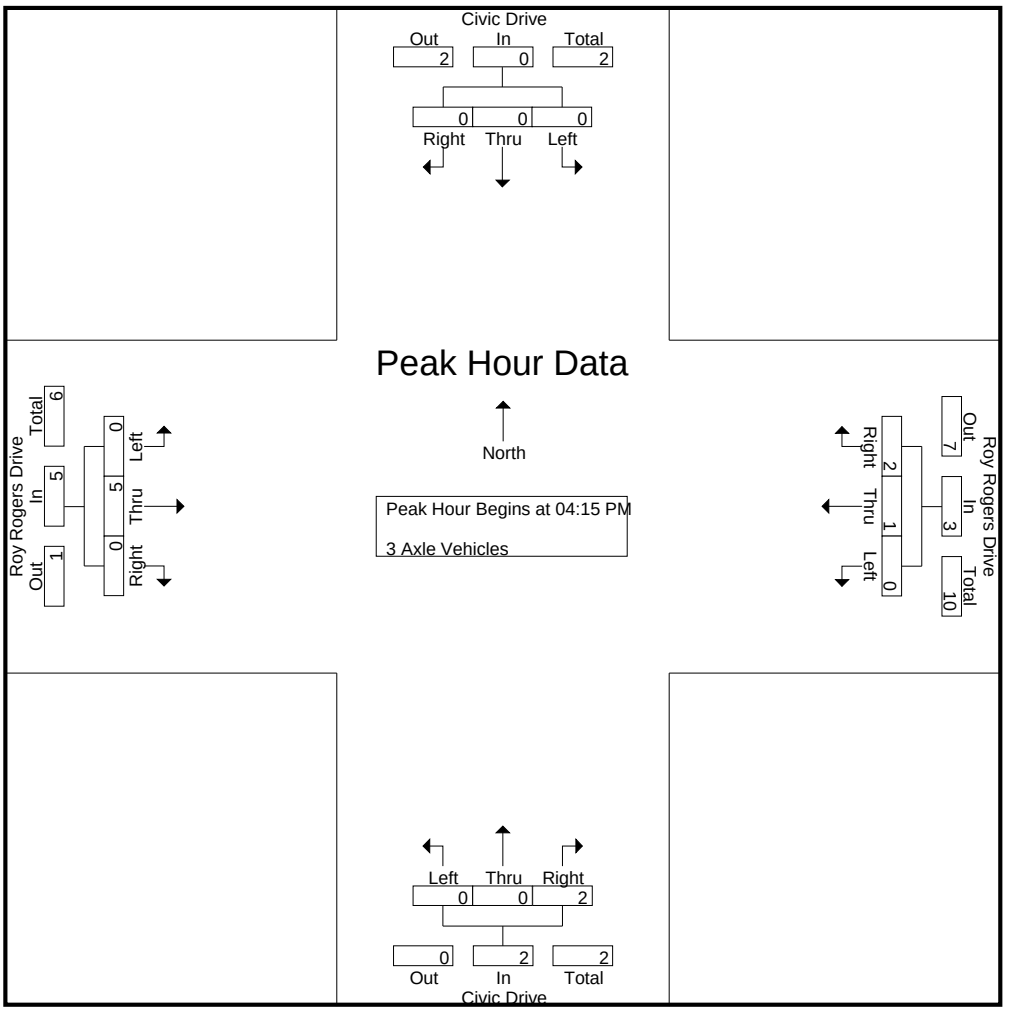
City of Victorville
N/S: Civic Drive
E/W: Roy Rogers Drive
Weather: Clear

File Name : 03_VIC_Civ_RR PM
Site Code : 251132
Start Date : 12/3/2025
Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	**1**	1	0	0	**1**	**1**	0	1	0	1
+15 mins.	0	0	0	0	0	**1**	1	**2**	0	0	1	1	0	**2**	0	**2**
+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	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	1	2	3	0	0	2	2	0	5	0	5
% App. Total	0	0	0		0	33.3	66.7		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.500	.375	.000	.000	.500	.500	.000	.625	.000	.625

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E/W: Roy Rogers Drive
Weather: Clear

File Name : 03_VIC_Civ_RR PM
Site Code : 251132
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Groups Printed- 4+ Axle Trucks

	Civic Drive Southbound				Roy Rogers Drive Westbound				Civic Drive Northbound				Roy Rogers Drive 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	1	0	1	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	3
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	1	2	0	0	1	1	0	3	0	3	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	2	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
Total	2	0	0	2	1	2	1	4	0	0	1	1	0	0	0	0	7
Grand Total	2	0	0	2	1	3	2	6	0	0	2	2	0	3	0	3	13
Apprch %	100	0	0		16.7	50	33.3		0	0	100		0	100	0		
Total %	15.4	0	0	15.4	7.7	23.1	15.4	46.2	0	0	15.4	15.4	0	23.1	0	23.1	

	Civic Drive Southbound				Roy Rogers Drive Westbound				Civic Drive Northbound				Roy Rogers Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**	0	**2**	**3**
04:45 PM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total Volume	0	0	0	0	0	1	1	2	0	0	2	2	0	3	0	3	7
% App. Total	0	0	0		0	50	50		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.500	.000	.000	.500	.500	.000	.375	.000	.375	.583

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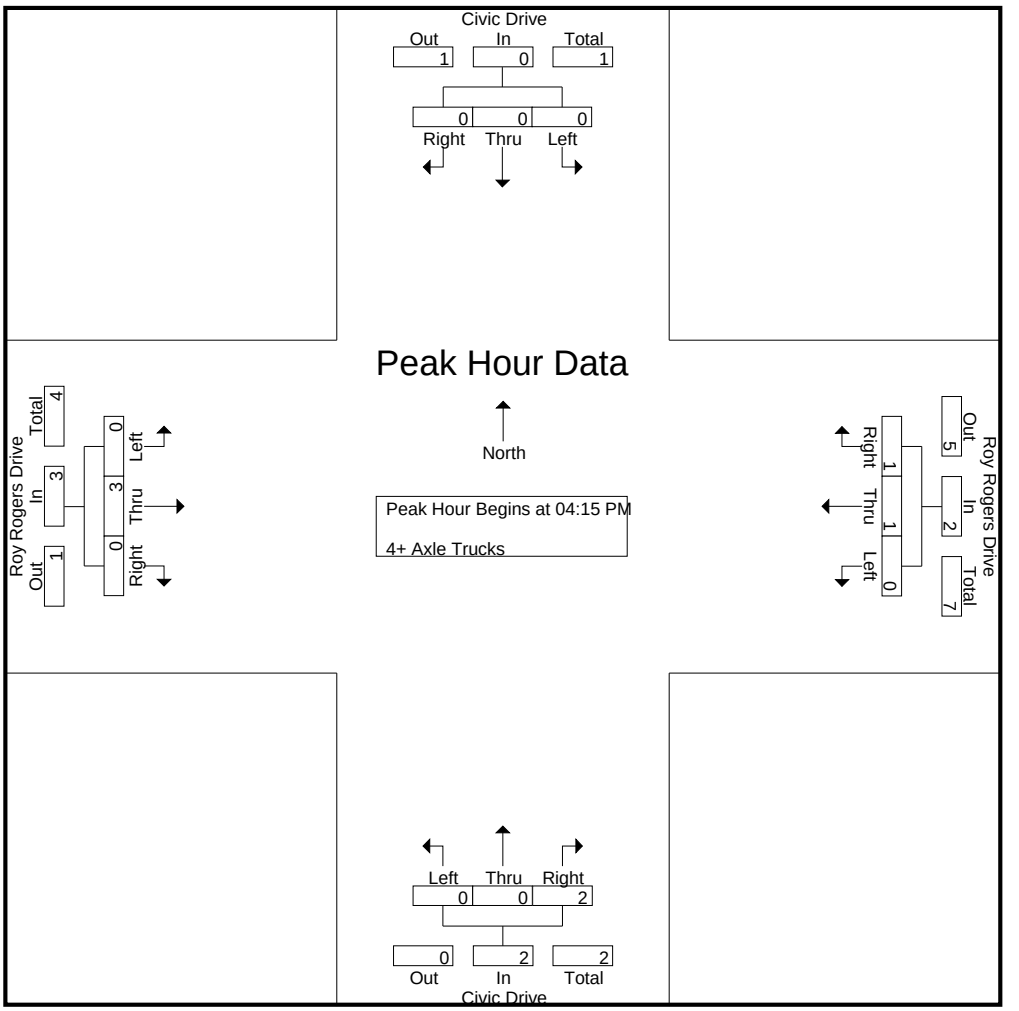

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**2**	0	**2**
+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	1	1	0	0	0	0
Total Volume	0	0	0	0	0	1	1	2	0	0	2	2	0	3	0	3
% App. Total	0	0	0		0	50	50		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.250	.500	.000	.000	.500	.500	.000	.375	.000	.375

Location: Victorville
N/S: Civic Drive
E/W: Roy Rogers Drive

Date: 12/3/2025
Day: Wednesday

PEDESTRIANS

	North Leg Civic Drive	East Leg Roy Rogers Drive	South Leg Civic Drive	West Leg Roy Rogers Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	1	1
7:15 AM	0	0	0	0	0
7:30 AM	1	0	0	0	1
7:45 AM	1	0	0	1	2
8:00 AM	1	0	1	1	3
8:15 AM	0	0	1	4	5
8:30 AM	3	0	0	1	4
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	6	0	2	8	16

	North Leg Civic Drive	East Leg Roy Rogers Drive	South Leg Civic Drive	West Leg Roy Rogers Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	1	0	1
4:15 PM	2	1	2	0	5
4:30 PM	2	0	0	2	4
4:45 PM	0	0	0	1	1
5:00 PM	0	0	0	2	2
5:15 PM	1	0	0	0	1
5:30 PM	2	0	0	1	3
5:45 PM	3	0	0	1	4
TOTAL VOLUMES:	10	1	3	7	21

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Location: Victorville
N/S: Civic Drive
E/W: Roy Rogers Drive

Date: 12/3/2025
Day: Wednesday

BICYCLES

	Southbound Civic Drive			Westbound Roy Rogers Drive			Northbound Civic Drive			Eastbound Roy Rogers Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	1	0	0	2

	Southbound Civic Drive			Westbound Roy Rogers Drive			Northbound Civic Drive			Eastbound Roy Rogers Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
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	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	2	0	0	0	0	2	0	0	4
TOTAL VOLUMES:	0	0	0	0	2	0	1	0	0	2	0	0	5

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City of Victorville
N/S: Civic Drive
E/W: Swift Circle
Weather: Clear

File Name : 04_VIC_Civ_Swi AM
Site Code : 251132
Start Date : 11/19/2025
Page No : 1

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

	Civic Drive Southbound			Swift Circle Westbound			Civic Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	4	33	37	1	1	2	35	1	36	75
07:15 AM	4	53	57	1	2	3	51	1	52	112
07:30 AM	2	54	56	1	3	4	71	7	78	138
07:45 AM	5	87	92	2	0	2	58	4	62	156
Total	15	227	242	5	6	11	215	13	228	481
08:00 AM	7	67	74	2	0	2	61	4	65	141
08:15 AM	6	91	97	1	7	8	65	5	70	175
08:30 AM	3	74	77	1	4	5	62	7	69	151
08:45 AM	6	70	76	3	3	6	79	1	80	162
Total	22	302	324	7	14	21	267	17	284	629
Grand Total	37	529	566	12	20	32	482	30	512	1110
Apprch %	6.5	93.5		37.5	62.5		94.1	5.9		
Total %	3.3	47.7	51	1.1	1.8	2.9	43.4	2.7	46.1	
Passenger Vehicles	35	523	558	11	20	31	475	30	505	1094
% Passenger Vehicles	94.6	98.9	98.6	91.7	100	96.9	98.5	100	98.6	98.6
Large 2 Axle Vehicles	1	4	5	0	0	0	4	0	4	9
% Large 2 Axle Vehicles	2.7	0.8	0.9	0	0	0	0.8	0	0.8	0.8
3 Axle Vehicles	1	2	3	1	0	1	2	0	2	6
% 3 Axle Vehicles	2.7	0.4	0.5	8.3	0	3.1	0.4	0	0.4	0.5
4+ Axle Trucks	0	0	0	0	0	0	1	0	1	1
% 4+ Axle Trucks	0	0	0	0	0	0	0.2	0	0.2	0.1

	Civic Drive Southbound			Swift Circle Westbound			Civic Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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 08:00 AM										
08:00 AM	**7**	67	74	2	0	2	61	4	65	141
08:15 AM	6	**91**	**97**	1	**7**	**8**	65	5	70	**175**
08:30 AM	3	74	77	1	4	5	62	**7**	69	151
08:45 AM	6	70	76	**3**	3	6	**79**	1	**80**	162
Total Volume	22	302	324	7	14	21	267	17	284	629
% App. Total	6.8	93.2		33.3	66.7		94	6		
PHF	.786	.830	.835	.583	.500	.656	.845	.607	.888	.899

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City of Victorville
N/S: Civic Drive
E/W: Swift Circle
Weather: Clear

File Name : 04_VIC_Civ_Swi AM
Site Code : 251132
Start Date : 11/19/2025
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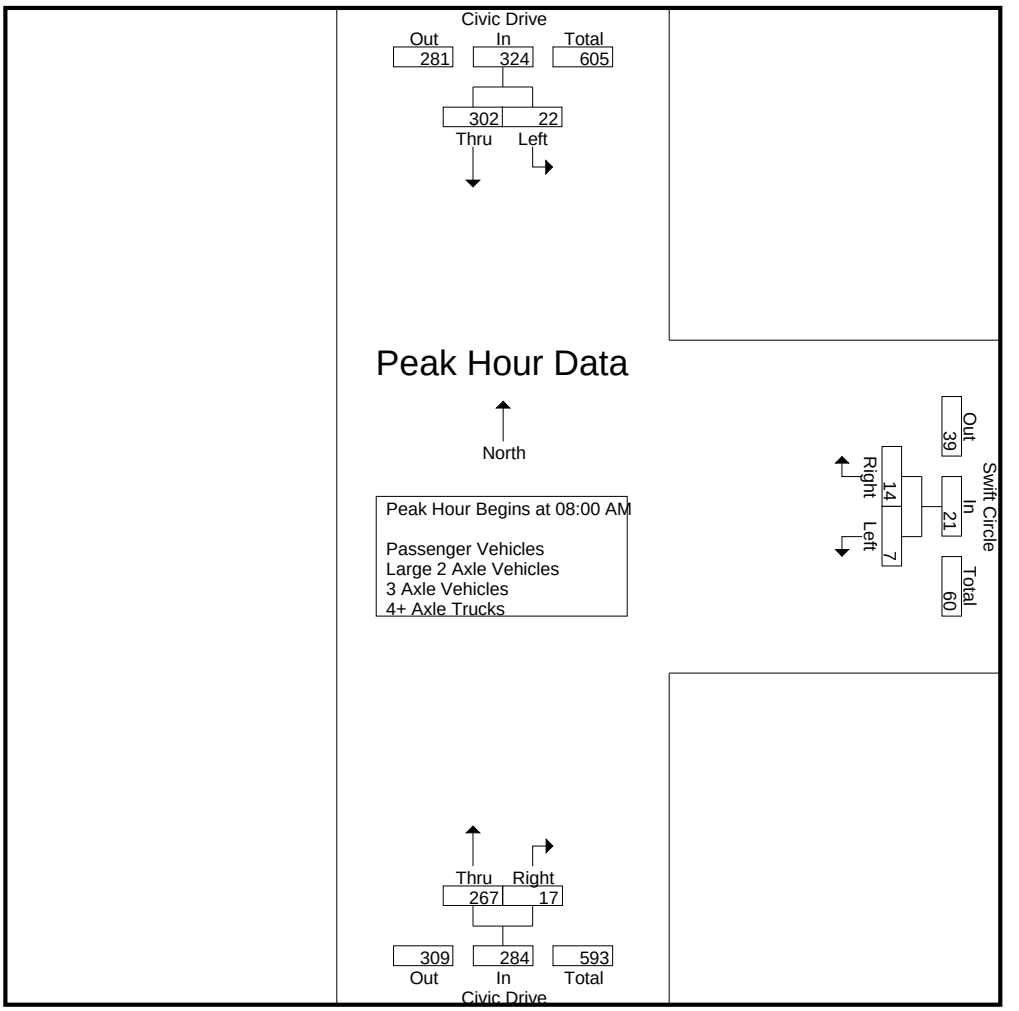

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			08:00 AM			08:00 AM		
+0 mins.	5	87	92	2	0	2	61	4	65
+15 mins.	**7**	67	74	1	**7**	**8**	65	5	70
+30 mins.	6	**91**	**97**	1	4	5	62	**7**	69
+45 mins.	3	74	77	**3**	3	6	**79**	1	**80**
Total Volume	21	319	340	7	14	21	267	17	284
% App. Total	6.2	93.8		33.3	66.7		94	6	
PHF	.750	.876	.876	.583	.500	.656	.845	.607	.888

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City of Victorville
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E/W: Swift Circle
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File Name : 04_VIC_Civ_Swi AM
Site Code : 251132
Start Date : 11/19/2025
Page No : 1

Groups Printed- Passenger Vehicles

	Civic Drive Southbound			Swift Circle Westbound			Civic Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	4	33	37	1	1	2	35	1	36	75
07:15 AM	4	53	57	1	2	3	51	1	52	112
07:30 AM	1	53	54	1	3	4	70	7	77	135
07:45 AM	5	85	90	2	0	2	56	4	60	152
Total	14	224	238	5	6	11	212	13	225	474
08:00 AM	6	65	71	2	0	2	60	4	64	137
08:15 AM	6	90	96	1	7	8	64	5	69	173
08:30 AM	3	74	77	0	4	4	62	7	69	150
08:45 AM	6	70	76	3	3	6	77	1	78	160
Total	21	299	320	6	14	20	263	17	280	620
Grand Total	35	523	558	11	20	31	475	30	505	1094
Apprch %	6.3	93.7		35.5	64.5		94.1	5.9		
Total %	3.2	47.8	51	1	1.8	2.8	43.4	2.7	46.2	

	Civic Drive Southbound			Swift Circle Westbound			Civic Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	**6**	65	71	2	0	2	60	4	64	137
08:15 AM	6	**90**	**96**	1	**7**	**8**	64	5	69	**173**
08:30 AM	3	74	77	0	4	4	62	**7**	69	150
08:45 AM	6	70	76	**3**	3	6	**77**	1	**78**	160
Total Volume	21	299	320	6	14	20	263	17	280	620
% App. Total	6.6	93.4		30	70		93.9	6.1		
PHF	.875	.831	.833	.500	.500	.625	.854	.607	.897	.896

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City of Victorville
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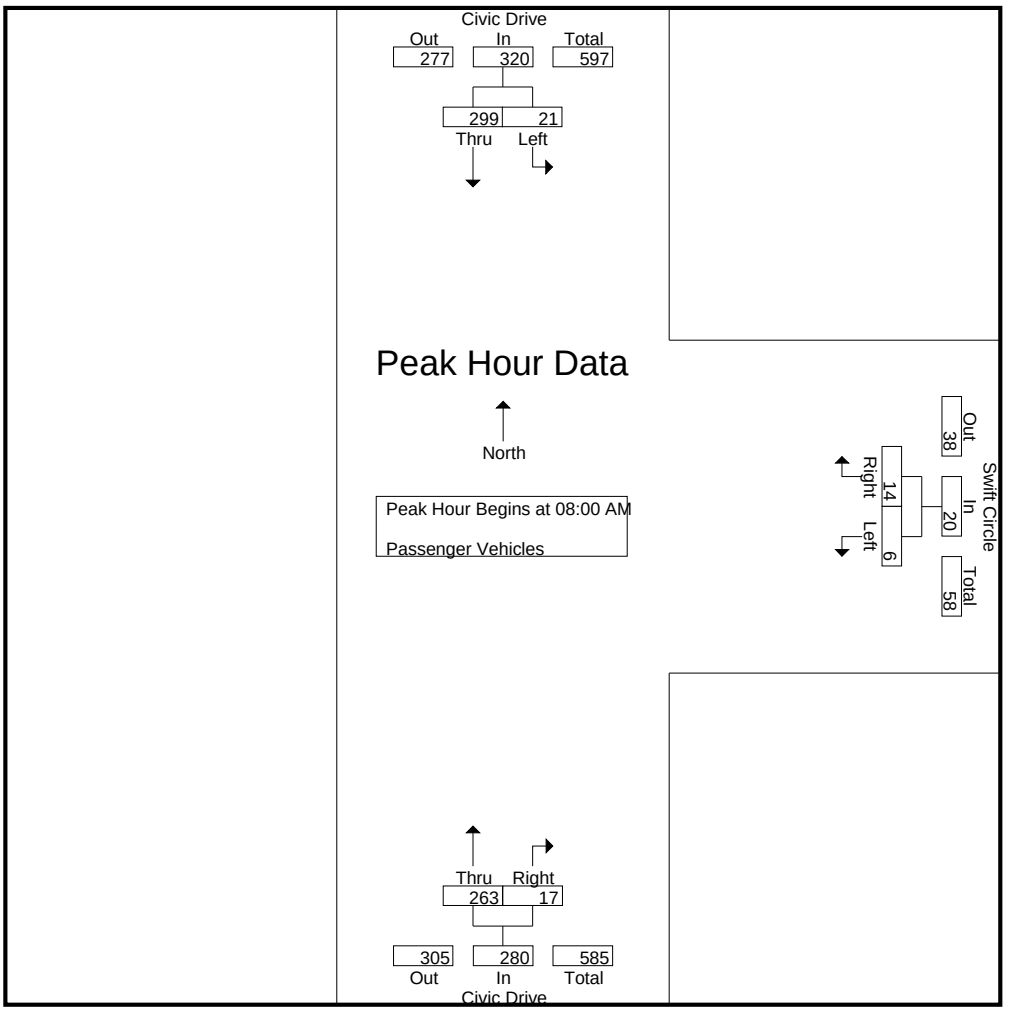
Site Code : 251132
Start Date : 11/19/2025



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

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	**6**	65	71	2	0	2	60	4	64
+15 mins.	6	**90**	**96**	1	**7**	**8**	64	5	69
+30 mins.	3	74	77	0	4	4	62	**7**	69
+45 mins.	6	70	76	**3**	3	6	**77**	1	**78**
Total Volume	21	299	320	6	14	20	263	17	280
% App. Total	6.6	93.4		30	70		93.9	6.1	
PHF	.875	.831	.833	.500	.500	.625	.854	.607	.897

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File Name : 04_VIC_Civ_Swi AM
Site Code : 251132
Start Date : 11/19/2025
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Groups Printed- Large 2 Axle Vehicles

	Civic Drive Southbound			Swift Circle Westbound			Civic Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	1	2	0	0	0	1	0	1	3
07:45 AM	0	1	1	0	0	0	1	0	1	2
Total	1	2	3	0	0	0	2	0	2	5
08:00 AM	0	1	1	0	0	0	0	0	0	1
08:15 AM	0	1	1	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	2	0	2	2
Total	0	2	2	0	0	0	2	0	2	4
Grand Total	1	4	5	0	0	0	4	0	4	9
Apprch %	20	80		0	0		100	0		
Total %	11.1	44.4	55.6	0	0	0	44.4	0	44.4	

	Civic Drive Southbound			Swift Circle Westbound			Civic Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	**1**	**1**	0	0	0	0	0	0	1
08:15 AM	0	1	1	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	**2**	0	**2**	**2**
Total Volume	0	2	2	0	0	0	2	0	2	4
% App. Total	0	100		0	0		100	0		
PHF	.000	.500	.500	.000	.000	.000	.250	.000	.250	.500

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E/W: Swift Circle
Weather: Clear

File Name : 04_VIC_Civ_Swi AM
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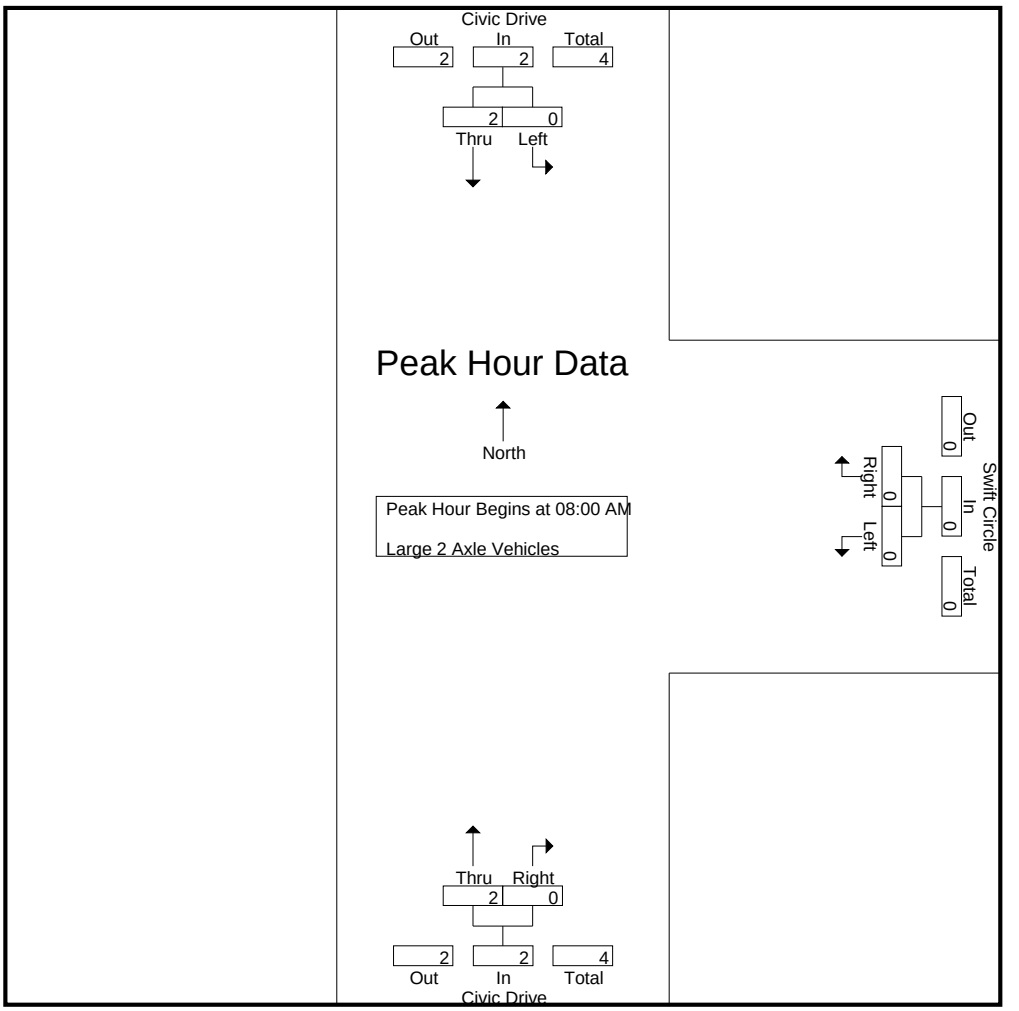

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	**1**	**1**	0	0	0	0	0	0
+15 mins.	0	1	1	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	**2**	0	**2**
Total Volume	0	2	2	0	0	0	2	0	2
% App. Total	0	100		0	0		100	0	
PHF	.000	.500	.500	.000	.000	.000	.250	.000	.250

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Groups Printed- 3 Axle Vehicles

	Civic Drive Southbound			Swift Circle Westbound			Civic Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	1	0	0	0	1	0	1	2
Total	0	1	1	0	0	0	1	0	1	2
08:00 AM	1	1	2	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	1	0	1	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	1	1	2	1	0	1	1	0	1	4
Grand Total	1	2	3	1	0	1	2	0	2	6
Apprch %	33.3	66.7		100	0		100	0		
Total %	16.7	33.3	50	16.7	0	16.7	33.3	0	33.3	

	Civic Drive Southbound			Swift Circle Westbound			Civic Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	**1**	**1**	**2**	0	0	0	0	0	0	**2**
08:15 AM	0	0	0	0	0	0	**1**	0	**1**	1
08:30 AM	0	0	0	**1**	0	**1**	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	2	1	0	1	1	0	1	4
% App. Total	50	50		100	0		100	0		
PHF	.250	.250	.250	.250	.000	.250	.250	.000	.250	.500

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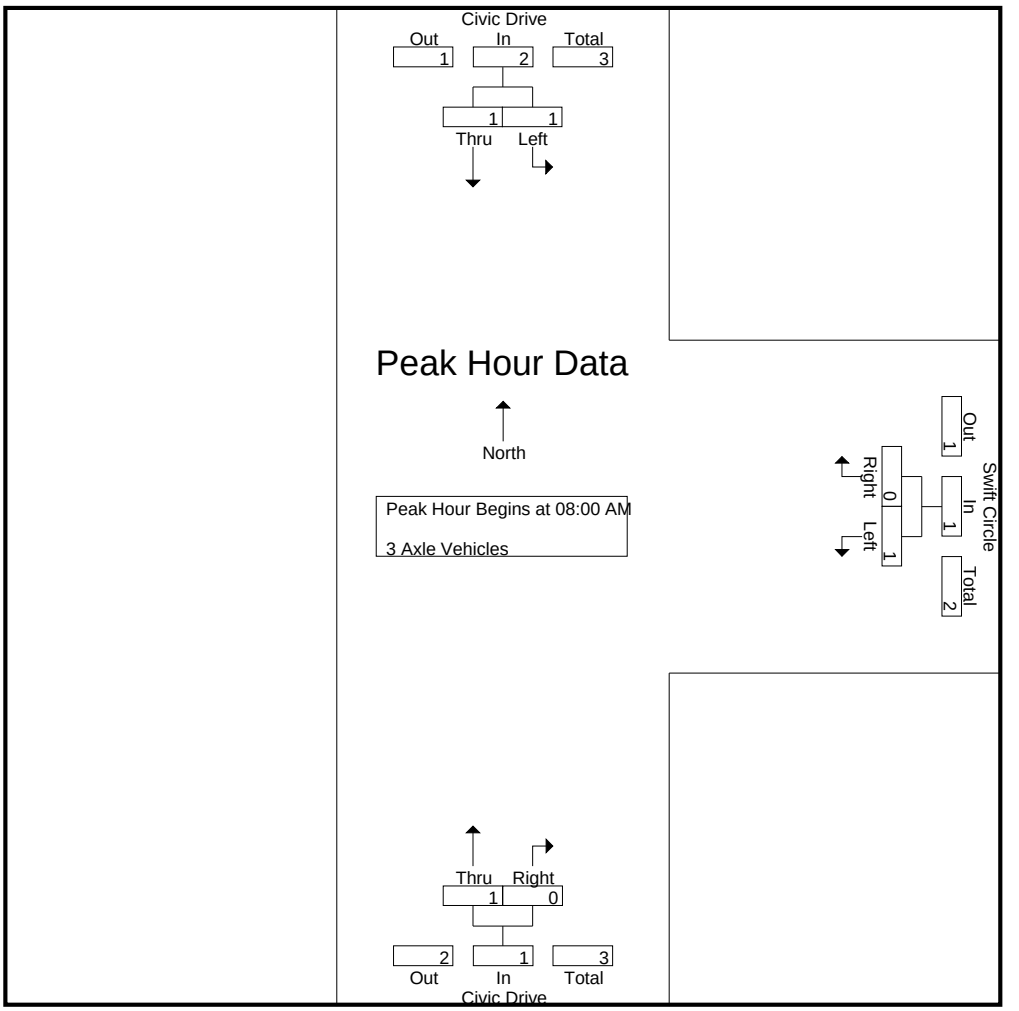

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	**1**	**1**	**2**	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	**1**	0	**1**	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	1	1	2	1	0	1	1	0	1
% App. Total	50	50		100	0		100	0	
PHF	.250	.250	.250	.250	.000	.250	.250	.000	.250

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Groups Printed- 4+ Axle Trucks

	Civic Drive Southbound			Swift Circle Westbound			Civic Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	1	0	1	1
Apprch %	0	0		0	0		100	0		
Total %	0	0	0	0	0	0	100	0	100	

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

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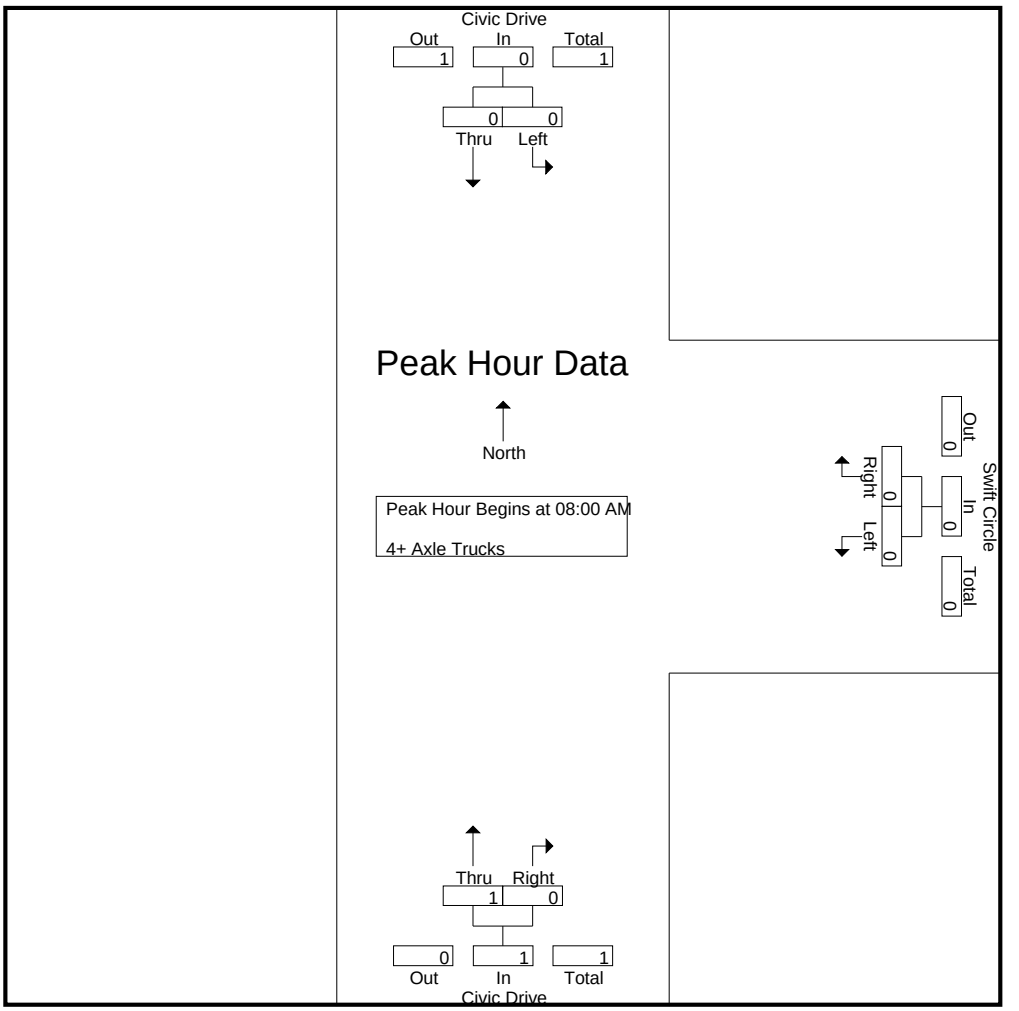

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	0	1
% App. Total	0	0		0	0		100	0	
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.250

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

	Civic Drive Southbound			Swift Circle Westbound			Civic Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	5	65	70	4	11	15	90	4	94	179
04:15 PM	6	65	71	3	6	9	89	1	90	170
04:30 PM	9	66	75	2	4	6	124	1	125	206
04:45 PM	2	56	58	1	6	7	86	0	86	151
Total	22	252	274	10	27	37	389	6	395	706
05:00 PM	5	60	65	4	11	15	144	2	146	226
05:15 PM	2	60	62	2	4	6	65	1	66	134
05:30 PM	1	62	63	2	7	9	107	0	107	179
05:45 PM	0	46	46	3	9	12	89	3	92	150
Total	8	228	236	11	31	42	405	6	411	689
Grand Total	30	480	510	21	58	79	794	12	806	1395
Apprch %	5.9	94.1		26.6	73.4		98.5	1.5		
Total %	2.2	34.4	36.6	1.5	4.2	5.7	56.9	0.9	57.8	
Passenger Vehicles	30	475	505	21	57	78	786	10	796	1379
% Passenger Vehicles	100	99	99	100	98.3	98.7	99	83.3	98.8	98.9
Large 2 Axle Vehicles	0	5	5	0	1	1	6	1	7	13
% Large 2 Axle Vehicles	0	1	1	0	1.7	1.3	0.8	8.3	0.9	0.9
3 Axle Vehicles	0	0	0	0	0	0	2	1	3	3
% 3 Axle Vehicles	0	0	0	0	0	0	0.3	8.3	0.4	0.2
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

	Civic Drive Southbound			Swift Circle Westbound			Civic Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	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 04:15 PM										
04:15 PM	6	65	71	3	6	9	89	1	90	170
04:30 PM	**9**	**66**	**75**	2	4	6	124	1	125	206
04:45 PM	2	56	58	1	6	7	86	0	86	151
05:00 PM	5	60	65	**4**	**11**	**15**	**144**	**2**	**146**	**226**
Total Volume	22	247	269	10	27	37	443	4	447	753
% App. Total	8.2	91.8		27	73		99.1	0.9		
PHF	.611	.936	.897	.625	.614	.617	.769	.500	.765	.833

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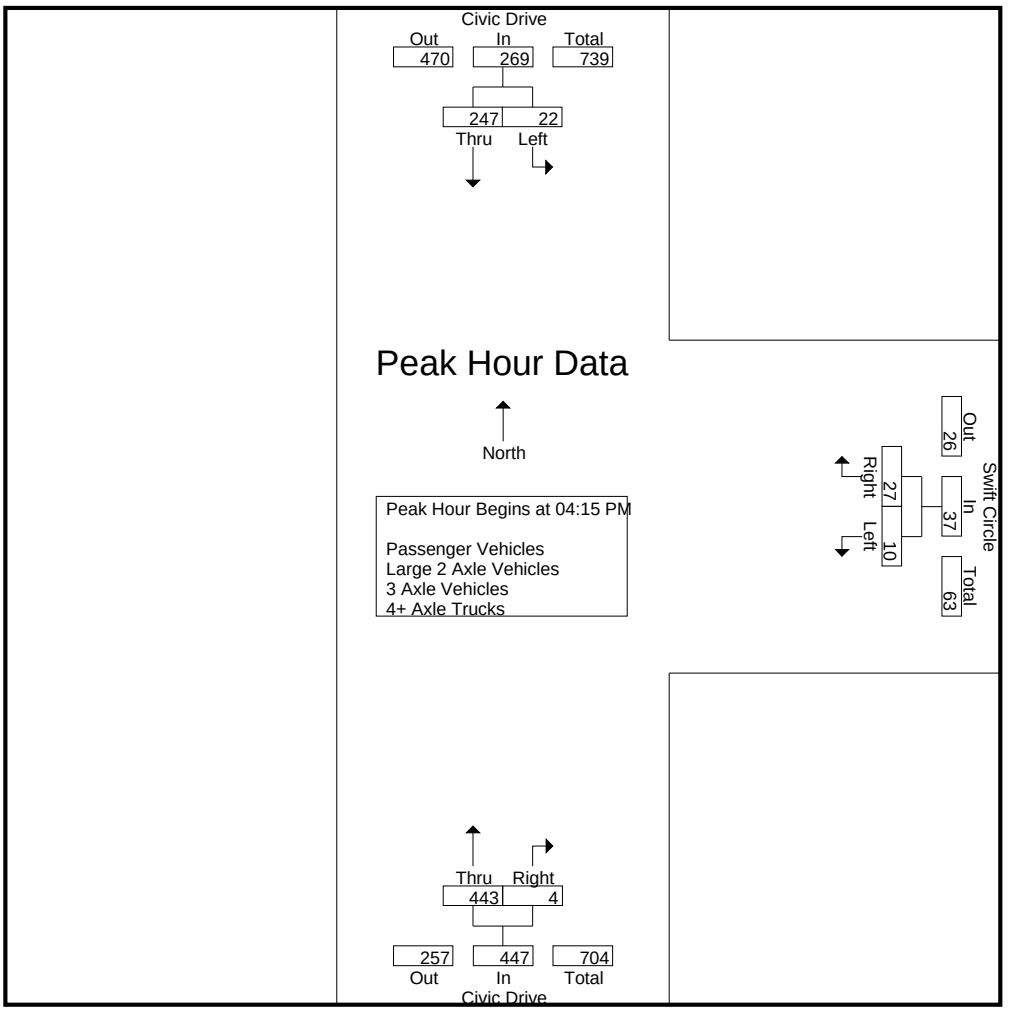

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			05:00 PM			04:15 PM		
+0 mins.	5	65	70	**4**	**11**	**15**	89	1	90
+15 mins.	6	65	71	2	4	6	124	1	125
+30 mins.	**9**	**66**	**75**	2	7	9	86	0	86
+45 mins.	2	56	58	3	9	12	**144**	**2**	**146**
Total Volume	22	252	274	11	31	42	443	4	447
% App. Total	8	92		26.2	73.8		99.1	0.9	
PHF	.611	.955	.913	.688	.705	.700	.769	.500	.765

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Groups Printed- Passenger Vehicles

	Civic Drive Southbound			Swift Circle Westbound			Civic Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	5	65	70	4	11	15	89	3	92	177
04:15 PM	6	62	68	3	6	9	87	1	88	165
04:30 PM	9	66	75	2	4	6	123	1	124	205
04:45 PM	2	56	58	1	6	7	84	0	84	149
Total	22	249	271	10	27	37	383	5	388	696
05:00 PM	5	60	65	4	11	15	144	1	145	225
05:15 PM	2	60	62	2	4	6	64	1	65	133
05:30 PM	1	61	62	2	6	8	107	0	107	177
05:45 PM	0	45	45	3	9	12	88	3	91	148
Total	8	226	234	11	30	41	403	5	408	683
Grand Total	30	475	505	21	57	78	786	10	796	1379
Apprch %	5.9	94.1		26.9	73.1		98.7	1.3		
Total %	2.2	34.4	36.6	1.5	4.1	5.7	57	0.7	57.7	

	Civic Drive Southbound			Swift Circle Westbound			Civic Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	6	62	68	3	6	9	87	**1**	88	165
04:30 PM	**9**	**66**	**75**	2	4	6	123	1	124	205
04:45 PM	2	56	58	1	6	7	84	0	84	149
05:00 PM	5	60	65	**4**	**11**	**15**	**144**	1	**145**	**225**
Total Volume	22	244	266	10	27	37	438	3	441	744
% App. Total	8.3	91.7		27	73		99.3	0.7		
PHF	.611	.924	.887	.625	.614	.617	.760	.750	.760	.827

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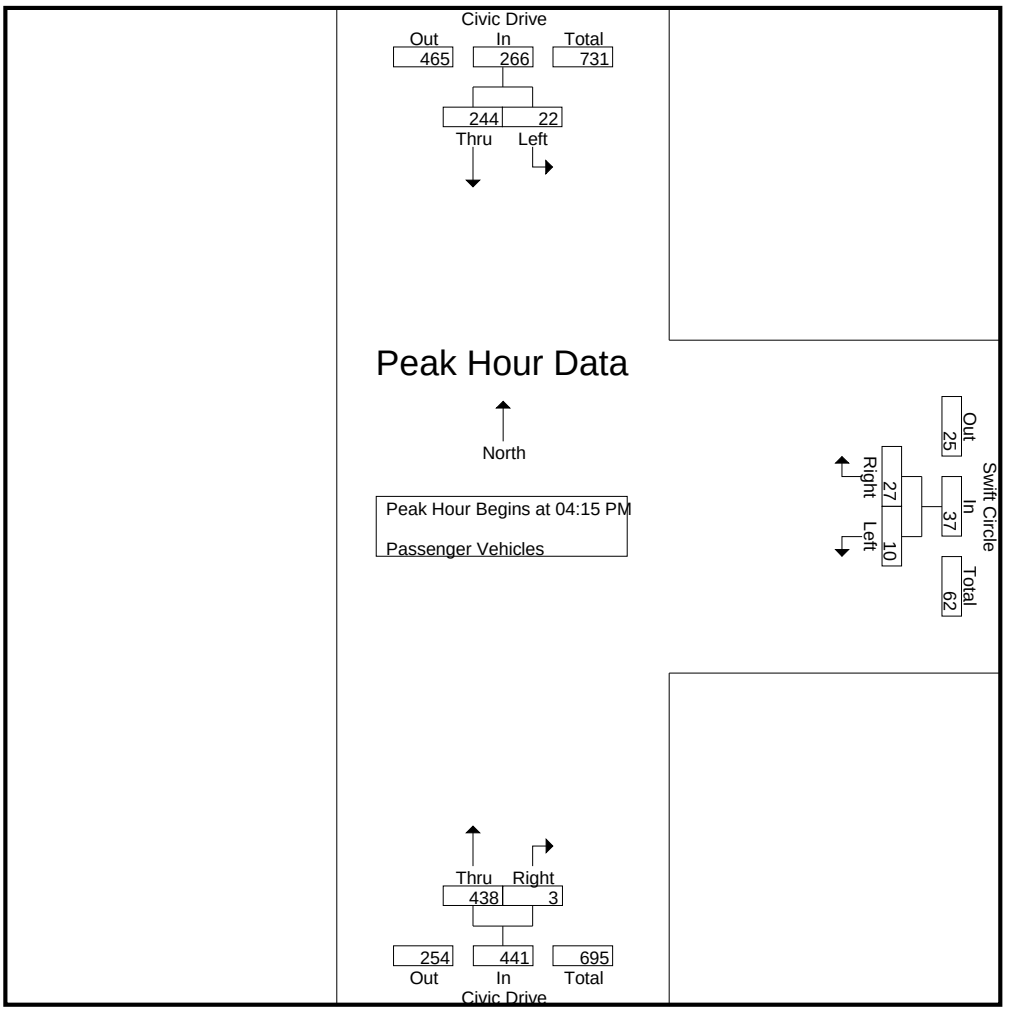

