

## **APPENDIX 1.1: APPROVED TRAFFIC STUDY SCOPING AGREEMENT**

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**DATE:** June 27, 2023  
**TO:** Nicole Morse, T&B Planning, Inc.  
**FROM:** Charlene So, Urban Crossroads, Inc.  
**JOB NO:** 15241-03 TA Scope