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	6	62	68	3	6	9	87	**1**	88
+15 mins.	**9**	**66**	**75**	2	4	6	123	1	124
+30 mins.	2	56	58	1	6	7	84	0	84
+45 mins.	5	60	65	**4**	**11**	**15**	**144**	1	**145**
Total Volume	22	244	266	10	27	37	438	3	441
% App. Total	8.3	91.7		27	73		99.3	0.7	
PHF	.611	.924	.887	.625	.614	.617	.760	.750	.760

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Groups Printed- Large 2 Axle Vehicles

	Civic Drive Southbound			Swift Circle Westbound			Civic Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	3	3	0	0	0	1	0	1	4
04:30 PM	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	2	0	2	2
Total	0	3	3	0	0	0	4	0	4	7
05:00 PM	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	1	1	0	1	1	0	0	0	2
05:45 PM	0	1	1	0	0	0	1	0	1	2
Total	0	2	2	0	1	1	2	1	3	6
Grand Total	0	5	5	0	1	1	6	1	7	13
Apprch %	0	100		0	100		85.7	14.3		
Total %	0	38.5	38.5	0	7.7	7.7	46.2	7.7	53.8	

	Civic Drive Southbound			Swift Circle Westbound			Civic Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	**3**	**3**	0	0	0	1	0	1	**4**
04:30 PM	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	**2**	0	**2**	2
05:00 PM	0	0	0	0	0	0	0	**1**	1	1
Total Volume	0	3	3	0	0	0	4	1	5	8
% App. Total	0	100		0	0		80	20		
PHF	.000	.250	.250	.000	.000	.000	.500	.250	.625	.500

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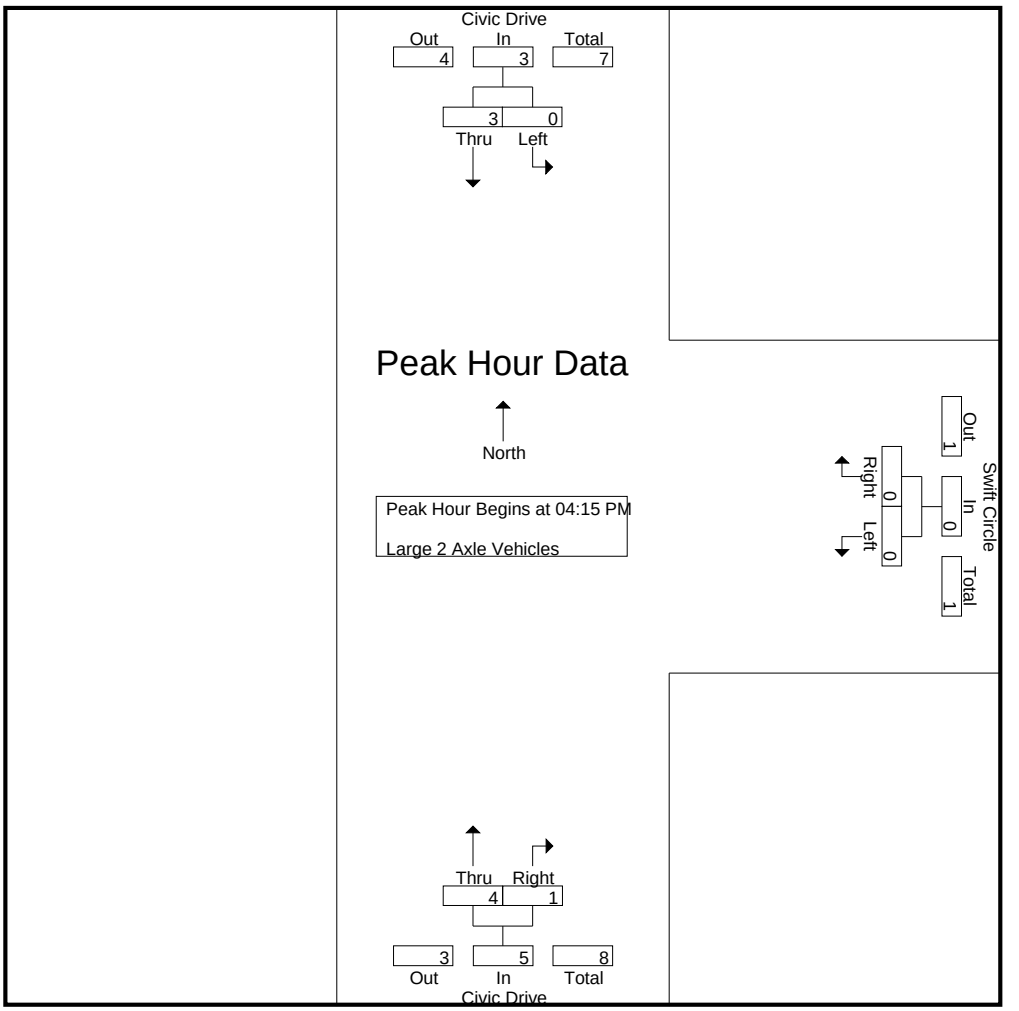

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	**3**	**3**	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	**2**	0	**2**
+45 mins.	0	0	0	0	0	0	0	**1**	1
Total Volume	0	3	3	0	0	0	4	1	5
% App. Total	0	100		0	0		80	20	
PHF	.000	.250	.250	.000	.000	.000	.500	.250	.625

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Groups Printed- 3 Axle Vehicles

	Civic Drive Southbound			Swift Circle Westbound			Civic Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	1	2	2
04:15 PM	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	1	3	3
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	2	1	3	3
Apprch %	0	0		0	0		66.7	33.3		
Total %	0	0	0	0	0	0	66.7	33.3	100	

	Civic Drive Southbound			Swift Circle Westbound			Civic Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	0	0	0	0	0	**1**	0	**1**	**1**
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0		0	0		100	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

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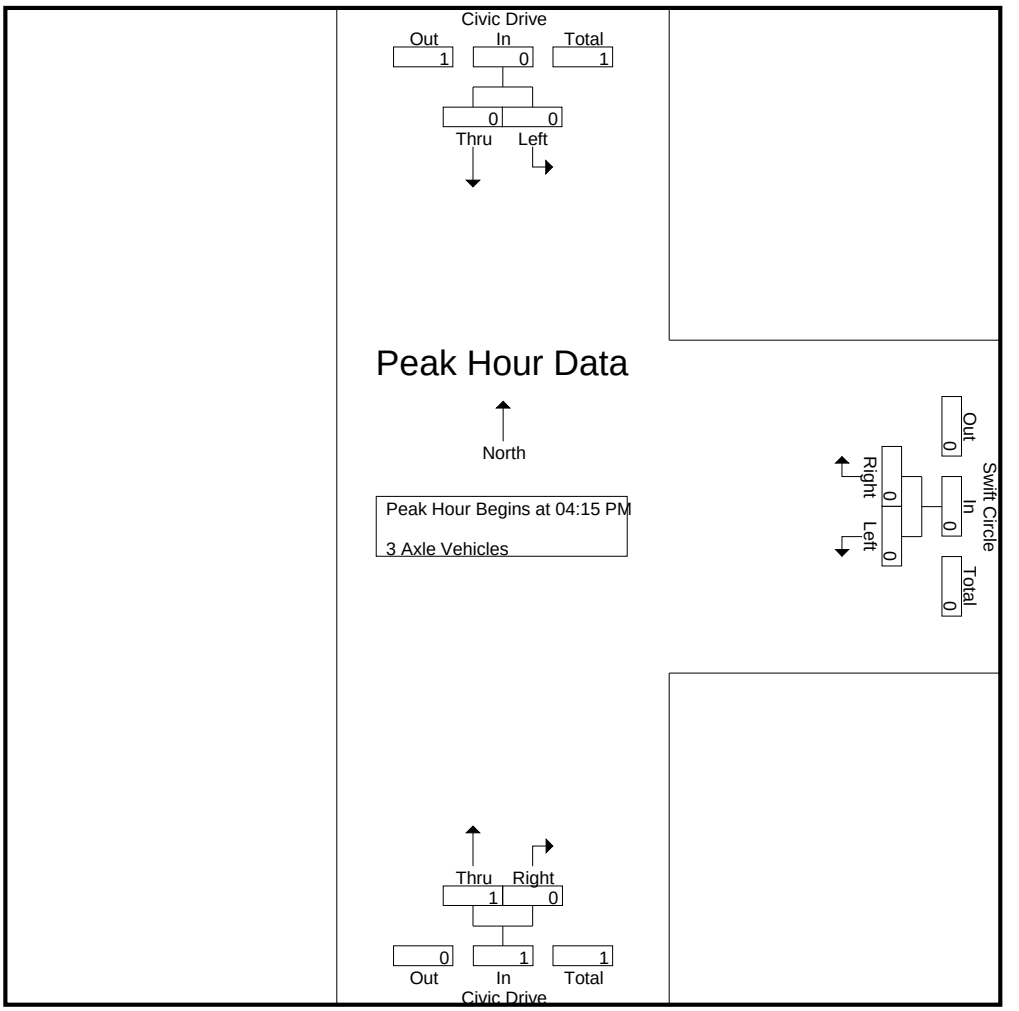
E/W: Swift Circle
Weather: Clear

File Name : 04_VIC_Civ_Swi PM
Site Code : 251132
Start Date : 11/19/2025
Page No : 2



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

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

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City of Victorville
N/S: Civic Drive
E/W: Swift Circle
Weather: Clear

File Name : 04_VIC_Civ_Swi PM
Site Code : 251132
Start Date : 11/19/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

	Civic Drive Southbound			Swift Circle Westbound			Civic Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Civic Drive Southbound			Swift Circle Westbound			Civic Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Victorville
N/S: Civic Drive
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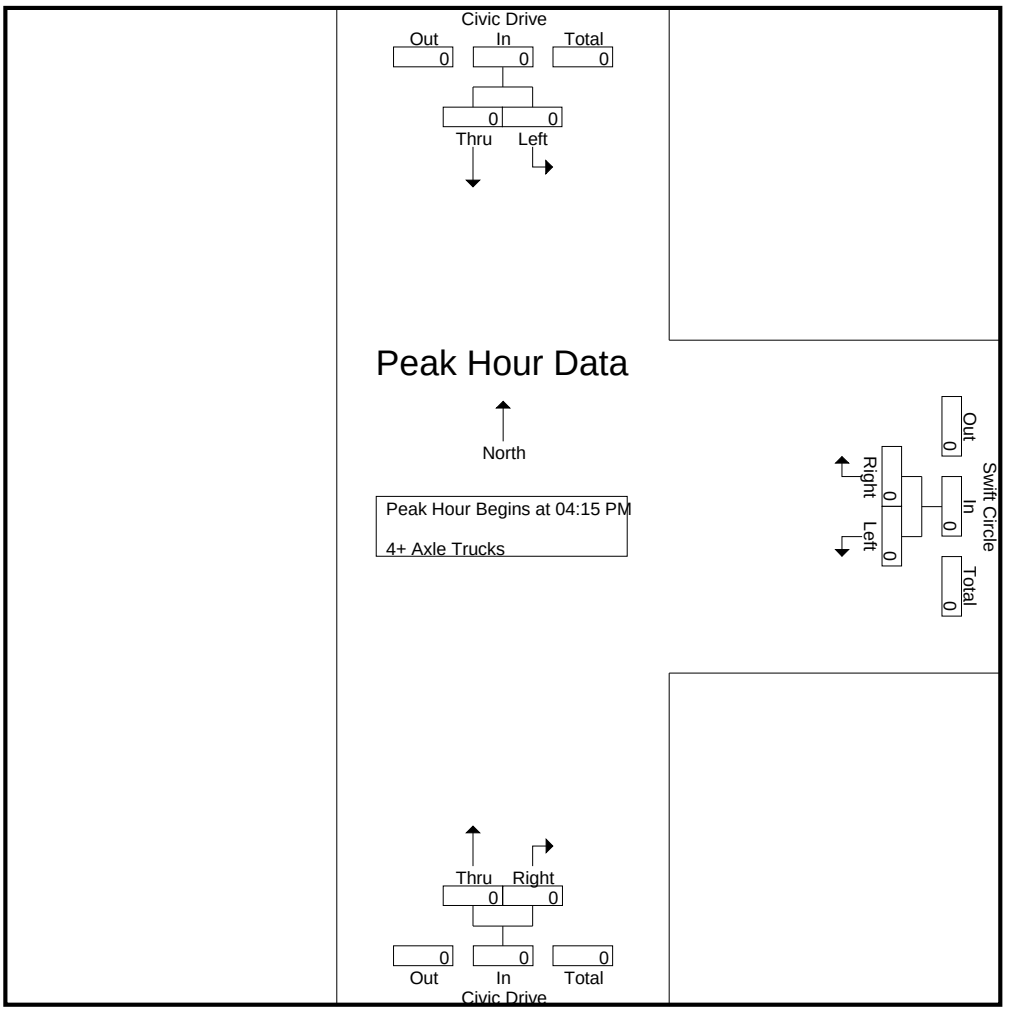
Page No : 2



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

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

Location: Victorville
N/S: Civic Drive
E/W: Swift Circle

Date: 11/19/2025
Day: Wednesday

PEDESTRIANS

	North Leg Civic Drive Pedestrians	East Leg Swift Circle Pedestrians	South Leg Civic Drive Pedestrians	West Leg Dead End Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	1	1
7:45 AM	0	0	0	0	0
8:00 AM	0	1	0	0	1
8:15 AM	0	5	0	0	5
8:30 AM	0	1	0	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	7	0	1	8

	North Leg Civic Drive Pedestrians	East Leg Swift Circle Pedestrians	South Leg Civic Drive Pedestrians	West Leg Dead End Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	4	0	0	4
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	2	0	0	2
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	6	0	0	6

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Location: Victorville
N/S: Civic Drive
E/W: Swift Circle

Date: 11/19/2025
Day: Wednesday

BICYCLES

	Southbound Civic Drive			Westbound Swift Circle			Northbound Civic Drive			Eastbound Dead End			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Civic Drive			Westbound Swift Circle			Northbound Civic Drive			Eastbound Dead End			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
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	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	0	0	0	0	0	0	0	0	1

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City of Victorville
N/S: Civic Drive
E/W: Seneca Road
Weather: Clear

File Name : 05_VIC_Civ_Sen AM
Site Code : 251132
Start Date : 11/19/2025
Page No : 1

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

	Civic Drive Southbound				Seneca Road Westbound				Civic Drive Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	17	15	34	1	0	1	2	0	17	6	23	19	1	5	25	84
07:15 AM	3	34	17	54	1	0	2	3	1	12	5	18	38	2	12	52	127
07:30 AM	13	28	14	55	0	4	9	13	0	28	7	35	42	3	10	55	158
07:45 AM	20	39	26	85	2	0	4	6	2	21	7	30	37	3	6	46	167
Total	38	118	72	228	4	4	16	24	3	78	25	106	136	9	33	178	536
08:00 AM	15	24	32	71	1	1	6	8	5	26	10	41	32	9	8	49	169
08:15 AM	22	33	35	90	4	8	10	22	3	35	8	46	26	6	4	36	194
08:30 AM	11	48	20	79	6	8	7	21	2	39	12	53	22	4	4	30	183
08:45 AM	12	32	29	73	7	11	14	32	3	30	11	44	36	7	9	52	201
Total	60	137	116	313	18	28	37	83	13	130	41	184	116	26	25	167	747
Grand Total	98	255	188	541	22	32	53	107	16	208	66	290	252	35	58	345	1283
Apprch %	18.1	47.1	34.8		20.6	29.9	49.5		5.5	71.7	22.8		73	10.1	16.8		
Total %	7.6	19.9	14.7	42.2	1.7	2.5	4.1	8.3	1.2	16.2	5.1	22.6	19.6	2.7	4.5	26.9	
Passenger Vehicles	98	251	185	534	21	31	50	102	13	205	64	282	250	35	55	340	1258
% Passenger Vehicles	100	98.4	98.4	98.7	95.5	96.9	94.3	95.3	81.2	98.6	97	97.2	99.2	100	94.8	98.6	98.1
Large 2 Axle Vehicles	0	3	1	4	1	0	0	1	3	1	1	5	2	0	3	5	15
% Large 2 Axle Vehicles	0	1.2	0.5	0.7	4.5	0	0	0.9	18.8	0.5	1.5	1.7	0.8	0	5.2	1.4	1.2
3 Axle Vehicles	0	1	2	3	0	0	3	3	0	1	0	1	0	0	0	0	7
% 3 Axle Vehicles	0	0.4	1.1	0.6	0	0	5.7	2.8	0	0.5	0	0.3	0	0	0	0	0.5
4+ Axle Trucks	0	0	0	0	0	1	0	1	0	1	1	2	0	0	0	0	3
% 4+ Axle Trucks	0	0	0	0	0	3.1	0	0.9	0	0.5	1.5	0.7	0	0	0	0	0.2

	Civic Drive Southbound				Seneca Road Westbound				Civic Drive Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	15	24	32	71	1	1	6	8	**5**	26	10	41	32	**9**	8	49	169
08:15 AM	**22**	33	**35**	**90**	4	8	10	22	3	35	8	46	26	6	4	36	194
08:30 AM	11	**48**	20	79	6	8	7	21	2	**39**	**12**	**53**	22	4	4	30	183
08:45 AM	12	32	29	73	**7**	**11**	**14**	**32**	3	30	11	44	**36**	7	**9**	**52**	**201**
Total Volume	60	137	116	313	18	28	37	83	13	130	41	184	116	26	25	167	747
% App. Total	19.2	43.8	37.1		21.7	33.7	44.6		7.1	70.7	22.3		69.5	15.6	15		
PHF	.682	.714	.829	.869	.643	.636	.661	.648	.650	.833	.854	.868	.806	.722	.694	.803	.929

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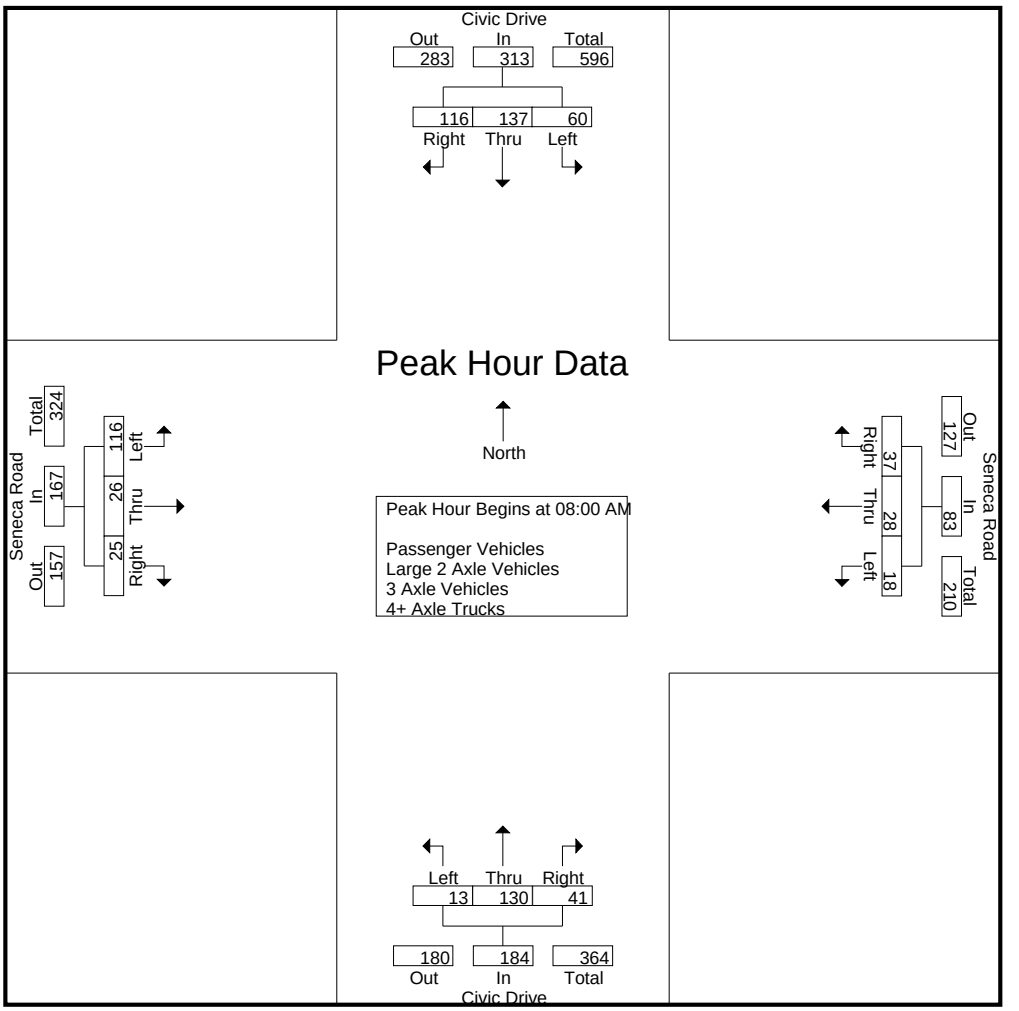
City of Victorville
N/S: Civic Drive
E/W: Seneca Road
Weather: Clear

File Name : 05_VIC_Civ_Sen AM
Site Code : 251132
Start Date : 11/19/2025
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				08:00 AM				08:00 AM				07:15 AM			
+0 mins.	20	39	26	85	1	1	6	8	**5**	26	10	41	38	2	**12**	52
+15 mins.	15	24	32	71	4	8	10	22	3	35	8	46	**42**	3	10	**55**
+30 mins.	**22**	33	**35**	**90**	6	8	7	21	2	**39**	**12**	**53**	37	3	6	46
+45 mins.	11	**48**	20	79	**7**	**11**	**14**	**32**	3	30	11	44	32	**9**	8	49
Total Volume	68	144	113	325	18	28	37	83	13	130	41	184	149	17	36	202
% App. Total	20.9	44.3	34.8		21.7	33.7	44.6		7.1	70.7	22.3		73.8	8.4	17.8	
PHF	.773	.750	.807	.903	.643	.636	.661	.648	.650	.833	.854	.868	.887	.472	.750	.918

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City of Victorville
N/S: Civic Drive
E/W: Seneca Road
Weather: Clear

File Name : 05_VIC_Civ_Sen AM
Site Code : 251132
Start Date : 11/19/2025
Page No : 1

Groups Printed- Passenger Vehicles

	Civic Drive Southbound				Seneca Road Westbound				Civic Drive Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	17	15	34	1	0	1	2	0	17	6	23	18	1	5	24	83
07:15 AM	3	34	17	54	1	0	2	3	0	12	5	17	38	2	12	52	126
07:30 AM	13	28	13	54	0	4	9	13	0	28	7	35	41	3	9	53	155
07:45 AM	20	37	26	83	2	0	3	5	2	21	6	29	37	3	6	46	163
Total	38	116	71	225	4	4	15	23	2	78	24	104	134	9	32	175	527
08:00 AM	15	23	31	69	1	1	5	7	4	25	9	38	32	9	7	48	162
08:15 AM	22	32	35	89	4	8	9	21	3	35	8	46	26	6	4	36	192
08:30 AM	11	48	19	78	6	7	7	20	1	39	12	52	22	4	4	30	180
08:45 AM	12	32	29	73	6	11	14	31	3	28	11	42	36	7	8	51	197
Total	60	135	114	309	17	27	35	79	11	127	40	178	116	26	23	165	731
Grand Total	98	251	185	534	21	31	50	102	13	205	64	282	250	35	55	340	1258
Apprch %	18.4	47	34.6		20.6	30.4	49		4.6	72.7	22.7		73.5	10.3	16.2		
Total %	7.8	20	14.7	42.4	1.7	2.5	4	8.1	1	16.3	5.1	22.4	19.9	2.8	4.4	27	

	Civic Drive Southbound				Seneca Road Westbound				Civic Drive Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	15	23	31	69	1	1	5	7	**4**	25	9	38	32	**9**	7	48	162
08:15 AM	**22**	32	**35**	**89**	4	8	9	21	3	35	8	46	26	6	4	36	192
08:30 AM	11	**48**	19	78	**6**	7	7	20	1	**39**	**12**	**52**	22	4	4	30	180
08:45 AM	12	32	29	73	6	**11**	**14**	**31**	3	28	11	42	**36**	7	**8**	**51**	**197**
Total Volume	60	135	114	309	17	27	35	79	11	127	40	178	116	26	23	165	731
% App. Total	19.4	43.7	36.9		21.5	34.2	44.3		6.2	71.3	22.5		70.3	15.8	13.9		
PHF	.682	.703	.814	.868	.708	.614	.625	.637	.688	.814	.833	.856	.806	.722	.719	.809	.928

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City of Victorville
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File Name : 05_VIC_Civ_Sen AM
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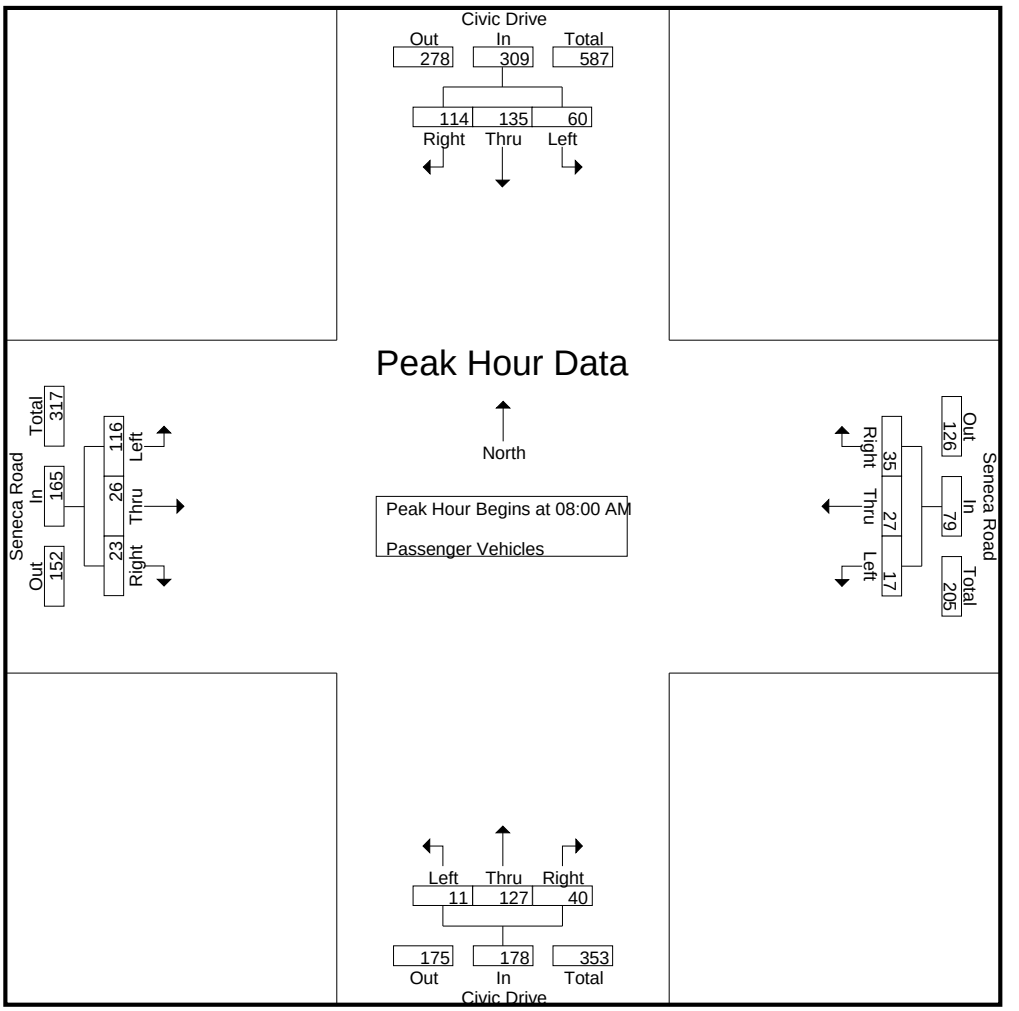

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	15	23	31	69	1	1	5	7	**4**	25	9	38	32	**9**	7	48
+15 mins.	**22**	32	**35**	**89**	4	8	9	21	3	35	8	46	26	6	4	36
+30 mins.	11	**48**	19	78	**6**	7	7	20	1	**39**	**12**	**52**	22	4	4	30
+45 mins.	12	32	29	73	6	**11**	**14**	**31**	3	28	11	42	**36**	7	**8**	**51**
Total Volume	60	135	114	309	17	27	35	79	11	127	40	178	116	26	23	165
% App. Total	19.4	43.7	36.9		21.5	34.2	44.3		6.2	71.3	22.5		70.3	15.8	13.9	
PHF	.682	.703	.814	.868	.708	.614	.625	.637	.688	.814	.833	.856	.806	.722	.719	.809

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Start Date : 11/19/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Civic Drive Southbound				Seneca Road Westbound				Civic Drive Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	1	2	3
07:45 AM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
Total	0	1	1	2	0	0	0	0	1	0	1	2	2	0	1	3	7
08:00 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	1	1	3
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	1	1	3
Total	0	2	0	2	1	0	0	1	2	1	0	3	0	0	2	2	8
Grand Total	0	3	1	4	1	0	0	1	3	1	1	5	2	0	3	5	15
Apprch %	0	75	25		100	0	0		60	20	20		40	0	60		
Total %	0	20	6.7	26.7	6.7	0	0	6.7	20	6.7	6.7	33.3	13.3	0	20	33.3	

	Civic Drive Southbound				Seneca Road Westbound				Civic Drive Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**1**	0	**1**	0	0	0	0	**1**	0	0	**1**	0	0	**1**	**1**	**3**
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	**1**	0	0	**1**	0	**1**	0	1	0	0	1	1	3
Total Volume	0	2	0	2	1	0	0	1	2	1	0	3	0	0	2	2	8
% App. Total	0	100	0		100	0	0		66.7	33.3	0		0	0	100		
PHF	.000	.500	.000	.500	.250	.000	.000	.250	.500	.250	.000	.750	.000	.000	.500	.500	.667

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(951) 268-6268

City of Victorville
N/S: Civic Drive
E/W: Seneca Road
Weather: Clear

File Name : 05_VIC_Civ_Sen AM
Site Code : 251132
Start Date : 11/19/2025
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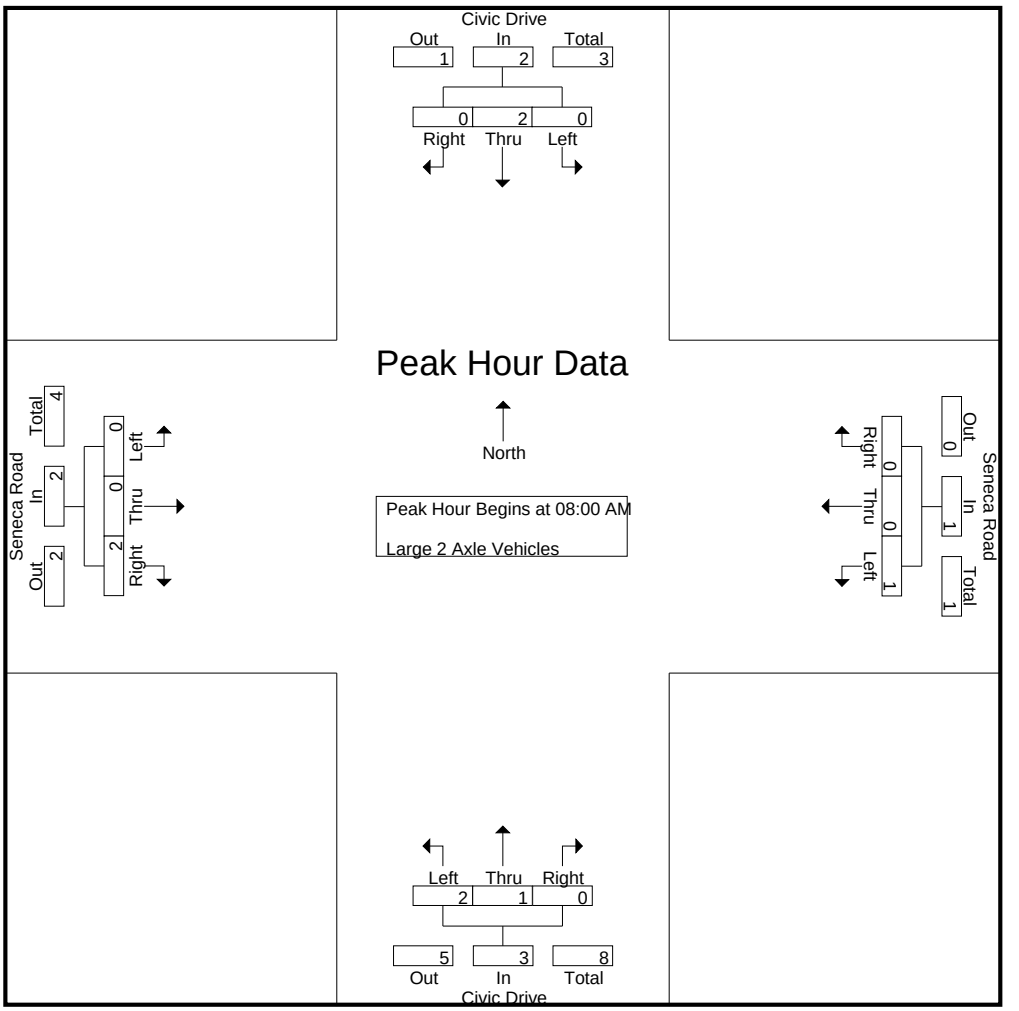

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	**1**	0	0	**1**	0	0	**1**	**1**
+15 mins.	0	1	0	1	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	**1**	0	0	**1**	0	**1**	0	1	0	0	1	1
Total Volume	0	2	0	2	1	0	0	1	2	1	0	3	0	0	2	2
% App. Total	0	100	0		100	0	0		66.7	33.3	0		0	0	100	
PHF	.000	.500	.000	.500	.250	.000	.000	.250	.500	.250	.000	.750	.000	.000	.500	.500

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Site Code : 251132
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Groups Printed- 3 Axle Vehicles

	Civic Drive Southbound				Seneca Road Westbound				Civic Drive Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
Total	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	2	2	0	0	2	2	0	1	0	1	0	0	0	0	5
Grand Total	0	1	2	3	0	0	3	3	0	1	0	1	0	0	0	0	7
Apprch %	0	33.3	66.7		0	0	100		0	100	0		0	0	0		
Total %	0	14.3	28.6	42.9	0	0	42.9	42.9	0	14.3	0	14.3	0	0	0	0	

	Civic Drive Southbound				Seneca Road Westbound				Civic Drive Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	**1**	**1**	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**2**
08:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
Total Volume	0	0	2	2	0	0	2	2	0	1	0	1	0	0	0	0	5
% App. Total	0	0	100		0	0	100		0	100	0		0	0	0		
PHF	.000	.000	.500	.500	.000	.000	.500	.500	.000	.250	.000	.250	.000	.000	.000	.000	.625

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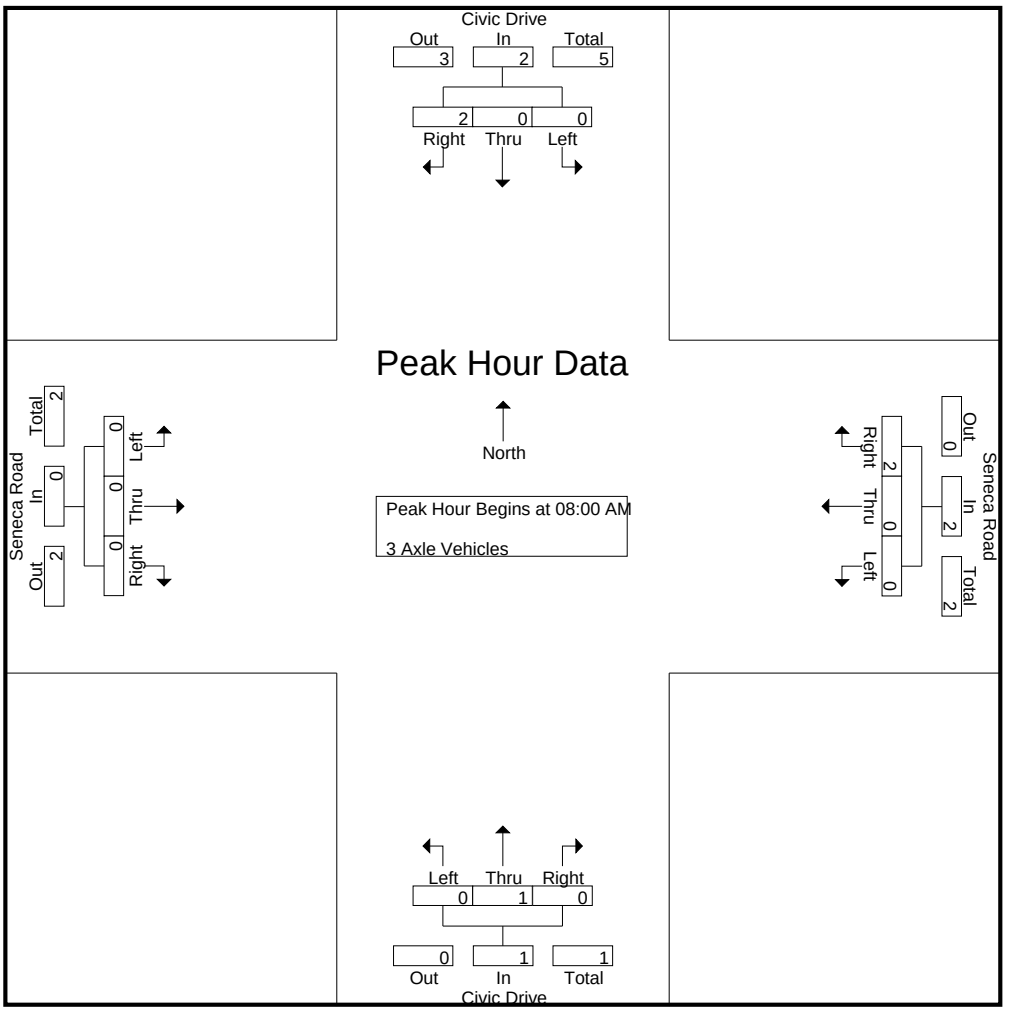

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	**1**	**1**	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
Total Volume	0	0	2	2	0	0	2	2	0	1	0	1	0	0	0	0
% App. Total	0	0	100		0	0	100		0	100	0		0	0	0	
PHF	.000	.000	.500	.500	.000	.000	.500	.500	.000	.250	.000	.250	.000	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

	Civic Drive Southbound				Seneca Road Westbound				Civic Drive Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
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	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	1	1	2	0	0	0	0	3
Grand Total	0	0	0	0	0	1	0	1	0	1	1	2	0	0	0	0	3
Apprch %	0	0	0		0	100	0		0	50	50		0	0	0		
Total %	0	0	0	0	0	33.3	0	33.3	0	33.3	33.3	66.7	0	0	0	0	

	Civic Drive Southbound				Seneca Road Westbound				Civic Drive Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	**2**
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	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	1	1	2	0	0	0	0	3
% App. Total	0	0	0		0	100	0		0	50	50		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.250	.250	.000	.000	.000	.000	.375

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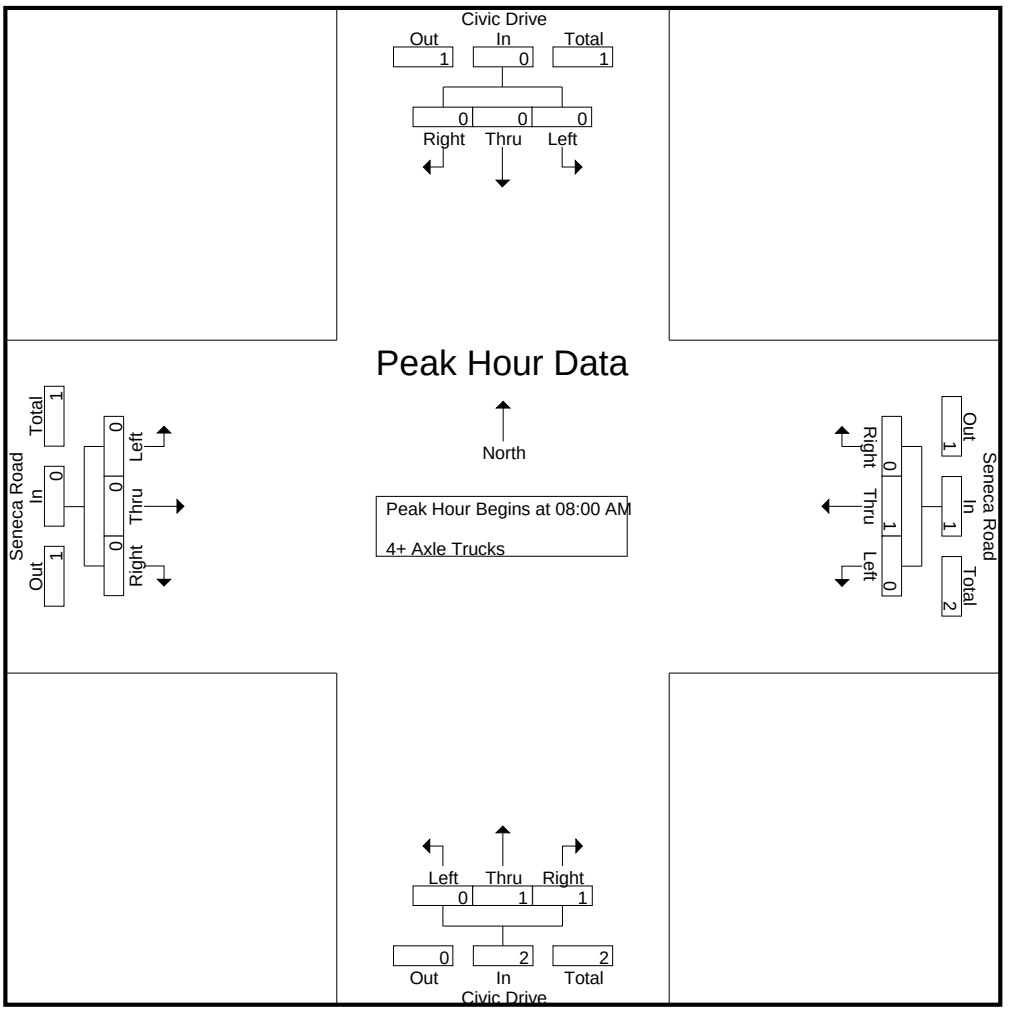

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	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	**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	1	0	1	0	1	1	2	0	0	0	0
% App. Total	0	0	0		0	100	0		0	50	50		0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.250	.250	.000	.000	.000	.000

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

	Civic Drive Southbound				Seneca Road Westbound				Civic Drive Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	39	29	69	7	5	16	28	4	40	3	47	41	2	1	44	188
04:15 PM	3	30	34	67	4	4	18	26	2	29	1	32	42	0	4	46	171
04:30 PM	4	35	31	70	4	8	17	29	2	47	4	53	63	2	3	68	220
04:45 PM	3	25	27	55	7	9	10	26	3	34	4	41	40	2	4	46	168
Total	11	129	121	261	22	26	61	109	11	150	12	173	186	6	12	204	747
05:00 PM	3	23	39	65	7	8	20	35	3	63	4	70	62	1	4	67	237
05:15 PM	0	27	36	63	0	1	1	2	6	24	2	32	43	1	2	46	143
05:30 PM	3	29	29	61	6	4	9	19	12	58	0	70	40	0	1	41	191
05:45 PM	1	21	30	52	0	2	6	8	0	52	0	52	31	0	3	34	146
Total	7	100	134	241	13	15	36	64	21	197	6	224	176	2	10	188	717
Grand Total	18	229	255	502	35	41	97	173	32	347	18	397	362	8	22	392	1464
Apprch %	3.6	45.6	50.8		20.2	23.7	56.1		8.1	87.4	4.5		92.3	2	5.6		
Total %	1.2	15.6	17.4	34.3	2.4	2.8	6.6	11.8	2.2	23.7	1.2	27.1	24.7	0.5	1.5	26.8	
Passenger Vehicles	16	226	255	497	35	38	94	167	30	343	18	391	359	7	20	386	1441
% Passenger Vehicles	88.9	98.7	100	99	100	92.7	96.9	96.5	93.8	98.8	100	98.5	99.2	87.5	90.9	98.5	98.4
Large 2 Axle Vehicles	2	3	0	5	0	2	1	3	2	3	0	5	1	1	2	4	17
% Large 2 Axle Vehicles	11.1	1.3	0	1	0	4.9	1	1.7	6.2	0.9	0	1.3	0.3	12.5	9.1	1	1.2
3 Axle Vehicles	0	0	0	0	0	1	2	3	0	1	0	1	2	0	0	2	6
% 3 Axle Vehicles	0	0	0	0	0	2.4	2.1	1.7	0	0.3	0	0.3	0.6	0	0	0.5	0.4
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Civic Drive Southbound				Seneca Road Westbound				Civic Drive Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	3	30	34	67	4	4	18	26	2	29	1	32	42	0	**4**	46	171
04:30 PM	**4**	**35**	31	**70**	4	8	17	29	2	47	**4**	53	**63**	**2**	3	**68**	220
04:45 PM	3	25	27	55	**7**	**9**	10	26	**3**	34	4	41	40	2	4	46	168
05:00 PM	3	23	**39**	65	7	8	**20**	**35**	3	**63**	4	**70**	62	1	4	67	**237**
Total Volume	13	113	131	257	22	29	65	116	10	173	13	196	207	5	15	227	796
% App. Total	5.1	44	51		19	25	56		5.1	88.3	6.6		91.2	2.2	6.6		
PHF	.813	.807	.840	.918	.786	.806	.813	.829	.833	.687	.813	.700	.821	.625	.938	.835	.840

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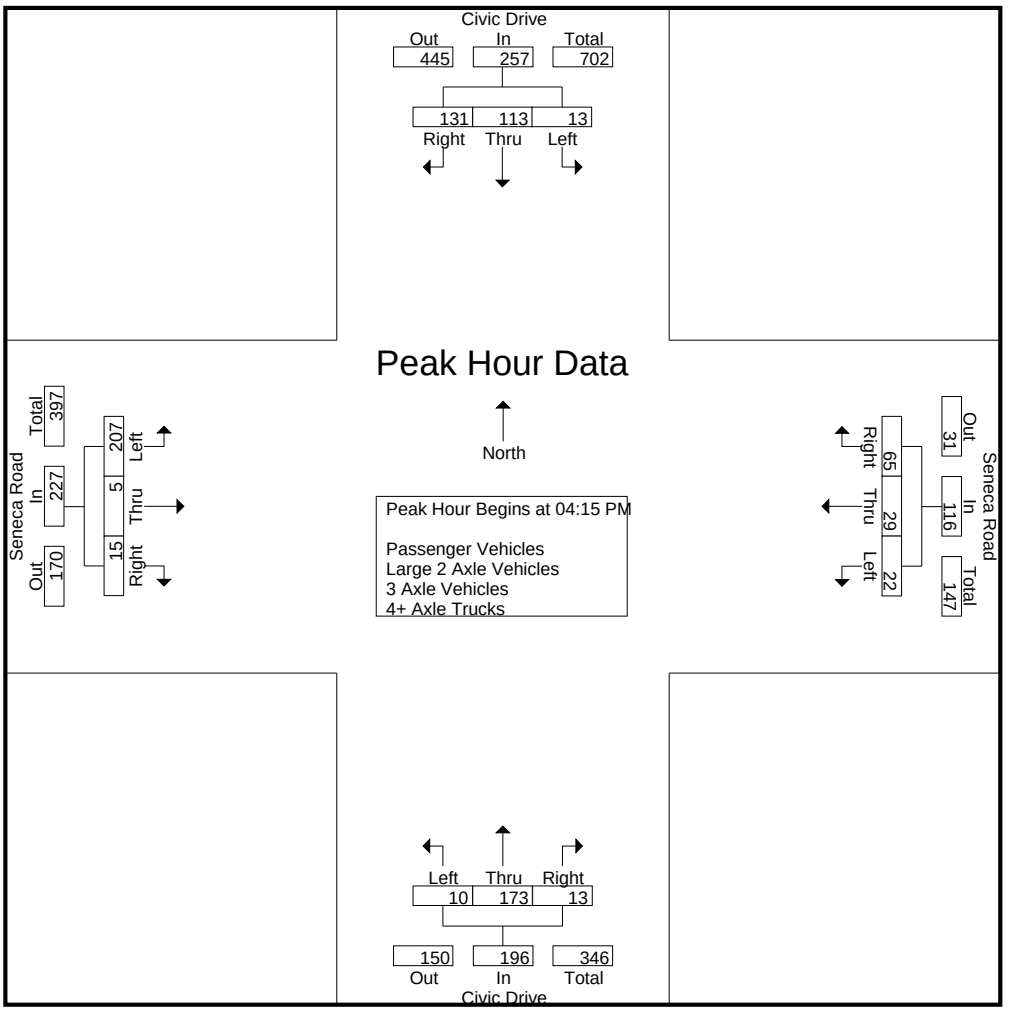

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				05:00 PM				04:15 PM			
+0 mins.	1	**39**	29	69	4	4	18	26	3	**63**	**4**	**70**	42	0	**4**	46
+15 mins.	3	30	**34**	67	4	8	17	29	6	24	2	32	**63**	**2**	3	**68**
+30 mins.	**4**	35	31	**70**	**7**	**9**	10	26	**12**	58	0	70	40	2	4	46
+45 mins.	3	25	27	55	7	8	**20**	**35**	0	52	0	52	62	1	4	67
Total Volume	11	129	121	261	22	29	65	116	21	197	6	224	207	5	15	227
% App. Total	4.2	49.4	46.4		19	25	56		9.4	87.9	2.7		91.2	2.2	6.6	
PHF	.688	.827	.890	.932	.786	.806	.813	.829	.438	.782	.375	.800	.821	.625	.938	.835

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Groups Printed- Passenger Vehicles

	Civic Drive Southbound				Seneca Road Westbound				Civic Drive Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	39	29	69	7	4	15	26	4	40	3	47	40	1	1	42	184
04:15 PM	2	28	34	64	4	3	17	24	2	28	1	31	42	0	3	45	164
04:30 PM	4	35	31	70	4	7	16	27	2	47	4	53	63	2	3	68	218
04:45 PM	3	25	27	55	7	9	10	26	2	33	4	39	39	2	3	44	164
Total	10	127	121	258	22	23	58	103	10	148	12	170	184	5	10	199	730
05:00 PM	3	23	39	65	7	8	20	35	3	62	4	69	62	1	4	67	236
05:15 PM	0	27	36	63	0	1	1	2	6	24	2	32	42	1	2	45	142
05:30 PM	3	28	29	60	6	4	9	19	11	58	0	69	40	0	1	41	189
05:45 PM	0	21	30	51	0	2	6	8	0	51	0	51	31	0	3	34	144
Total	6	99	134	239	13	15	36	64	20	195	6	221	175	2	10	187	711
Grand Total	16	226	255	497	35	38	94	167	30	343	18	391	359	7	20	386	1441
Apprch %	3.2	45.5	51.3		21	22.8	56.3		7.7	87.7	4.6		93	1.8	5.2		
Total %	1.1	15.7	17.7	34.5	2.4	2.6	6.5	11.6	2.1	23.8	1.2	27.1	24.9	0.5	1.4	26.8	

	Civic Drive Southbound				Seneca Road Westbound				Civic Drive Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	28	34	64	4	3	17	24	2	28	1	31	42	0	3	45	164
04:30 PM	**4**	**35**	31	**70**	4	7	16	27	2	47	**4**	53	**63**	**2**	3	**68**	218
04:45 PM	3	25	27	55	**7**	**9**	10	26	2	33	4	39	39	2	3	44	164
05:00 PM	3	23	**39**	65	7	8	**20**	**35**	**3**	**62**	4	**69**	62	1	**4**	67	**236**
Total Volume	12	111	131	254	22	27	63	112	9	170	13	192	206	5	13	224	782
% App. Total	4.7	43.7	51.6		19.6	24.1	56.2		4.7	88.5	6.8		92	2.2	5.8		
PHF	.750	.793	.840	.907	.786	.750	.788	.800	.750	.685	.813	.696	.817	.625	.813	.824	.828

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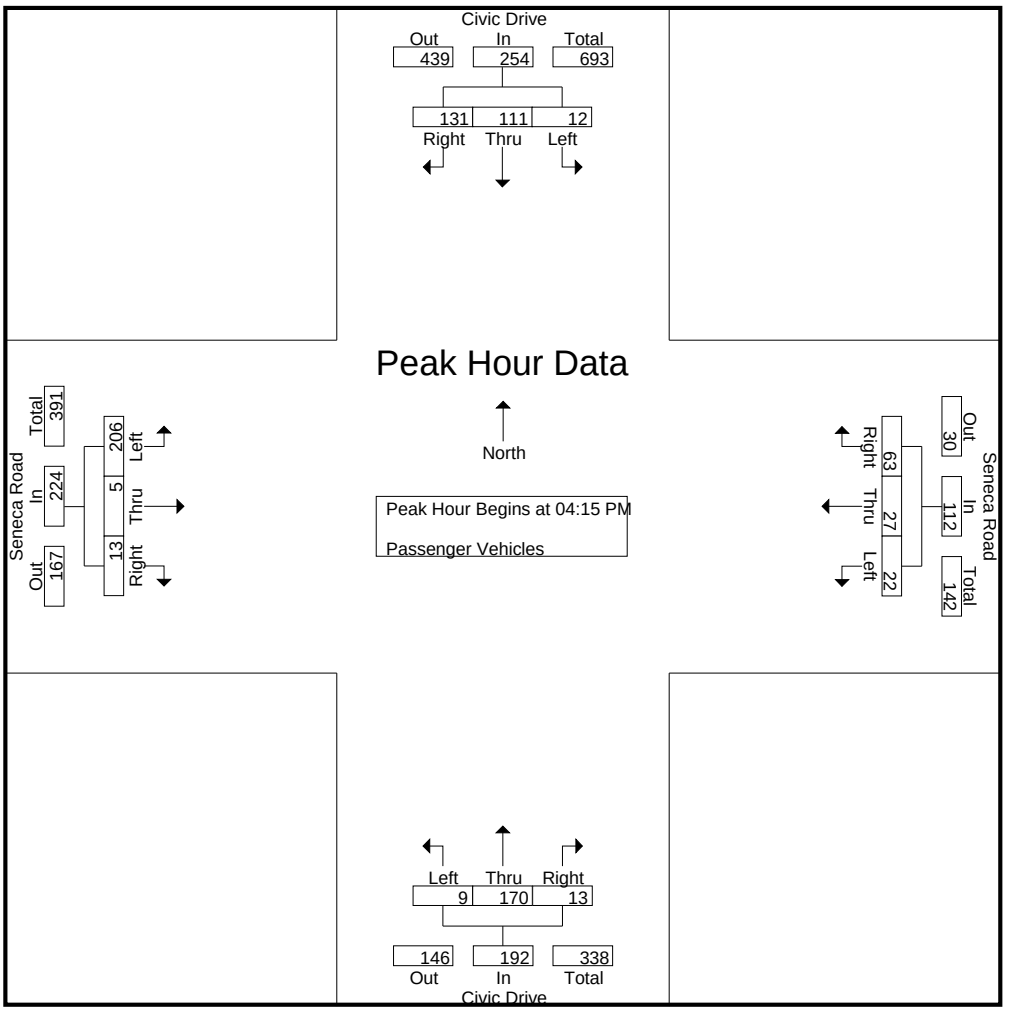

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	2	28	34	64	4	3	17	24	2	28	1	31	42	0	3	45
+15 mins.	**4**	**35**	31	**70**	4	7	16	27	2	47	**4**	53	**63**	**2**	3	**68**
+30 mins.	3	25	27	55	**7**	**9**	10	26	2	33	4	39	39	2	3	44
+45 mins.	3	23	**39**	65	7	8	**20**	**35**	**3**	**62**	4	**69**	62	1	**4**	67
Total Volume	12	111	131	254	22	27	63	112	9	170	13	192	206	5	13	224
% App. Total	4.7	43.7	51.6		19.6	24.1	56.2		4.7	88.5	6.8		92	2.2	5.8	
PHF	.750	.793	.840	.907	.786	.750	.788	.800	.750	.685	.813	.696	.817	.625	.813	.824

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(951) 268-6268

City of Victorville
N/S: Civic Drive
E/W: Seneca Road
Weather: Clear

File Name : 05_VIC_Civ_Sen PM
Site Code : 251132
Start Date : 11/19/2025
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Civic Drive Southbound				Seneca Road Westbound				Civic Drive Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:15 PM	1	2	0	3	0	1	1	2	0	0	0	0	0	0	1	1	6
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	1	1	0	2	1	0	1	2	4
Total	1	2	0	3	0	2	1	3	1	1	0	2	1	1	2	4	12
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
05:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	1	1	0	2	0	0	0	0	1	2	0	3	0	0	0	0	5
Grand Total	2	3	0	5	0	2	1	3	2	3	0	5	1	1	2	4	17
Apprch %	40	60	0		0	66.7	33.3		40	60	0		25	25	50		
Total %	11.8	17.6	0	29.4	0	11.8	5.9	17.6	11.8	17.6	0	29.4	5.9	5.9	11.8	23.5	

	Civic Drive Southbound				Seneca Road Westbound				Civic Drive Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**1**	**2**	0	**3**	0	**1**	**1**	**2**	0	0	0	0	0	0	**1**	1	**6**
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	**1**	**1**	0	**2**	**1**	0	1	**2**	4
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	1	2	0	3	0	1	1	2	1	2	0	3	1	0	2	3	11
% App. Total	33.3	66.7	0		0	50	50		33.3	66.7	0		33.3	0	66.7		
PHF	.250	.250	.000	.250	.000	.250	.250	.250	.250	.500	.000	.375	.250	.000	.500	.375	.458

Counts Unlimited, Inc.
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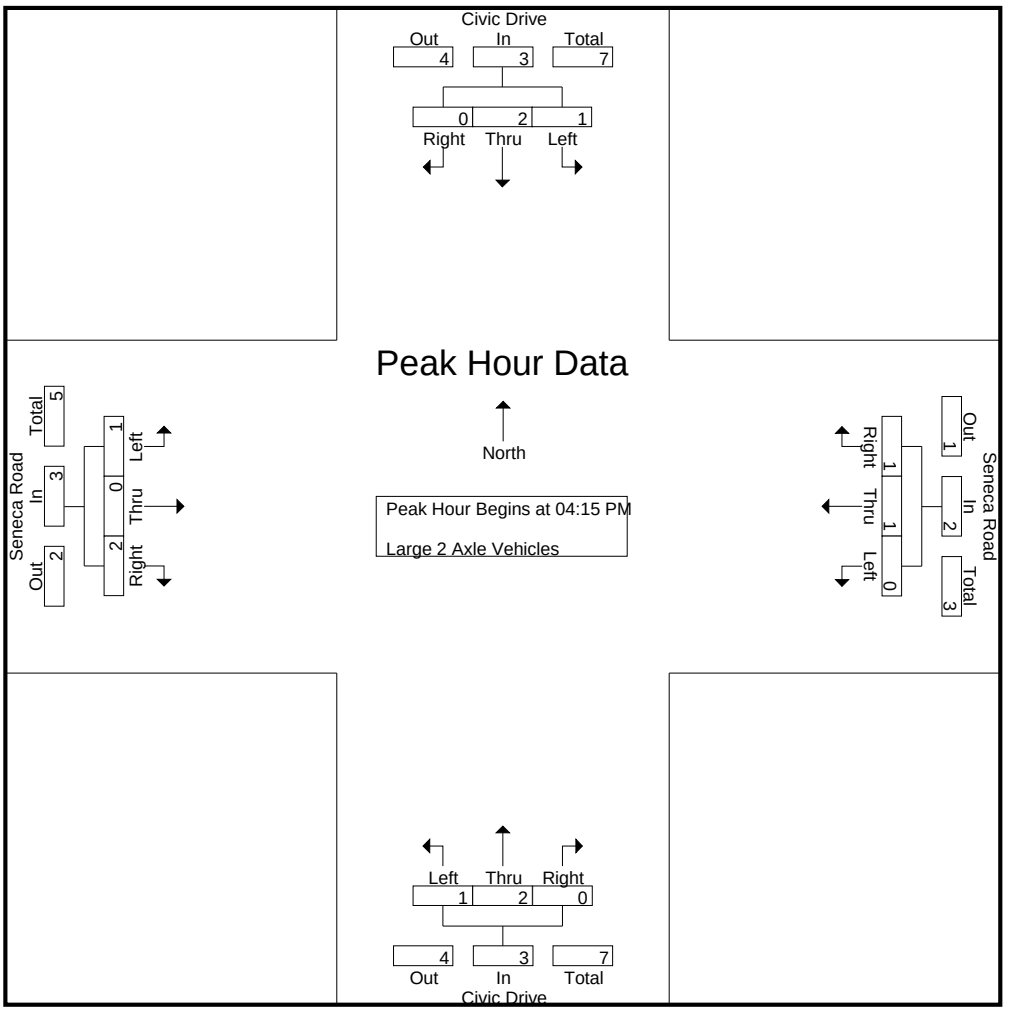

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	**1**	**2**	0	**3**	0	**1**	**1**	**2**	0	0	0	0	0	0	**1**	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	**1**	**1**	0	**2**	**1**	0	1	**2**
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	1	2	0	3	0	1	1	2	1	2	0	3	1	0	2	3
% App. Total	33.3	66.7	0		0	50	50		33.3	66.7	0		33.3	0	66.7	
PHF	.250	.250	.000	.250	.000	.250	.250	.250	.250	.500	.000	.375	.250	.000	.500	.375

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City of Victorville
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Weather: Clear

File Name : 05_VIC_Civ_Sen PM
Site Code : 251132
Start Date : 11/19/2025
Page No : 1

Groups Printed- 3 Axle Vehicles

	Civic Drive Southbound				Seneca Road Westbound				Civic Drive Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
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	1	2	3	0	1	0	1	1	0	0	1	5
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	1	0	0	1	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	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	0	0	0	1	2	3	0	1	0	1	2	0	0	2	6
Apprch %	0	0	0		0	33.3	66.7		0	100	0		100	0	0		
Total %	0	0	0	0	0	16.7	33.3	50	0	16.7	0	16.7	33.3	0	0	33.3	

	Civic Drive Southbound				Seneca Road Westbound				Civic Drive Northbound				Seneca Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
04:30 PM	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	0	0	0	0	**2**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	1	2	0	1	0	1	0	0	0	0	3
% App. Total	0	0	0		0	50	50		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000	.375

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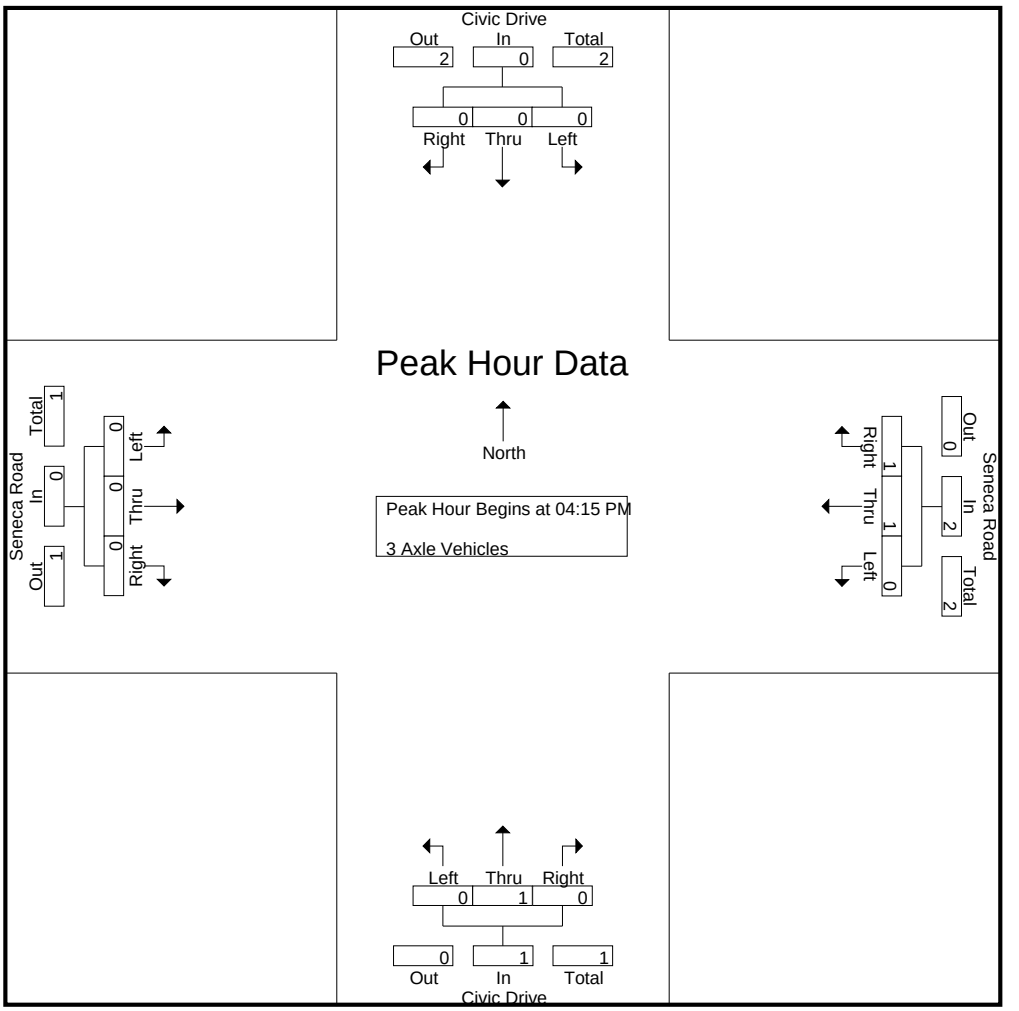

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	**1**	**1**	**2**	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	1	1	2	0	1	0	1	0	0	0	0
% App. Total	0	0	0		0	50	50		0	100	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.250	.250	.000	.250	.000	.250	.000	.000	.000	.000

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City of Victorville
N/S: Civic Drive
E/W: Seneca Road
Weather: Clear

File Name : 05_VIC_Civ_Sen PM
Site Code : 251132
Start Date : 11/19/2025
Page No : 1

Groups Printed- 4+ Axle Trucks

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

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

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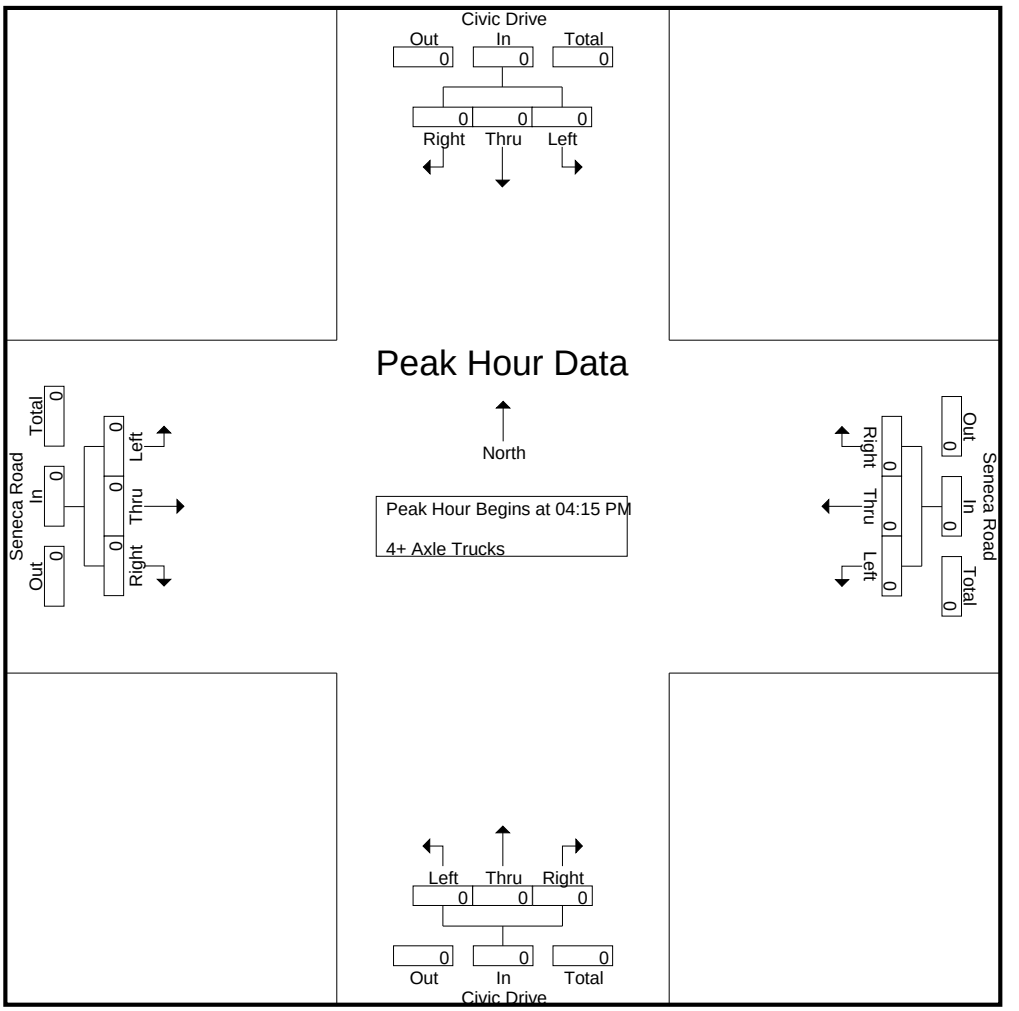

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

Location: Victorville
N/S: Civic Drive
E/W: Seneca Road

Date: 11/19/2025
Day: Wednesday

PEDESTRIANS

	North Leg Civic Drive Pedestrians	East Leg Seneca Road Pedestrians	South Leg Civic Drive Pedestrians	West Leg Seneca Road Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	1	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	1	0	1
8:15 AM	0	2	1	0	3
8:30 AM	0	0	0	0	0
8:45 AM	0	0	1	0	1
TOTAL VOLUMES:	0	2	3	1	6

	North Leg Civic Drive Pedestrians	East Leg Seneca Road Pedestrians	South Leg Civic Drive Pedestrians	West Leg Seneca Road Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	1	0	0	1
4:45 PM	0	1	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	2	0	0	2
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	1	1
TOTAL VOLUMES:	0	4	0	1	5

Counts Unlimited, Inc.
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951-268-6268

Location: Victorville
N/S: Civic Drive
E/W: Seneca Road

Date: 11/19/2025
Day: Wednesday

BICYCLES

	Southbound Civic Drive			Westbound Seneca Road			Northbound Civic Drive			Eastbound Seneca Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Civic Drive			Westbound Seneca Road			Northbound Civic Drive			Eastbound Seneca Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
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	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

Counts Unlimited, Inc.
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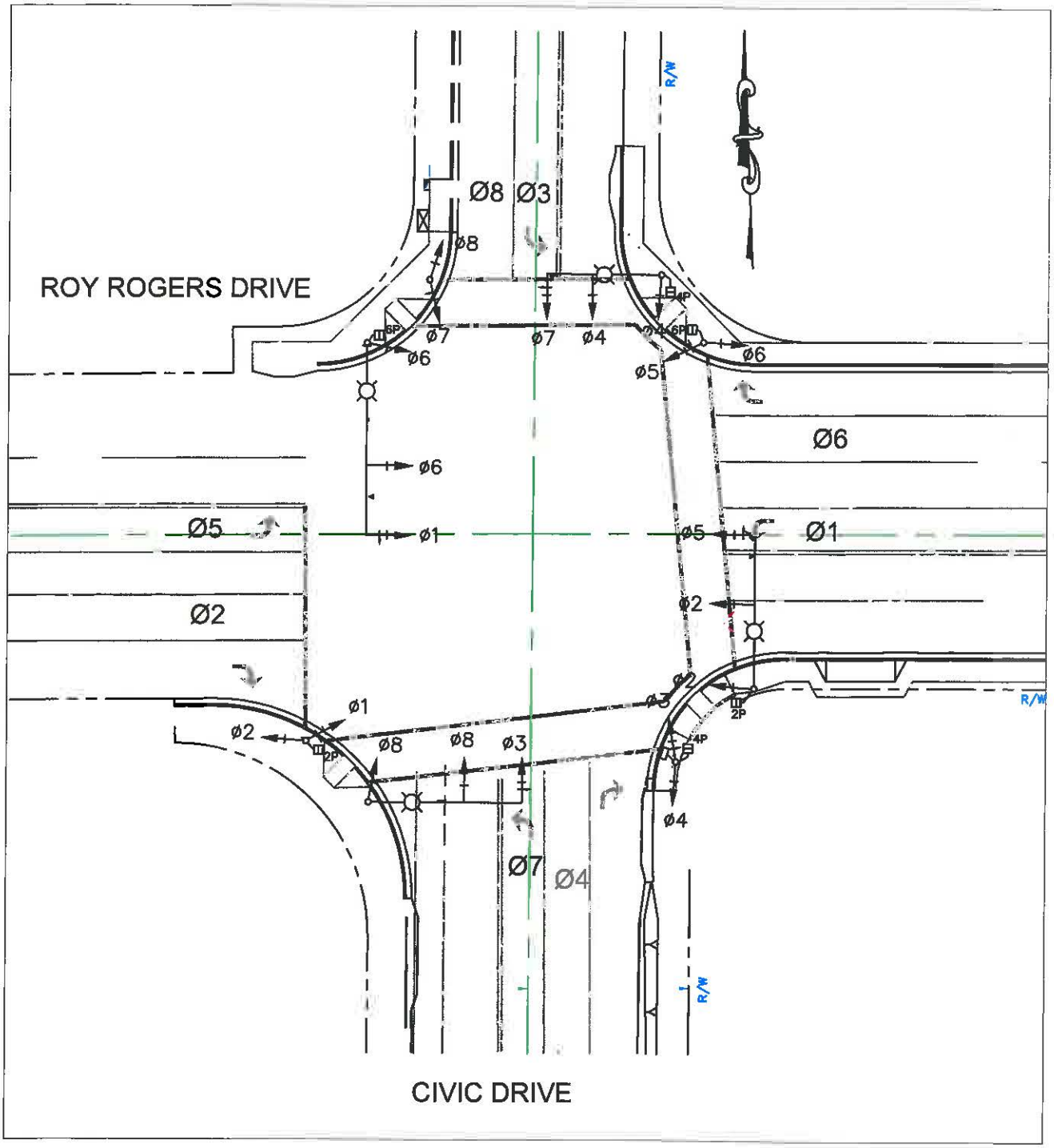
NAZTEC 980

TRAFFIC SIGNAL CONTROLLER PROGRAM CHART

NO: 980-53

INTERSECTION: ROY ROGERS DR @ CIVIC DR



INTERSECTION: ROY ROGERS DR @ CIVIC DR NO: 980-53

SYSTEM: ROY ROGERS I.P. ADRESS: 192.168.100.40

DESIGN: GSH APPROVED BY: Brian Gregler DATE: 9-29-15

N:\CAD\Traffic\Projects\controller program chart\Civic @Roy Rogers.dwg, 9/23/2015 3:14:02 PM

Naztec, Inc.
Programming Sheets

Phase Times [1.1.1] ROY ROGERS @ CIVIC

	1	2	3	4	5	6	7	8	9	10	11	13	14	15	16
Min Grn	5	5	5	5	5	5	5	5							
Gap, Ext	1	2	1	2	1	2	1	1							
Max 1	20	40	12	15	15	40	12	12							
Max 2															
Yel Clr	3.0	4.3	3.0	3.9	3.0	4.3	3.0	3.2							
Red Clr	1.8	0.5	1.6	0.5	1.8	0.5	1.8	0.9							
Walk		4		4		4		4							
Ped Clr		20		29		18		27							
Red Revt	3	3	3	3	3	3	3	3							
Add Init															
Max Init															
Gap Reduce															
Time B4															
Cars B4															
Time To															
ReducBy															
Min Gap															
DyMaxLim															
Max Step															

Phase Options [1.1.2]

	1	2	3	4	5	6	7	8	9	10	11	13	14	15	16
Enable	X	X	X	X	X	X	X	X							
Min Recall		X				X									
Max Recall															
Ped Recall															
Soft Recall															
Don't Lock Calls	X	X	X	X	X	X	X	X							
A Flash Entry															
A Flash Exit															
Dual Entry															
Disable Sim Gap															
Gaur Passage															
Rest In Walk															
Cond Service															
Non-Act 1															
Non-Act 2															
Add Init Calc															

Ring, Start, Concurrency [1.1.4]

Phase	Direction	Ring	Start Up	Concurrent Phases						
1	WBLT	1	RED	5	6					
2	EB	1	GRN	5	6					
3	SBLT	1	RED	7	8					
4	NB	1	RED	7	8					
5	EBLT	2	RED	1	2					
6	WB	2	GRN	1	2					
7	NBLT	2	RED	3	4					
8	SB	2	RED	3	4					
9										
10										
11										
12										
13										
14										
15										
16										

Naztec, Inc.
Programming Sheets

Unit Parameters [1.2.1]

Start Up Flash (s)	**10**	**Red Revert**	**3**
Backup Time (m)	**O**	**Auto Ped Clear**	**ON**
Local Flash Start	**OFF**	**Display Time**	**10**
Allow <3 Sec Yel	**OFF**	**Tone Disable**	**OFF**
Allow Skip Yellow	**OFF**	**H/W Station ID**	**OFF**
Start Red Time	**5**	**Phase Mode**	**STD8**
Disable Init Ped	**OFF**	**Enable Run**	**ON**
TOD Dim Enable	**OFF**	**Diamond Mode**	**DFT**
SDLC Retry Time	**O**	**TS2 Det Flts**	**OFF**
Stop TM Over Pmpt	**OFF**	**Max Cycle Time**	**O**
Feature Profile	**O**	**I/O Mode**	**AUTO**

Ring Sequence [1.2.4]

Seq #	Ring	Sequence of Phases			
1	1	1	2	3	4
1	2	5	6	7	8
1	3				
1	4				
2	1	1	2	3	4
2	2	6	5	7	8
2	3				
2	4				
3	1	2	1	3	4
3	2	5	6	7	8
3	3				
3	4				
4	1	2	1	3	4
4	2	6	5	7	8
4	3				
4	4				
5	1	1	2	3	4
5	2	5	6	8	7
5	3				
5	4				
6	1	1	2	3	4
6	2	6	5	8	7
6	3		0		

Seq #	Ring	Sequence of Phases			
7	1	2	1	3	4
7	2	5	6	8	7
7	3				
7	4				
8	1	2	1	3	4
8	2	6	5	8	7
8	3				
8	4				
9	1	1	2	4	3
9	2	5	6	7	8
9	3				
9	4				
10	1	1	2	4	3
10	2	6	5	7	8
10	3				
10	4				
11	1	2	1	4	3
11	2	5	6	7	8
11	3				
11	4				
12	1	2	1	4	3
12	2	6	5	7	8
12	3				

Seq #	Ring	Sequence of Phases			
13	1	1	2	4	3
13	2	5	6	8	7
13	3	0	0	0	0
13	4	0	0	0	0
14	1	1	2	4	3
14	2	6	5	8	7
14	3	0	0	0	0
14	4	0	0	0	0
15	1	2	1	4	3
15	2	5	6	8	7
15	3	0	0	0	
15	4	0	0	0	0
16	1	0	0	0	0
16	2	0	0	0	0
16	3	0	0	0	0
16	4	0	0	0	0

Ring Parameters + [1.2.5]

Ring Input Map

Ring #	1	2	3	4
Use Ring Input #	1	2	1	2

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Chan/SDLC, Assign to Φs [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Φ/Olp#	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED
Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK
Alt Hz																
Dim Grn																
Dim Yel																
Dim Red																
Dim Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Chan/SDLC, Channels 17-24 [1.3.2]

	17	18	19	20	21	22	23	24
Φ/Olp#								
Type	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Flash	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz								
Dim Grn								
Dim Yel								
Dim Red								
Dim Cyc	+	+	+	+	+	+	+	+

Chan/SDLC, Parameters [1.3.3]

Chan 17-24 Mapping	DEFAULT
D Conn Mapping	TX2-V14
Single T&F Biu Map	OFF

Chan/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

MMU Chan	1	2	3	4	5	6	7	8
1-8								
9-16								

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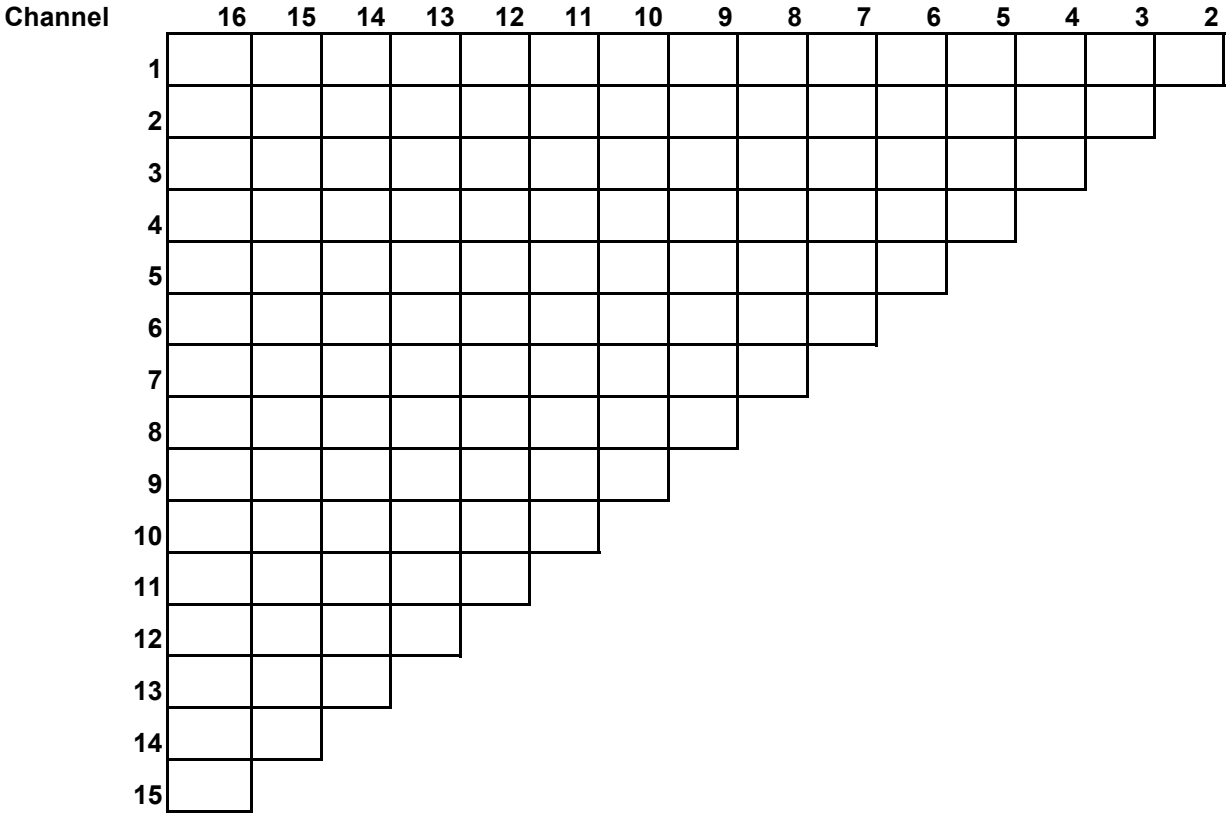
Chan/SDLC, Permissives [1.3.4]



Chan/SDLC, Permissives [1.3.7]

SDLC Device:	Term/Fac								Detector								MMU	Diag
BIU #	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Dev. Present	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Peer-to-Peer	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

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Alarms, Parameters [1.4.1]

Auto Flash Parameter

Mode	**CHANNEL**
Source	**D-CONN**

Clearance Times

Yellow	**3.5**
Red	**1.5**

Alarms, Phases/Overlaps [1.4.2]

Auto Flash **Flash Yellow**

Phases								
(more)								
Overlaps								
(more)								

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Overlap General Parameters [1.5.1]

Lock Inhibit	OFF	**Parent Phase Clearance**	ON
Conflict Lock Inhibit	OFF	**Program Card**	OFF

Overlap A (1) Program Parameters [1.5.2.1]

Included Phases	1							
Modifier Phases								

Green	Yellow	Red	Type
O	3	1.8	Normal

Overlap A (1) Conflict Parameters+ [1.5.2.2]

Conflicting Phases								
Conflicting Overlaps								
Conflicting Peds								

Overlap B (2) Program Parameters [1.5.2.1]

Included Phases	3							
Modifier Phases								

Green	Yellow	Red	Type
O	3	1.6	Normal

Overlap B (2) Conflict Parameters+ [1.5.2.2]

Conflicting Phases								
Conflicting Overlaps								
Conflicting Peds								

Overlap C (3) Program Parameters [1.5.2.1]

Included Phases								
Modifier Phases								

Green	Yellow	Red	Type
			Normal

Overlap C (3) Conflict Parameters+ [1.5.2.2]

Conflicting Phases								
Conflicting Overlaps								
Conflicting Peds								

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Alarms, Enable Events [1.6.1]

Event #s	1	2	3	4	5	6	7	8
1-8	X	X		X				
9-16	X							
17-24								
25-32							X	
33-40								
41-48								
49-56	X	X						
57-64								

Alarms, Enable Alarms [1.6.4]

Alarm #s	1	2	3	4	5	6	7	8
1-8								
9-16								
17-24								
25-32								
33-40								
41-48								
49-56								
57-64								

Alarms, Parameters [1.6.7]

Pattern Event **OFF**

Preempt Events **ON**

Local Txmt Alams **ON**

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Coordination, Modes,+ [2.1]

Modes	
Operational	O
Correction	SHORTWAY
Maximum	MAX INHIB
Force-Off	FIXED

Modes+	
Force-Offs+	FRC,YLD
Close Loop	OFF
External	OFF
Coor+Preempt	ON
Stop-in-Walk	ON
Walk Recycle	NO_RECYCLE

Modes+	
Easy Float	OFF
Auto Err Reset	ON

Leave Walk	
Before	TIMED
After	TIMED

Coordination, Ext. I/O [2.2]

Pat#	Offset	Plan
1	1	1
2	1	1
3	1	1
4	1	1
5	1	1
6	1	1
7	1	1
8	1	1

Pat#	Offset	Plan
9		
10		
11		
12		
13		
14		
15		
16		

Pat#	Offset	Plan
17		
18		
19		
20		
21		
22		
23		
24		

Pat#	Offset	Plan
25		
26		
27		
28		
29		
30		
31		
32		

Coordination, CIC Plans [2.3]

CIC#	Coor F	Grow	1	2	3	4	5	6	7	8
1										
2										
3										
4										

Coordination, Pattern Table [2.4]

Pat#	Cycle	Offset	Split	Seqnc
1	95	43	1	3
2	95	37	2	3
3	95	28	3	3
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				

Pat#	Cycle	Offset	Split	Seqnc
17				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28				
29				
30				
31				
32				

Pat#	Cycle	Offset	Split	Seqnc
33				
34				
35				
36				
37				
38				
39				
40				
41				
42				
43				
44				
45				
46				
47				
48		O	O	1

Coordination, Trans/CoorΦ+ 1-16 [2.5]

Pat#	Short	Long	Dwell	Disable Short Φ				EarlyYld	Offset	RetHold
1	7	22	60	3	5	7			BegGRN	1
2	7	22	60	3	5	7			BegGRN	1
3	7	22	60	1	3	5	7		BegGRN	1
4									BegGRN	
5									BegGRN	
6									BegGRN	
7									BegGRN	
8									BegGRN	
9									BegGRN	
10									BegGRN	
11									BegGRN	
12									BegGRN	
13									BegGRN	
14									BegGRN	
15									BegGRN	
16									BegGRN	

Coordination, Splits, Split Table 1-12 [2.7.1]

1	1	2	3	4	5	6	7	8
Split	20	34	16	25	12	42	12	29
Coord	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON

2	1	2	3	4	5	6	7	8
Split	20	34	16	25	12	42	12	29
Coord	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON

3	1	2	3	4	5	6	7	8
Split	16	37	16	26	12	41	12	30
Coord	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON

4	1	2	3	4	5	6	7	8
Split								
Coord	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Mode	NON	NON	NON	NON	NON	NON	NON	NON

5	1	2	3	4	5	6	7	8
Split								
Coord	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Mode	NON	NON	NON	NON	NON	NON	NON	NON

6	1	2	3	4	5	6	7	8
Split								
Coord	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Mode	NON	NON	NON	NON	NON	NON	NON	NON

7	1	2	3	4	5	6	7	8
Split								
Coord	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Mode	NON	NON	NON	NON	NON	NON	NON	NON

8	1	2	3	4	5	6	7	8
Split								
Coord	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Mode	NON	NON	NON	NON	NON	NON	NON	NON

9	1	2	3	4	5	6	7	8
Split								
Coord	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Mode	NON	NON	NON	NON	NON	NON	NON	NON

10	1	2	3	4	5	6	7	8
Split								
Coord	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Mode	NON	NON	NON	NON	NON	NON	NON	NON

11	1	2	3	4	5	6	7	8
Split								
Coord	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Mode	NON	NON	NON	NON	NON	NON	NON	NON

12	1	2	3	4	5	6	7	8
Split								
Coord	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Mode	NON	NON	NON	NON	NON	NON	NON	NON

Coordination, Splits, Split Table 13-24 [2.7.1]

13	1	2	3	4	5	6	7	8
Split								
Coord	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Mode	NON	NON	NON	NON	NON	NON	NON	NON

14	1	2	3	4	5	6	7	8
Split								
Coord	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Mode	NON	NON	NON	NON	NON	NON	NON	NON

15	1	2	3	4	5	6	7	8
Split								
Coord	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Mode	NON	NON	NON	NON	NON	NON	NON	NON

16	1	2	3	4	5	6	7	8
Split								
Coord	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Mode	NON	NON	NON	NON	NON	NON	NON	NON

17	1	2	3	4	5	6	7	8
Split								
Coord	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Mode	NON	NON	NON	NON	NON	NON	NON	NON

18	1	2	3	4	5	6	7	8
Split								
Coord	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Mode	NON	NON	NON	NON	NON	NON	NON	NON

19	1	2	3	4	5	6	7	8
Split								
Coord	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Mode	NON	NON	NON	NON	NON	NON	NON	NON

20	1	2	3	4	5	6	7	8
Split								
Coord	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Mode	NON	NON	NON	NON	NON	NON	NON	NON

21	1	2	3	4	5	6	7	8
Split								
Coord	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Mode	NON	NON	NON	NON	NON	NON	NON	NON

22	1	2	3	4	5	6	7	8
Split								
Coord	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Mode	NON	NON	NON	NON	NON	NON	NON	NON

23	1	2	3	4	5	6	7	8
Split								
Coord	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Mode	NON	NON	NON	NON	NON	NON	NON	NON

24	1	2	3	4	5	6	7	8
Split								
Coord	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Mode	NON	NON	NON	NON	NON	NON	NON	NON

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Preemption 1, Times [3.1]

Delay	O	MinGrn	5	Track Grn	O
MinDura	5	MinWlk	O	Min Dwell	5
MaxPres	120	PedClr	20		

Preemption 1, Times+ [3.4]

Extend Dwell	O	PedClr	O
Return Max	15	Yel	4.3
		Red	1

Preemption 1, Phases [3.2]

Track Veh						
Dwell Veh	2	5				
Dwell (more)						
Dwell Ped						
Exit	2	6				

Preemption 1, Overlaps+ [3.5]

Track	0	0	0	0	0	0
(more)	0	0	0	0		
Dwell	0	0	0	0	0	0
(more)	0	0	0	0		

Preemption 1, Options [3.3]

Lock Input	ON
Override Auto Flash	ON
Override Higher # Preempt	ON
Flash in Dwell	OFF
Link to Preempt #	O

Preemption 1, Options+ [3.6]

Enable	ON	Pattern	O
Type	EMERG	Skip if Override	OFF
Output	TS2	Coord+Preempt	ON

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Preemption 2, Times [3.1]

Delay	O	MinGrn	5	Track Grn	O
MinDura	5	MinWlk	O	Min Dwell	5
MaxPres	120	PedClr	18		

Preemption 2, Times+ [3.4]

Extend Call	O	PedClr	O
Return Max	15	Yel	4.3
		Red	1

Preemption 2, Phases [3.2]

Track Veh						
Dwell Veh	1	6				
Dwell (more)						
Dwell Ped						
Exit	2	6				

Preemption 2, Overlaps+ [3.5]

Track	0	0	0	0	0	0
(more)	0	0	0	0		
Dwell	0	0	0	0	0	0
(more)	0	0	0	0		

Preemption 2, Options [3.3]

Lock Input	ON
Override Auto Flash	ON
Override Higher # Preempt	ON
Flash in Dwell	OFF
Link to Preempt #	O

Preemption 2, Options+ [3.6]

Enable	ON	Pattern	O
Type	EMERG	Skip if Override	OFF
Output	TS2	Coord+Preempt	ON

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Preemption 3, Times [3.1]

Delay	O	MinGrn	5	Track Grn	O
MinDura	5	MinWlk	O	Min Dwell	5
MaxPres	120	PedClr	29		

Preemption 3, Times+ [3.4]

Extend Dwell	O	PedClr	O
Return Max	15	Yel	3.9
		Red	1

Preemption 3, Phases [3.2]

Track Veh						
Dwell Veh	4	7				
Dwell (more)						
Dwell Ped						
Exit	2	6				

Preemption 3, Overlaps+ [3.5]

Track	0	0	0	0	0	0
(more)	0	0	0	0		
Dwell	0	0	0	0	0	0
(more)	0	0	0	0		

Preemption 3, Options [3.3]

Lock Input	ON
Override Auto Flash	ON
Override Higher # Preempt	ON
Flash in Dwell	OFF
Link to Preempt #	O

Preemption 3, Options+ [3.6]

Enable	ON	Pattern	O
Type	EMERG	Skip if Override	OFF
Output	TS2	Coord+Preempt	ON

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Preemption 4, Times [3.1]

Delay	O	MinGrn	5	Track Grn	O
MinDura	5	MinWlk	O	Min Dwell	5
MaxPres	120	PedClr	27		

Preemption 4, Times+ [3.4]

Extend Dwell	O	PedClr	O
Return Max	15	Yel	3.9
		Red	1

Preemption 4, Phases [3.2]

Track Veh						
Dwell Veh	3	8				
Dwell (more)						
Dwell Ped						
Exit	2	6				

Preemption 4, Overlaps+ [3.5]

Track	0	0	0	0	0	0
(more)	0	0	0	0		
Dwell	0	0	0	0	0	0
(more)	0	0	0	0		

Preemption 4, Options [3.3]

Lock Input	ON
Override Auto Flash	ON
Override Higher # Preempt	ON
Flash in Dwell	OFF
Link to Preempt #	O

Preemption 4, Options+ [3.6]

Enable	ON	Pattern	O
Type	EMERG	Skip if Override	OFF
Output	TS2	Coord+Preempt	ON

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Preemption 5, Times [3.1]

Delay		MinGrn		Track Grn	
MinDura		MinWlk		Min Dwell	
MaxPres		PedClr			

Preemption 5, Times + [3.4

Extend Dwell		PedClr	
Return Max		Yel	
		Red	

Preemtion 5, Phases [3.2]

Track Veh							
Dwell Veh							
Dwell (more)							
Dwell Ped							
Exit							

Preemption 5, Overlaps + [3.5]

Track	0	0	0	0	0	0
(more)	0	0	0	0		
Dwell	0	0	0	0	0	0
(more)	0	0	0	0		

Preemption 5, Options [3.3]

Lock Input	ON
Override Auto Flash	ON
Override Higher # Preempt	ON
Flash in Dwell	OFF
Link to Preempt #	O

Preemption 5, Options + [3.6]

Enable	OFF	Pattern	O
Type	EMERG	Skip if Override	OFF
Output	TS2	Coord+Preempt	ON

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TB Coor, Advanced Schedule 1-10 [4.3]

TOD 1 01

| # | Month: J | F | M | A | M | J | J | A | S | O | N | D | Day: S | M | T | W | T | F | S | Date: 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | Day Plan |
|---|---|---

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TB Coor, Day Plan 1-4 [4.4]

Plan 1

	Hour	Action		Hour	Action
1	OOOO	48	9		
2	O600	1	10		
3	1000	2	11		
4	1500	3	12		
5	1900	48	13		
6			14		
7			15		
8			16		

Plan 2

	Hour	Action		Hour	Action
1	OOOO	48	9		
2	O600	1	10		
3	1000	2	11		
4	1800	48	12		
5			13		
6			14		
7			15		
8			16		

Plan 3

	Hour	Action		Hour	Action
1			9		
2			10		
3			11		
4			12		
5			13		
6			14		
7			15		
8			16		

Plan 4

	Hour	Action		Hour	Action
1			9		
2			10		
3			11		
4			12		
5			13		
6			14		
7			15		
8			16		

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TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Spec 1	Spec 2	Spec 3	Spec 4	Spec 5	Spec 6	Spec 7	Spec 8
1	1											
2	2											
3	3											
4												
5												
6												
7												
8												
9												
10												
11												
12												
13												
14												
15												
16												
17												
18												
19												
20												
21												
22												
23												
24												

Action	Pattern	Aux 1	Aux 2	Aux 3	Spec 1	Spec 2	Spec 3	Spec 4	Spec 5	Spec 6	Spec 7	Spec 8
25												
26												
27												
28												
29												
30												
31												
32												
33												
34												
35												
36												
37												
38												
39												
40												
41												
42												
43												
44												
45												
46												
47												
48												

TB Coor, Parameters [4.6]

Daylight Savings	**DISABLE US**
Time Base Sync Red	**O**

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Detector, Vehicle Parameters 1-16 [5.1]

Det#	Call Φ	Switch Φ	Delay	Extend	Queue	NoAct	MaxPres	ErrCnt	FailTime
1	1			1.5					
2	2								
3	3		2						
4	4		1						
5	5		1						
6	6								
7	7		1						
8	8		1						
9	2			5					
10	4			4					
11	6			5					
12	8		2	3					
13	2		2						
14	4		6						
15	6		2						
16	8		6						

Detector, Vehicle Options 1-16 [5.2]

Det#	Call	Extend	Queue	Add Init	Red Lock	Yel Lock	Occup	Volume
1	X	X					X	X
2	X	X					X	X
3	X	X					X	X
4	X	X					X	X
5	X	X					X	X
6	X	X					X	X
7	X	X					X	X
8	X	X					X	X
9	X	X					X	X
10	X	X					X	X
11	X	X					X	X
12	X	X					X	X
13	X	X					X	X
14	X	X					X	X
15	X	X					X	X
16	X	X					X	X

Detector, Ped Parameters [5.4]

Det#	Call	NoAct	MaxPres	ErrCnt
1				
2	2			
3				
4	4			

Det#	Call	NoAct	MaxPres	ErrCnt
5				
6	6			
7				
8	8			

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Comm, General Comm Parameters [6.1]

Station ID	53
Master Stat ID	O
Fallback Time	O

Port	Mode
System-Up	DEFAULT
Sys-Down	DEFAULT
PC/Print	DEFAULT
Aux 232	DEFAULT

Comm, IP(P-4) Port Parameters [6.5]

IP	DEVICE
Address	192.168.100.41
Mask	255.255.254.0
Gateway	192.168.100.5
Reset Time	5

HOST	
1-	192.168.100.15
2-	255.255.254.0
Port #	5053
IP Enable	ON
Status	OK

Comm, System Up (P-A) Port Parameters [6.2]

Mode	DEFAULT	Enable	OFF	Modem	PROFILE	
Baud	9600	DialTime		ModemTime		
MsgTime	1	Tel #1				
Duplex	FULL	Tel #2				

Comm, System Down (P-B) Port Parameters [6.2]

Mode	DEFAULT	Enable	OFF	Modem		
Baud		DialTime		ModemTime		
MsgTime		Tel #1				
Duplex	FULL	Tel #2				

Comm, PC/Print (P-2) Port Parameters [6.2]

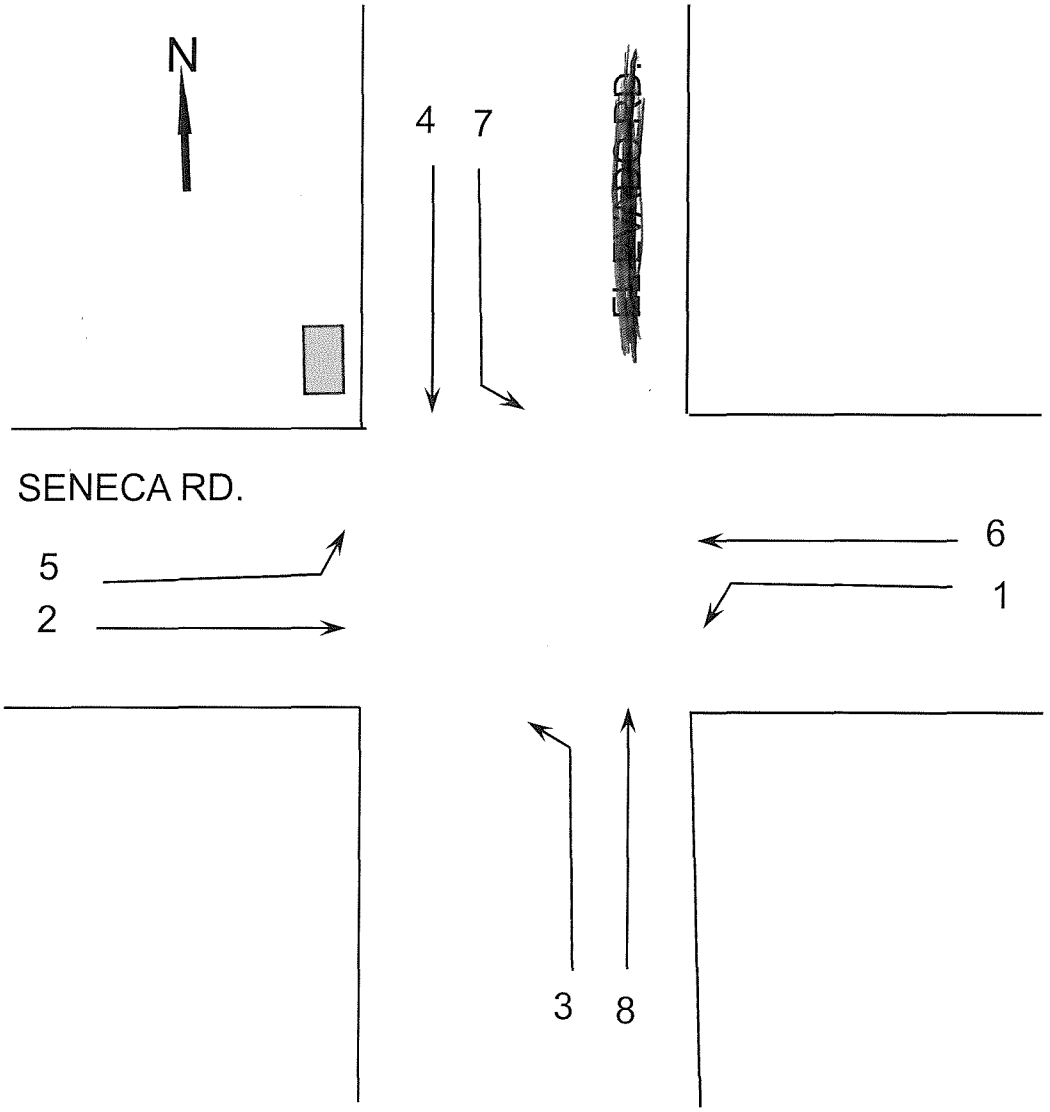
Mode		Enable		Modem		
Baud		DialTime		ModemTime		
MsgTime		Tel #1				
Duplex		Tel #2				

NAZTEC 981-TS-2

TRAFFIC SIGNAL CONTROLLER PROGRAM CHART

NO: 900-68

INTERSECTION: SENECA RD. @ CIVIC DR.



INTERSECTION: SENECA RD @ CIVIC DR. NO: 900-68

SYSTEM : _____ ADDRESS: 68

TIMED BY R. Sell DATE: 6/13/07

CONTROLLER OPERATION

Phases

Unit Parameters

Rings

Output Channels

Overlaps

Events and Alarms

Phase Times [1.1.1] SENECA @ CIVIC

	1	2	3	4	5	6	7	8	9	10	11	13	14	15	16
Min Grn	5	5	5	5	5	5	5	5							
Gap, Ext	1	1	1	2	1	1	1	2							
Max 1	12	20	15	30	12	20	15	30							
Max 2															
Yel Clr	3	3.6	3	3.9	3	3.6	3	3.6							
Red Clr	2	1.4	2	1.1	2	1.4	2	1.3							
Walk		5				5		5							
Ped Clr		17				20		13							
Red Revt	3	3	3	3	3	3	3	3							
Add Init															
Max Init															
Gap Reduce															
Time B4															
Cars B4															
Time To															
ReducBy															
Min Gap															
DyMaxLim															
Max Step															

Phase Options [1.1.2]

	1	2	3	4	5	6	7	8	9	10	11	13	14	15	16
Enable	X	X	X	X	X	X	X	X							
Min Recall				X				X							
Max Recall															
Ped Recall															
Soft Recall															
Lock Calls															
A Flash Entry															
A Flash Exit															
Dual Entry															
Enable Sim Gap	X	X	X	X	X	X	X	X							
Gaur Passage															
Rest In Walk															
Cond Service															
Non-Act 1															
Non-Act 2															
Add Init Calc	S	S	S	S	S	S	S	S							

Ring, Start, Concurrency [1.1.4]

Phase	Direction	Ring	Start Up	Concurrent Phases						
1	WBLT	1	RED	5	6					
2	EB	1	RED	5	6					
3	NBLT	1	RED	7	8					
4	SB	1	GRN	7	8					
5	EBLT	2	RED	1	2					
6	WB	2	RED	1	2					
7	SBLT	2	RED	3	4					
8	NB	2	GRN	3	4					
9										
10										
11										
12										
13										
14										
15										
16										

Inhibt Phase [1.1.5]

Phase	1	2	3	4	5	6	7	8	9	10	11	13	14	15	16
1															
2	X														
3															
4															
5															
6					X										
7															
8															
9															
10															
11															
12															
13															
14															
15															
16															

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6/11/2007

Unit Parameters [1.2.1]

Start Up Flash (s)	10	Red Revert	3
Backup Time (m)	0	Auto Ped Clear	OFF
Local Flash Start	OFF	Display Time	10
Allow <3 Sec Yel	OFF	Tone Disable	OFF
Allow Skip Yellow	OFF	H/W Station ID	OFF
Start Red Time	5	Phase Mode	STD8
Disable Init Ped	OFF	Enable Run	ON
TOD Dim Enable	OFF	Diamond Mode	4 0
SDLC Retry Time	0	TS2 Det Flts	OFF
Stop TM Over Pmpt	OFF	Free Ring Seq	1
Feature Profile	0	I/O Mode	AUTO
Max Seek Trak Tim	0	Max Cycle Tm	0
Max Seek Dwel Tim	0	CycFlt Actn	ALARM
Prmpt/Ext Coor Out-	PRE	Invert Rail In	OFF

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Ring Sequence [1.2.4]

Seq #	Ring	Sequence of Phases							
1	1	1	2	3	4				
1	2	5	6	7	8				
1	3								
1	4								
2	1	1	2	3	4				
2	2	6	5	7	8				
2	3								
2	4								
3	1	2	1	3	4				
3	2	5	6	7	8				
3	3								
3	4								
4	1	2	1	3	4				
4	2	6	5	7	8				
4	3								
4	4								
5	1	1	2	3	4				
5	2	5	6	8	7				
5	3								
5	4								
6	1	1	2	3	4				
6	2	6	5	8	7				
6	3								

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6	4								
7	1	2	1	3	4				
7	2	5	6	8	7				
7	3								
7	4								
8	1	2	1	3	4				
8	2	6	5	8	7				
8	3								
8	4								
9	1	1	2	4	3				
9	2	5	6	7	8				
9	3								
9	4								
10	1	1	2	4	3				
10	2	6	5	7	8				
10	3								
10	4								
11	1	2	1	4	3				
11	2	5	6	7	8				
11	3								
11	4								
12	1	2	1	4	3				
12	2	6	5	7	8				
12	3								
12	4								

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13	1	1	2	4	3				
13	2	5	6	8	7				
13	3								
13	4								
14	1	1	2	4	3				
14	2	6	5	8	7				
14	3								
14	4								
15	1	2	1	4	3				
15	2	5	6	8	7				
15	3								
15	4								
16	1								
16	2								
16	3								
16	4								

Ring Parameters + [1.2.5]

Ring Input Map

Ring #	1	2	3	4
Use Ring Input #	1	2	1	2

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Chan/SDLC, Assign to Φs [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Φ/Olp#	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED
Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK
Alt Hz	X		X		X		X									
Dim Grn																
Dim Yel																
Dim Red																
Dim Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Chan/SDLC, Channels 17-24 [1.3.2]

	17	18	19	20	21	22	23	24
Φ/Olp#								
Type	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Flash	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz								
Dim Grn								
Dim Yel								
Dim Red								
Dim Cyc	+	+	+	+	+	+	+	+

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Chan/SDLC, Parameters [1.3.3]

Chan 17-24 Mapping	DEFAULT
D Conn Mapping	TX2-V14
Single T&F Biu Map	OFF

Chan/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

MMU Chan	1	2	3	4	5	6	7	8
1-8								
9-16								

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Alarms, Enable Events [1.6.1]

Event #s	1	2	3	4	5	6	7	8
1-8	X	X		X				
9-16	X							
17-24			X	X				
25-32							X	
33-40								
41-48								
49-56	X	X	X	X	X			
57-64								

Alarms, Enable Alarms [1.6.4]

Alarm #s	1	2	3	4	5	6	7	8
1-8								
9-16								
17-24								
25-32								
33-40								
41-48								
49-56								
57-64								

Alarms, Parameters [1.6.7]

Pattern Event **OFF**

Preempt Events **ON**

Local Txmt Alams **OFF**

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Alarms, Parameters [1.4.1]

Auto Flash Parameter

Mode	CHANNEL
Source	D-CONN

Clearance Times

Yellow	3.5
Red	1.5

Alarms, Phases/Overlaps [1.4.2]

Auto Flash

Flash Yellow

Phases								
(more)								
Overlaps								
(more)								

PREEMPTION

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Preemption 1, Times [3.1]

Delay	0	MinGrn	5	Track Grn	0
MinDura	5	MinWlk	0	Min Dwell	5
MaxPres	120	PedClr	12		

Preemption 1, Phases [3.2]

Track Veh								
Dwell Veh	2	60						
Dwell (more)								
Dwell Ped								
Exit	2	6						

Preemption 1, Options [3.3]

Lock Input	ON
Override Auto Flash	ON
Override Higher # Preempt	ON
Flash in Dwell	OFF
Link to Preempt #	0

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Preemption 1, Times+ [3.4]

Extend Dwell	O	PedClr	O
Return Max	20	Yel	3.6
		Red	1.4

Preemption 1, Overlaps+ [3.5]

Track								
(more)								
Dwell								
(more)								

Preemption 1, Options+ [3.6]

Enable	ON	Pattern	O
Type	EMERG	Skip if Override	OFF
Output	TS2	Coord+Preempt	OFF

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Programming Sheets

Preemption 2, Times [3.1]

Delay	O	MinGrn	5	Track Grn	O
MinDura	5	MinWlk	O	Min Dwell	5
MaxPres	120	PedClr	15		

Preemption 2, Phases [3.2]

Track Veh								
Dwell Veh	20	6						
Dwell (more)								
Dwell Ped								
Exit	2	6						

Preemption 2, Options [3.3]

Lock Input	ON
Override Auto Flash	ON
Override Higher # Preempt	ON
Flash in Dwell	OFF
Link to Preempt #	O

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Preemption 2, Times+ [3.4]

Extend Call	0	PedClr	0
Return Max	20	Yel	3.6
		Red	1.4

Preemption 2, Overlaps+ [3.5]

Track								
(more)								
Dwell								
(more)								

Preemption 2, Options+ [3.6]

Enable	ON	Pattern	0
Type	EMERG	Skip if Override	OFF
Output	TS2	Coord+Preempt	OFF

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Programming Sheets

Preemption 3, Times [3.1]

Delay	O	MinGrn	5	Track Grn	O
MinDura	5	MinWlk	O	Min Dwell	5
MaxPres	120	PedClr	O		

Preemption 3, Phases [3.2]

Track Veh								
Dwell Veh	4	7						
Dwell (more)								
Dwell Ped								
Exit	4	8						

Preemption 3, Options [3.3]

Lock Input	ON
Override Auto Flash	ON
Override Higher # Preempt	ON
Flash in Dwell	OFF
Link to Preempt #	O

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Preemption 3, Times+ [3.4]

Extend Dwell	0
Return Max	20

PedClr	0
Yel	3.9
Red	1.1

Preemption 3, Overlaps+ [3.5]

Track								
(more)								
Dwell								
(more)								

Preemption 3, Options+ [3.6]

Enable	ON	Pattern	0
Type	EMERG	Skip if Override	OFF
Output	TS2	Coord+Preempt	OFF

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Programming Sheets

Preemption 4, Times [3.1]

Delay	O	MinGrn	5	Track Grn	O
MinDura	5	MinWlk	O	Min Dwell	5
MaxPres	120	PedClr	8		

Preemption 4, Phases [3.2]

Track Veh								
Dwell Veh	8	3						
Dwell (more)								
Dwell Ped								
Exit	8	4						

Preemption 4, Options [3.3]

Lock Input	ON
Override Auto Flash	ON
Override Higher # Preempt	ON
Flash in Dwell	OFF
Link to Preempt #	O

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Preemption 4, Times+ [3.4]

Extend Dwell	0
Return Max	20

PedClr	0
Yel	3.6
Red	1.3

Preemption 4, Overlaps+ [3.5]

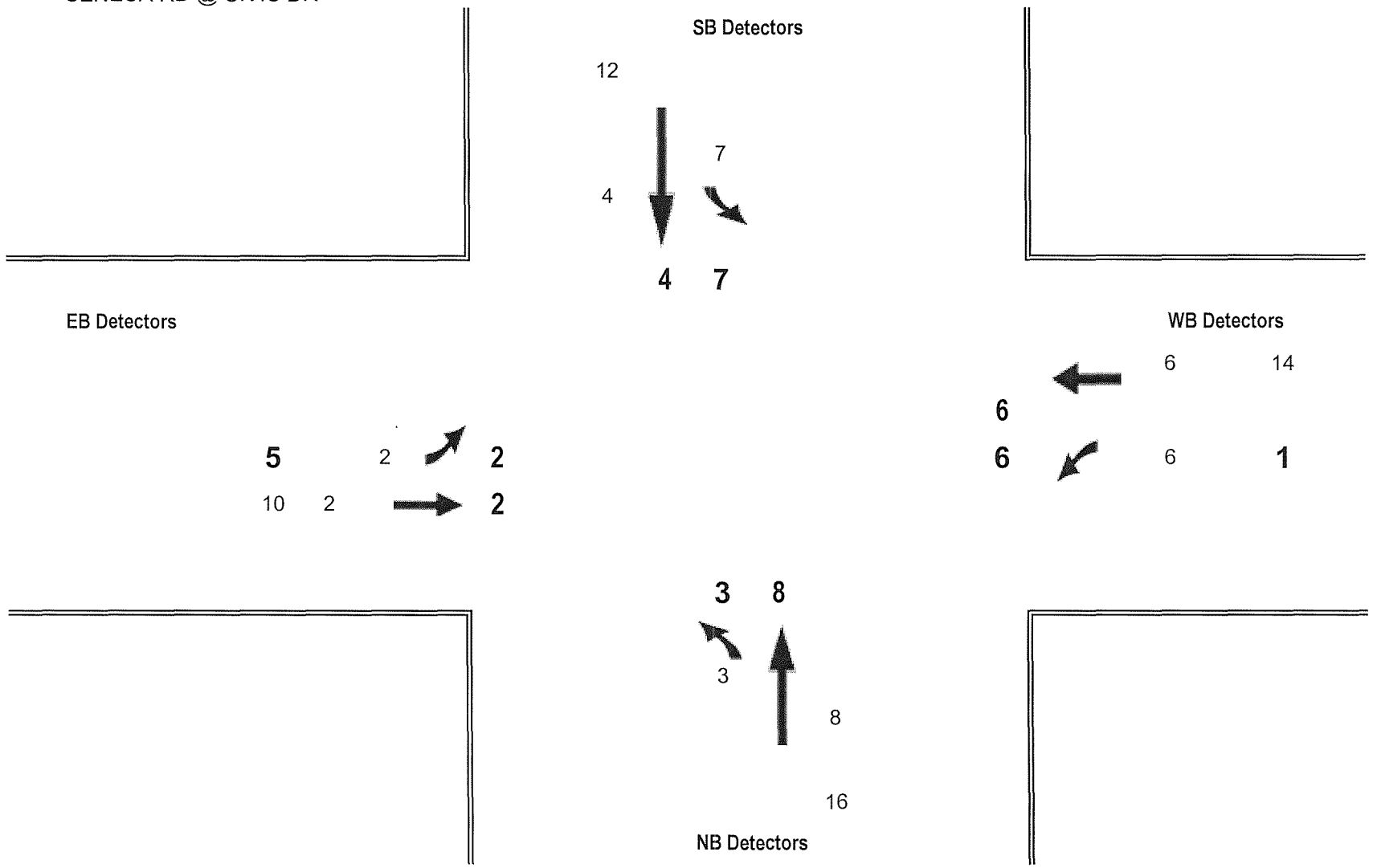
Track								
(more)								
Dwell								
(more)								

Preemption 4, Options+ [3.6]

Enable	ON	Pattern	0
Type	EMERG	Skip if Override	OFF
Output	TS2	Coord+Preempt	OFF

DETECTORS

SENECA RD @ CIVIC DR



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Detector, Vehicle Parameters 1-16 [5.1]

Det#	Call Φ	Switch Φ	Delay	Extend	Queue	NoAct	MaxPres	ErrCnt	FailTime
1	1		3	3					
2	2		1	1					
3	3		1						
4	4								
5	5		3	3					
6	6		1	1					
7	7		1						
8	8								
9									
10	2			2.5					
11									
12	4			2					
13									
14	6			2.5					
15									
16	8			1.5					

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Detector, Vehicle Options 1-16 [5.2]

Det#	Call	Extend	Queue	Add Init	Red Lock	Yel Lock	Occup	Volume
1	X	X						
2	X	X						
3	X	X						
4	X	X						
5	X	X						
6	X	X						
7	X	X						
8	X	X						
9	X	X						
10	X	X						
11	X	X						
12	X	X						
13	X	X						
14	X	X						
15	X	X						
16	X	X						

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Detector, Ped Parameters [5.4]

Det#	Call	NoAct	MaxPres	ErrCnt
1				
2	2			
3				
4	4			

Det#	Call	NoAct	MaxPres	ErrCnt
5				
6	6			
7				
8	8			

COMMUNICATIONS

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Comm, General Comm Parameters [6.1]

Station ID	69
Master Stat ID	
Fallback Time	1200

Port	Mode
System-Up	DEFAULT
Sys-Down	DEFAULT
PC/Print	DEFAULT
Aux 232	DEFAULT

Comm, System Up (P-A) Port Parameters [6.2]

Mode	DEFAULT	Enable	OFF	Modem	PROFILE
Baud	9600	DialTime		ModemTime	
MsgTime	1	Tel #1			
Duplex	FULL	Tel #2			

Comm, System Down (P-B) Port Parameters [6.2]

Mode	DEFAULT	Enable	OFF	Modem	
Baud		DialTime		ModemTime	
MsgTime		Tel #1			
Duplex	FULL	Tel #2			

Comm, PC/Print (P-2) Port Parameters [6.2]

Mode	DEFAULT	Enable	OFF	Modem	
Baud		DialTime		ModemTime	
MsgTime		Tel #1			
Duplex		Tel #2			

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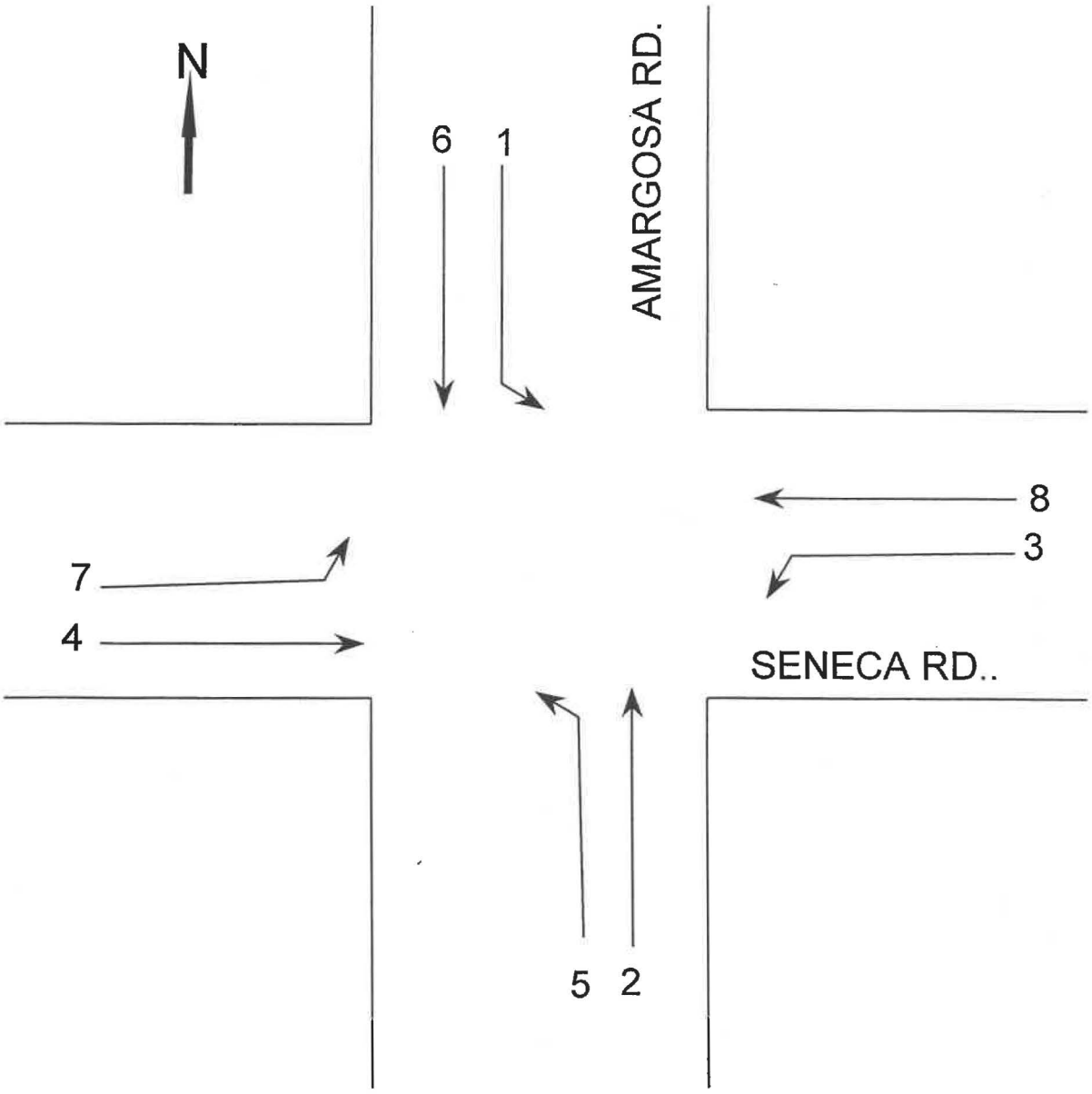
NAZTEC 980-16/4

TRAFFIC SIGNAL CONTROLLER PROGRAM CHART

NO: **980-29**

INTERSECTION: **AMARGOSA RD. @ SENECA RD.**



INTERSECTION: **AMARGOSA RD. @ SENECA RD.** NO: **980-29**

SYSTEM : CIVIC CENTER ADDRESS: 29

TIMED BY _____ DATE _____

APPROVED BY **SEE TRAFFIC OFFICE COPY** DATE _____

CABINET COPY 4-26-01

CONTROLLER OPERATION

Phases

Unit Parameters

Rings

Output Channels

Events and Alarms

Overlaps

Phase Times [1.1.1] AMARGOSA @ SENECA

	1	2	3	4	5	6	7	8	9	10	11	13	14	15	16
Min Grn	5	5	5	5	5	5	5	5							
Gap, Ext	1	3	1	3	1	3	1	3							
Max 1	15	35	15	20	15	35	15	20							
Max 2															
Yel Clr	3	3.9	3	3.6	3	4.7	3	3.6							
Red Clr	1.4	1.5	1.4	1.7	1.4	1.2	1.4	1.7							
Walk		5		5		5		5							
Ped Clr		17		18		17		17							
Red Revt	3	3	3	3	3	3	3	3							
Add Init															
Max Init															
Gap Reduce															
Time B4															
Cars B4															
Time To															
ReducBy															
Min Gap															
DyMaxLim															
Max Step															

Phase Options [1.1.2]

	1	2	3	4	5	6	7	8	9	10	11	13	14	15	16
Enable	X	X	X	X	X	X	X	X							
Min Recall		X				X									
Max Recall															
Ped Recall															
Soft Recall															
Don't Lock Calls	X	X	X	X	X	X	X	X							
A Flash Entry															
A Flash Exit															
Dual Entry															
Disable Sim Gap															
Gaur Passage															
Rest In Walk															
Cond Service															
Non-Act 1															
Non-Act 2															
Add Init Calc															

Ring, Start, Concurrency [1.1.4]

Phase	Direction	Ring	Start Up	Concurrent Phases						
1	SBLT	1	RED	5	6					
2	NB	1	GRN	5	6					
3	WBLT	1	RED	7	8					
4	EB	1	RED	7	8					
5	NBLT	2	RED	1	2					
6	SB	2	GRN	1	2					
7	EBLT	2	RED	3	4					
8	WBLT	2	RED	3	4					
9										
10										
11										
12										
13										
14										
15										
16										

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Unit Parameters [1.2.1]

Start Up Flash (s)	10	Red Revert	3
Backup Time (m)	1200	Auto Ped Clear	ON
Local Flash Start	OFF	Display Time	10
Allow <3 Sec Yel	OFF	Tone Disable	OFF
Allow Skip Yellow	OFF	H/W Station ID	OFF
Start Red Time	5	Phase Mode	STD8
Disable Init Ped	OFF	Enable Run	ON
TOD Dim Enable	OFF	Diamond Mode	DFT
SDLC Retry Time	0	TS2 Det Flts	OFF
Stop TM Over Pmpt	OFF	Max Cycle Time	0
Feature Profile	0	I/O Mode	AUTO

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Ring Sequence [1.2.4]

Seq #	Ring	Sequence of Phases							
1	1	1	2	3	4				
1	2	5	6	7	8				
1	3								
1	4								
2	1	1	2	3	4				
2	2	6	5	7	8				
2	3								
2	4								
3	1	2	1	3	4				
3	2	5	6	7	8				
3	3								
3	4								
4	1	2	1	3	4				
4	2	6	5	7	8				
4	3								
4	4								
5	1	1	2	3	4				
5	2	5	6	8	7				
5	3								
5	4								
6	1	1	2	3	4				
6	2	6	5	8	7				
6	3								

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Programming Sheets

6	4								
7	1	2	1	3	4				
7	2	5	6	8	7				
7	3								
7	4								
8	1	2	1	3	4				
8	2	6	5	8	7				
8	3								
8	4								
9	1	1	2	4	3				
9	2	5	6	7	8				
9	3								
9	4								
10	1	1	2	4	3				
10	2	6	5	7	8				
10	3								
10	4								
11	1	2	1	4	3				
11	2	5	6	7	8				
11	3								
11	4								
12	1	2	1	4	3				
12	2	6	5	7	8				
12	3								
12	4								

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Programming Sheets

13	1	1	2	4	3				
13	2	5	6	8	7				
13	3								
13	4								
14	1	1	2	4	3				
14	2	6	5	8	7				
14	3								
14	4								
15	1	2	1	4	3				
15	2	5	6	8	7				
15	3								
15	4								
16	1								
16	2								
16	3								
16	4								

Ring Parameters + [1.2.5]

Ring Input Map

Ring #	1	2	3	4
Use Ring Input #	1	2	1	2

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Chan/SDLC, Assign to Φs [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Φ/Olp#	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED
Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK
Alt Hz																
Dim Grn																
Dim Yel																
Dim Red																
Dim Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Chan/SDLC, Channels 17-24 [1.3.2]

	17	18	19	20	21	22	23	24
Φ/Olp#								
Type	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Flash	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz								
Dim Grn								
Dim Yel								
Dim Red								
Dim Cyc	+	+	+	+	+	+	+	+

Chan/SDLC, Parameters [1.3.3]

Chan 17-24 Mapping	DEFAULT
D Conn Mapping	TX2-V14

Chan/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

MMU Chan	1	2	3	4	5	6	7	8
1-8								
9-16								

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Mode	CHANNEL
Source	D-CONN

Clearance Times

Yellow	3.5
Red	1.5

Alarms, Phases/Overlaps [1.4.2]

Auto Flash

Flash Yellow

Phases								
(more)								
Overlaps								
(more)								

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Alarms, Enable Events [1.6.1]

Event #s	1	2	3	4	5	6	7	8
1-8	X	X		X				
9-16	X							
17-24			X	X				
25-32							X	
33-40								
41-48								
49-56	X	X	X	X	X			
57-64								

Alarms, Enable Alarms [1.6.4]

Alarm #s	1	2	3	4	5	6	7	8
1-8	X	X		X				
9-16	X							
17-24			X	X				
25-32							X	
33-40								
41-48								
49-56	X	X	X	X	X			
57-64								

Alarms, Parameters [1.6.7]

Pattern Event **ON**

Preempt Events **ON**

Local Txmt Alams **OFF**

9.2.1 The Difference Between Events and Alarms

Alarms and events refer to the same conditions. For example, Event #1 and Alarm #1 both refer to a 980 and 981 controller "Power Up" condition. The primary difference between events and alarms is in the way they are forwarded to the closed loop master and StreetWise ATMS.

- *Events* are polled on a scheduled basis by the closed loop master and/or StreetWise (typically once per day and late at night when the communication system is not being used for other activities). For example, *Pattern Events* and *Preempt Events* are stored in the controller event buffer and typically uploaded once per day for record purposes.
- *Alarms* are polled more frequently by the closed loop master and/or StreetWise ATMS so the system is notified quickly when they occur. Alarms must be enabled as both *events* and as *alarms*. Alarms/Events are referenced by number.

9.2.2 Secondary Controller Events and Alarms (MM->1->6)

These events and alarms are documented in section 4.7 of the Version 50/60 Controller Manual and apply to TS2 981 and 2070 master controllers operated as a secondary controller.

Event/ Alarm #	Function
1	Power Up (Alarm OFF) / Power Down (Alarm ON)
2	Stop Timing - Manual Control Enable (indicates conflict monitor flash in a TS1 cabinet)
3	Cabinet Door Open (TS1)
4	Coordination Failure
5	External Alarm #1: Cabinet door open (TS2 type 1), or External alarm #1 (D-connector pin 18)
6	External Alarm #2: Free operation (TS2 type 1), or External alarm #1 (D-connector pin 29)
7	External Alarm #3: D-connector pin 26
8	External Alarm #4: D-connector pin 27
9	Closed Loop Disabled
10	External Alarm #5: D-connector pin 28
11	External Alarm #6: D-connector pin 36
12	Manual Control Enable
13	Coordination Free Switch Input
14	Local Flash Input
15	MMU Flash Input
16	MMU Fault - calculated from stop time and CVM
17	Cycle Fault
18	Cycle Failure

19	Coordination Fault
20	Controller Fault - Intersection in Flash
21	Detector SDLC Failure - No Detection
22	MMU SDLC Failure - Intersection in Flash
23	Critical SDLC Failure
24	SDLC Response Frame Fault - Critical
25	EEPROM CRC Fault
26	Local Detector Failure - Monitored
27	Local Detector Failure - Reported
28-32	blank
33	Street Lamp Failure (Channel B)
34	Signal Lamp Failure (Channel A)
35	reserved
36	reserved
37	Request Database Download From Field
38-40	blank
41	Temperature Alert #1 - temp/status
42	Temperature Alert #2 - temp/status
43-48	blank
49	Preempt 1 Input
50	Preempt 2 Input
51	Preempt 3 Input
52	Preempt 4 Input
53	Preempt 5 Input
54	Preempt 6 Input
55	Preempt 7 Input - Transit or Low Priority
56	Preempt 8 Input - Transit or Low Priority
57	Preempt 9 Input - Transit or Low Priority
58	Preempt 10 Input - Transit or Low Priority
59	blank
60	CRFAIL- Coord Failure
61	blank
62-64	reserved
65-68	Light Rail
69-128	blank

COORDINATION

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Programming Sheets

Coordination, Modes,+ [2.1]

Modes	
Operational	0.254 ed.
Correction	SHORTWAY
Maximum	MAX INHIBIT
Force-Off	FIXED

Modes+	
Force-Offs+	FRC,YLD
Close Loop	ON
External	OFF
Coor+Preempt	ON
Stop-in-Walk	ON
Walk Recycle	NO_RECYCLE

Modes+	
Easy Float	OFF
Auto Err Reset	ON

Leave Walk	
Before	TIMED
After	TIMED

Coordination, Ext. I/O [2.2]

Pat#	Offset	Plan
1		
2		
3		
4		
5		
6		
7		
8		

Pat#	Offset	Plan
9		
10		
11		
12		
13		
14		
15		
16		

Pat#	Offset	Plan
17		
18		
19		
20		
21		
22		
23		
24		

Pat#	Plan
25	
26	
27	
28	
29	
30	
31	
32	

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Programming Sheets

Coordination, CIC Plans [2.3]

CIC#	Coor F	Grow	1	2	3	4	5	6	7	8
1										
2										
3										
4										

Coordination, Pattern Table [2.4]

Pat#	Cycle	Offset	Split	Seqnc
1	70	14	1	1
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				

Pat#	Cycle	Offset	Split	Seqnc
17				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28				
29				
30				
31				
32				

Pat#	Offset	Split	Seqnc
33			
34			
35			
36			
37			
38			
39			
40			
41			
42			
43			
44			
45			
46			
47			
48	0	0	1

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Coordination, Trans/CoorΦ+ 1-16 [2.5]

Pat#	Trans: Fast	Slow	Dwell	Disable Fast Φ 1	3	5	7	Coor.P: EarlyYld	Offset	RetHold
1	5	15	60					O	BGRN	X
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
13										
14										
15										
16										

Coordination, Splits, Split Table 1-6 [2.7.1]

Split 1	1	2	3	4	5	6	7	8	9	10	11	12	14	15	16
Pri-Frc	14	24	14	18	14	24	14	18							
Coor F		X													
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON

Split 2	1	2	3	4	5	6	7	8	9	10	11	12	14	15	16
Pri-Frc															
Coor F															
Mode															

Split 3	1	2	3	4	5	6	7	8	9	10	11	12	14	15	16
Pri-Frc															
Coor F															
Mode															

Split 4	1	2	3	4	5	6	7	8	9	10	11	12	14	15	16
Pri-Frc															
Coor F															
Mode															

Split 5	1	2	3	4	5	6	7	8	9	10	11	12	14	15	16
Pri-Frc															
Coor F															
Mode															

Split 6	1	2	3	4	5	6	7	8	9	10	11	12	14	15	16
Pri-Frc															
Coor F															
Mode															

PREEMPTION

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Programming Sheets

Preemption 1, Times [3.1]

Delay	0	MinGrn	5	Track Grn	0
MinDura	5	MinWlk	0	Min Dwell	5
MaxPres	180	PedClr	12		

Preemption 1, Phases [3.2]

Track Veh								
Dwell Veh	2	5						
Dwell (more)								
Dwell Ped								
Exit	2	6						

Preemption 1, Options [3.3]

Lock Input	ON
Override Auto Flash	ON
Override Higher # Preempt	ON
Flash in Dwell	OFF
Link to Preempt #	0

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Programming Sheets

Preemption 1, Times+ [3.4]

Extend Dwell	0
Return Max	0

PedClr	0
Yel	3.9
Red	1.5

Preemption 1, Overlaps+ [3.5]

Track								
(more)								
Dwell								
(more)								

Preemption 1, Options+ [3.6]

Enable	ON
Type	EMERG
Output	TS2

Pattern	0
Skip if Override	OFF
Coord+Preempt	ON

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Programming Sheets

Preemption 2, Times [3.1]

Delay	0
MinDura	5
MaxPres	180

MinGrn	5
MinWlk	0
PedClr	12

Track Grn	0
Min Dwell	5

Preemption 2, Phases [3.2]

Track Veh								
Dwell Veh	2	5						
Dwell (more)								
Dwell Ped								
Exit	2	6						

Preemption 2, Options [3.3]

Lock Input	ON
Override Auto Flash	ON
Override Higher # Preempt	ON
Flash in Dwell	OFF
Link to Preempt #	0

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Programming Sheets

Preemption 2, Times+ [3.4]

Extend Call	0
Return Max	0

PedClr	0
Yel	3.9
Red	1.5

Preemption 2, Overlaps+ [3.5]

Track								
(more)								
Dwell								
(more)								

Preemption 2, Options+ [3.6]

Enable	ON	Pattern	0
Type	EMERG	Skip if Override	OFF
Output	TS2	Coord+Preempt	ON

Naztec, Inc.
Programming Sheets

Preemption 3, Times [3.1]

Delay	0	MinGrn	5	Track Grn	0
MinDura	5	MinWlk	0	Min Dwell	5
MaxPres	180	PedClr	13		

Preemption 3, Phases [3.2]

Track Veh								
Dwell Veh	4	7						
Dwell (more)								
Dwell Ped								
Exit	4	8						

Preemption 3, Options [3.3]

Lock Input	ON
Override Auto Flash	ON
Override Higher # Preempt	ON
Flash in Dwell	OFF
Link to Preempt #	0

Naztec, Inc.
Programming Sheets

Preemption 3, Times+ [3.4]

Extend Dwell	0
Return Max	0

PedClr	0
Yel	3.6
Red	1.7

Preemption 3, Overlaps+ [3.5]

Track								
(more)								
Dwell								
(more)								

Preemption 3, Options+ [3.6]

Enable	ON
Type	EMERG
Output	TS2

Pattern	0
Skip if Override	OFF
Coord+Preempt	ON

Naztec, Inc.
Programming Sheets

Preemption 4, Times [3.1]

Delay	0	MinGrn	5	Track Grn	0
MinDura	5	MinWlk	0	Min Dwell	5
MaxPres	180	PedClr	11		

Preemption 4, Phases [3.2]

Track Veh								
Dwell Veh	1	6						
Dwell (more)								
Dwell Ped								
Exit	2	6						

Preemption 4, Options [3.3]

Lock Input	ON
Override Auto Flash	ON
Override Higher # Preempt	ON
Flash in Dwell	OFF
Link to Preempt #	0

Preemption 4, Times+ [3.4]

Extend Dwell	0
Return Max	0

PedClr	0
Yel	4.7
Red	1.2

Preemption 4, Overlaps+ [3.5]

Track								
(more)								
Dwell								
(more)								

Preemption 4, Options+ [3.6]

Enable	ON	Pattern	0
Type	EMERG	Skip if Override	OFF
Output	TS2	Coord+Preempt	ON

Naztec, Inc.
Programming Sheets

Preemption 5, Times [3.1]

Delay	0	MinGrn	5	Track Grn	0
MinDura	5	MinWlk	0	Min Dwell	5
MaxPres	180	PedClr	12		

Preemption 5, Phases [3.2]

Track Veh								
Dwell Veh	3	8						
Dwell (more)								
Dwell Ped								
Exit	4	8						

Preemption 5, Options [3.3]

Lock Input	ON
Override Auto Flash	ON
Override Higher # Preempt	ON
Flash in Dwell	OFF
Link to Preempt #	0

Naztec, Inc.
Programming Sheets

Preemption 5, Times+ [3.4]

Extend Dwell	O
Return Max	O

PedClr	O
Yel	3.6
Red	1.7

Preemption 5, Overlaps+ [3.5]

Track								
(more)								
Dwell								
(more)								

Preemption 5, Options+ [3.6]

Enable	ON	Pattern	O
Type	EMERG	Skip if Override	OFF
Output	TS2	Coord+Preempt	ON

TIME BASED OPERATION

Naz[illegible], Inc.
Programming Sheets

TB Coor, Advanced Schedule 1-10 [4.3]

TOD 1 01

#	Month J F M A M J J A S O N D	Day S M T W T F S	Date 1 2 3 4 5 6 7 8 9 1 2 3 4 5 6 7 8 9 1 2 3 4 5 6 7 8 9 1	Day Plan
1	X X X X X X X X X X X X	X X X X X	X X X X X X X X X X X X X X X X X X X X X X X X X X X X X X X X X X X X X X X	OFF 1
2				
3				
4				
5				
6				
7				
8				
9				
10				

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Programming Sheets

TB Coor, Day Plan 1-4 [4.4]

Plan 1

	Hour	Action		Hour	Action
1	OOOO	48	9		
2	1000	1	10		
3	1600	48	11		
4			12		
5			13		
6			14		
7			15		
8			16		

Plan 2

	Hour	Action		Hour	Action
1			9		
2			10		
3			11		
4			12		
5			13		
6			14		
7			15		
8			16		

Plan 3

	Hour	Action		Hour	Action
1			9		
2			10		
3			11		
4			12		
5			13		
6			14		
7			15		
8			16		

Plan 4

	Hour	Action		Hour	Action
1			9		
2			10		
3			11		
4			12		
5			13		
6			14		
7			15		
8			16		

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	2	3	Spec 1	2	3	4	5	6	7	8
1	1											
2	2											
3												
4												
5												
6												
7												
8												
9												
10												
11												
12												
13												
14												
15												
16												

Action	Pattern	Aux 1	2	3	Spec 1	2	3	4	5	6	7	8
17												
18												
19												
20												
21												
22												
23												
24												
25												
26												
27												
28												
29												
30												
31												
48	48											

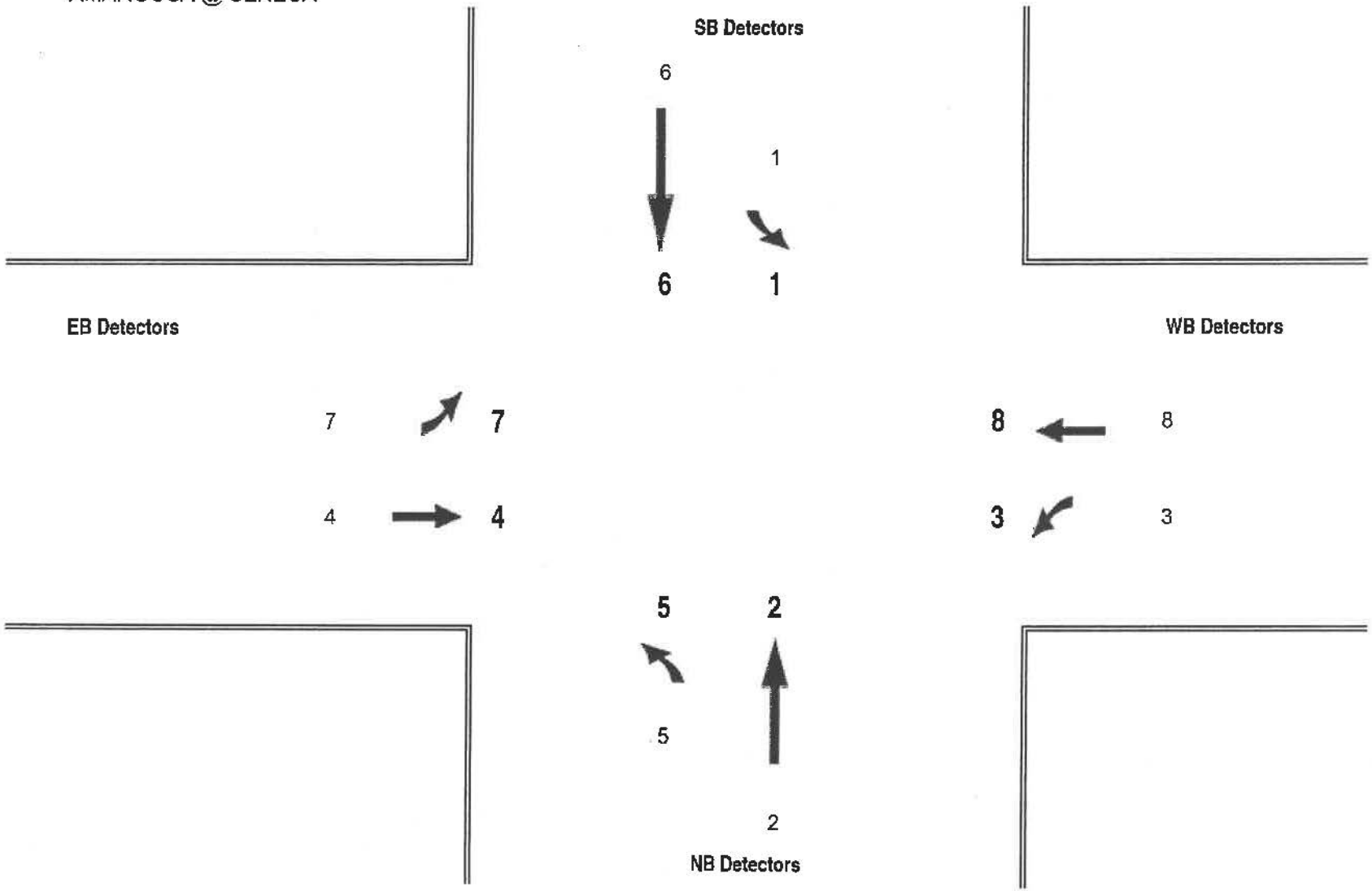
ACT 48 = FREE OPS

TB Coor, Parameters [4.6]

Daylight Savings	**ENABLE US**
Time Base Sync Red	**0**

DETECTORS

AMARGOSA @ SENECA



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Programming Sheets

Detector, Vehicle Parameters 1-16 [5.1]

Det#	Call Φ	Switch Φ	Delay	Extend	Queue	NoAct	MaxPres	ErrCnt	FailTime
1	1		1						
2	2								
3	3		1						
4	4								
5	5		1						
6	6								
7	7		1						
8	8								
9									
10									
11									
12									
13									
14									
15									
16									

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Detector, Vehicle Options 1-16 [5.2]

Det#	Call	Extend	Queue	Add Init	Red Lock	Yel Lock	Occup	Volume
1	X	X					X	X
2	X	X					X	X
3	X	X					X	X
4	X	X					X	X
5	X	X					X	X
6	X	X					X	X
7	X	X					X	X
8	X	X					X	X
9								
10								
11								
12								
13								
14								
15								
16								

Nazt(Inc.
Programming Sheets

Detector, Ped Parameters [5.4]

Det#	Call	NoAct	MaxPres	ErrCnt
1				
2	2			
3				
4	4			

Det#	Call	NoAct	MaxPres	ErrCnt
5				
6	6			
7				
8	8			

Nazt(Inc.
Programming Sheets

Comm, General Comm Parameters [6.1]

Station ID	29
Master Stat ID	O
Fallback Time	900

Port	Mode
System-Up	DEFAULT
Sys-Down	DEFAULT
PC/Print	DEFAULT
Aux 232	DEFAULT

Comm, System Up (P-A) Port Parameters [6.2]

Mode	DEFAULT	Enable	OFF	Modem	
Baud	4800	DialTime		ModemTime	
MsgTime	1	Tel #1			
Duplex	FULL	Tel #2			

Comm, System Down (P-B) Port Parameters [6.2]

Mode	DEFAULT	Enable	OFF	Modem	
Baud		DialTime		ModemTime	
MsgTime		Tel #1			
Duplex		Tel #2			

Comm, PC/Print (P-2) Port Parameters [6.2]

Mode	DEFAULT	Enable	OFF	Modem	
Baud		DialTime		ModemTime	
MsgTime		Tel #1			
Duplex		Tel #2			

APPENDIX C

VOLUME DEVELOPMENT WORKSHEETS

LSA

Table C.1: Existing Peak Hour Volume Summary

		A.M. Peak Hour	P.M. Peak Hour
		Existing No Project	Existing No Project
1	**Amargosa Drive/Seneca Road**		
NBL		78	169
NBT		253	416
NBR		32	41
SBL		34	7
SBT		353	380
SBR		106	118
EBL		122	95
EBT		157	122
EBR		199	142
WBL		20	29
WBT		62	147
WBR		25	34
North Leg			
	Approach	493	505
	Departure	400	545
	Total	893	1,050
South Leg			
	Approach	363	626
	Departure	572	551
	Total	935	1,177
East Leg			
	Approach	107	210
	Departure	223	170
	Total	330	380
West Leg			
	Approach	478	359
	Departure	246	434
	Total	724	793
Total Approaches			
	Approach	1,441	1,700
	Departure	1,441	1,700
	Total	2,882	3,400

LSA

Table C.1: Existing Peak Hour Volume Summary

		A.M. Peak Hour	P.M. Peak Hour
		Existing No Project	Existing No Project
2	**Project Driveway 1/Seneca Road**		
NBL		0	0
NBT		0	0
NBR		0	0
SBL		0	0
SBT		0	0
SBR		0	0
EBL		0	0
EBT		168	188
EBR		0	0
WBL		0	0
WBT		129	166
WBR		0	0
North Leg			
	Approach	0	0
	Departure	0	0
	Total	0	0
South Leg			
	Approach	0	0
	Departure	0	0
	Total	0	0
East Leg			
	Approach	129	166
	Departure	168	188
	Total	297	354
West Leg			
	Approach	168	188
	Departure	129	166
	Total	297	354
Total Approaches			
	Approach	297	354
	Departure	297	354
	Total	594	708

LSA

Table C.1: Existing Peak Hour Volume Summary

		A.M. Peak Hour	P.M. Peak Hour
		Existing No Project	Existing No Project
3	**Civic Drive/Roy Rogers Drive**		
NBL		68	157
NBT		49	110
NBR		231	493
SBL		131	135
SBT		36	34
SBR		21	22
EBL		104	106
EBT		973	807
EBR		61	71
WBL		328	279
WBT		573	1,004
WBR		96	118
North Leg			
	Approach	188	191
	Departure	249	334
	Total	437	525
South Leg			
	Approach	348	760
	Departure	425	384
	Total	773	1,144
East Leg			
	Approach	997	1,401
	Departure	1,335	1,435
	Total	2,332	2,836
West Leg			
	Approach	1,138	984
	Departure	662	1,183
	Total	1,800	2,167
Total Approaches			
	Approach	2,671	3,336
	Departure	2,671	3,336
	Total	5,342	6,672

LSA

Table C.1: Existing Peak Hour Volume Summary

		A.M. Peak Hour	P.M. Peak Hour
		Existing No Project	Existing No Project
4	**Civic Drive/Project Driveway 2**		
NBL		0	0
NBT		285	473
NBR		0	0
SBL		0	0
SBT		327	271
SBR		0	0
EBL		0	0
EBT		0	0
EBR		0	0
WBL		0	0
WBT		0	0
WBR		0	0
North Leg			
	Approach	327	271
	Departure	285	473
	Total	612	744
South Leg			
	Approach	285	473
	Departure	327	271
	Total	612	744
East Leg			
	Approach	0	0
	Departure	0	0
	Total	0	0
West Leg			
	Approach	0	0
	Departure	0	0
	Total	0	0
Total Approaches			
	Approach	612	744
	Departure	612	744
	Total	1,224	1,488

LSA

Table C.1: Existing Peak Hour Volume Summary

		A.M. Peak Hour	P.M. Peak Hour
		Existing No Project	Existing No Project
5	**Civic Drive/Project Driveway 3**		
NBL		0	0
NBT		289	450
NBR		0	0
SBL		0	0
SBT		312	259
SBR		0	0
EBL		0	0
EBT		0	0
EBR		0	0
WBL		0	0
WBT		0	0
WBR		0	0
North Leg			
	Approach	312	259
	Departure	289	450
	Total	601	709
South Leg			
	Approach	289	450
	Departure	312	259
	Total	601	709
East Leg			
	Approach	0	0
	Departure	0	0
	Total	0	0
West Leg			
	Approach	0	0
	Departure	0	0
	Total	0	0
Total Approaches			
	Approach	601	709
	Departure	601	709
	Total	1,202	1,418

LSA

Table C.1: Existing Peak Hour Volume Summary

		A.M. Peak Hour	P.M. Peak Hour
		Existing No Project	Existing No Project
6	**Civic Drive/Seneca Road**		
NBL		14	11
NBT		134	175
NBR		43	13
SBL		60	14
SBT		138	114
SBR		118	131
EBL		116	208
EBT		26	5
EBR		26	16
WBL		19	22
WBT		30	31
WBR		39	67
North Leg			
	Approach	316	259
	Departure	289	450
	Total	605	709
South Leg			
	Approach	191	199
	Departure	183	152
	Total	374	351
East Leg			
	Approach	88	120
	Departure	129	32
	Total	217	152
West Leg			
	Approach	168	229
	Departure	162	173
	Total	330	402
Total Approaches			
	Approach	763	807
	Departure	763	807
	Total	1,526	1,614

LSA

Table C.2: Opening Year Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing No Project Volumes	2025 to 2028 Growth	Approved and Pending Project Trips	Opening Year No Project Volumes	Net Project Trips	Opening Year Plus Project Volumes	Existing No Project Volumes	2025 to 2028 Growth	Approved and Pending Project Trips	Opening Year No Project Volumes	Net Project Trips	Opening Year Plus Project Volumes
1 Amargosa Drive/Seneca Road												
NBL	78	7	0	85	0	85	169	15	0	184	0	184
NBT	253	23	0	276	0	276	416	37	0	453	0	453
NBR	32	3	0	35	9	44	41	4	0	45	7	52
SBL	34	3	0	37	9	46	7	1	0	8	7	15
SBT	353	32	0	385	0	385	380	34	0	414	0	414
SBR	106	10	0	116	0	116	118	11	1	130	0	130
EBL	122	11	1	134	0	134	95	9	0	104	0	104
EBT	157	14	0	171	9	180	122	11	0	133	8	141
EBR	199	18	0	217	0	217	142	13	0	155	0	155
WBL	20	2	0	22	7	29	29	3	0	32	9	41
WBT	62	6	0	68	7	75	147	13	0	160	8	168
WBR	25	2	0	27	7	34	34	3	0	37	9	46
North Leg												
Approach	493	45	0	538	9	547	505	46	1	552	7	559
Departure	400	36	1	437	7	444	545	49	0	594	9	603
Total	893	81	1	975	16	991	1,050	95	1	1,146	16	1,162
South Leg												
Approach	363	33	0	396	9	405	626	56	0	682	7	689
Departure	572	52	0	624	7	631	551	50	0	601	9	610
Total	935	85	0	1,020	16	1,036	1,177	106	0	1,283	16	1,299
East Leg												
Approach	107	10	0	117	21	138	210	19	0	229	26	255
Departure	223	20	0	243	27	270	170	16	0	186	22	208
Total	330	30	0	360	48	408	380	35	0	415	48	463
West Leg												
Approach	478	43	1	522	9	531	359	33	0	392	8	400
Departure	246	23	0	269	7	276	434	39	1	474	8	482
Total	724	66	1	791	16	807	793	72	1	866	16	882
Total Approaches												
Approach	1,441	131	1	1,573	48	1,621	1,700	154	1	1,855	48	1,903
Departure	1,441	131	1	1,573	48	1,621	1,700	154	1	1,855	48	1,903
Total	2,882	262	2	3,146	96	3,242	3,400	308	2	3,710	96	3,806

LSA

Table C.2: Opening Year Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing No Project Volumes	2025 to 2028 Growth	Approved and Pending Project Trips	Opening Year No Project Volumes	Net Project Trips	Opening Year Plus Project Volumes	Existing No Project Volumes	2025 to 2028 Growth	Approved and Pending Project Trips	Opening Year No Project Volumes	Net Project Trips	Opening Year Plus Project Volumes
2 Project Driveway 1/Seneca Road												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	19	19	0	0	0	0	28	28
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	20	20	0	0	0	0	26	26
EBL	0	0	0	0	13	13	0	0	0	0	11	11
EBT	168	15	0	183	14	197	188	17	0	205	11	216
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	129	12	0	141	1	142	166	15	0	181	2	183
WBR	0	0	0	0	2	2	0	0	0	0	2	2
North Leg												
Approach	0	0	0	0	39	39	0	0	0	0	54	54
Departure	0	0	0	0	15	15	0	0	0	0	13	13
Total	0	0	0	0	54	54	0	0	0	0	67	67
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	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
East Leg												
Approach	129	12	0	141	3	144	166	15	0	181	4	185
Departure	168	15	0	183	33	216	188	17	0	205	39	244
Total	297	27	0	324	36	360	354	32	0	386	43	429
West Leg												
Approach	168	15	0	183	27	210	188	17	0	205	22	227
Departure	129	12	0	141	21	162	166	15	0	181	28	209
Total	297	27	0	324	48	372	354	32	0	386	50	436
Total Approaches												
Approach	297	27	0	324	69	393	354	32	0	386	80	466
Departure	297	27	0	324	69	393	354	32	0	386	80	466
Total	594	54	0	648	138	786	708	64	0	772	160	932

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Table C.2: Opening Year Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing No Project Volumes	2025 to 2028 Growth	Approved and Pending Project Trips	Opening Year No Project Volumes	Net Project Trips	Opening Year Plus Project Volumes	Existing No Project Volumes	2025 to 2028 Growth	Approved and Pending Project Trips	Opening Year No Project Volumes	Net Project Trips	Opening Year Plus Project Volumes
3 Civic Drive/Roy Rogers Drive												
NBL	68	6	0	74	6	80	157	14	2	173	9	182
NBT	49	4	0	53	0	53	110	10	0	120	0	120
NBR	231	21	8	260	6	266	493	44	26	563	9	572
SBL	131	12	1	144	0	144	135	12	28	175	0	175
SBT	36	3	0	39	0	39	34	3	2	39	0	39
SBR	21	2	0	23	0	23	22	2	0	24	0	24
EBL	104	9	0	113	0	113	106	10	11	127	0	127
EBT	973	88	77	1,138	0	1,138	807	73	355	1,235	0	1,235
EBR	61	5	0	66	9	75	71	6	0	77	7	84
WBL	328	30	17	375	9	384	279	25	20	324	7	331
WBT	573	52	118	743	0	743	1,004	90	357	1,451	0	1,451
WBR	96	9	5	110	0	110	118	11	5	134	0	134
North Leg												
Approach	188	17	1	206	0	206	191	17	30	238	0	238
Departure	249	22	5	276	0	276	334	31	16	381	0	381
Total	437	39	6	482	0	482	525	48	46	619	0	619
South Leg												
Approach	348	31	8	387	12	399	760	68	28	856	18	874
Departure	425	38	17	480	18	498	384	34	22	440	14	454
Total	773	69	25	867	30	897	1,144	102	50	1,296	32	1,328
East Leg												
Approach	997	91	140	1,228	9	1,237	1,401	126	382	1,909	7	1,916
Departure	1,335	121	86	1,542	6	1,548	1,435	129	409	1,973	9	1,982
Total	2,332	212	226	2,770	15	2,785	2,836	255	791	3,882	16	3,898
West Leg												
Approach	1,138	102	77	1,317	9	1,326	984	89	366	1,439	7	1,446
Departure	662	60	118	840	6	846	1,183	106	359	1,648	9	1,657
Total	1,800	162	195	2,157	15	2,172	2,167	195	725	3,087	16	3,103
Total Approaches												
Approach	2,671	241	226	3,138	30	3,168	3,336	300	806	4,442	32	4,474
Departure	2,671	241	226	3,138	30	3,168	3,336	300	806	4,442	32	4,474
Total	5,342	482	452	6,276	60	6,336	6,672	600	1,612	8,884	64	8,948

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Table C.2: Opening Year Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing No Project Volumes	2025 to 2028 Growth	Approved and Pending Project Trips	Opening Year No Project Volumes	Net Project Trips	Opening Year Plus Project Volumes	Existing No Project Volumes	2025 to 2028 Growth	Approved and Pending Project Trips	Opening Year No Project Volumes	Net Project Trips	Opening Year Plus Project Volumes
4 Civic Drive/Project Driveway 2												
NBL	0	0	0	0	24	24	0	0	0	0	19	19
NBT	285	26	0	311	12	323	473	43	2	518	18	536
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	327	29	0	356	8	364	271	24	2	297	6	303
SBR	0	0	0	0	10	10	0	0	0	0	8	8
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	327	29	0	356	18	374	271	24	2	297	14	311
Departure	285	26	0	311	12	323	473	43	2	518	18	536
Total	612	55	0	667	30	697	744	67	4	815	32	847
South Leg												
Approach	285	26	0	311	36	347	473	43	2	518	37	555
Departure	327	29	0	356	8	364	271	24	2	297	6	303
Total	612	55	0	667	44	711	744	67	4	815	43	858
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	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
West Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	34	34	0	0	0	0	27	27
Total	0	0	0	0	34	34	0	0	0	0	27	27
Total Approaches												
Approach	612	55	0	667	54	721	744	67	4	815	51	866
Departure	612	55	0	667	54	721	744	67	4	815	51	866
Total	1,224	110	0	1,334	108	1,442	1,488	134	8	1,630	102	1,732

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Table C.2: Opening Year Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing No Project Volumes	2025 to 2028 Growth	Approved and Pending Project Trips	Opening Year No Project Volumes	Net Project Trips	Opening Year Plus Project Volumes	Existing No Project Volumes	2025 to 2028 Growth	Approved and Pending Project Trips	Opening Year No Project Volumes	Net Project Trips	Opening Year Plus Project Volumes
5 Civic Drive/Project Driveway 3												
NBL	0	0	0	0	2	2	0	0	0	0	2	2
NBT	289	26	0	315	33	348	450	41	2	493	33	526
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	312	28	0	340	0	340	259	23	2	284	0	284
SBR	0	0	0	0	8	8	0	0	0	0	6	6
EBL	0	0	0	0	3	3	0	0	0	0	4	4
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	3	3	0	0	0	0	4	4
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	312	28	0	340	8	348	259	23	2	284	6	290
Departure	289	26	0	315	36	351	450	41	2	493	37	530
Total	601	54	0	655	44	699	709	64	4	777	43	820
South Leg												
Approach	289	26	0	315	35	350	450	41	2	493	35	528
Departure	312	28	0	340	3	343	259	23	2	284	4	288
Total	601	54	0	655	38	693	709	64	4	777	39	816
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	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
West Leg												
Approach	0	0	0	0	6	6	0	0	0	0	8	8
Departure	0	0	0	0	10	10	0	0	0	0	8	8
Total	0	0	0	0	16	16	0	0	0	0	16	16
Total Approaches												
Approach	601	54	0	655	49	704	709	64	4	777	49	826
Departure	601	54	0	655	49	704	709	64	4	777	49	826
Total	1,202	108	0	1,310	98	1,408	1,418	128	8	1,554	98	1,652

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Table C.2: Opening Year Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing No Project Volumes	2025 to 2028 Growth	Approved and Pending Project Trips	Opening Year No Project Volumes	Net Project Trips	Opening Year Plus Project Volumes	Existing No Project Volumes	2025 to 2028 Growth	Approved and Pending Project Trips	Opening Year No Project Volumes	Net Project Trips	Opening Year Plus Project Volumes
6 Civic Drive/Seneca Road												
NBL	14	1	0	15	2	17	11	1	0	12	2	14
NBT	134	12	0	146	12	158	175	16	2	193	10	203
NBR	43	4	0	47	0	47	13	1	0	14	0	14
SBL	60	5	0	65	0	65	14	1	0	15	0	15
SBT	138	12	0	150	1	151	114	10	2	126	2	128
SBR	118	11	0	129	1	130	131	12	0	143	2	145
EBL	116	10	0	126	23	149	208	19	0	227	25	252
EBT	26	2	0	28	0	28	5	0	0	5	0	5
EBR	26	2	0	28	9	37	16	1	0	17	14	31
WBL	19	2	0	21	0	21	22	2	0	24	0	24
WBT	30	3	0	33	0	33	31	3	0	34	0	34
WBR	39	4	0	43	0	43	67	6	0	73	0	73
North Leg												
Approach	316	28	0	344	2	346	259	23	2	284	4	288
Departure	289	26	0	315	35	350	450	41	2	493	35	528
Total	605	54	0	659	37	696	709	64	4	777	39	816
South Leg												
Approach	191	17	0	208	14	222	199	18	2	219	12	231
Departure	183	16	0	199	10	209	152	13	2	167	16	183
Total	374	33	0	407	24	431	351	31	4	386	28	414
East Leg												
Approach	88	9	0	97	0	97	120	11	0	131	0	131
Departure	129	11	0	140	0	140	32	2	0	34	0	34
Total	217	20	0	237	0	237	152	13	0	165	0	165
West Leg												
Approach	168	14	0	182	32	214	229	20	0	249	39	288
Departure	162	15	0	177	3	180	173	16	0	189	4	193
Total	330	29	0	359	35	394	402	36	0	438	43	481
Total Approaches												
Approach	763	68	0	831	48	879	807	72	4	883	55	938
Departure	763	68	0	831	48	879	807	72	4	883	55	938
Total	1,526	136	0	1,662	96	1,758	1,614	144	8	1,766	110	1,876

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Table C.3: Horizon Year Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Horizon Year No Project Volumes	Net Project Trips	Horizon Year Plus Project Volumes	Horizon Year No Project Volumes	Net Project Trips	Horizon Year Plus Project Volumes
1 Amargosa Drive/Seneca Road						
NBL	89	0	89	193	0	193
NBT	371	0	371	600	0	600
NBR	43	9	52	57	7	64
SBL	56	9	65	15	7	22
SBT	550	0	550	582	0	582
SBR	128	0	128	180	0	180
EBL	180	0	180	120	0	120
EBT	212	9	221	149	8	157
EBR	252	0	252	163	0	163
WBL	26	7	33	38	9	47
WBT	71	7	78	192	8	200
WBR	39	7	46	66	9	75
North Leg						
Approach	734	9	743	777	7	784
Departure	590	7	597	786	9	795
Total	1,324	16	1,340	1,563	16	1,579
South Leg						
Approach	503	9	512	850	7	857
Departure	828	7	835	783	9	792
Total	1,331	16	1,347	1,633	16	1,649
East Leg						
Approach	136	21	157	296	26	322
Departure	311	27	338	221	22	243
Total	447	48	495	517	48	565
West Leg						
Approach	644	9	653	432	8	440
Departure	288	7	295	565	8	573
Total	932	16	948	997	16	1,013
Total Approaches						
Approach	2,017	48	2,065	2,355	48	2,403
Departure	2,017	48	2,065	2,355	48	2,403
Total	4,034	96	4,130	4,710	96	4,806

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Table C.3: Horizon Year Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Horizon Year No Project Volumes	Net Project Trips	Horizon Year Plus Project Volumes	Horizon Year No Project Volumes	Net Project Trips	Horizon Year Plus Project Volumes
2 Project Driveway 1/Seneca Road						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	19	19	0	28	28
SBT	0	0	0	0	0	0
SBR	0	20	20	0	26	26
EBL	0	13	13	0	11	11
EBT	192	14	206	217	11	228
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	144	1	145	190	2	192
WBR	0	2	2	0	2	2
North Leg						
Approach	0	39	39	0	54	54
Departure	0	15	15	0	13	13
Total	0	54	54	0	67	67
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	144	3	147	190	4	194
Departure	192	33	225	217	39	256
Total	336	36	372	407	43	450
West Leg						
Approach	192	27	219	217	22	239
Departure	144	21	165	190	28	218
Total	336	48	384	407	50	457
Total Approaches						
Approach	336	69	405	407	80	487
Departure	336	69	405	407	80	487
Total	672	138	810	814	160	974

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Table C.3: Horizon Year Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Horizon Year No Project Volumes	Net Project Trips	Horizon Year Plus Project Volumes	Horizon Year No Project Volumes	Net Project Trips	Horizon Year Plus Project Volumes
3 Civic Drive/Roy Rogers Drive						
NBL	78	6	84	182	9	191
NBT	63	0	63	126	0	126
NBR	273	6	279	563	9	572
SBL	235	0	235	352	0	352
SBT	41	0	41	53	0	53
SBR	24	0	24	41	0	41
EBL	156	0	156	133	0	133
EBT	1,182	0	1,182	1,297	0	1,297
EBR	69	9	78	81	7	88
WBL	378	9	387	340	7	347
WBT	884	0	884	1,524	0	1,524
WBR	288	0	288	189	0	189
North Leg						
Approach	300	0	300	446	0	446
Departure	507	0	507	448	0	448
Total	807	0	807	894	0	894
South Leg						
Approach	414	12	426	871	18	889
Departure	488	18	506	474	14	488
Total	902	30	932	1,345	32	1,377
East Leg						
Approach	1,550	9	1,559	2,053	7	2,060
Departure	1,690	6	1,696	2,212	9	2,221
Total	3,240	15	3,255	4,265	16	4,281
West Leg						
Approach	1,407	9	1,416	1,511	7	1,518
Departure	986	6	992	1,747	9	1,756
Total	2,393	15	2,408	3,258	16	3,274
Total Approaches						
Approach	3,671	30	3,701	4,881	32	4,913
Departure	3,671	30	3,701	4,881	32	4,913
Total	7,342	60	7,402	9,762	64	9,826

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Table C.3: Horizon Year Peak Hour Volume Summary

		AM Peak Hour			PM Peak Hour		
		Horizon Year No Project Volumes	Net Project Trips	Horizon Year Plus Project Volumes	Horizon Year No Project Volumes	Net Project Trips	Horizon Year Plus Project Volumes
4	**Civic Drive/Project Driveway 2**						
NBL		0	24	24	0	19	19
NBT		327	12	339	544	18	562
NBR		0	0	0	0	0	0
SBL		0	0	0	0	0	0
SBT		374	8	382	312	6	318
SBR		0	10	10	0	8	8
EBL		0	0	0	0	0	0
EBT		0	0	0	0	0	0
EBR		0	0	0	0	0	0
WBL		0	0	0	0	0	0
WBT		0	0	0	0	0	0
WBR		0	0	0	0	0	0
North Leg							
	Approach	374	18	392	312	14	326
	Departure	327	12	339	544	18	562
	Total	701	30	731	856	32	888
South Leg							
	Approach	327	36	363	544	37	581
	Departure	374	8	382	312	6	318
	Total	701	44	745	856	43	899
East Leg							
	Approach	0	0	0	0	0	0
	Departure	0	0	0	0	0	0
	Total	0	0	0	0	0	0
West Leg							
	Approach	0	0	0	0	0	0
	Departure	0	34	34	0	27	27
	Total	0	34	34	0	27	27
Total Approaches							
	Approach	701	54	755	856	51	907
	Departure	701	54	755	856	51	907
	Total	1,402	108	1,510	1,712	102	1,814

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Table C.3: Horizon Year Peak Hour Volume Summary

		AM Peak Hour			PM Peak Hour		
		Horizon Year No Project Volumes	Net Project Trips	Horizon Year Plus Project Volumes	Horizon Year No Project Volumes	Net Project Trips	Horizon Year Plus Project Volumes
5	**Civic Drive/Project Driveway 3**						
NBL		0	2	2	0	2	2
NBT		331	33	364	494	33	527
NBR		0	0	0	0	0	0
SBL		0	0	0	0	0	0
SBT		357	0	357	298	0	298
SBR		0	8	8	0	6	6
EBL		0	3	3	0	4	4
EBT		0	0	0	0	0	0
EBR		0	3	3	0	4	4
WBL		0	0	0	0	0	0
WBT		0	0	0	0	0	0
WBR		0	0	0	0	0	0
North Leg							
	Approach	357	8	365	298	6	304
	Departure	331	36	367	494	37	531
	Total	688	44	732	792	43	835
South Leg							
	Approach	331	35	366	494	35	529
	Departure	357	3	360	298	4	302
	Total	688	38	726	792	39	831
East Leg							
	Approach	0	0	0	0	0	0
	Departure	0	0	0	0	0	0
	Total	0	0	0	0	0	0
West Leg							
	Approach	0	6	6	0	8	8
	Departure	0	10	10	0	8	8
	Total	0	16	16	0	16	16
Total Approaches							
	Approach	688	49	737	792	49	841
	Departure	688	49	737	792	49	841
	Total	1,376	98	1,474	1,584	98	1,682

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Table C.3: Horizon Year Peak Hour Volume Summary

		AM Peak Hour			PM Peak Hour		
		Horizon Year No Project Volumes	Net Project Trips	Horizon Year Plus Project Volumes	Horizon Year No Project Volumes	Net Project Trips	Horizon Year Plus Project Volumes
6	**Civic Drive/Seneca Road**						
NBL		15	2	17	13	2	15
NBT		153	12	165	203	10	213
NBR		49	0	49	15	0	15
SBL		68	0	68	16	0	16
SBT		158	1	159	132	2	134
SBR		131	1	132	150	2	152
EBL		132	23	155	236	25	261
EBT		29	0	29	5	0	5
EBR		29	9	38	17	14	31
WBL		22	0	22	25	0	25
WBT		35	0	35	36	0	36
WBR		45	0	45	77	0	77
North Leg							
	Approach	357	2	359	298	4	302
	Departure	330	35	365	516	35	551
	Total	687	37	724	814	39	853
South Leg							
	Approach	217	14	231	231	12	243
	Departure	209	10	219	174	16	190
	Total	426	24	450	405	28	433
East Leg							
	Approach	102	0	102	138	0	138
	Departure	146	0	146	36	0	36
	Total	248	0	248	174	0	174
West Leg							
	Approach	190	32	222	258	39	297
	Departure	181	3	184	199	4	203
	Total	371	35	406	457	43	500
Total Approaches							
	Approach	866	48	914	925	55	980
	Departure	866	48	914	925	55	980
	Total	1,732	96	1,828	1,850	110	1,960

APPENDIX D

LEVEL OF SERVICE WORKSHEETS

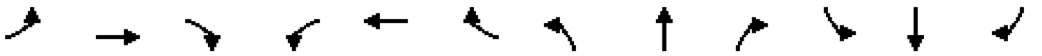
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	157	199	20	62	25	78	253	32	34	353	106
Future Volume (veh/h)	122	157	199	20	62	25	78	253	32	34	353	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	127	164	207	21	65	26	81	264	33	35	368	110
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	166	353	314	47	331	125	131	855	106	72	637	188
Arrive On Green	0.09	0.20	0.20	0.03	0.13	0.13	0.07	0.26	0.26	0.04	0.23	0.23
Sat Flow, veh/h	1810	1805	1605	1810	2559	969	1810	3231	400	1810	2747	810
Grp Volume(v), veh/h	127	164	207	21	45	46	81	146	151	35	240	238
Grp Sat Flow(s),veh/h/ln	1810	1805	1605	1810	1805	1723	1810	1805	1826	1810	1805	1752
Q Serve(g_s), s	2.9	3.4	5.0	0.5	0.9	1.0	1.8	2.7	2.8	0.8	5.0	5.1
Cycle Q Clear(g_c), s	2.9	3.4	5.0	0.5	0.9	1.0	1.8	2.7	2.8	0.8	5.0	5.1
Prop In Lane	1.00		1.00	1.00		0.56	1.00		0.22	1.00		0.46
Lane Grp Cap(c), veh/h	166	353	314	47	234	223	131	478	483	72	418	406
V/C Ratio(X)	0.76	0.47	0.66	0.45	0.19	0.21	0.62	0.31	0.31	0.49	0.57	0.59
Avail Cap(c_a), veh/h	455	629	560	455	629	601	455	1267	1282	455	1246	1209
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.7	15.0	15.7	20.2	16.4	16.4	19.0	12.4	12.4	19.8	14.3	14.4
Incr Delay (d2), s/veh	2.7	1.0	2.4	2.5	0.4	0.5	1.7	0.4	0.4	1.9	1.2	1.3
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	1.1	1.2	1.7	0.2	0.3	0.4	0.7	0.9	0.9	0.3	1.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.4	16.0	18.0	22.7	16.8	16.9	20.7	12.8	12.8	21.7	15.6	15.7
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		498			112			378			513	
Approach Delay, s/veh		18.2			17.9			14.5			16.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	17.1	5.5	13.5	7.5	15.7	8.3	10.8
Change Period (Y+Rc), s	4.4	* 5.9	4.4	5.3	4.4	* 5.9	4.4	5.3
Max Green Setting (Gmax), s	10.6	* 30	10.6	14.7	10.6	* 29	10.6	14.7
Max Q Clear Time (g_c+I1), s	2.8	4.8	2.5	7.0	3.8	7.1	4.9	3.0
Green Ext Time (p_c), s	0.0	1.5	0.0	1.2	0.0	2.5	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	16.5
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



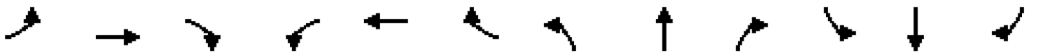
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	973	61	328	573	96	68	49	231	131	36	21
Future Volume (veh/h)	104	973	61	328	573	96	68	49	231	131	36	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	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		0.98
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	111	1035	65	349	610	102	72	52	246	139	38	22
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	137	1533	96	636	2141	814	93	421	1141	170	594	313
Arrive On Green	0.08	0.31	0.31	0.18	0.41	0.41	0.05	0.22	0.22	0.09	0.26	0.26
Sat Flow, veh/h	1810	4988	313	3510	5187	1604	1810	1900	2834	1810	2267	1194
Grp Volume(v), veh/h	111	717	383	349	610	102	72	52	246	139	29	31
Grp Sat Flow(s),veh/h/ln	1810	1729	1842	1755	1729	1604	1810	1900	1417	1810	1805	1655
Q Serve(g_s), s	5.7	17.2	17.3	8.6	7.4	3.2	3.7	2.1	1.3	7.2	1.2	1.3
Cycle Q Clear(g_c), s	5.7	17.2	17.3	8.6	7.4	3.2	3.7	2.1	1.3	7.2	1.2	1.3
Prop In Lane	1.00		0.17	1.00		1.00	1.00		1.00	1.00		0.72
Lane Grp Cap(c), veh/h	137	1063	566	636	2141	814	93	421	1141	170	473	434
V/C Ratio(X)	0.81	0.67	0.68	0.55	0.28	0.13	0.77	0.12	0.22	0.82	0.06	0.07
Avail Cap(c_a), veh/h	137	1063	566	636	2141	814	137	421	1141	217	473	434
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.2	28.8	28.8	35.4	18.6	12.3	44.5	29.6	7.7	42.2	26.3	26.3
Incr Delay (d2), s/veh	27.4	3.4	6.4	0.6	0.3	0.3	7.8	0.0	0.0	13.6	0.3	0.3
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	3.5	7.2	8.1	3.5	2.8	1.1	1.8	0.9	0.8	3.7	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	70.6	32.2	35.1	35.9	18.9	12.6	52.3	29.6	7.8	55.9	26.5	26.7
LnGrp LOS	E	C	D	D	B	B	D	C	A	E	C	C
Approach Vol, veh/h		1211			1061			370			199	
Approach Delay, s/veh		36.6			23.9			19.5			47.0	
Approach LOS		D			C			B			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	34.0	13.5	25.4	12.0	44.0	9.7	29.3
Change Period (Y+Rc), s	4.8	4.8	4.6	4.4	4.8	4.8	4.8	* 4.4
Max Green Setting (Gmax), s	15.2	29.2	11.4	20.6	7.2	37.2	7.2	* 25
Max Q Clear Time (g_c+I1), s	10.6	19.3	9.2	4.1	7.7	9.4	5.7	3.3
Green Ext Time (p_c), s	0.1	3.3	0.0	0.6	0.0	2.7	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	30.4
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	26	26	19	30	39	14	134	43	60	138	118
Future Volume (veh/h)	116	26	26	19	30	39	14	134	43	60	138	118
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		0.99	0.99		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	125	28	28	20	32	42	15	144	46	65	148	127
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	447	289	243	366	55	73	35	417	129	123	386	308
Arrive On Green	0.10	0.15	0.15	0.03	0.07	0.07	0.02	0.15	0.15	0.07	0.20	0.20
Sat Flow, veh/h	1810	1900	1601	1810	745	978	1810	2712	836	1810	1908	1523
Grp Volume(v), veh/h	125	28	28	20	0	74	15	94	96	65	139	136
Grp Sat Flow(s),veh/h/ln	1810	1900	1601	1810	0	1724	1810	1805	1743	1810	1805	1626
Q Serve(g_s), s	2.0	0.4	0.5	0.3	0.0	1.4	0.3	1.5	1.6	1.2	2.2	2.4
Cycle Q Clear(g_c), s	2.0	0.4	0.5	0.3	0.0	1.4	0.3	1.5	1.6	1.2	2.2	2.4
Prop In Lane	1.00		1.00	1.00		0.57	1.00		0.48	1.00		0.94
Lane Grp Cap(c), veh/h	447	289	243	366	0	128	35	278	268	123	365	329
V/C Ratio(X)	0.28	0.10	0.12	0.05	0.00	0.58	0.43	0.34	0.36	0.53	0.38	0.41
Avail Cap(c_a), veh/h	641	856	721	700	0	777	544	1361	1315	544	1356	1221
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.1	12.1	12.2	13.6	0.0	14.9	16.1	12.6	12.6	15.0	11.5	11.6
Incr Delay (d2), s/veh	0.1	0.1	0.1	0.0	0.0	1.5	3.0	0.3	0.3	1.3	0.2	0.3
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	0.6	0.1	0.1	0.1	0.0	0.5	0.1	0.4	0.5	0.4	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.3	12.2	12.3	13.7	0.0	16.4	19.1	12.8	12.9	16.3	11.7	11.9
LnGrp LOS	B	B	B	B		B	B	B	B	B	B	B
Approach Vol, veh/h		181			94			205			340	
Approach Delay, s/veh		12.2			15.8			13.3			12.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.8	10.1	5.6	11.7	8.4	7.5	7.3	10.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	* 5
Max Green Setting (Gmax), s	7.0	15.0	10.0	25.0	7.0	15.0	10.0	* 25
Max Q Clear Time (g_c+I1), s	2.3	2.5	2.3	4.4	4.0	3.4	3.2	3.6
Green Ext Time (p_c), s	0.0	0.0	0.0	0.9	0.0	0.1	0.0	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	13.1
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

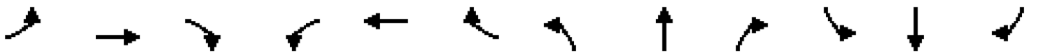
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	122	142	29	147	34	169	416	41	7	380	118
Future Volume (veh/h)	95	122	142	29	147	34	169	416	41	7	380	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	100	128	149	31	155	36	178	438	43	7	400	124
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	144	267	238	65	304	69	227	1193	117	17	661	203
Arrive On Green	0.08	0.15	0.15	0.04	0.10	0.10	0.13	0.36	0.36	0.01	0.24	0.24
Sat Flow, veh/h	1810	1805	1610	1810	2924	662	1810	3322	325	1810	2719	833
Grp Volume(v), veh/h	100	128	149	31	94	97	178	237	244	7	264	260
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1781	1810	1805	1842	1810	1805	1748
Q Serve(g_s), s	2.4	2.9	3.9	0.8	2.2	2.3	4.3	4.3	4.4	0.2	5.8	5.9
Cycle Q Clear(g_c), s	2.4	2.9	3.9	0.8	2.2	2.3	4.3	4.3	4.4	0.2	5.8	5.9
Prop In Lane	1.00		1.00	1.00		0.37	1.00		0.18	1.00		0.48
Lane Grp Cap(c), veh/h	144	267	238	65	188	185	227	648	661	17	439	425
V/C Ratio(X)	0.69	0.48	0.63	0.48	0.50	0.52	0.78	0.37	0.37	0.42	0.60	0.61
Avail Cap(c_a), veh/h	430	594	530	430	594	586	430	1197	1221	430	1177	1139
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	17.4	17.9	21.1	18.9	18.9	18.9	10.6	10.6	22.0	15.0	15.0
Incr Delay (d2), s/veh	2.2	1.3	2.7	2.0	2.1	2.3	2.3	0.3	0.3	5.9	1.3	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.1	1.4	0.3	0.9	0.9	1.6	1.3	1.3	0.1	2.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.3	18.8	20.5	23.1	21.0	21.2	21.2	10.9	10.9	27.9	16.3	16.5
LnGrp LOS	C	B	C	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		377			222			659			531	
Approach Delay, s/veh		20.4			21.4			13.7			16.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	21.9	6.0	11.9	10.0	16.7	8.0	9.9
Change Period (Y+Rc), s	4.4	* 5.9	4.4	5.3	4.4	* 5.9	4.4	5.3
Max Green Setting (Gmax), s	10.6	* 30	10.6	14.7	10.6	* 29	10.6	14.7
Max Q Clear Time (g_c+I1), s	2.2	6.4	2.8	5.9	6.3	7.9	4.4	4.3
Green Ext Time (p_c), s	0.0	2.5	0.0	0.9	0.0	2.8	0.0	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	16.9
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



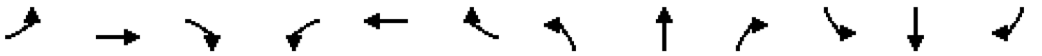
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	807	71	279	1004	118	157	110	493	135	34	22
Future Volume (veh/h)	106	807	71	279	1004	118	157	110	493	135	34	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	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		0.99
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	114	868	76	300	1080	127	169	118	530	145	37	24
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	137	1646	144	780	2517	937	137	481	1346	177	595	350
Arrive On Green	0.08	0.34	0.34	0.22	0.49	0.49	0.08	0.25	0.25	0.10	0.27	0.27
Sat Flow, veh/h	1810	4857	424	3510	5187	1606	1810	1900	2834	1810	2181	1285
Grp Volume(v), veh/h	114	617	327	300	1080	127	169	118	530	145	30	31
Grp Sat Flow(s),veh/h/ln	1810	1729	1822	1755	1729	1606	1810	1900	1417	1810	1805	1660
Q Serve(g_s), s	5.9	13.6	13.7	6.9	12.9	3.4	7.2	4.7	3.2	7.5	1.2	1.3
Cycle Q Clear(g_c), s	5.9	13.6	13.7	6.9	12.9	3.4	7.2	4.7	3.2	7.5	1.2	1.3
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		0.77
Lane Grp Cap(c), veh/h	137	1172	618	780	2517	937	137	481	1346	177	492	453
V/C Ratio(X)	0.83	0.53	0.53	0.38	0.43	0.14	1.23	0.25	0.39	0.82	0.06	0.07
Avail Cap(c_a), veh/h	137	1172	618	780	2517	937	137	481	1346	217	492	453
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.3	25.3	25.3	31.4	15.9	9.0	43.9	28.3	10.1	42.1	25.6	25.6
Incr Delay (d2), s/veh	31.5	1.7	3.2	0.1	0.5	0.3	152.3	0.1	0.1	15.3	0.2	0.3
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	3.7	5.5	6.1	2.8	4.7	1.1	8.9	2.0	2.2	3.9	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.8	27.0	28.5	31.5	16.4	9.3	196.2	28.4	10.2	57.3	25.8	25.9
LnGrp LOS	E	C	C	C	B	A	F	C	B	E	C	C
Approach Vol, veh/h		1058			1507			817			206	
Approach Delay, s/veh		32.6			18.8			51.3			48.0	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.2	37.0	13.9	28.4	12.0	51.2	12.0	30.3
Change Period (Y+Rc), s	4.8	4.8	4.6	4.4	4.8	4.8	4.8	* 4.4
Max Green Setting (Gmax), s	11.2	32.2	11.4	21.6	7.2	36.2	7.2	* 26
Max Q Clear Time (g_c+I1), s	8.9	15.7	9.5	6.7	7.9	14.9	9.2	3.3
Green Ext Time (p_c), s	0.1	3.4	0.0	1.4	0.0	5.0	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	32.0
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



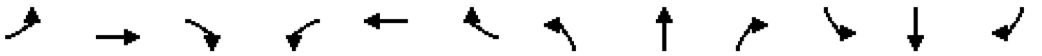
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	208	5	16	22	31	67	11	175	13	14	114	131
Future Volume (veh/h)	208	5	16	22	31	67	11	175	13	14	114	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	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		0.99	1.00		0.99
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	248	6	19	26	37	80	13	208	15	17	136	156
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	519	416	353	397	51	111	31	571	41	39	311	273
Arrive On Green	0.15	0.22	0.22	0.03	0.10	0.10	0.02	0.17	0.17	0.02	0.17	0.17
Sat Flow, veh/h	1810	1900	1610	1810	535	1157	1810	3415	244	1810	1805	1589
Grp Volume(v), veh/h	248	6	19	26	0	117	13	109	114	17	136	156
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1692	1810	1805	1854	1810	1805	1589
Q Serve(g_s), s	4.0	0.1	0.3	0.5	0.0	2.4	0.3	1.9	1.9	0.3	2.4	3.2
Cycle Q Clear(g_c), s	4.0	0.1	0.3	0.5	0.0	2.4	0.3	1.9	1.9	0.3	2.4	3.2
Prop In Lane	1.00		1.00	1.00		0.68	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	519	416	353	397	0	163	31	302	310	39	311	273
V/C Ratio(X)	0.48	0.01	0.05	0.07	0.00	0.72	0.42	0.36	0.37	0.43	0.44	0.57
Avail Cap(c_a), veh/h	594	798	676	694	0	711	507	1269	1303	507	1264	1112
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.7	10.9	11.0	13.8	0.0	15.7	17.4	13.2	13.2	17.2	13.2	13.6
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.0	2.2	3.4	0.3	0.3	2.8	0.4	0.7
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	1.1	0.0	0.1	0.1	0.0	0.8	0.1	0.6	0.6	0.1	0.7	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.9	10.9	11.0	13.8	0.0	17.9	20.8	13.4	13.5	20.0	13.6	14.3
LnGrp LOS	B	B	B	B		B	C	B	B	C	B	B
Approach Vol, veh/h		273			143			236			309	
Approach Delay, s/veh		10.9			17.2			13.9			14.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	12.8	5.6	11.1	10.5	8.4	5.8	11.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	* 5
Max Green Setting (Gmax), s	7.0	15.0	10.0	25.0	7.0	15.0	10.0	* 25
Max Q Clear Time (g_c+I1), s	2.5	2.3	2.3	5.2	6.0	4.4	2.3	3.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.9	0.0	0.1	0.0	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	13.7
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



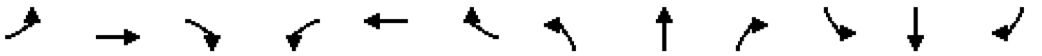
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	171	217	22	68	27	85	276	35	37	385	116
Future Volume (veh/h)	134	171	217	22	68	27	85	276	35	37	385	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	140	178	226	23	71	28	89	288	36	39	401	121
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	180	369	328	50	341	127	136	887	110	78	664	198
Arrive On Green	0.10	0.20	0.20	0.03	0.13	0.13	0.08	0.27	0.27	0.04	0.24	0.24
Sat Flow, veh/h	1810	1805	1605	1810	2569	960	1810	3231	400	1810	2738	817
Grp Volume(v), veh/h	140	178	226	23	49	50	89	160	164	39	263	259
Grp Sat Flow(s),veh/h/ln	1810	1805	1605	1810	1805	1725	1810	1805	1826	1810	1805	1751
Q Serve(g_s), s	3.4	3.9	5.8	0.6	1.1	1.2	2.1	3.1	3.2	0.9	5.7	5.8
Cycle Q Clear(g_c), s	3.4	3.9	5.8	0.6	1.1	1.2	2.1	3.1	3.2	0.9	5.7	5.8
Prop In Lane	1.00		1.00	1.00		0.56	1.00		0.22	1.00		0.47
Lane Grp Cap(c), veh/h	180	369	328	50	239	229	136	496	501	78	438	425
V/C Ratio(X)	0.78	0.48	0.69	0.46	0.20	0.22	0.66	0.32	0.33	0.50	0.60	0.61
Avail Cap(c_a), veh/h	432	597	531	432	597	571	432	1203	1217	432	1182	1147
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.5	15.6	16.4	21.3	17.2	17.2	20.0	12.8	12.8	20.8	14.9	15.0
Incr Delay (d2), s/veh	2.7	1.0	2.6	2.4	0.4	0.5	2.0	0.4	0.4	1.8	1.3	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.4	1.9	0.2	0.4	0.4	0.8	1.0	1.0	0.4	1.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.2	16.6	18.9	23.7	17.6	17.7	22.0	13.2	13.2	22.6	16.2	16.4
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		544			122			413			561	
Approach Delay, s/veh		19.0			18.8			15.1			16.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	18.1	5.6	14.4	7.7	16.7	8.8	11.2
Change Period (Y+Rc), s	4.4	* 5.9	4.4	5.3	4.4	* 5.9	4.4	5.3
Max Green Setting (Gmax), s	10.6	* 30	10.6	14.7	10.6	* 29	10.6	14.7
Max Q Clear Time (g_c+I1), s	2.9	5.2	2.6	7.8	4.1	7.8	5.4	3.2
Green Ext Time (p_c), s	0.0	1.6	0.0	1.3	0.0	2.8	0.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	17.2
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



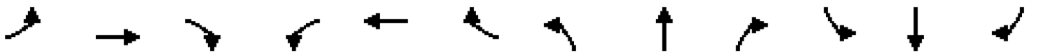
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	1138	66	375	743	110	74	53	260	144	39	23
Future Volume (veh/h)	113	1138	66	375	743	110	74	53	260	144	39	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	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		0.98
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	120	1211	70	399	790	117	79	56	277	153	41	24
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	137	1541	89	619	2116	819	102	415	1118	185	592	315
Arrive On Green	0.08	0.31	0.31	0.18	0.41	0.41	0.06	0.22	0.22	0.10	0.26	0.26
Sat Flow, veh/h	1810	5015	290	3510	5187	1604	1810	1900	2834	1810	2257	1202
Grp Volume(v), veh/h	120	835	446	399	790	117	79	56	277	153	32	33
Grp Sat Flow(s),veh/h/ln	1810	1729	1847	1755	1729	1604	1810	1900	1417	1810	1805	1654
Q Serve(g_s), s	6.2	20.9	21.0	10.0	10.1	3.7	4.1	2.3	1.6	7.9	1.3	1.4
Cycle Q Clear(g_c), s	6.2	20.9	21.0	10.0	10.1	3.7	4.1	2.3	1.6	7.9	1.3	1.4
Prop In Lane	1.00		0.16	1.00		1.00	1.00		1.00	1.00		0.73
Lane Grp Cap(c), veh/h	137	1063	568	619	2116	819	102	415	1118	185	473	433
V/C Ratio(X)	0.87	0.79	0.79	0.64	0.37	0.14	0.78	0.14	0.25	0.83	0.07	0.08
Avail Cap(c_a), veh/h	137	1063	568	619	2116	819	137	415	1118	217	473	433
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.5	30.0	30.0	36.3	19.6	12.3	44.2	29.9	7.9	41.8	26.3	26.4
Incr Delay (d2), s/veh	40.9	5.8	10.5	1.8	0.5	0.4	12.1	0.1	0.0	17.4	0.3	0.3
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	4.2	8.9	10.3	4.2	3.8	1.3	2.1	1.0	0.9	4.3	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	84.4	35.9	40.5	38.1	20.1	12.7	56.4	30.0	8.0	59.2	26.6	26.7
LnGrp LOS	F	D	D	D	C	B	E	C	A	E	C	C
Approach Vol, veh/h		1401			1306			412			218	
Approach Delay, s/veh		41.5			25.0			20.2			49.5	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.6	34.0	14.3	25.1	12.0	43.6	10.1	29.3
Change Period (Y+Rc), s	4.8	4.8	4.6	4.4	4.8	4.8	4.8	* 4.4
Max Green Setting (Gmax), s	15.2	29.2	11.4	20.6	7.2	37.2	7.2	* 25
Max Q Clear Time (g_c+I1), s	12.0	23.0	9.9	4.3	8.2	12.1	6.1	3.4
Green Ext Time (p_c), s	0.1	2.9	0.0	0.7	0.0	3.5	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	32.9
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



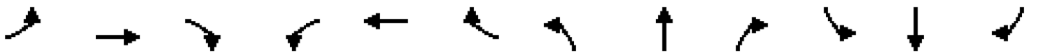
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	28	28	21	33	43	15	146	47	65	150	129
Future Volume (veh/h)	126	28	28	21	33	43	15	146	47	65	150	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	135	30	30	23	35	46	16	157	51	70	161	139
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	450	297	250	374	59	77	37	409	128	129	384	310
Arrive On Green	0.11	0.16	0.16	0.03	0.08	0.08	0.02	0.15	0.15	0.07	0.20	0.20
Sat Flow, veh/h	1810	1900	1601	1810	745	979	1810	2699	847	1810	1898	1531
Grp Volume(v), veh/h	135	30	30	23	0	81	16	103	105	70	153	147
Grp Sat Flow(s),veh/h/ln	1810	1900	1601	1810	0	1724	1810	1805	1741	1810	1805	1624
Q Serve(g_s), s	2.2	0.5	0.5	0.4	0.0	1.5	0.3	1.7	1.8	1.3	2.5	2.7
Cycle Q Clear(g_c), s	2.2	0.5	0.5	0.4	0.0	1.5	0.3	1.7	1.8	1.3	2.5	2.7
Prop In Lane	1.00		1.00	1.00		0.57	1.00		0.49	1.00		0.94
Lane Grp Cap(c), veh/h	450	297	250	374	0	136	37	274	264	129	365	329
V/C Ratio(X)	0.30	0.10	0.12	0.06	0.00	0.60	0.43	0.38	0.40	0.54	0.42	0.45
Avail Cap(c_a), veh/h	633	844	711	697	0	765	536	1341	1293	536	1336	1202
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.2	12.2	12.3	13.6	0.0	15.0	16.3	12.9	12.9	15.2	11.7	11.8
Incr Delay (d2), s/veh	0.1	0.1	0.1	0.0	0.0	1.6	2.9	0.3	0.4	1.3	0.3	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.1	0.1	0.1	0.0	0.5	0.1	0.5	0.5	0.4	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.3	12.3	12.3	13.7	0.0	16.6	19.2	13.2	13.3	16.5	12.0	12.2
LnGrp LOS	B	B	B	B		B	B	B	B	B	B	B
Approach Vol, veh/h		195			104			224			370	
Approach Delay, s/veh		12.3			15.9			13.7			12.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	10.3	5.7	11.8	8.6	7.7	7.4	10.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	* 5
Max Green Setting (Gmax), s	7.0	15.0	10.0	25.0	7.0	15.0	10.0	* 25
Max Q Clear Time (g_c+I1), s	2.4	2.5	2.3	4.7	4.2	3.5	3.3	3.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.9	0.0	0.1	0.0	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	13.3
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



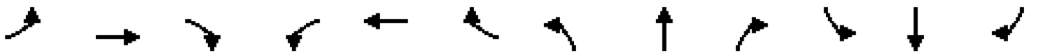
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	133	155	32	160	37	184	453	45	8	414	130
Future Volume (veh/h)	104	133	155	32	160	37	184	453	45	8	414	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	109	140	163	34	168	39	194	477	47	8	436	137
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	145	280	250	69	331	75	245	1256	123	19	687	214
Arrive On Green	0.08	0.16	0.16	0.04	0.11	0.11	0.14	0.38	0.38	0.01	0.25	0.25
Sat Flow, veh/h	1810	1805	1610	1810	2923	662	1810	3320	326	1810	2708	843
Grp Volume(v), veh/h	109	140	163	34	102	105	194	259	265	8	289	284
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1781	1810	1805	1841	1810	1805	1746
Q Serve(g_s), s	2.8	3.4	4.6	0.9	2.5	2.7	5.0	5.0	5.0	0.2	6.8	6.9
Cycle Q Clear(g_c), s	2.8	3.4	4.6	0.9	2.5	2.7	5.0	5.0	5.0	0.2	6.8	6.9
Prop In Lane	1.00		1.00	1.00		0.37	1.00		0.18	1.00		0.48
Lane Grp Cap(c), veh/h	145	280	250	69	204	202	245	683	696	19	458	443
V/C Ratio(X)	0.75	0.50	0.65	0.49	0.50	0.52	0.79	0.38	0.38	0.42	0.63	0.64
Avail Cap(c_a), veh/h	401	555	495	401	555	547	401	1117	1140	401	1098	1062
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.5	18.5	19.0	22.6	19.9	20.0	20.0	10.8	10.8	23.5	15.9	15.9
Incr Delay (d2), s/veh	3.0	1.4	2.9	2.0	1.9	2.1	2.2	0.3	0.3	5.3	1.4	1.6
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	1.1	1.3	1.6	0.4	1.0	1.1	1.9	1.5	1.5	0.1	2.4	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.5	19.9	21.9	24.6	21.8	22.1	22.2	11.1	11.1	28.9	17.3	17.5
LnGrp LOS	C	B	C	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		412			241			718			581	
Approach Delay, s/veh		21.9			22.3			14.1			17.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	24.0	6.2	12.7	10.9	18.0	8.2	10.7
Change Period (Y+Rc), s	4.4	* 5.9	4.4	5.3	4.4	* 5.9	4.4	5.3
Max Green Setting (Gmax), s	10.6	* 30	10.6	14.7	10.6	* 29	10.6	14.7
Max Q Clear Time (g_c+I1), s	2.2	7.0	2.9	6.6	7.0	8.9	4.8	4.7
Green Ext Time (p_c), s	0.0	2.8	0.0	1.0	0.0	3.1	0.0	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	17.8
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



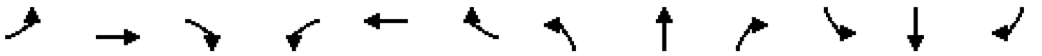
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	1235	77	324	1451	134	173	120	563	175	39	24
Future Volume (veh/h)	127	1235	77	324	1451	134	173	120	563	175	39	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	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		0.99
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	137	1328	83	348	1560	144	186	129	605	188	42	26
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	137	1691	106	780	2517	973	137	438	1283	217	605	342
Arrive On Green	0.08	0.34	0.34	0.22	0.49	0.49	0.08	0.23	0.23	0.12	0.27	0.27
Sat Flow, veh/h	1810	4989	312	3510	5187	1606	1810	1900	2834	1810	2217	1254
Grp Volume(v), veh/h	137	920	491	348	1560	144	186	129	605	188	33	35
Grp Sat Flow(s),veh/h/ln	1810	1729	1843	1755	1729	1606	1810	1900	1417	1810	1805	1666
Q Serve(g_s), s	7.2	22.8	22.8	8.1	21.0	3.7	7.2	5.3	4.3	9.7	1.3	1.5
Cycle Q Clear(g_c), s	7.2	22.8	22.8	8.1	21.0	3.7	7.2	5.3	4.3	9.7	1.3	1.5
Prop In Lane	1.00		0.17	1.00		1.00	1.00		1.00	1.00		0.75
Lane Grp Cap(c), veh/h	137	1172	625	780	2517	973	137	438	1283	217	492	454
V/C Ratio(X)	1.00	0.79	0.79	0.45	0.62	0.15	1.36	0.29	0.47	0.87	0.07	0.08
Avail Cap(c_a), veh/h	137	1172	625	780	2517	973	137	438	1283	217	492	454
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	28.3	28.3	31.9	18.0	8.1	43.9	30.2	10.9	41.0	25.6	25.7
Incr Delay (d2), s/veh	76.5	5.3	9.6	0.1	1.2	0.3	200.3	0.1	0.1	27.6	0.3	0.3
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	6.0	9.6	10.9	3.3	7.7	1.2	10.7	2.3	2.6	5.8	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	120.4	33.6	37.9	32.1	19.2	8.5	244.2	30.3	11.0	68.7	25.9	26.0
LnGrp LOS	F	C	D	C	B	A	F	C	B	E	C	C
Approach Vol, veh/h		1548			2052			920			256	
Approach Delay, s/veh		42.6			20.6			60.8			57.3	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.2	37.0	16.0	26.3	12.0	51.2	12.0	30.3
Change Period (Y+Rc), s	4.8	4.8	4.6	4.4	4.8	4.8	4.8	* 4.4
Max Green Setting (Gmax), s	11.2	32.2	11.4	21.6	7.2	36.2	7.2	* 26
Max Q Clear Time (g_c+I1), s	10.1	24.8	11.7	7.3	9.2	23.0	9.2	3.5
Green Ext Time (p_c), s	0.0	3.6	0.0	1.6	0.0	6.2	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	37.5
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



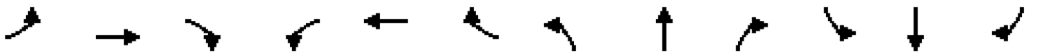
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	227	5	17	24	34	73	12	193	14	15	126	143
Future Volume (veh/h)	227	5	17	24	34	73	12	193	14	15	126	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	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		0.99	1.00		0.99
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	270	6	20	29	40	87	14	230	17	18	150	170
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	524	433	367	398	52	114	33	597	44	41	324	286
Arrive On Green	0.16	0.23	0.23	0.03	0.10	0.10	0.02	0.18	0.18	0.02	0.18	0.18
Sat Flow, veh/h	1810	1900	1610	1810	533	1159	1810	3408	250	1810	1805	1589
Grp Volume(v), veh/h	270	6	20	29	0	127	14	121	126	18	150	170
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1691	1810	1805	1853	1810	1805	1589
Q Serve(g_s), s	4.5	0.1	0.4	0.5	0.0	2.7	0.3	2.2	2.2	0.4	2.8	3.6
Cycle Q Clear(g_c), s	4.5	0.1	0.4	0.5	0.0	2.7	0.3	2.2	2.2	0.4	2.8	3.6
Prop In Lane	1.00		1.00	1.00		0.69	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	524	433	367	398	0	166	33	316	324	41	324	286
V/C Ratio(X)	0.52	0.01	0.05	0.07	0.00	0.76	0.43	0.38	0.39	0.44	0.46	0.60
Avail Cap(c_a), veh/h	568	769	652	677	0	684	488	1222	1255	488	1217	1072
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.7	11.1	11.2	14.2	0.0	16.3	18.0	13.5	13.5	17.9	13.6	14.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.0	2.7	3.2	0.3	0.3	2.7	0.4	0.7
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	1.2	0.0	0.1	0.2	0.0	0.9	0.1	0.7	0.7	0.1	0.8	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.0	11.1	11.2	14.2	0.0	19.0	21.2	13.8	13.8	20.5	14.0	14.7
LnGrp LOS	B	B	B	B		B	C	B	B	C	B	B
Approach Vol, veh/h		296			156			261			338	
Approach Delay, s/veh		11.0			18.1			14.2			14.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	13.4	5.7	11.7	11.1	8.6	5.8	11.5
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	* 5
Max Green Setting (Gmax), s	7.0	15.0	10.0	25.0	7.0	15.0	10.0	* 25
Max Q Clear Time (g_c+I1), s	2.5	2.4	2.3	5.6	6.5	4.7	2.4	4.2
Green Ext Time (p_c), s	0.0	0.0	0.0	1.0	0.0	0.1	0.0	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	14.0
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	180	217	29	75	34	85	276	44	46	385	116
Future Volume (veh/h)	134	180	217	29	75	34	85	276	44	46	385	116
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	140	188	226	30	78	35	89	288	46	48	401	121
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	180	369	328	63	345	146	135	830	131	91	661	197
Arrive On Green	0.10	0.20	0.20	0.03	0.14	0.14	0.07	0.27	0.27	0.05	0.24	0.24
Sat Flow, veh/h	1810	1805	1605	1810	2470	1045	1810	3121	493	1810	2738	817
Grp Volume(v), veh/h	140	188	226	30	56	57	89	165	169	48	263	259
Grp Sat Flow(s),veh/h/ln	1810	1805	1605	1810	1805	1709	1810	1805	1809	1810	1805	1751
Q Serve(g_s), s	3.4	4.2	5.9	0.7	1.2	1.3	2.2	3.3	3.4	1.2	5.8	5.9
Cycle Q Clear(g_c), s	3.4	4.2	5.9	0.7	1.2	1.3	2.2	3.3	3.4	1.2	5.8	5.9
Prop In Lane	1.00		1.00	1.00		0.61	1.00		0.27	1.00		0.47
Lane Grp Cap(c), veh/h	180	369	328	63	252	239	135	480	481	91	436	423
V/C Ratio(X)	0.78	0.51	0.69	0.48	0.22	0.24	0.66	0.34	0.35	0.53	0.60	0.61
Avail Cap(c_a), veh/h	427	590	525	427	590	559	427	1188	1191	427	1168	1133
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.8	15.9	16.6	21.3	17.2	17.2	20.2	13.3	13.4	20.8	15.1	15.2
Incr Delay (d2), s/veh	2.7	1.1	2.6	2.1	0.4	0.5	2.0	0.4	0.4	1.8	1.3	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.5	2.0	0.3	0.5	0.5	0.8	1.1	1.1	0.5	2.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.5	17.0	19.1	23.4	17.6	17.7	22.3	13.8	13.8	22.6	16.5	16.6
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		554			143			423			570	
Approach Delay, s/veh		19.2			18.9			15.6			17.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	17.9	6.0	14.5	7.8	16.8	8.9	11.6
Change Period (Y+Rc), s	4.4	* 5.9	4.4	5.3	4.4	* 5.9	4.4	5.3
Max Green Setting (Gmax), s	10.6	* 30	10.6	14.7	10.6	* 29	10.6	14.7
Max Q Clear Time (g_c+I1), s	3.2	5.4	2.7	7.9	4.2	7.9	5.4	3.3
Green Ext Time (p_c), s	0.0	1.7	0.0	1.3	0.0	2.8	0.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	17.6
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

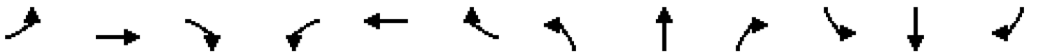
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	197	142	2	19	20
Future Vol, veh/h	13	197	142	2	19	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	214	154	2	21	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	157	0	-	0	291	78
Stage 1	-	-	-	-	155	-
Stage 2	-	-	-	-	135	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1436	-	-	-	682	973
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	883	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1436	-	-	-	675	973
Mov Cap-2 Maneuver	-	-	-	-	704	-
Stage 1	-	-	-	-	854	-
Stage 2	-	-	-	-	883	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.47	0	9.63
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1436	-	-	-	820
HCM Lane V/C Ratio	0.01	-	-	-	0.052
HCM Ctrl Dly (s/v)	7.5	-	-	-	9.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	1138	75	384	743	110	80	53	266	144	39	23
Future Volume (veh/h)	113	1138	75	384	743	110	80	53	266	144	39	23
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		0.98
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	120	1211	80	409	790	117	85	56	283	153	41	24
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	137	1527	101	605	2095	813	109	422	1118	185	592	315
Arrive On Green	0.08	0.31	0.31	0.17	0.40	0.40	0.06	0.22	0.22	0.10	0.26	0.26
Sat Flow, veh/h	1810	4969	328	3510	5187	1604	1810	1900	2834	1810	2257	1202
Grp Volume(v), veh/h	120	843	448	409	790	117	85	56	283	153	32	33
Grp Sat Flow(s),veh/h/ln	1810	1729	1840	1755	1729	1604	1810	1900	1417	1810	1805	1654
Q Serve(g_s), s	6.2	21.2	21.2	10.4	10.2	3.7	4.4	2.2	1.6	7.9	1.3	1.4
Cycle Q Clear(g_c), s	6.2	21.2	21.2	10.4	10.2	3.7	4.4	2.2	1.6	7.9	1.3	1.4
Prop In Lane	1.00		0.18	1.00		1.00	1.00		1.00	1.00		0.73
Lane Grp Cap(c), veh/h	137	1063	565	605	2095	813	109	422	1118	185	473	433
V/C Ratio(X)	0.87	0.79	0.79	0.68	0.38	0.14	0.78	0.13	0.25	0.83	0.07	0.08
Avail Cap(c_a), veh/h	137	1063	565	605	2095	813	137	422	1118	217	473	433
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.5	30.1	30.1	36.8	19.9	12.5	44.0	29.6	8.0	41.8	26.3	26.4
Incr Delay (d2), s/veh	40.9	6.1	10.9	2.5	0.5	0.4	15.2	0.1	0.0	17.4	0.3	0.3
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	4.2	9.1	10.4	4.4	3.9	1.3	2.4	1.0	0.9	4.3	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	84.4	36.2	41.1	39.3	20.4	12.9	59.2	29.7	8.0	59.2	26.6	26.7
LnGrp LOS	F	D	D	D	C	B	E	C	A	E	C	C
Approach Vol, veh/h		1411			1316			424			218	
Approach Delay, s/veh		41.8			25.6			21.1			49.5	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.2	34.0	14.3	25.5	12.0	43.2	10.5	29.3
Change Period (Y+Rc), s	4.8	4.8	4.6	4.4	4.8	4.8	4.8	* 4.4
Max Green Setting (Gmax), s	15.2	29.2	11.4	20.6	7.2	37.2	7.2	* 25
Max Q Clear Time (g_c+I1), s	12.4	23.2	9.9	4.2	8.2	12.2	6.4	3.4
Green Ext Time (p_c), s	0.1	2.8	0.0	0.7	0.0	3.5	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	33.4
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	24	323	364	10
Future Vol, veh/h	0	0	24	323	364	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	26	351	396	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	629	203	407	0	-	0
Stage 1	401	-	-	-	-	-
Stage 2	228	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	419	810	1163	-	-	-
Stage 1	651	-	-	-	-	-
Stage 2	794	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	410	810	1163	-	-	-
Mov Cap-2 Maneuver	504	-	-	-	-	-
Stage 1	636	-	-	-	-	-
Stage 2	794	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0.56	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1163	-	-	-	-
HCM Lane V/C Ratio	0.022	-	-	-	-
HCM Ctrl Dly (s/v)	8.2	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	3	2	348	340	8
Future Vol, veh/h	3	3	2	348	340	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	3	2	378	370	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	567	189	378	0	-	0
Stage 1	374	-	-	-	-	-
Stage 2	193	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	458	827	1191	-	-	-
Stage 1	672	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	457	827	1191	-	-	-
Mov Cap-2 Maneuver	541	-	-	-	-	-
Stage 1	670	-	-	-	-	-
Stage 2	826	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.56	0.05	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1191	-	654	-	-
HCM Lane V/C Ratio	0.002	-	0.01	-	-
HCM Ctrl Dly (s/v)	8	-	10.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

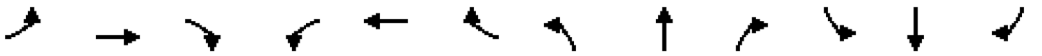
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	28	37	21	33	43	17	158	47	65	151	130
Future Volume (veh/h)	149	28	37	21	33	43	17	158	47	65	151	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	160	30	40	23	35	46	18	170	51	70	162	140
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	462	312	263	372	58	77	42	414	120	129	376	304
Arrive On Green	0.11	0.16	0.16	0.03	0.08	0.08	0.02	0.15	0.15	0.07	0.20	0.20
Sat Flow, veh/h	1810	1900	1601	1810	745	979	1810	2754	801	1810	1897	1532
Grp Volume(v), veh/h	160	30	40	23	0	81	18	110	111	70	154	148
Grp Sat Flow(s),veh/h/ln	1810	1900	1601	1810	0	1724	1810	1805	1750	1810	1805	1624
Q Serve(g_s), s	2.7	0.5	0.7	0.4	0.0	1.6	0.3	1.9	2.0	1.3	2.5	2.8
Cycle Q Clear(g_c), s	2.7	0.5	0.7	0.4	0.0	1.6	0.3	1.9	2.0	1.3	2.5	2.8
Prop In Lane	1.00		1.00	1.00		0.57	1.00		0.46	1.00		0.94
Lane Grp Cap(c), veh/h	462	312	263	372	0	135	42	271	263	129	358	322
V/C Ratio(X)	0.35	0.10	0.15	0.06	0.00	0.60	0.43	0.40	0.42	0.54	0.43	0.46
Avail Cap(c_a), veh/h	626	835	704	691	0	758	530	1327	1287	530	1322	1190
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.2	12.1	12.2	13.8	0.0	15.2	16.5	13.1	13.2	15.3	12.0	12.1
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.0	0.0	1.6	2.6	0.4	0.4	1.3	0.3	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.1	0.2	0.1	0.0	0.5	0.1	0.6	0.6	0.4	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.4	12.2	12.3	13.8	0.0	16.8	19.1	13.5	13.6	16.7	12.3	12.5
LnGrp LOS	B	B	B	B		B	B	B	B	B	B	B
Approach Vol, veh/h		230			104			239			372	
Approach Delay, s/veh		12.4			16.1			13.9			13.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	10.6	5.8	11.8	8.9	7.7	7.4	10.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	* 5
Max Green Setting (Gmax), s	7.0	15.0	10.0	25.0	7.0	15.0	10.0	* 25
Max Q Clear Time (g_c+I1), s	2.4	2.7	2.3	4.8	4.7	3.6	3.3	4.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.9	0.0	0.1	0.0	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	13.5
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	141	155	41	168	46	184	453	52	15	414	130
Future Volume (veh/h)	104	141	155	41	168	46	184	453	52	15	414	130
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	109	148	163	43	177	48	194	477	55	16	436	137
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	144	280	250	82	342	90	244	1198	138	36	683	213
Arrive On Green	0.08	0.16	0.16	0.05	0.12	0.12	0.14	0.37	0.37	0.02	0.25	0.25
Sat Flow, veh/h	1810	1805	1610	1810	2825	746	1810	3263	375	1810	2708	843
Grp Volume(v), veh/h	109	148	163	43	111	114	194	263	269	16	289	284
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1766	1810	1805	1833	1810	1805	1746
Q Serve(g_s), s	2.9	3.7	4.6	1.1	2.8	2.9	5.0	5.2	5.3	0.4	6.9	7.0
Cycle Q Clear(g_c), s	2.9	3.7	4.6	1.1	2.8	2.9	5.0	5.2	5.3	0.4	6.9	7.0
Prop In Lane	1.00		1.00	1.00		0.42	1.00		0.20	1.00		0.48
Lane Grp Cap(c), veh/h	144	280	250	82	219	214	244	663	673	36	455	440
V/C Ratio(X)	0.76	0.53	0.65	0.52	0.51	0.53	0.79	0.40	0.40	0.44	0.64	0.64
Avail Cap(c_a), veh/h	395	547	488	395	547	535	395	1101	1118	395	1083	1047
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.9	18.9	19.3	22.6	20.0	20.0	20.3	11.4	11.4	23.5	16.2	16.2
Incr Delay (d2), s/veh	3.1	1.5	2.9	1.9	1.8	2.0	2.2	0.4	0.4	3.1	1.5	1.6
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	1.2	1.4	1.7	0.5	1.1	1.2	1.9	1.6	1.6	0.2	2.4	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.0	20.4	22.1	24.6	21.8	22.1	22.5	11.8	11.8	26.6	17.6	17.8
LnGrp LOS	C	C	C	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		420			268			726			589	
Approach Delay, s/veh		22.3			22.4			14.6			17.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.4	23.7	6.6	12.8	10.9	18.1	8.2	11.2
Change Period (Y+Rc), s	4.4	* 5.9	4.4	5.3	4.4	* 5.9	4.4	5.3
Max Green Setting (Gmax), s	10.6	* 30	10.6	14.7	10.6	* 29	10.6	14.7
Max Q Clear Time (g_c+I1), s	2.4	7.3	3.1	6.6	7.0	9.0	4.9	4.9
Green Ext Time (p_c), s	0.0	2.8	0.0	1.0	0.0	3.1	0.0	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	18.2
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

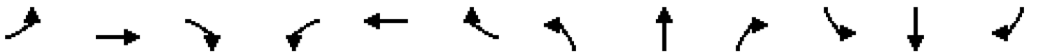
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	216	183	2	28	26
Future Vol, veh/h	11	216	183	2	28	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	12	235	199	2	30	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	201	0	-	0	341	101
Stage 1	-	-	-	-	200	-
Stage 2	-	-	-	-	141	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1383	-	-	-	634	942
Stage 1	-	-	-	-	820	-
Stage 2	-	-	-	-	877	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1383	-	-	-	629	942
Mov Cap-2 Maneuver	-	-	-	-	670	-
Stage 1	-	-	-	-	813	-
Stage 2	-	-	-	-	877	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.37	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1383	-	-	-	778
HCM Lane V/C Ratio	0.009	-	-	-	0.075
HCM Ctrl Dly (s/v)	7.6	-	-	-	10
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	1235	84	331	1451	134	182	120	572	175	39	24
Future Volume (veh/h)	127	1235	84	331	1451	134	182	120	572	175	39	24
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		0.99
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	137	1328	90	356	1560	144	196	129	615	188	42	26
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	137	1681	114	780	2517	973	137	438	1283	217	605	342
Arrive On Green	0.08	0.34	0.34	0.22	0.49	0.49	0.08	0.23	0.23	0.12	0.27	0.27
Sat Flow, veh/h	1810	4960	336	3510	5187	1606	1810	1900	2834	1810	2217	1254
Grp Volume(v), veh/h	137	926	492	356	1560	144	196	129	615	188	33	35
Grp Sat Flow(s),veh/h/ln	1810	1729	1838	1755	1729	1606	1810	1900	1417	1810	1805	1666
Q Serve(g_s), s	7.2	23.0	23.0	8.3	21.0	3.7	7.2	5.3	4.4	9.7	1.3	1.5
Cycle Q Clear(g_c), s	7.2	23.0	23.0	8.3	21.0	3.7	7.2	5.3	4.4	9.7	1.3	1.5
Prop In Lane	1.00		0.18	1.00		1.00	1.00		1.00	1.00		0.75
Lane Grp Cap(c), veh/h	137	1172	623	780	2517	973	137	438	1283	217	492	454
V/C Ratio(X)	1.00	0.79	0.79	0.46	0.62	0.15	1.43	0.29	0.48	0.87	0.07	0.08
Avail Cap(c_a), veh/h	137	1172	623	780	2517	973	137	438	1283	217	492	454
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	28.3	28.3	32.0	18.0	8.1	43.9	30.2	10.9	41.0	25.6	25.7
Incr Delay (d2), s/veh	76.5	5.5	9.8	0.2	1.2	0.3	229.8	0.1	0.1	27.6	0.3	0.3
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	6.0	9.6	11.0	3.4	7.7	1.2	11.8	2.3	2.7	5.8	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	120.4	33.8	38.2	32.1	19.2	8.5	273.7	30.3	11.0	68.7	25.9	26.0
LnGrp LOS	F	C	D	C	B	A	F	C	B	E	C	C
Approach Vol, veh/h		1555			2060			940			256	
Approach Delay, s/veh		42.8			20.7			68.5			57.3	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.2	37.0	16.0	26.3	12.0	51.2	12.0	30.3
Change Period (Y+Rc), s	4.8	4.8	4.6	4.4	4.8	4.8	4.8	* 4.4
Max Green Setting (Gmax), s	11.2	32.2	11.4	21.6	7.2	36.2	7.2	* 26
Max Q Clear Time (g_c+I1), s	10.3	25.0	11.7	7.3	9.2	23.0	9.2	3.5
Green Ext Time (p_c), s	0.0	3.5	0.0	1.6	0.0	6.2	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	39.1
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	19	536	303	8
Future Vol, veh/h	0	0	19	536	303	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	21	583	329	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	666	169	338	0	-	0
Stage 1	334	-	-	-	-	-
Stage 2	333	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	397	852	1232	-	-	-
Stage 1	704	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	390	852	1232	-	-	-
Mov Cap-2 Maneuver	497	-	-	-	-	-
Stage 1	692	-	-	-	-	-
Stage 2	704	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0.27	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1232	-	-	-	-
HCM Lane V/C Ratio	0.017	-	-	-	-
HCM Ctrl Dly (s/v)	8	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

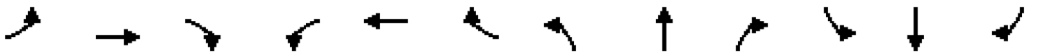
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	4	2	526	284	6
Future Vol, veh/h	4	4	2	526	284	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	4	2	572	309	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	602	158	315	0	-	0
Stage 1	312	-	-	-	-	-
Stage 2	290	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	436	866	1256	-	-	-
Stage 1	721	-	-	-	-	-
Stage 2	740	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	435	866	1256	-	-	-
Mov Cap-2 Maneuver	531	-	-	-	-	-
Stage 1	720	-	-	-	-	-
Stage 2	740	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.54	0.03	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1256	-	659	-	-
HCM Lane V/C Ratio	0.002	-	0.013	-	-
HCM Ctrl Dly (s/v)	7.9	-	10.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



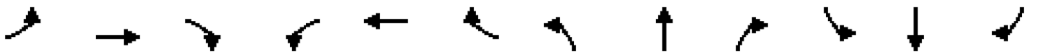
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	252	5	31	24	34	73	14	203	14	15	128	145
Future Volume (veh/h)	252	5	31	24	34	73	14	203	14	15	128	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	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		0.99	1.00		0.99
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	300	6	37	29	40	87	17	242	17	18	152	173
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	541	457	387	390	52	112	39	611	43	41	324	286
Arrive On Green	0.18	0.24	0.24	0.03	0.10	0.10	0.02	0.18	0.18	0.02	0.18	0.18
Sat Flow, veh/h	1810	1900	1610	1810	533	1159	1810	3422	239	1810	1805	1589
Grp Volume(v), veh/h	300	6	37	29	0	127	17	127	132	18	152	173
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1691	1810	1805	1855	1810	1805	1589
Q Serve(g_s), s	5.1	0.1	0.7	0.5	0.0	2.8	0.4	2.4	2.4	0.4	2.9	3.8
Cycle Q Clear(g_c), s	5.1	0.1	0.7	0.5	0.0	2.8	0.4	2.4	2.4	0.4	2.9	3.8
Prop In Lane	1.00		1.00	1.00		0.69	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	541	457	387	390	0	164	39	322	331	41	324	286
V/C Ratio(X)	0.55	0.01	0.10	0.07	0.00	0.78	0.43	0.39	0.40	0.44	0.47	0.61
Avail Cap(c_a), veh/h	550	746	632	659	0	664	474	1186	1219	474	1181	1040
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.7	11.1	11.3	14.6	0.0	16.8	18.5	13.9	13.9	18.4	14.0	14.4
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.0	0.0	2.9	2.8	0.3	0.3	2.7	0.4	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.2	0.2	0.0	1.0	0.1	0.7	0.8	0.2	0.9	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.4	11.1	11.3	14.7	0.0	19.8	21.3	14.2	14.2	21.1	14.4	15.2
LnGrp LOS	B	B	B	B		B	C	B	B	C	B	B
Approach Vol, veh/h		343			156			276			343	
Approach Delay, s/veh		11.4			18.8			14.6			15.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	14.2	5.8	11.9	11.8	8.7	5.9	11.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	* 5
Max Green Setting (Gmax), s	7.0	15.0	10.0	25.0	7.0	15.0	10.0	* 25
Max Q Clear Time (g_c+I1), s	2.5	2.7	2.4	5.8	7.1	4.8	2.4	4.4
Green Ext Time (p_c), s	0.0	0.0	0.0	1.0	0.0	0.1	0.0	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	14.4
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	212	252	26	71	39	89	371	43	56	550	128
Future Volume (veh/h)	180	212	252	26	71	39	89	371	43	56	550	128
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	188	221	262	27	74	41	93	386	45	58	573	133
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	237	391	348	56	269	139	130	998	116	99	843	195
Arrive On Green	0.13	0.22	0.22	0.03	0.12	0.12	0.07	0.31	0.31	0.05	0.29	0.29
Sat Flow, veh/h	1810	1805	1606	1810	2302	1186	1810	3258	377	1810	2909	673
Grp Volume(v), veh/h	188	221	262	27	57	58	93	213	218	58	355	351
Grp Sat Flow(s),veh/h/ln	1810	1805	1606	1810	1805	1683	1810	1805	1830	1810	1805	1777
Q Serve(g_s), s	5.2	5.6	7.8	0.8	1.5	1.6	2.6	4.7	4.8	1.6	8.9	8.9
Cycle Q Clear(g_c), s	5.2	5.6	7.8	0.8	1.5	1.6	2.6	4.7	4.8	1.6	8.9	8.9
Prop In Lane	1.00		1.00	1.00		0.70	1.00		0.21	1.00		0.38
Lane Grp Cap(c), veh/h	237	391	348	56	211	197	130	553	561	99	523	515
V/C Ratio(X)	0.79	0.57	0.75	0.48	0.27	0.30	0.72	0.38	0.39	0.58	0.68	0.68
Avail Cap(c_a), veh/h	375	519	461	375	519	484	375	1044	1059	375	1027	1011
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.6	17.9	18.8	24.4	20.6	20.7	23.2	13.9	14.0	23.6	16.1	16.1
Incr Delay (d2), s/veh	2.4	1.3	4.9	2.3	0.7	0.8	2.8	0.4	0.4	2.0	1.6	1.6
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	2.0	2.1	2.9	0.3	0.6	0.6	1.0	1.6	1.6	0.6	3.1	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.9	19.2	23.6	26.7	21.3	21.5	26.0	14.4	14.4	25.6	17.6	17.7
LnGrp LOS	C	B	C	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		671			142			524			764	
Approach Delay, s/veh		22.3			22.4			16.5			18.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	21.6	6.0	16.4	8.1	20.7	11.1	11.3
Change Period (Y+Rc), s	4.4	* 5.9	4.4	5.3	4.4	* 5.9	4.4	5.3
Max Green Setting (Gmax), s	10.6	* 30	10.6	14.7	10.6	* 29	10.6	14.7
Max Q Clear Time (g_c+I1), s	3.6	6.8	2.8	9.8	4.6	10.9	7.2	3.6
Green Ext Time (p_c), s	0.0	2.2	0.0	1.2	0.0	3.8	0.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	19.4
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	1182	69	378	884	288	78	63	273	235	41	24
Future Volume (veh/h)	156	1182	69	378	884	288	78	63	273	235	41	24
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		0.98
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	166	1257	73	402	940	306	83	67	290	250	44	26
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	137	1541	89	610	2102	843	107	386	1068	217	589	317
Arrive On Green	0.08	0.31	0.31	0.17	0.41	0.41	0.06	0.20	0.20	0.12	0.26	0.26
Sat Flow, veh/h	1810	5013	291	3510	5187	1604	1810	1900	2834	1810	2248	1209
Grp Volume(v), veh/h	166	867	463	402	940	306	83	67	290	250	34	36
Grp Sat Flow(s),veh/h/ln	1810	1729	1846	1755	1729	1604	1810	1900	1417	1810	1805	1652
Q Serve(g_s), s	7.2	22.0	22.0	10.2	12.5	10.6	4.3	2.8	1.8	11.4	1.4	1.5
Cycle Q Clear(g_c), s	7.2	22.0	22.0	10.2	12.5	10.6	4.3	2.8	1.8	11.4	1.4	1.5
Prop In Lane	1.00		0.16	1.00		1.00	1.00		1.00	1.00		0.73
Lane Grp Cap(c), veh/h	137	1063	568	610	2102	843	107	386	1068	217	473	433
V/C Ratio(X)	1.21	0.82	0.82	0.66	0.45	0.36	0.78	0.17	0.27	1.15	0.07	0.08
Avail Cap(c_a), veh/h	137	1063	568	610	2102	843	137	412	1107	217	473	433
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	30.4	30.4	36.6	20.5	13.2	44.1	31.3	8.3	41.8	26.4	26.4
Incr Delay (d2), s/veh	144.2	6.9	12.2	2.1	0.7	1.2	14.2	0.1	0.1	107.9	0.3	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	9.5	11.0	4.3	4.8	3.7	2.3	1.2	1.0	11.4	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	188.1	37.3	42.7	38.7	21.2	14.4	58.3	31.3	8.3	149.7	26.7	26.8
LnGrp LOS	F	D	D	D	C	B	E	C	A	F	C	C
Approach Vol, veh/h		1496			1648			440			320	
Approach Delay, s/veh		55.7			24.2			21.3			122.8	
Approach LOS		E			C			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.3	34.0	16.0	23.7	12.0	43.3	10.4	29.3
Change Period (Y+Rc), s	4.8	4.8	4.6	4.4	4.8	4.8	4.8	* 4.4
Max Green Setting (Gmax), s	15.2	29.2	11.4	20.6	7.2	37.2	7.2	* 25
Max Q Clear Time (g_c+I1), s	12.2	24.0	13.4	4.8	9.2	14.5	6.3	3.5
Green Ext Time (p_c), s	0.1	2.6	0.0	0.7	0.0	4.6	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	44.0
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

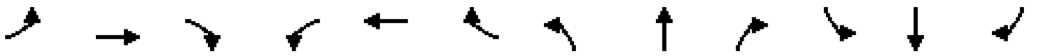
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	29	29	22	35	45	15	153	49	68	158	131
Future Volume (veh/h)	132	29	29	22	35	45	15	153	49	68	158	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	142	31	31	24	38	48	16	165	53	73	170	141
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	452	305	257	378	62	79	37	407	126	132	392	305
Arrive On Green	0.11	0.16	0.16	0.03	0.08	0.08	0.02	0.15	0.15	0.07	0.20	0.20
Sat Flow, veh/h	1810	1900	1601	1810	763	964	1810	2707	840	1810	1931	1503
Grp Volume(v), veh/h	142	31	31	24	0	86	16	108	110	73	158	153
Grp Sat Flow(s),veh/h/ln	1810	1900	1601	1810	0	1727	1810	1805	1742	1810	1805	1629
Q Serve(g_s), s	2.4	0.5	0.6	0.4	0.0	1.6	0.3	1.8	2.0	1.3	2.6	2.8
Cycle Q Clear(g_c), s	2.4	0.5	0.6	0.4	0.0	1.6	0.3	1.8	2.0	1.3	2.6	2.8
Prop In Lane	1.00		1.00	1.00		0.56	1.00		0.48	1.00		0.92
Lane Grp Cap(c), veh/h	452	305	257	378	0	141	37	271	262	132	366	331
V/C Ratio(X)	0.31	0.10	0.12	0.06	0.00	0.61	0.43	0.40	0.42	0.55	0.43	0.46
Avail Cap(c_a), veh/h	627	836	704	696	0	759	531	1328	1282	531	1323	1194
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.2	12.2	12.3	13.6	0.0	15.1	16.5	13.1	13.1	15.3	11.9	12.0
Incr Delay (d2), s/veh	0.1	0.1	0.1	0.0	0.0	1.6	2.9	0.4	0.4	1.3	0.3	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.1	0.1	0.1	0.0	0.5	0.1	0.5	0.6	0.4	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.3	12.3	12.3	13.7	0.0	16.7	19.4	13.4	13.5	16.6	12.2	12.3
LnGrp LOS	B	B	B	B		B	B	B	B	B	B	B
Approach Vol, veh/h		204			110			234			384	
Approach Delay, s/veh		12.3			16.0			13.9			13.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	10.5	5.7	11.9	8.7	7.8	7.5	10.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	* 5
Max Green Setting (Gmax), s	7.0	15.0	10.0	25.0	7.0	15.0	10.0	* 25
Max Q Clear Time (g_c+I1), s	2.4	2.6	2.3	4.8	4.4	3.6	3.3	4.0
Green Ext Time (p_c), s	0.0	0.0	0.0	1.0	0.0	0.1	0.0	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	13.5
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



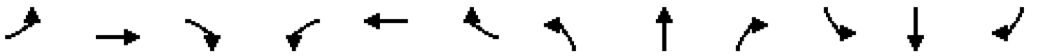
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	149	163	38	192	66	193	600	57	15	582	180
Future Volume (veh/h)	120	149	163	38	192	66	193	600	57	15	582	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	126	157	172	40	202	69	203	632	60	16	613	189
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	162	308	274	74	325	108	250	1422	135	35	837	258
Arrive On Green	0.09	0.17	0.17	0.04	0.12	0.12	0.14	0.43	0.43	0.02	0.31	0.31
Sat Flow, veh/h	1810	1805	1610	1810	2663	883	1810	3332	316	1810	2716	836
Grp Volume(v), veh/h	126	157	172	40	135	136	203	342	350	16	407	395
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1741	1810	1805	1843	1810	1805	1748
Q Serve(g_s), s	4.0	4.6	5.8	1.3	4.1	4.3	6.4	7.8	7.8	0.5	11.8	11.8
Cycle Q Clear(g_c), s	4.0	4.6	5.8	1.3	4.1	4.3	6.4	7.8	7.8	0.5	11.8	11.8
Prop In Lane	1.00		1.00	1.00		0.51	1.00		0.17	1.00		0.48
Lane Grp Cap(c), veh/h	162	308	274	74	220	212	250	770	786	35	556	538
V/C Ratio(X)	0.78	0.51	0.63	0.54	0.61	0.64	0.81	0.44	0.45	0.45	0.73	0.73
Avail Cap(c_a), veh/h	328	454	405	328	454	438	328	915	934	328	900	871
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	22.0	22.5	27.5	24.3	24.4	24.4	11.8	11.8	28.3	18.0	18.1
Incr Delay (d2), s/veh	3.0	1.3	2.3	2.3	2.8	3.2	8.4	0.4	0.4	3.3	1.9	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.9	2.1	0.5	1.8	1.8	3.0	2.5	2.6	0.2	4.3	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.1	23.3	24.8	29.7	27.1	27.6	32.8	12.2	12.2	31.6	19.9	20.0
LnGrp LOS	C	C	C	C	C	C	C	B	B	C	B	C
Approach Vol, veh/h		455			311			895			818	
Approach Delay, s/veh		25.5			27.7			16.9			20.2	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.5	30.8	6.8	15.2	12.5	23.9	9.6	12.4
Change Period (Y+Rc), s	4.4	* 5.9	4.4	5.3	4.4	* 5.9	4.4	5.3
Max Green Setting (Gmax), s	10.6	* 30	10.6	14.7	10.6	* 29	10.6	14.7
Max Q Clear Time (g_c+I1), s	2.5	9.8	3.3	7.8	8.4	13.8	6.0	6.3
Green Ext Time (p_c), s	0.0	3.7	0.0	1.0	0.0	4.1	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	20.9
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



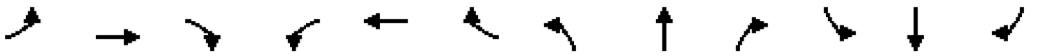
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	1297	81	340	1524	189	182	126	563	352	53	41
Future Volume (veh/h)	133	1297	81	340	1524	189	182	126	563	352	53	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	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		0.99
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	143	1395	87	366	1639	203	196	135	605	378	57	44
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	137	1691	105	780	2517	973	137	438	1283	217	553	385
Arrive On Green	0.08	0.34	0.34	0.22	0.49	0.49	0.08	0.23	0.23	0.12	0.27	0.27
Sat Flow, veh/h	1810	4990	311	3510	5187	1606	1810	1900	2834	1810	2030	1412
Grp Volume(v), veh/h	143	967	515	366	1639	203	196	135	605	378	50	51
Grp Sat Flow(s),veh/h/ln	1810	1729	1843	1755	1729	1606	1810	1900	1417	1810	1805	1637
Q Serve(g_s), s	7.2	24.4	24.4	8.6	22.6	5.4	7.2	5.6	4.3	11.4	2.0	2.2
Cycle Q Clear(g_c), s	7.2	24.4	24.4	8.6	22.6	5.4	7.2	5.6	4.3	11.4	2.0	2.2
Prop In Lane	1.00		0.17	1.00		1.00	1.00		1.00	1.00		0.86
Lane Grp Cap(c), veh/h	137	1172	625	780	2517	973	137	438	1283	217	492	446
V/C Ratio(X)	1.04	0.82	0.82	0.47	0.65	0.21	1.43	0.31	0.47	1.74	0.10	0.11
Avail Cap(c_a), veh/h	137	1172	625	780	2517	973	137	438	1283	217	492	446
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	28.8	28.8	32.1	18.4	8.5	43.9	30.3	10.9	41.8	25.8	25.9
Incr Delay (d2), s/veh	88.7	6.7	11.8	0.2	1.3	0.5	229.8	0.1	0.1	351.8	0.4	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	10.4	12.0	3.5	8.3	1.7	11.8	2.5	2.6	26.1	0.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	132.6	35.5	40.6	32.3	19.7	9.0	273.7	30.4	11.0	393.6	26.3	26.5
LnGrp LOS	F	D	D	C	B	A	F	C	B	F	C	C
Approach Vol, veh/h		1625			2208			936			479	
Approach Delay, s/veh		45.7			20.8			68.8			316.2	
Approach LOS		D			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.2	37.0	16.0	26.3	12.0	51.2	12.0	30.3
Change Period (Y+Rc), s	4.8	4.8	4.6	4.4	4.8	4.8	4.8	* 4.4
Max Green Setting (Gmax), s	11.2	32.2	11.4	21.6	7.2	36.2	7.2	* 26
Max Q Clear Time (g_c+I1), s	10.6	26.4	13.4	7.6	9.2	24.6	9.2	4.2
Green Ext Time (p_c), s	0.0	3.1	0.0	1.6	0.0	6.2	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	64.0
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



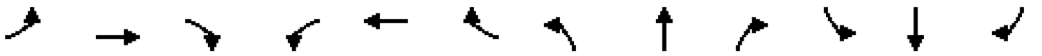
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	5	17	25	36	77	13	203	15	16	132	150
Future Volume (veh/h)	236	5	17	25	36	77	13	203	15	16	132	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	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		0.99	1.00		0.99
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	281	6	20	30	43	92	15	242	18	19	157	179
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	525	446	378	400	55	118	35	612	45	43	333	293
Arrive On Green	0.17	0.23	0.23	0.04	0.10	0.10	0.02	0.18	0.18	0.02	0.18	0.18
Sat Flow, veh/h	1810	1900	1610	1810	539	1153	1810	3406	252	1810	1805	1589
Grp Volume(v), veh/h	281	6	20	30	0	135	15	127	133	19	157	179
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1692	1810	1805	1853	1810	1805	1589
Q Serve(g_s), s	4.7	0.1	0.4	0.6	0.0	3.0	0.3	2.4	2.4	0.4	3.0	3.9
Cycle Q Clear(g_c), s	4.7	0.1	0.4	0.6	0.0	3.0	0.3	2.4	2.4	0.4	3.0	3.9
Prop In Lane	1.00		1.00	1.00		0.68	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	525	446	378	400	0	173	35	325	333	43	333	293
V/C Ratio(X)	0.54	0.01	0.05	0.07	0.00	0.78	0.43	0.39	0.40	0.44	0.47	0.61
Avail Cap(c_a), veh/h	554	750	635	669	0	668	476	1191	1223	476	1187	1045
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.7	11.2	11.3	14.4	0.0	16.7	18.4	13.8	13.8	18.3	13.9	14.3
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	0.0	2.9	3.1	0.3	0.3	2.6	0.4	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.1	0.2	0.0	1.0	0.1	0.7	0.8	0.2	0.9	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.1	11.2	11.3	14.4	0.0	19.5	21.5	14.0	14.1	20.9	14.2	15.0
LnGrp LOS	B	B	B	B		B	C	B	B	C	B	B
Approach Vol, veh/h		307			165			275			355	
Approach Delay, s/veh		11.1			18.6			14.5			15.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	13.9	5.7	12.0	11.4	8.9	5.9	11.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	* 5
Max Green Setting (Gmax), s	7.0	15.0	10.0	25.0	7.0	15.0	10.0	* 25
Max Q Clear Time (g_c+I1), s	2.6	2.4	2.3	5.9	6.7	5.0	2.4	4.4
Green Ext Time (p_c), s	0.0	0.0	0.0	1.1	0.0	0.2	0.0	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	14.3
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	221	252	33	78	46	89	371	52	65	550	128
Future Volume (veh/h)	180	221	252	33	78	46	89	371	52	65	550	128
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	188	230	262	34	81	48	93	386	54	68	573	133
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	236	390	347	68	276	152	129	953	132	109	839	194
Arrive On Green	0.13	0.22	0.22	0.04	0.12	0.12	0.07	0.30	0.30	0.06	0.29	0.29
Sat Flow, veh/h	1810	1805	1606	1810	2245	1235	1810	3182	442	1810	2909	673
Grp Volume(v), veh/h	188	230	262	34	64	65	93	218	222	68	355	351
Grp Sat Flow(s),veh/h/ln	1810	1805	1606	1810	1805	1674	1810	1805	1818	1810	1805	1777
Q Serve(g_s), s	5.2	5.9	7.9	1.0	1.7	1.8	2.6	5.0	5.0	1.9	9.0	9.1
Cycle Q Clear(g_c), s	5.2	5.9	7.9	1.0	1.7	1.8	2.6	5.0	5.0	1.9	9.0	9.1
Prop In Lane	1.00		1.00	1.00		0.74	1.00		0.24	1.00		0.38
Lane Grp Cap(c), veh/h	236	390	347	68	222	206	129	541	545	109	521	513
V/C Ratio(X)	0.80	0.59	0.76	0.50	0.29	0.32	0.72	0.40	0.41	0.62	0.68	0.68
Avail Cap(c_a), veh/h	371	513	456	371	513	476	371	1033	1041	371	1016	1000
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.8	18.2	19.0	24.4	20.6	20.7	23.5	14.4	14.5	23.7	16.3	16.3
Incr Delay (d2), s/veh	2.7	1.4	5.1	2.1	0.7	0.9	2.8	0.5	0.5	2.2	1.6	1.6
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	2.1	2.2	3.0	0.4	0.7	0.7	1.1	1.7	1.7	0.8	3.2	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.5	19.6	24.1	26.6	21.3	21.6	26.3	14.9	14.9	25.9	17.9	17.9
LnGrp LOS	C	B	C	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		680			163			533			774	
Approach Delay, s/veh		22.7			22.5			16.9			18.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	21.4	6.3	16.5	8.1	20.8	11.2	11.7
Change Period (Y+Rc), s	4.4	* 5.9	4.4	5.3	4.4	* 5.9	4.4	5.3
Max Green Setting (Gmax), s	10.6	* 30	10.6	14.7	10.6	* 29	10.6	14.7
Max Q Clear Time (g_c+I1), s	3.9	7.0	3.0	9.9	4.6	11.1	7.2	3.8
Green Ext Time (p_c), s	0.0	2.3	0.0	1.2	0.0	3.8	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	19.8
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	206	145	2	19	20
Future Vol, veh/h	13	206	145	2	19	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	224	158	2	21	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	160	0	-	0	299	80
Stage 1	-	-	-	-	159	-
Stage 2	-	-	-	-	140	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1432	-	-	-	674	971
Stage 1	-	-	-	-	860	-
Stage 2	-	-	-	-	878	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1432	-	-	-	667	971
Mov Cap-2 Maneuver	-	-	-	-	699	-
Stage 1	-	-	-	-	851	-
Stage 2	-	-	-	-	878	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.45	0	9.65
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1432	-	-	-	816
HCM Lane V/C Ratio	0.01	-	-	-	0.052
HCM Ctrl Dly (s/v)	7.5	-	-	-	9.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	1182	78	387	884	288	84	63	279	235	41	24
Future Volume (veh/h)	156	1182	78	387	884	288	84	63	279	235	41	24
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		0.98
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	166	1257	83	412	940	306	89	67	297	250	44	26
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	137	1527	101	596	2082	837	114	394	1068	217	589	317
Arrive On Green	0.08	0.31	0.31	0.17	0.40	0.40	0.06	0.21	0.21	0.12	0.26	0.26
Sat Flow, veh/h	1810	4970	328	3510	5187	1604	1810	1900	2834	1810	2248	1209
Grp Volume(v), veh/h	166	875	465	412	940	306	89	67	297	250	34	36
Grp Sat Flow(s),veh/h/ln	1810	1729	1840	1755	1729	1604	1810	1900	1417	1810	1805	1652
Q Serve(g_s), s	7.2	22.3	22.3	10.5	12.6	10.7	4.6	2.8	1.9	11.4	1.4	1.5
Cycle Q Clear(g_c), s	7.2	22.3	22.3	10.5	12.6	10.7	4.6	2.8	1.9	11.4	1.4	1.5
Prop In Lane	1.00		0.18	1.00		1.00	1.00		1.00	1.00		0.73
Lane Grp Cap(c), veh/h	137	1063	565	596	2082	837	114	394	1068	217	473	433
V/C Ratio(X)	1.21	0.82	0.82	0.69	0.45	0.37	0.78	0.17	0.28	1.15	0.07	0.08
Avail Cap(c_a), veh/h	137	1063	565	596	2082	837	137	412	1096	217	473	433
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	30.5	30.5	37.1	20.8	13.5	43.9	31.0	8.3	41.8	26.4	26.4
Incr Delay (d2), s/veh	144.2	7.2	12.8	2.9	0.7	1.2	17.1	0.1	0.1	107.9	0.3	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	9.7	11.2	4.5	4.8	3.7	2.5	1.2	1.0	11.4	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	188.1	37.7	43.3	40.0	21.5	14.7	61.0	31.0	8.4	149.7	26.7	26.8
LnGrp LOS	F	D	D	D	C	B	E	C	A	F	C	C
Approach Vol, veh/h		1506			1658			453			320	
Approach Delay, s/veh		56.0			24.8			22.0			122.8	
Approach LOS		E			C			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.9	34.0	16.0	24.1	12.0	42.9	10.8	29.3
Change Period (Y+Rc), s	4.8	4.8	4.6	4.4	4.8	4.8	4.8	* 4.4
Max Green Setting (Gmax), s	15.2	29.2	11.4	20.6	7.2	37.2	7.2	* 25
Max Q Clear Time (g_c+I1), s	12.5	24.3	13.4	4.8	9.2	14.6	6.6	3.5
Green Ext Time (p_c), s	0.1	2.5	0.0	0.7	0.0	4.6	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	44.4
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	24	339	382	10
Future Vol, veh/h	0	0	24	339	382	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	26	368	415	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	657	213	426	0	-	0
Stage 1	421	-	-	-	-	-
Stage 2	236	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	402	798	1144	-	-	-
Stage 1	636	-	-	-	-	-
Stage 2	787	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	393	798	1144	-	-	-
Mov Cap-2 Maneuver	491	-	-	-	-	-
Stage 1	622	-	-	-	-	-
Stage 2	787	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0.54	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1144	-	-	-	-
HCM Lane V/C Ratio	0.023	-	-	-	-
HCM Ctrl Dly (s/v)	8.2	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

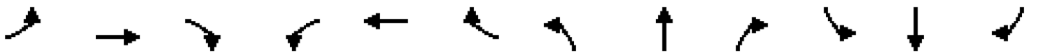
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	3	2	364	357	8
Future Vol, veh/h	3	3	2	364	357	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	3	2	396	388	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	595	198	397	0	-	0
Stage 1	392	-	-	-	-	-
Stage 2	202	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	441	816	1173	-	-	-
Stage 1	657	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	440	816	1173	-	-	-
Mov Cap-2 Maneuver	527	-	-	-	-	-
Stage 1	656	-	-	-	-	-
Stage 2	818	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.68	0.04	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1173	-	640	-	-
HCM Lane V/C Ratio	0.002	-	0.01	-	-
HCM Ctrl Dly (s/v)	8.1	-	10.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



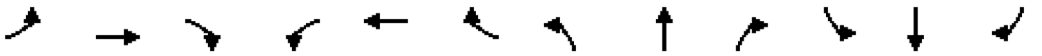
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	29	38	22	35	45	17	165	49	68	159	132
Future Volume (veh/h)	155	29	38	22	35	45	17	165	49	68	159	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		1.00	1.00		0.99	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	167	31	41	24	38	48	18	177	53	73	171	142
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	463	318	268	376	62	78	42	410	119	132	384	299
Arrive On Green	0.12	0.17	0.17	0.03	0.08	0.08	0.02	0.15	0.15	0.07	0.20	0.20
Sat Flow, veh/h	1810	1900	1602	1810	763	964	1810	2755	800	1810	1930	1504
Grp Volume(v), veh/h	167	31	41	24	0	86	18	114	116	73	159	154
Grp Sat Flow(s),veh/h/ln	1810	1900	1602	1810	0	1727	1810	1805	1750	1810	1805	1629
Q Serve(g_s), s	2.8	0.5	0.8	0.4	0.0	1.7	0.3	2.0	2.1	1.3	2.7	2.9
Cycle Q Clear(g_c), s	2.8	0.5	0.8	0.4	0.0	1.7	0.3	2.0	2.1	1.3	2.7	2.9
Prop In Lane	1.00		1.00	1.00		0.56	1.00		0.46	1.00		0.92
Lane Grp Cap(c), veh/h	463	318	268	376	0	141	42	269	261	132	359	324
V/C Ratio(X)	0.36	0.10	0.15	0.06	0.00	0.61	0.43	0.42	0.45	0.55	0.44	0.47
Avail Cap(c_a), veh/h	621	828	698	690	0	752	526	1316	1276	526	1311	1183
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.3	12.1	12.2	13.8	0.0	15.3	16.6	13.3	13.4	15.4	12.1	12.2
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.0	0.0	1.6	2.6	0.4	0.4	1.3	0.3	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.1	0.2	0.1	0.0	0.6	0.1	0.6	0.6	0.5	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.4	12.2	12.3	13.8	0.0	16.9	19.2	13.7	13.8	16.8	12.4	12.6
LnGrp LOS	B	B	B	B		B	B	B	B	B	B	B
Approach Vol, veh/h		239			110			248			386	
Approach Delay, s/veh		12.4			16.2			14.2			13.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	10.8	5.8	11.8	9.0	7.8	7.5	10.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	* 5
Max Green Setting (Gmax), s	7.0	15.0	10.0	25.0	7.0	15.0	10.0	* 25
Max Q Clear Time (g_c+I1), s	2.4	2.8	2.3	4.9	4.8	3.7	3.3	4.1
Green Ext Time (p_c), s	0.0	0.0	0.0	1.0	0.0	0.1	0.0	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	13.6
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	157	163	47	200	75	193	600	64	22	582	180
Future Volume (veh/h)	120	157	163	47	200	75	193	600	64	22	582	180
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	126	165	172	49	211	79	203	632	67	23	613	189
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	162	308	275	85	332	120	250	1377	146	48	833	256
Arrive On Green	0.09	0.17	0.17	0.05	0.13	0.13	0.14	0.42	0.42	0.03	0.31	0.31
Sat Flow, veh/h	1810	1805	1610	1810	2594	942	1810	3294	349	1810	2716	836
Grp Volume(v), veh/h	126	165	172	49	145	145	203	346	353	23	407	395
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1731	1810	1805	1837	1810	1805	1748
Q Serve(g_s), s	4.0	4.9	5.9	1.6	4.5	4.7	6.4	8.2	8.2	0.7	11.9	12.0
Cycle Q Clear(g_c), s	4.0	4.9	5.9	1.6	4.5	4.7	6.4	8.2	8.2	0.7	11.9	12.0
Prop In Lane	1.00		1.00	1.00		0.54	1.00		0.19	1.00		0.48
Lane Grp Cap(c), veh/h	162	308	275	85	231	221	250	755	768	48	554	536
V/C Ratio(X)	0.78	0.54	0.63	0.58	0.63	0.66	0.81	0.46	0.46	0.48	0.74	0.74
Avail Cap(c_a), veh/h	324	448	400	324	448	430	324	903	919	324	888	860
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.4	22.4	22.8	27.6	24.5	24.6	24.8	12.4	12.4	28.4	18.4	18.4
Incr Delay (d2), s/veh	3.0	1.4	2.3	2.3	2.8	3.3	8.9	0.4	0.4	2.7	1.9	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.0	2.2	0.7	1.9	1.9	3.0	2.7	2.7	0.3	4.4	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.4	23.8	25.1	29.9	27.2	27.8	33.6	12.8	12.8	31.1	20.3	20.4
LnGrp LOS	C	C	C	C	C	C	C	B	B	C	C	C
Approach Vol, veh/h		463			339			902			825	
Approach Delay, s/veh		25.8			27.9			17.5			20.6	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	30.6	7.2	15.4	12.6	24.0	9.7	12.9
Change Period (Y+Rc), s	4.4	* 5.9	4.4	5.3	4.4	* 5.9	4.4	5.3
Max Green Setting (Gmax), s	10.6	* 30	10.6	14.7	10.6	* 29	10.6	14.7
Max Q Clear Time (g_c+I1), s	2.7	10.2	3.6	7.9	8.4	14.0	6.0	6.7
Green Ext Time (p_c), s	0.0	3.8	0.0	1.0	0.0	4.1	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	21.4
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

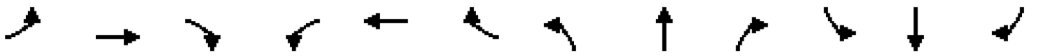
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	228	192	2	28	26
Future Vol, veh/h	11	228	192	2	28	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	12	248	209	2	30	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	211	0	-	0	358	105
Stage 1	-	-	-	-	210	-
Stage 2	-	-	-	-	148	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1372	-	-	-	620	935
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	870	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1372	-	-	-	614	935
Mov Cap-2 Maneuver	-	-	-	-	660	-
Stage 1	-	-	-	-	804	-
Stage 2	-	-	-	-	870	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.35	0	10.07
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1372	-	-	-	769
HCM Lane V/C Ratio	0.009	-	-	-	0.076
HCM Ctrl Dly (s/v)	7.6	-	-	-	10.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	1297	88	347	1524	189	191	126	572	352	53	41
Future Volume (veh/h)	133	1297	88	347	1524	189	191	126	572	352	53	41
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		0.99
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	143	1395	95	373	1639	203	205	135	615	378	57	44
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	137	1681	114	780	2517	973	137	438	1283	217	553	385
Arrive On Green	0.08	0.34	0.34	0.22	0.49	0.49	0.08	0.23	0.23	0.12	0.27	0.27
Sat Flow, veh/h	1810	4958	338	3510	5187	1606	1810	1900	2834	1810	2030	1412
Grp Volume(v), veh/h	143	973	517	373	1639	203	205	135	615	378	50	51
Grp Sat Flow(s),veh/h/ln	1810	1729	1838	1755	1729	1606	1810	1900	1417	1810	1805	1637
Q Serve(g_s), s	7.2	24.6	24.6	8.8	22.6	5.4	7.2	5.6	4.4	11.4	2.0	2.2
Cycle Q Clear(g_c), s	7.2	24.6	24.6	8.8	22.6	5.4	7.2	5.6	4.4	11.4	2.0	2.2
Prop In Lane	1.00		0.18	1.00		1.00	1.00		1.00	1.00		0.86
Lane Grp Cap(c), veh/h	137	1172	623	780	2517	973	137	438	1283	217	492	446
V/C Ratio(X)	1.04	0.83	0.83	0.48	0.65	0.21	1.49	0.31	0.48	1.74	0.10	0.11
Avail Cap(c_a), veh/h	137	1172	623	780	2517	973	137	438	1283	217	492	446
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	28.9	28.9	32.2	18.4	8.5	43.9	30.3	10.9	41.8	25.8	25.9
Incr Delay (d2), s/veh	88.7	6.9	12.2	0.2	1.3	0.5	257.0	0.1	0.1	351.8	0.4	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	10.5	12.1	3.6	8.3	1.7	12.9	2.5	2.7	26.1	0.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	132.6	35.8	41.1	32.3	19.7	9.0	300.9	30.4	11.0	393.6	26.3	26.5
LnGrp LOS	F	D	D	C	B	A	F	C	B	F	C	C
Approach Vol, veh/h		1633			2215			955			479	
Approach Delay, s/veh		45.9			20.9			76.0			316.2	
Approach LOS		D			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.2	37.0	16.0	26.3	12.0	51.2	12.0	30.3
Change Period (Y+Rc), s	4.8	4.8	4.6	4.4	4.8	4.8	4.8	* 4.4
Max Green Setting (Gmax), s	11.2	32.2	11.4	21.6	7.2	36.2	7.2	* 26
Max Q Clear Time (g_c+I1), s	10.8	26.6	13.4	7.6	9.2	24.6	9.2	4.2
Green Ext Time (p_c), s	0.0	3.1	0.0	1.6	0.0	6.2	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	65.4
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	19	562	318	8
Future Vol, veh/h	0	0	19	562	318	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	21	611	346	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	697	177	354	0	-	0
Stage 1	350	-	-	-	-	-
Stage 2	347	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	380	842	1216	-	-	-
Stage 1	690	-	-	-	-	-
Stage 2	693	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	373	842	1216	-	-	-
Mov Cap-2 Maneuver	483	-	-	-	-	-
Stage 1	679	-	-	-	-	-
Stage 2	693	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0.26	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1216	-	-	-	-
HCM Lane V/C Ratio	0.017	-	-	-	-
HCM Ctrl Dly (s/v)	8	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

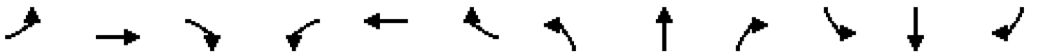
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	4	2	527	298	6
Future Vol, veh/h	4	4	2	527	298	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	4	2	573	324	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	618	165	330	0	-	0
Stage 1	327	-	-	-	-	-
Stage 2	291	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	426	857	1240	-	-	-
Stage 1	709	-	-	-	-	-
Stage 2	739	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	425	857	1240	-	-	-
Mov Cap-2 Maneuver	524	-	-	-	-	-
Stage 1	708	-	-	-	-	-
Stage 2	739	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.61	0.03	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1240	-	650	-	-
HCM Lane V/C Ratio	0.002	-	0.013	-	-
HCM Ctrl Dly (s/v)	7.9	-	10.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	261	5	31	25	36	77	15	213	15	16	134	152
Future Volume (veh/h)	261	5	31	25	36	77	15	213	15	16	134	152
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		0.99	1.00		0.99
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	311	6	37	30	43	92	18	254	18	19	160	181
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	540	467	396	395	55	118	41	625	44	43	332	292
Arrive On Green	0.18	0.25	0.25	0.04	0.10	0.10	0.02	0.18	0.18	0.02	0.18	0.18
Sat Flow, veh/h	1810	1900	1610	1810	539	1153	1810	3419	241	1810	1805	1589
Grp Volume(v), veh/h	311	6	37	30	0	135	18	133	139	19	160	181
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	0	1692	1810	1805	1855	1810	1805	1589
Q Serve(g_s), s	5.4	0.1	0.7	0.6	0.0	3.0	0.4	2.5	2.6	0.4	3.1	4.1
Cycle Q Clear(g_c), s	5.4	0.1	0.7	0.6	0.0	3.0	0.4	2.5	2.6	0.4	3.1	4.1
Prop In Lane	1.00		1.00	1.00		0.68	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	540	467	396	395	0	173	41	330	339	43	332	292
V/C Ratio(X)	0.58	0.01	0.09	0.08	0.00	0.78	0.44	0.40	0.41	0.44	0.48	0.62
Avail Cap(c_a), veh/h	540	729	618	655	0	650	463	1159	1192	463	1155	1017
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.9	11.1	11.4	14.8	0.0	17.1	18.8	14.1	14.1	18.8	14.3	14.7
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.0	0.0	2.9	2.7	0.3	0.3	2.6	0.4	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.2	0.2	0.0	1.1	0.2	0.8	0.8	0.2	1.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.9	11.2	11.4	14.8	0.0	20.0	21.5	14.4	14.4	21.4	14.7	15.5
LnGrp LOS	B	B	B	B		B	C	B	B	C	B	B
Approach Vol, veh/h		354			165			290			360	
Approach Delay, s/veh		11.8			19.0			14.8			15.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	14.6	5.9	12.2	12.0	9.0	5.9	12.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	* 5
Max Green Setting (Gmax), s	7.0	15.0	10.0	25.0	7.0	15.0	10.0	* 25
Max Q Clear Time (g_c+I1), s	2.6	2.7	2.4	6.1	7.4	5.0	2.4	4.6
Green Ext Time (p_c), s	0.0	0.0	0.0	1.1	0.0	0.2	0.0	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	14.7
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

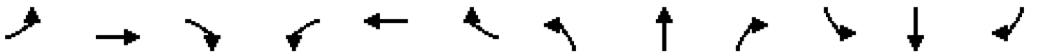
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	180	217	29	75	34	85	276	44	46	385	116
Future Volume (veh/h)	134	180	217	29	75	34	85	276	44	46	385	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	140	188	226	30	78	35	89	288	46	48	401	121
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	180	391	348	63	375	159	134	816	129	90	650	194
Arrive On Green	0.10	0.22	0.22	0.03	0.15	0.15	0.07	0.26	0.26	0.05	0.24	0.24
Sat Flow, veh/h	1810	1805	1606	1810	2470	1045	1810	3121	493	1810	2738	817
Grp Volume(v), veh/h	140	188	226	30	56	57	89	165	169	48	263	259
Grp Sat Flow(s),veh/h/ln	1810	1805	1606	1810	1805	1709	1810	1805	1809	1810	1805	1750
Q Serve(g_s), s	3.5	4.2	5.9	0.7	1.2	1.3	2.2	3.4	3.5	1.2	5.9	6.1
Cycle Q Clear(g_c), s	3.5	4.2	5.9	0.7	1.2	1.3	2.2	3.4	3.5	1.2	5.9	6.1
Prop In Lane	1.00		1.00	1.00		0.61	1.00		0.27	1.00		0.47
Lane Grp Cap(c), veh/h	180	391	348	63	274	259	134	472	473	90	429	416
V/C Ratio(X)	0.78	0.48	0.65	0.48	0.20	0.22	0.66	0.35	0.36	0.53	0.61	0.62
Avail Cap(c_a), veh/h	538	895	797	221	580	549	419	1207	1210	261	1030	999
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.1	15.7	16.3	21.7	17.0	17.0	20.6	13.7	13.8	21.2	15.6	15.6
Incr Delay (d2), s/veh	2.7	0.9	2.0	2.1	0.4	0.4	2.1	0.4	0.5	1.8	1.4	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.5	1.9	0.3	0.5	0.5	0.8	1.1	1.1	0.5	2.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.8	16.6	18.4	23.8	17.3	17.5	22.7	14.2	14.2	23.0	17.0	17.2
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		554			143			423			570	
Approach Delay, s/veh		18.9			18.7			16.0			17.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	17.9	6.0	15.2	7.8	16.8	9.0	12.2
Change Period (Y+Rc), s	4.4	* 5.9	4.4	5.3	4.4	* 5.9	4.4	5.3
Max Green Setting (Gmax), s	6.6	* 31	5.6	22.7	10.6	* 26	13.6	14.7
Max Q Clear Time (g_c+I1), s	3.2	5.5	2.7	7.9	4.2	8.1	5.5	3.3
Green Ext Time (p_c), s	0.0	1.7	0.0	2.0	0.0	2.7	0.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	17.7
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



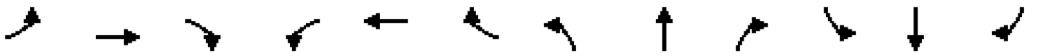
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	1138	75	384	743	110	80	53	266	144	39	23
Future Volume (veh/h)	113	1138	75	384	743	110	80	53	266	144	39	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	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		0.98
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	120	1211	80	409	790	117	85	56	283	153	41	24
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	150	1527	101	576	2016	788	109	438	1118	185	611	325
Arrive On Green	0.08	0.31	0.31	0.16	0.39	0.39	0.06	0.23	0.23	0.10	0.27	0.27
Sat Flow, veh/h	1810	4969	328	3510	5187	1604	1810	1900	2834	1810	2257	1202
Grp Volume(v), veh/h	120	843	448	409	790	117	85	56	283	153	32	33
Grp Sat Flow(s),veh/h/ln	1810	1729	1840	1755	1729	1604	1810	1900	1417	1810	1805	1654
Q Serve(g_s), s	6.2	21.2	21.2	10.5	10.4	3.8	4.4	2.2	1.6	7.9	1.2	1.4
Cycle Q Clear(g_c), s	6.2	21.2	21.2	10.5	10.4	3.8	4.4	2.2	1.6	7.9	1.2	1.4
Prop In Lane	1.00		0.18	1.00		1.00	1.00		1.00	1.00		0.73
Lane Grp Cap(c), veh/h	150	1063	565	576	2016	788	109	438	1118	185	488	447
V/C Ratio(X)	0.80	0.79	0.79	0.71	0.39	0.15	0.78	0.13	0.25	0.83	0.07	0.07
Avail Cap(c_a), veh/h	242	1063	565	576	2016	788	141	438	1118	236	488	447
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	30.1	30.1	37.6	20.9	13.3	44.0	29.0	8.0	41.8	25.7	25.8
Incr Delay (d2), s/veh	3.7	6.1	10.9	3.5	0.6	0.4	13.8	0.0	0.0	13.9	0.3	0.3
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	2.8	9.1	10.4	4.6	4.0	1.3	2.3	1.0	0.9	4.1	0.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.5	36.2	41.1	41.1	21.5	13.7	57.8	29.0	8.0	55.7	26.0	26.1
LnGrp LOS	D	D	D	D	C	B	E	C	A	E	C	C
Approach Vol, veh/h		1411			1316			424			218	
Approach Delay, s/veh		38.6			26.9			20.8			46.8	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.4	34.0	14.3	26.3	12.7	41.7	10.5	30.1
Change Period (Y+Rc), s	4.8	4.8	4.6	4.4	4.8	4.8	4.8	* 4.4
Max Green Setting (Gmax), s	14.2	29.2	12.4	20.6	12.7	30.7	7.4	* 26
Max Q Clear Time (g_c+I1), s	12.5	23.2	9.9	4.2	8.2	12.4	6.4	3.4
Green Ext Time (p_c), s	0.1	2.8	0.0	0.7	0.0	3.3	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	32.3
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



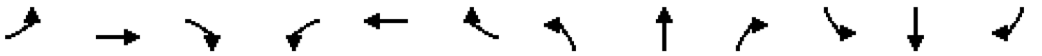
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	141	155	41	168	46	184	453	52	15	414	130
Future Volume (veh/h)	104	141	155	41	168	46	184	453	52	15	414	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	109	148	163	43	177	48	194	477	55	16	436	137
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	144	290	259	82	358	95	245	1179	135	36	666	207
Arrive On Green	0.08	0.16	0.16	0.05	0.13	0.13	0.14	0.36	0.36	0.02	0.25	0.25
Sat Flow, veh/h	1810	1805	1610	1810	2825	746	1810	3263	375	1810	2708	843
Grp Volume(v), veh/h	109	148	163	43	111	114	194	263	269	16	289	284
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1766	1810	1805	1833	1810	1805	1746
Q Serve(g_s), s	2.9	3.6	4.6	1.1	2.8	2.9	5.0	5.3	5.3	0.4	7.0	7.1
Cycle Q Clear(g_c), s	2.9	3.6	4.6	1.1	2.8	2.9	5.0	5.3	5.3	0.4	7.0	7.1
Prop In Lane	1.00		1.00	1.00		0.42	1.00		0.20	1.00		0.48
Lane Grp Cap(c), veh/h	144	290	259	82	229	224	245	652	662	36	444	429
V/C Ratio(X)	0.76	0.51	0.63	0.52	0.49	0.51	0.79	0.40	0.41	0.44	0.65	0.66
Avail Cap(c_a), veh/h	396	711	634	231	547	535	620	1311	1331	187	860	832
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.9	18.6	19.0	22.6	19.7	19.8	20.3	11.6	11.6	23.5	16.4	16.5
Incr Delay (d2), s/veh	3.1	1.4	2.5	1.9	1.6	1.8	2.2	0.4	0.4	3.1	1.6	1.7
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	1.2	1.4	1.6	0.5	1.1	1.1	1.9	1.6	1.7	0.2	2.5	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.9	20.0	21.5	24.5	21.3	21.5	22.5	12.0	12.0	26.6	18.0	18.2
LnGrp LOS	C	B	C	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		420			268			726			589	
Approach Delay, s/veh		21.9			21.9			14.8			18.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.4	23.4	6.6	13.1	11.0	17.8	8.2	11.4
Change Period (Y+Rc), s	4.4	* 5.9	4.4	5.3	4.4	* 5.9	4.4	5.3
Max Green Setting (Gmax), s	5.0	* 35	6.2	19.1	16.6	* 23	10.6	14.7
Max Q Clear Time (g_c+I1), s	2.4	7.3	3.1	6.6	7.0	9.1	4.9	4.9
Green Ext Time (p_c), s	0.0	3.0	0.0	1.3	0.1	2.7	0.0	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	18.3
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



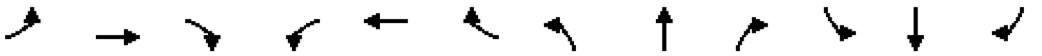
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	1235	84	331	1451	134	182	120	572	175	39	24
Future Volume (veh/h)	127	1235	84	331	1451	134	182	120	572	175	39	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	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		0.99
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	137	1328	90	356	1560	144	196	129	615	188	42	26
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	156	1519	103	780	2293	907	215	496	1369	221	581	329
Arrive On Green	0.09	0.31	0.31	0.22	0.44	0.44	0.12	0.26	0.26	0.12	0.26	0.26
Sat Flow, veh/h	1810	4960	336	3510	5187	1606	1810	1900	2834	1810	2217	1254
Grp Volume(v), veh/h	137	926	492	356	1560	144	196	129	615	188	33	35
Grp Sat Flow(s),veh/h/ln	1810	1729	1838	1755	1729	1606	1810	1900	1417	1810	1805	1666
Q Serve(g_s), s	7.1	24.1	24.1	8.3	22.8	4.1	10.2	5.1	4.5	9.7	1.3	1.5
Cycle Q Clear(g_c), s	7.1	24.1	24.1	8.3	22.8	4.1	10.2	5.1	4.5	9.7	1.3	1.5
Prop In Lane	1.00		0.18	1.00		1.00	1.00		1.00	1.00		0.75
Lane Grp Cap(c), veh/h	156	1059	563	780	2293	907	215	496	1369	221	473	437
V/C Ratio(X)	0.88	0.87	0.87	0.46	0.68	0.16	0.91	0.26	0.45	0.85	0.07	0.08
Avail Cap(c_a), veh/h	156	1059	563	780	2293	907	215	496	1369	257	473	437
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.9	31.2	31.2	32.0	21.1	9.9	41.4	27.8	9.5	40.9	26.4	26.4
Incr Delay (d2), s/veh	37.8	10.0	17.1	0.2	1.7	0.4	37.1	0.1	0.1	18.4	0.3	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	10.8	12.6	3.4	8.6	1.3	6.5	2.2	2.3	5.2	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	80.7	41.2	48.3	32.1	22.8	10.3	78.4	27.9	9.6	59.3	26.6	26.8
LnGrp LOS	F	D	D	C	C	B	E	C	A	E	C	C
Approach Vol, veh/h		1555			2060			940			256	
Approach Delay, s/veh		46.9			23.5			26.4			50.6	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.2	33.9	16.2	29.2	13.0	47.1	16.1	29.3
Change Period (Y+Rc), s	4.8	4.8	4.6	4.4	4.8	4.8	4.8	* 4.4
Max Green Setting (Gmax), s	11.2	29.1	13.5	22.6	8.2	32.1	11.3	* 25
Max Q Clear Time (g_c+I1), s	10.3	26.1	11.7	7.1	9.1	24.8	12.2	3.5
Green Ext Time (p_c), s	0.0	1.8	0.0	1.7	0.0	4.3	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	33.1
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



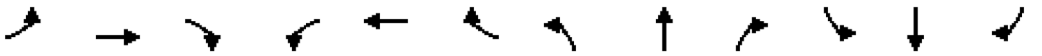
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	221	252	33	78	46	89	371	52	65	550	128
Future Volume (veh/h)	180	221	252	33	78	46	89	371	52	65	550	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	188	230	262	34	81	48	93	386	54	68	573	133
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	236	423	376	67	316	174	127	926	129	108	816	189
Arrive On Green	0.13	0.23	0.23	0.04	0.14	0.14	0.07	0.29	0.29	0.06	0.28	0.28
Sat Flow, veh/h	1810	1805	1606	1810	2245	1235	1810	3181	442	1810	2909	673
Grp Volume(v), veh/h	188	230	262	34	64	65	93	218	222	68	355	351
Grp Sat Flow(s),veh/h/ln	1810	1805	1606	1810	1805	1675	1810	1805	1818	1810	1805	1777
Q Serve(g_s), s	5.3	5.9	7.9	1.0	1.7	1.8	2.7	5.1	5.2	1.9	9.3	9.4
Cycle Q Clear(g_c), s	5.3	5.9	7.9	1.0	1.7	1.8	2.7	5.1	5.2	1.9	9.3	9.4
Prop In Lane	1.00		1.00	1.00		0.74	1.00		0.24	1.00		0.38
Lane Grp Cap(c), veh/h	236	423	376	67	254	236	127	526	529	108	506	498
V/C Ratio(X)	0.80	0.54	0.70	0.51	0.25	0.28	0.73	0.41	0.42	0.63	0.70	0.70
Avail Cap(c_a), veh/h	533	835	743	198	501	465	328	903	910	297	856	843
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	17.8	18.6	25.0	20.3	20.3	24.1	15.1	15.2	24.3	17.1	17.1
Incr Delay (d2), s/veh	2.3	1.1	2.3	2.2	0.5	0.6	3.0	0.5	0.5	2.2	1.8	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	2.2	2.7	0.4	0.7	0.7	1.1	1.8	1.8	0.8	3.3	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.6	18.9	20.9	27.2	20.8	21.0	27.1	15.6	15.7	26.6	18.8	18.9
LnGrp LOS	C	B	C	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		680			163			533			774	
Approach Delay, s/veh		21.2			22.2			17.7			19.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	21.3	6.4	17.7	8.1	20.7	11.3	12.7
Change Period (Y+Rc), s	4.4	* 5.9	4.4	5.3	4.4	* 5.9	4.4	5.3
Max Green Setting (Gmax), s	8.7	* 27	5.8	24.5	9.6	* 25	15.6	14.7
Max Q Clear Time (g_c+I1), s	3.9	7.2	3.0	9.9	4.7	11.4	7.3	3.8
Green Ext Time (p_c), s	0.0	2.2	0.0	2.5	0.0	3.4	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	19.8
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



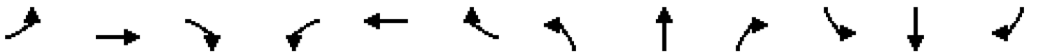
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	1182	78	387	884	288	84	63	279	235	41	24
Future Volume (veh/h)	156	1182	78	387	884	288	84	63	279	235	41	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	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		0.98
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	166	1257	83	412	940	306	89	67	297	250	44	26
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	234	1423	94	633	2073	893	114	345	1025	283	613	330
Arrive On Green	0.07	0.29	0.29	0.18	0.40	0.40	0.06	0.18	0.18	0.16	0.27	0.27
Sat Flow, veh/h	3510	4970	328	3510	5187	1604	1810	1900	2834	1810	2249	1209
Grp Volume(v), veh/h	166	875	465	412	940	306	89	67	297	250	34	36
Grp Sat Flow(s),veh/h/ln	1755	1729	1840	1755	1729	1604	1810	1900	1417	1810	1805	1653
Q Serve(g_s), s	4.4	23.0	23.0	10.4	12.6	9.9	4.6	2.8	2.3	12.9	1.3	1.5
Cycle Q Clear(g_c), s	4.4	23.0	23.0	10.4	12.6	9.9	4.6	2.8	2.3	12.9	1.3	1.5
Prop In Lane	1.00		0.18	1.00		1.00	1.00		1.00	1.00		0.73
Lane Grp Cap(c), veh/h	234	990	527	633	2073	893	114	345	1025	283	492	451
V/C Ratio(X)	0.71	0.88	0.88	0.65	0.45	0.34	0.78	0.19	0.29	0.88	0.07	0.08
Avail Cap(c_a), veh/h	325	990	527	633	2073	893	194	412	1125	293	492	451
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.4	32.4	32.4	36.2	20.9	11.6	43.9	33.0	8.2	39.2	25.6	25.7
Incr Delay (d2), s/veh	1.8	11.3	19.0	1.9	0.7	1.0	4.3	0.1	0.1	24.2	0.3	0.3
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	1.9	10.5	12.3	4.4	4.8	3.3	2.1	1.3	0.9	7.3	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.2	43.7	51.4	38.1	21.6	12.6	48.2	33.1	8.3	63.5	25.9	26.0
LnGrp LOS	D	D	D	D	C	B	D	C	A	E	C	C
Approach Vol, veh/h		1506			1658			453			320	
Approach Delay, s/veh		46.3			24.0			19.8			55.3	
Approach LOS		D			C			B			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.9	32.0	19.4	21.6	11.1	42.8	10.8	30.3
Change Period (Y+Rc), s	4.8	4.8	4.6	4.4	4.8	4.8	4.8	* 4.4
Max Green Setting (Gmax), s	13.2	27.2	15.4	20.6	8.8	31.6	10.2	* 26
Max Q Clear Time (g_c+I1), s	12.4	25.0	14.9	4.8	6.4	14.6	6.6	3.5
Green Ext Time (p_c), s	0.0	1.3	0.0	0.7	0.0	4.3	0.0	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	34.6
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



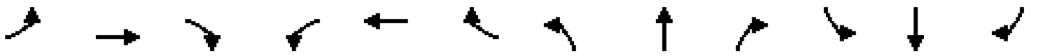
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	157	163	47	200	75	193	600	64	22	582	180
Future Volume (veh/h)	120	157	163	47	200	75	193	600	64	22	582	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	126	165	172	49	211	79	203	632	67	23	613	189
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	162	308	275	85	333	121	251	1364	144	48	821	253
Arrive On Green	0.09	0.17	0.17	0.05	0.13	0.13	0.14	0.41	0.41	0.03	0.30	0.30
Sat Flow, veh/h	1810	1805	1610	1810	2594	942	1810	3294	349	1810	2716	836
Grp Volume(v), veh/h	126	165	172	49	145	145	203	346	353	23	407	395
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1731	1810	1805	1837	1810	1805	1748
Q Serve(g_s), s	4.0	4.9	5.8	1.6	4.5	4.7	6.4	8.1	8.2	0.7	11.9	11.9
Cycle Q Clear(g_c), s	4.0	4.9	5.8	1.6	4.5	4.7	6.4	8.1	8.2	0.7	11.9	11.9
Prop In Lane	1.00		1.00	1.00		0.54	1.00		0.19	1.00		0.48
Lane Grp Cap(c), veh/h	162	308	275	85	232	222	251	747	761	48	545	528
V/C Ratio(X)	0.78	0.54	0.63	0.58	0.62	0.65	0.81	0.46	0.46	0.48	0.75	0.75
Avail Cap(c_a), veh/h	297	549	489	201	453	434	451	1107	1126	164	805	779
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	22.2	22.5	27.3	24.2	24.3	24.5	12.4	12.4	28.1	18.4	18.4
Incr Delay (d2), s/veh	3.1	1.4	2.3	2.3	2.7	3.2	2.4	0.4	0.4	2.7	2.1	2.3
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	1.7	2.0	2.1	0.7	1.9	1.9	2.6	2.6	2.7	0.3	4.4	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.1	23.6	24.9	29.6	26.9	27.5	26.9	12.9	12.9	30.8	20.5	20.7
LnGrp LOS	C	C	C	C	C	C	C	B	B	C	C	C
Approach Vol, veh/h		463			339			902			825	
Approach Delay, s/veh		25.6			27.6			16.0			20.9	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	30.1	7.1	15.3	12.5	23.6	9.6	12.8
Change Period (Y+Rc), s	4.4	* 5.9	4.4	5.3	4.4	* 5.9	4.4	5.3
Max Green Setting (Gmax), s	5.3	* 36	6.5	17.8	14.6	* 26	9.6	14.7
Max Q Clear Time (g_c+I1), s	2.7	10.2	3.6	7.8	8.4	13.9	6.0	6.7
Green Ext Time (p_c), s	0.0	4.0	0.0	1.3	0.0	3.7	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	20.9
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	1297	88	347	1524	189	191	126	572	352	53	41
Future Volume (veh/h)	133	1297	88	347	1524	189	191	126	572	352	53	41
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		0.99
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	143	1395	95	373	1639	203	205	135	615	378	57	44
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	185	1388	95	436	1824	886	238	380	919	362	541	376
Arrive On Green	0.05	0.28	0.28	0.12	0.35	0.35	0.13	0.20	0.20	0.20	0.27	0.27
Sat Flow, veh/h	3510	4959	338	3510	5187	1605	1810	1900	2834	1810	2030	1412
Grp Volume(v), veh/h	143	973	517	373	1639	203	205	135	615	378	50	51
Grp Sat Flow(s),veh/h/ln	1755	1729	1838	1755	1729	1605	1810	1900	1417	1810	1805	1636
Q Serve(g_s), s	3.8	26.6	26.6	9.9	28.5	6.2	10.5	5.8	6.5	19.0	2.0	2.2
Cycle Q Clear(g_c), s	3.8	26.6	26.6	9.9	28.5	6.2	10.5	5.8	6.5	19.0	2.0	2.2
Prop In Lane	1.00		0.18	1.00		1.00	1.00		1.00	1.00		0.86
Lane Grp Cap(c), veh/h	185	968	515	436	1824	886	238	380	919	362	481	436
V/C Ratio(X)	0.77	1.00	1.00	0.86	0.90	0.23	0.86	0.36	0.67	1.04	0.10	0.12
Avail Cap(c_a), veh/h	185	968	515	436	1824	886	274	412	966	362	481	436
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	34.2	34.2	40.8	29.2	10.9	40.4	32.7	10.4	38.0	26.3	26.4
Incr Delay (d2), s/veh	16.7	30.1	40.8	14.7	7.5	0.6	19.2	0.2	1.3	59.4	0.4	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	14.4	16.9	5.0	12.1	2.1	5.7	2.6	2.2	13.9	0.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.2	64.3	75.0	55.4	36.7	11.5	59.6	32.9	11.7	97.4	26.7	26.9
LnGrp LOS	E	F	F	E	D	B	E	C	B	F	C	C
Approach Vol, veh/h		1633			2215			955			479	
Approach Delay, s/veh		67.4			37.6			25.0			82.5	
Approach LOS		E			D			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	31.4	23.6	23.4	9.8	38.2	17.3	29.7
Change Period (Y+Rc), s	4.8	4.8	4.6	4.4	4.8	4.8	4.8	* 4.4
Max Green Setting (Gmax), s	10.2	26.6	19.0	20.6	5.0	31.8	14.4	* 25
Max Q Clear Time (g_c+I1), s	11.9	28.6	21.0	8.5	5.8	30.5	12.5	4.2
Green Ext Time (p_c), s	0.0	0.0	0.0	1.6	0.0	1.0	0.0	0.1

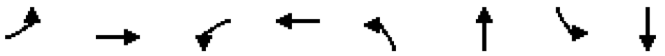
Intersection Summary	
HCM 7th Control Delay, s/veh	48.6
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

APPENDIX E

QUEUING WORKSHEETS



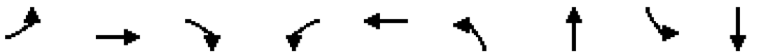
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	127	371	21	91	81	297	35	478
v/c Ratio	0.43	0.32	0.10	0.17	0.31	0.25	0.15	0.50
Control Delay (s/veh)	27.4	8.4	27.2	18.7	26.9	13.3	26.9	17.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.4	8.4	27.2	18.7	26.9	13.3	26.9	17.2
Queue Length 50th (ft)	37	17	6	9	23	25	10	60
Queue Length 95th (ft)	95	64	27	32	67	71	38	117
Internal Link Dist (ft)		560		1223		721		1908
Turn Bay Length (ft)	100		125		100		85	
Base Capacity (vph)	461	1422	461	1236	461	2354	461	2292
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.26	0.05	0.07	0.18	0.13	0.08	0.21

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	111	1100	349	610	102	72	52	246	139	60
v/c Ratio	0.84	0.69	0.62	0.30	0.11	0.59	0.14	0.23	0.47	0.06
Control Delay (s/veh)	90.1	31.4	42.7	20.3	2.4	62.2	30.8	5.6	45.6	18.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	90.1	31.4	42.7	20.3	2.4	62.2	30.8	5.6	45.6	18.8
Queue Length 50th (ft)	67	210	102	91	0	43	25	15	82	8
Queue Length 95th (ft)	#161	260	148	120	21	#93	57	32	#156	24
Internal Link Dist (ft)		1887		707			1820			530
Turn Bay Length (ft)	235		290		205	205		205	145	
Base Capacity (vph)	136	1586	560	2043	942	136	430	1052	311	998
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.69	0.62	0.30	0.11	0.53	0.12	0.23	0.45	0.06

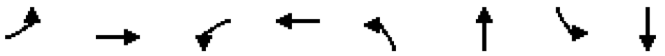
Intersection Summary

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



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	125	28	28	20	74	15	190	65	275
v/c Ratio	0.27	0.06	0.06	0.05	0.22	0.05	0.11	0.21	0.13
Control Delay (s/veh)	12.5	14.7	0.2	9.9	12.8	19.4	12.3	19.0	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.5	14.7	0.2	9.9	12.8	19.4	12.3	19.0	6.7
Queue Length 50th (ft)	28	6	0	3	7	3	16	15	11
Queue Length 95th (ft)	50	23	0	13	37	17	41	44	43
Internal Link Dist (ft)		592			522		745		272
Turn Bay Length (ft)	120			95		100		135	
Base Capacity (vph)	531	946	876	550	869	587	2546	587	2491
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.03	0.03	0.04	0.09	0.03	0.07	0.11	0.11

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	100	277	31	191	178	481	7	524
v/c Ratio	0.44	0.30	0.18	0.35	0.61	0.29	0.04	0.59
Control Delay (s/veh)	32.7	11.2	30.9	23.2	36.0	11.4	30.1	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.7	11.2	30.9	23.2	36.0	11.4	30.1	21.2
Queue Length 50th (ft)	34	16	11	27	58	47	2	78
Queue Length 95th (ft)	84	55	37	63	#158	116	15	138
Internal Link Dist (ft)		560		1223		721		1908
Turn Bay Length (ft)	100		125		100		85	
Base Capacity (vph)	356	1101	356	981	356	1998	356	1907
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.25	0.09	0.19	0.50	0.24	0.02	0.27

Intersection Summary

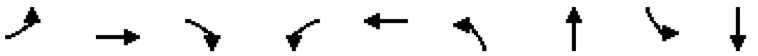
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	114	944	300	1080	127	169	118	530	145	61
v/c Ratio	0.86	0.54	0.73	0.54	0.15	1.24	0.25	0.48	0.78	0.07
Control Delay (s/veh)	92.5	26.3	51.8	24.2	2.4	195.4	31.6	11.7	69.2	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	92.5	26.3	51.8	24.2	2.4	195.4	31.6	11.7	69.2	17.8
Queue Length 50th (ft)	69	164	91	183	0	~127	59	65	85	8
Queue Length 95th (ft)	#166	206	#144	226	24	#256	108	99	#167	24
Internal Link Dist (ft)		1887		707			1820			530
Turn Bay Length (ft)	235		290		205	205		205	145	
Base Capacity (vph)	136	1745	412	1985	860	136	464	1101	216	937
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.54	0.73	0.54	0.15	1.24	0.25	0.48	0.67	0.07

Intersection Summary

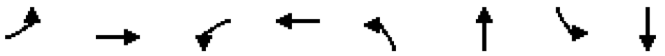
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	248	6	19	26	117	13	223	17	292
v/c Ratio	0.60	0.02	0.04	0.06	0.33	0.05	0.23	0.06	0.30
Control Delay (s/veh)	17.8	14.6	0.2	7.6	10.4	16.9	12.9	17.0	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.8	14.6	0.2	7.6	10.4	16.9	12.9	17.0	7.9
Queue Length 50th (ft)	40	1	0	2	6	2	17	3	11
Queue Length 95th (ft)	82	8	0	14	39	15	47	17	39
Internal Link Dist (ft)		592			522		745		272
Turn Bay Length (ft)	120			95		100		135	
Base Capacity (vph)	437	903	856	573	852	572	2761	572	2579
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.01	0.02	0.05	0.14	0.02	0.08	0.03	0.11

Intersection Summary



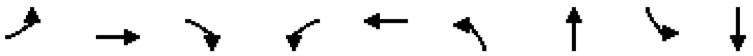
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	140	404	23	99	89	324	39	522
v/c Ratio	0.48	0.36	0.11	0.19	0.35	0.25	0.18	0.55
Control Delay (s/veh)	30.2	8.9	28.6	19.7	29.0	13.2	28.6	18.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.2	8.9	28.6	19.7	29.0	13.2	28.6	18.9
Queue Length 50th (ft)	42	20	7	11	27	28	12	69
Queue Length 95th (ft)	107	71	30	34	75	79	42	133
Internal Link Dist (ft)		560		1223		721		1908
Turn Bay Length (ft)	100		125		100		85	
Base Capacity (vph)	427	1373	427	1151	427	2182	427	2128
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.29	0.05	0.09	0.21	0.15	0.09	0.25

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	120	1281	399	790	117	79	56	277	153	65
v/c Ratio	0.88	0.81	0.71	0.39	0.13	0.64	0.15	0.27	0.51	0.07
Control Delay (s/veh)	97.1	34.9	45.7	21.4	2.3	66.1	31.1	6.6	46.8	18.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	97.1	34.9	45.7	21.4	2.3	66.1	31.1	6.6	46.8	18.6
Queue Length 50th (ft)	73	257	119	122	0	47	27	19	90	10
Queue Length 95th (ft)	#177	313	169	156	23	#106	60	38	#179	26
Internal Link Dist (ft)		1887		707			1820			530
Turn Bay Length (ft)	235		290		205	205		205	145	
Base Capacity (vph)	136	1587	560	2032	946	136	426	1045	311	996
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.81	0.71	0.39	0.12	0.58	0.13	0.27	0.49	0.07

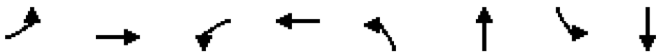
Intersection Summary

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



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	135	30	30	23	81	16	208	70	300
v/c Ratio	0.33	0.07	0.06	0.06	0.26	0.06	0.16	0.24	0.18
Control Delay (s/veh)	13.7	15.0	0.3	10.2	13.3	20.0	12.8	19.9	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.7	15.0	0.3	10.2	13.3	20.0	12.8	19.9	6.9
Queue Length 50th (ft)	31	7	0	3	8	4	18	16	12
Queue Length 95th (ft)	55	24	0	15	39	18	45	47	46
Internal Link Dist (ft)		592			522		745		272
Turn Bay Length (ft)	120			95		100		135	
Base Capacity (vph)	457	859	811	513	793	532	2527	532	2475
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.03	0.04	0.04	0.10	0.03	0.08	0.13	0.12

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	109	303	34	207	194	524	8	573
v/c Ratio	0.48	0.33	0.20	0.38	0.65	0.30	0.05	0.62
Control Delay (s/veh)	35.2	11.6	32.6	24.5	39.4	11.5	31.8	21.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.2	11.6	32.6	24.5	39.4	11.5	31.8	21.8
Queue Length 50th (ft)	39	18	12	32	69	54	3	91
Queue Length 95th (ft)	94	62	41	70	#188	128	16	154
Internal Link Dist (ft)		560		1223		721		1908
Turn Bay Length (ft)	100		125		100		85	
Base Capacity (vph)	340	1085	340	939	340	1940	340	1821
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.28	0.10	0.22	0.57	0.27	0.02	0.31

Intersection Summary

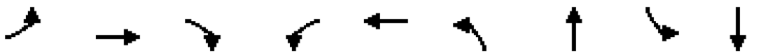
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	137	1411	348	1560	144	186	129	605	188	68
v/c Ratio	1.01	0.81	0.84	0.79	0.17	1.37	0.29	0.57	0.90	0.07
Control Delay (s/veh)	125.5	32.7	60.7	29.6	2.3	241.0	32.5	13.7	84.2	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	125.5	32.7	60.7	29.6	2.3	241.0	32.5	13.7	84.2	17.8
Queue Length 50th (ft)	~84	278	107	299	0	~149	65	81	113	10
Queue Length 95th (ft)	#204	336	#180	359	26	#283	117	119	#235	26
Internal Link Dist (ft)		1887		707			1820			530
Turn Bay Length (ft)	235		290		205	205		205	145	
Base Capacity (vph)	136	1748	412	1976	866	136	440	1066	216	940
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.01	0.81	0.84	0.79	0.17	1.37	0.29	0.57	0.87	0.07

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

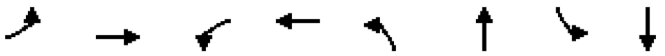
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	270	6	20	29	127	14	247	18	320
v/c Ratio	0.71	0.02	0.05	0.06	0.37	0.05	0.28	0.07	0.35
Control Delay (s/veh)	24.3	14.8	0.2	7.7	10.8	17.3	13.8	17.3	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.3	14.8	0.2	7.7	10.8	17.3	13.8	17.3	8.3
Queue Length 50th (ft)	45	1	0	2	6	2	19	3	12
Queue Length 95th (ft)	#91	8	0	15	41	15	52	18	42
Internal Link Dist (ft)		592			522		745		272
Turn Bay Length (ft)	120			95		100		135	
Base Capacity (vph)	404	838	807	587	800	531	2637	531	2471
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.01	0.02	0.05	0.16	0.03	0.09	0.03	0.13

Intersection Summary

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



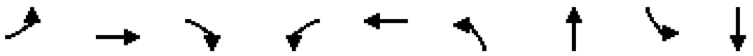
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	140	414	30	113	89	334	48	522
v/c Ratio	0.48	0.40	0.14	0.21	0.35	0.28	0.22	0.55
Control Delay (s/veh)	30.6	10.4	28.9	19.1	29.3	14.8	29.0	19.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.6	10.4	28.9	19.1	29.3	14.8	29.0	19.2
Queue Length 50th (ft)	42	21	9	12	27	41	15	70
Queue Length 95th (ft)	110	74	36	37	76	83	49	135
Internal Link Dist (ft)		560		1223		721		1908
Turn Bay Length (ft)	100		125		100		85	
Base Capacity (vph)	425	1304	425	1144	425	2166	425	2120
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.32	0.07	0.10	0.21	0.15	0.11	0.25

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	120	1291	409	790	117	85	56	283	153	65
v/c Ratio	0.88	0.81	0.73	0.39	0.13	0.67	0.15	0.27	0.51	0.07
Control Delay (s/veh)	97.1	35.1	46.5	21.4	2.3	69.6	31.1	6.8	46.8	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	97.1	35.1	46.5	21.4	2.3	69.6	31.1	6.8	46.8	18.7
Queue Length 50th (ft)	73	260	122	122	0	51	27	21	90	10
Queue Length 95th (ft)	#177	316	173	156	23	#116	60	39	#179	26
Internal Link Dist (ft)		1887		707			1820			530
Turn Bay Length (ft)	235		290		205	205		205	145	
Base Capacity (vph)	136	1586	560	2032	946	136	426	1045	311	993
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.81	0.73	0.39	0.12	0.63	0.13	0.27	0.49	0.07

Intersection Summary

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



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	160	30	40	23	81	18	221	70	302
v/c Ratio	0.39	0.07	0.08	0.06	0.26	0.07	0.17	0.24	0.19
Control Delay (s/veh)	14.3	15.1	0.4	10.3	13.3	20.2	13.0	20.0	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.3	15.1	0.4	10.3	13.3	20.2	13.0	20.0	7.0
Queue Length 50th (ft)	37	7	0	3	8	4	20	16	13
Queue Length 95th (ft)	64	25	0	15	39	20	47	47	47
Internal Link Dist (ft)		592			522		745		272
Turn Bay Length (ft)	120			95		100		135	
Base Capacity (vph)	458	869	818	517	803	538	2524	538	2466
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.03	0.05	0.04	0.10	0.03	0.09	0.13	0.12

Intersection Summary

Intersection: 2: Seneca Road & Project Driveway 1

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	51	31
Average Queue (ft)	4	19
95th Queue (ft)	23	43
Link Distance (ft)		224
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 4: Civic Drive & Project Driveway 2

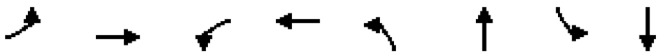
Movement	NB
Directions Served	L
Maximum Queue (ft)	28
Average Queue (ft)	8
95th Queue (ft)	27
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	50
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Civic Drive & Project Driveway 3

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	31	29
Average Queue (ft)	4	1
95th Queue (ft)	22	10
Link Distance (ft)	229	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		50
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 0



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	109	311	43	225	194	532	16	573
v/c Ratio	0.48	0.37	0.24	0.40	0.65	0.31	0.10	0.62
Control Delay (s/veh)	35.5	13.0	33.1	24.1	39.8	11.7	32.3	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	35.5	13.0	33.1	24.1	39.8	11.7	32.3	22.0
Queue Length 50th (ft)	39	25	16	34	69	55	6	91
Queue Length 95th (ft)	95	65	48	74	#190	132	25	155
Internal Link Dist (ft)		560		1223		721		1908
Turn Bay Length (ft)	100		125		100		85	
Base Capacity (vph)	339	1026	339	935	339	1928	339	1814
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.30	0.13	0.24	0.57	0.28	0.05	0.32

Intersection Summary

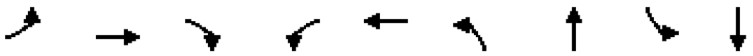
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	137	1418	356	1560	144	196	129	615	188	68
v/c Ratio	1.01	0.81	0.86	0.79	0.17	1.44	0.29	0.58	0.90	0.07
Control Delay (s/veh)	125.5	32.9	62.9	29.6	2.3	269.4	32.5	14.0	84.2	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	125.5	32.9	62.9	29.6	2.3	269.4	32.5	14.0	84.2	17.8
Queue Length 50th (ft)	~84	280	110	299	0	~161	65	83	113	10
Queue Length 95th (ft)	#204	339	#186	359	26	#298	117	122	#235	26
Internal Link Dist (ft)		1887		707			1820			530
Turn Bay Length (ft)	235		290		205	205		205	145	
Base Capacity (vph)	136	1746	412	1976	866	136	440	1066	216	940
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.01	0.81	0.86	0.79	0.17	1.44	0.29	0.58	0.87	0.07

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	300	6	37	29	127	17	259	18	325
v/c Ratio	0.77	0.02	0.09	0.06	0.37	0.06	0.31	0.07	0.36
Control Delay (s/veh)	28.8	14.8	0.4	7.8	10.8	17.4	14.0	17.5	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.8	14.8	0.4	7.8	10.8	17.4	14.0	17.5	8.3
Queue Length 50th (ft)	52	1	0	2	6	3	20	3	12
Queue Length 95th (ft)	#116	8	0	15	42	18	55	18	42
Internal Link Dist (ft)		592			522		745		272
Turn Bay Length (ft)	120			95		100		135	
Base Capacity (vph)	408	848	815	591	809	537	2669	537	2500
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.01	0.05	0.05	0.16	0.03	0.10	0.03	0.13

Intersection Summary

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

Intersection: 2: Seneca Road & Project Driveway 1

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	26	54
Average Queue (ft)	2	26
95th Queue (ft)	13	50
Link Distance (ft)		224
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Civic Drive & Project Driveway 2

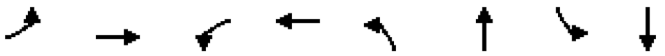
Movement	NB
Directions Served	L
Maximum Queue (ft)	28
Average Queue (ft)	4
95th Queue (ft)	19
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	50
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Civic Drive & Project Driveway 3

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	6
95th Queue (ft)	27
Link Distance (ft)	229
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 0



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	188	484	27	115	93	431	58	706
v/c Ratio	0.59	0.46	0.14	0.23	0.39	0.33	0.28	0.63
Control Delay (s/veh)	37.5	12.1	33.0	21.0	34.0	15.2	33.3	20.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.5	12.1	33.0	21.0	34.0	15.2	33.3	20.6
Queue Length 50th (ft)	66	29	10	13	34	62	21	115
Queue Length 95th (ft)	#193	97	37	41	87	110	62	193
Internal Link Dist (ft)		560		1223		721		1908
Turn Bay Length (ft)	100		125		100		85	
Base Capacity (vph)	382	1277	382	1029	382	1997	382	1958
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.38	0.07	0.11	0.24	0.22	0.15	0.36

Intersection Summary

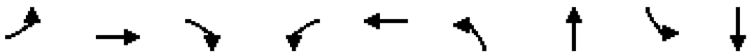
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	166	1330	402	940	306	83	67	290	250	70
v/c Ratio	1.22	0.84	0.72	0.46	0.30	0.66	0.19	0.28	0.80	0.07
Control Delay (s/veh)	187.8	36.3	45.9	22.4	2.0	68.3	32.0	7.2	62.9	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	187.8	36.3	45.9	22.4	2.0	68.3	32.0	7.2	62.9	18.4
Queue Length 50th (ft)	~123	270	120	151	0	49	33	21	~179	10
Queue Length 95th (ft)	#250	328	170	189	35	#113	69	40	#330	27
Internal Link Dist (ft)		1887		707			1820			530
Turn Bay Length (ft)	235		290		205	205		205	145	
Base Capacity (vph)	136	1587	560	2031	1028	136	412	1026	311	995
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.22	0.84	0.72	0.46	0.30	0.61	0.16	0.28	0.80	0.07

Intersection Summary

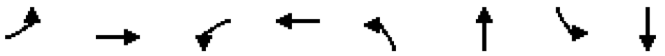
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	142	31	31	24	86	16	218	73	311
v/c Ratio	0.35	0.07	0.06	0.06	0.27	0.06	0.17	0.25	0.19
Control Delay (s/veh)	13.9	15.2	0.3	10.3	13.4	20.2	12.9	20.0	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.9	15.2	0.3	10.3	13.4	20.2	12.9	20.0	7.0
Queue Length 50th (ft)	33	7	0	4	9	4	19	17	13
Queue Length 95th (ft)	58	25	0	15	42	19	47	49	48
Internal Link Dist (ft)		592			522		745		272
Turn Bay Length (ft)	120			95		100		135	
Base Capacity (vph)	456	861	812	514	797	533	2519	533	2470
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.04	0.04	0.05	0.11	0.03	0.09	0.14	0.13

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	126	329	40	271	203	692	16	802
v/c Ratio	0.58	0.39	0.25	0.49	0.74	0.37	0.11	0.71
Control Delay (s/veh)	43.7	14.3	38.2	27.2	50.8	12.3	37.3	24.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.7	14.3	38.2	27.2	50.8	12.3	37.3	24.2
Queue Length 50th (ft)	54	31	17	48	87	85	7	152
Queue Length 95th (ft)	119	74	50	93	#230	183	28	236
Internal Link Dist (ft)		560		1223		721		1908
Turn Bay Length (ft)	100		125		100		85	
Base Capacity (vph)	296	966	296	828	296	1914	296	1593
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.34	0.14	0.33	0.69	0.36	0.05	0.50

Intersection Summary

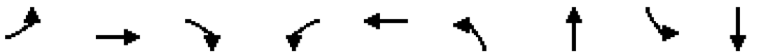
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	143	1482	366	1639	203	196	135	605	378	101
v/c Ratio	1.05	0.85	0.89	0.83	0.23	1.44	0.31	0.57	1.75	0.11
Control Delay (s/veh)	136.3	34.6	66.0	31.1	2.2	269.4	32.9	13.9	384.3	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	136.3	34.6	66.0	31.1	2.2	269.4	32.9	13.9	384.3	16.0
Queue Length 50th (ft)	~94	298	113	321	0	~161	68	81	~341	13
Queue Length 95th (ft)	#215	359	#193	384	30	#298	121	119	#518	33
Internal Link Dist (ft)		1887		707			1820			530
Turn Bay Length (ft)	235		290		205	205		205	145	
Base Capacity (vph)	136	1748	412	1976	895	136	432	1055	216	945
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.05	0.85	0.89	0.83	0.23	1.44	0.31	0.57	1.75	0.11

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

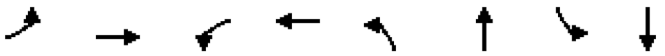
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	281	6	20	30	135	15	260	19	336
v/c Ratio	0.73	0.02	0.05	0.06	0.38	0.06	0.30	0.07	0.37
Control Delay (s/veh)	25.6	14.8	0.2	7.8	10.9	17.5	14.0	17.6	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.6	14.8	0.2	7.8	10.9	17.5	14.0	17.6	8.3
Queue Length 50th (ft)	48	1	0	2	7	2	20	3	12
Queue Length 95th (ft)	#101	8	0	16	43	16	55	19	43
Internal Link Dist (ft)		592			522		745		272
Turn Bay Length (ft)	120			95		100		135	
Base Capacity (vph)	406	842	810	589	807	533	2648	533	2483
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.01	0.02	0.05	0.17	0.03	0.10	0.04	0.14

Intersection Summary

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



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	188	493	34	129	93	440	68	706
v/c Ratio	0.59	0.47	0.18	0.25	0.39	0.34	0.31	0.63
Control Delay (s/veh)	37.8	12.4	33.4	20.6	34.3	15.6	33.8	20.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.8	12.4	33.4	20.6	34.3	15.6	33.8	20.8
Queue Length 50th (ft)	67	31	12	14	34	64	25	116
Queue Length 95th (ft)	#195	101	43	43	87	115	69	195
Internal Link Dist (ft)		560		1223		721		1908
Turn Bay Length (ft)	100		125		100		85	
Base Capacity (vph)	380	1277	380	1025	380	1985	380	1949
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.39	0.09	0.13	0.24	0.22	0.18	0.36

Intersection Summary

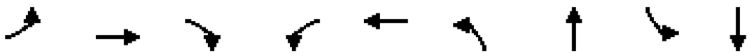
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	166	1340	412	940	306	89	67	297	250	70
v/c Ratio	1.22	0.84	0.74	0.46	0.30	0.70	0.19	0.29	0.80	0.07
Control Delay (s/veh)	187.8	36.6	46.8	22.4	2.0	71.9	32.0	7.4	62.9	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	187.8	36.6	46.8	22.4	2.0	71.9	32.0	7.4	62.9	18.4
Queue Length 50th (ft)	~123	273	123	151	0	53	33	22	~179	10
Queue Length 95th (ft)	#250	332	174	189	35	#125	69	42	#330	27
Internal Link Dist (ft)		1887		707			1820			530
Turn Bay Length (ft)	235		290		205	205		205	145	
Base Capacity (vph)	136	1586	560	2031	1028	136	412	1026	311	992
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.22	0.84	0.74	0.46	0.30	0.65	0.16	0.29	0.80	0.07

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	167	31	41	24	86	18	230	73	313
v/c Ratio	0.40	0.07	0.09	0.06	0.27	0.07	0.18	0.24	0.19
Control Delay (s/veh)	14.6	15.3	0.3	10.4	13.5	20.4	13.0	20.1	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.6	15.3	0.3	10.4	13.5	20.4	13.0	20.1	7.1
Queue Length 50th (ft)	39	7	0	4	9	4	21	17	13
Queue Length 95th (ft)	68	25	0	16	42	20	50	49	48
Internal Link Dist (ft)		592			522		745		272
Turn Bay Length (ft)	120			95		100		135	
Base Capacity (vph)	458	870	819	518	805	538	2516	538	2465
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.04	0.05	0.05	0.11	0.03	0.09	0.14	0.13

Intersection Summary

Intersection: 2: Seneca Road & Project Driveway 1

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	23
95th Queue (ft)	44
Link Distance (ft)	224
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Civic Drive & Project Driveway 2

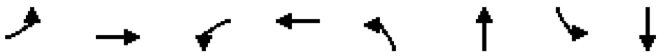
Movement	NB	SB
Directions Served	L	TR
Maximum Queue (ft)	52	22
Average Queue (ft)	10	1
95th Queue (ft)	36	7
Link Distance (ft)		1801
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	1	

Intersection: 5: Civic Drive & Project Driveway 3

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	31	25
Average Queue (ft)	6	1
95th Queue (ft)	27	10
Link Distance (ft)	229	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		50
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 1



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	126	337	49	290	203	699	23	802
v/c Ratio	0.59	0.40	0.30	0.51	0.74	0.40	0.16	0.72
Control Delay (s/veh)	44.1	14.8	38.9	26.9	51.3	14.3	37.8	24.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.1	14.8	38.9	26.9	51.3	14.3	37.8	24.5
Queue Length 50th (ft)	54	33	21	51	88	86	10	153
Queue Length 95th (ft)	119	77	58	97	#233	190	35	238
Internal Link Dist (ft)		560		1223		721		1908
Turn Bay Length (ft)	100		125		100		85	
Base Capacity (vph)	295	965	295	827	295	1814	295	1587
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.35	0.17	0.35	0.69	0.39	0.08	0.51

Intersection Summary

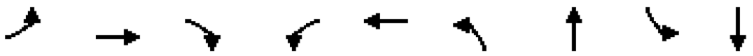
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	143	1490	373	1639	203	205	135	615	378	101
v/c Ratio	1.05	0.85	0.91	0.83	0.23	1.51	0.31	0.58	1.75	0.11
Control Delay (s/veh)	136.3	34.9	68.5	31.1	2.2	295.6	32.9	14.1	384.3	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	136.3	34.9	68.5	31.1	2.2	295.6	32.9	14.1	384.3	16.0
Queue Length 50th (ft)	~94	300	115	321	0	~173	68	83	~341	13
Queue Length 95th (ft)	#215	362	#198	384	30	#312	121	122	#518	33
Internal Link Dist (ft)		1887		707			1820			530
Turn Bay Length (ft)	235		290		205	205		205	145	
Base Capacity (vph)	136	1746	412	1976	895	136	432	1055	216	945
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.05	0.85	0.91	0.83	0.23	1.51	0.31	0.58	1.75	0.11

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	311	6	37	30	135	18	272	19	341
v/c Ratio	0.78	0.02	0.09	0.06	0.38	0.07	0.33	0.07	0.38
Control Delay (s/veh)	30.8	15.0	0.4	7.8	10.9	17.7	14.1	17.6	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.8	15.0	0.4	7.8	10.9	17.7	14.1	17.6	8.4
Queue Length 50th (ft)	54	1	0	2	7	3	21	3	13
Queue Length 95th (ft)	#112	8	0	16	44	18	57	19	44
Internal Link Dist (ft)		592			522		745		272
Turn Bay Length (ft)	120			95		100		135	
Base Capacity (vph)	409	849	816	593	814	538	2659	538	2495
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.01	0.05	0.05	0.17	0.03	0.10	0.04	0.14

Intersection Summary

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

Intersection: 2: Seneca Road & Project Driveway 1

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	30	53
Average Queue (ft)	2	26
95th Queue (ft)	15	47
Link Distance (ft)		224
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 4: Civic Drive & Project Driveway 2

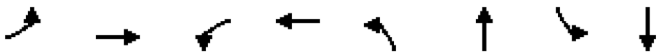
Movement	NB
Directions Served	L
Maximum Queue (ft)	28
Average Queue (ft)	1
95th Queue (ft)	10
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	50
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Civic Drive & Project Driveway 3

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	5
95th Queue (ft)	25
Link Distance (ft)	229
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 0



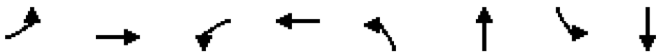
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	140	414	30	113	89	334	48	522
v/c Ratio	0.47	0.39	0.15	0.21	0.35	0.28	0.22	0.55
Control Delay (s/veh)	29.6	10.2	29.8	19.8	29.6	14.7	30.0	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.6	10.2	29.8	19.8	29.6	14.7	30.0	19.4
Queue Length 50th (ft)	42	21	9	12	27	41	15	70
Queue Length 95th (ft)	107	73	38	38	77	83	51	139
Internal Link Dist (ft)		560		1223		721		1908
Turn Bay Length (ft)	200		125		100		85	
Base Capacity (vph)	544	1766	224	1141	424	2208	264	1970
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.23	0.13	0.10	0.21	0.15	0.18	0.26

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	120	1291	409	790	117	85	56	283	153	65
v/c Ratio	0.67	0.81	0.78	0.43	0.13	0.66	0.15	0.27	0.50	0.06
Control Delay (s/veh)	59.3	35.1	50.7	24.5	2.8	67.8	30.8	4.7	45.2	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.3	35.1	50.7	24.5	2.8	67.8	30.8	4.7	45.2	18.2
Queue Length 50th (ft)	71	260	123	131	0	51	27	13	90	9
Queue Length 95th (ft)	125	316	#189	176	26	#113	60	31	#167	25
Internal Link Dist (ft)		1887		707			1820			530
Turn Bay Length (ft)	235		290		205	205		205	215	
Base Capacity (vph)	241	1586	523	1856	913	140	434	1064	330	1025
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.81	0.78	0.43	0.13	0.61	0.13	0.27	0.46	0.06

Intersection Summary

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



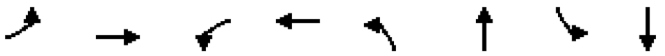
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	109	311	43	225	194	532	16	573
v/c Ratio	0.48	0.37	0.25	0.40	0.64	0.31	0.10	0.62
Control Delay (s/veh)	37.5	13.5	36.3	25.4	37.0	11.2	35.3	23.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.5	13.5	36.3	25.4	37.0	11.2	35.3	23.4
Queue Length 50th (ft)	40	25	16	35	70	56	6	93
Queue Length 95th (ft)	104	69	54	81	158	130	27	174
Internal Link Dist (ft)		560		1223		721		1908
Turn Bay Length (ft)	200		125		100		85	
Base Capacity (vph)	337	1229	197	932	529	2233	159	1442
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.25	0.22	0.24	0.37	0.24	0.10	0.40

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	137	1418	356	1560	144	196	129	615	188	68
v/c Ratio	0.89	0.90	0.86	0.89	0.18	0.93	0.27	0.55	0.82	0.07
Control Delay (s/veh)	93.6	40.3	62.9	37.3	2.6	88.9	31.0	12.5	68.4	18.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	93.6	40.3	62.9	37.3	2.6	88.9	31.0	12.5	68.4	18.3
Queue Length 50th (ft)	83	295	110	323	0	119	64	76	110	10
Queue Length 95th (ft)	#192	#382	#186	#390	27	#249	115	111	#210	26
Internal Link Dist (ft)		1887		707			1820			530
Turn Bay Length (ft)	235		290		205	205		205	215	
Base Capacity (vph)	155	1579	412	1756	838	214	481	1126	256	910
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.90	0.86	0.89	0.17	0.92	0.27	0.55	0.73	0.07

Intersection Summary

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



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	126	337	49	290	203	699	23	802
v/c Ratio	0.61	0.40	0.32	0.51	0.70	0.39	0.16	0.72
Control Delay (s/veh)	47.2	15.0	41.3	27.4	44.5	13.5	39.3	25.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.2	15.0	41.3	27.4	44.5	13.5	39.3	25.8
Queue Length 50th (ft)	56	34	22	53	90	88	10	162
Queue Length 95th (ft)	#133	76	60	97	#185	180	36	253
Internal Link Dist (ft)		560		1223		721		1908
Turn Bay Length (ft)	200		125		100		85	
Base Capacity (vph)	264	1055	179	820	403	2002	146	1415
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.32	0.27	0.35	0.50	0.35	0.16	0.57

Intersection Summary

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

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	143	1490	373	1639	203	205	135	615	378	101
v/c Ratio	0.78	1.03	0.99	0.94	0.21	0.84	0.33	0.62	1.05	0.10
Control Delay (s/veh)	72.6	66.6	88.4	43.3	1.9	68.4	34.0	14.2	98.9	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	72.6	66.6	88.4	43.3	1.9	68.4	34.0	14.2	98.9	16.1
Queue Length 50th (ft)	44	~354	118	348	0	120	69	69	~250	13
Queue Length 95th (ft)	#94	#450	#211	#452	27	#225	123	102	#427	33
Internal Link Dist (ft)		1887		707			1820			530
Turn Bay Length (ft)	235		290		205	205		205	215	
Base Capacity (vph)	184	1444	376	1736	951	273	412	998	361	977
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	1.03	0.99	0.94	0.21	0.75	0.33	0.62	1.05	0.10

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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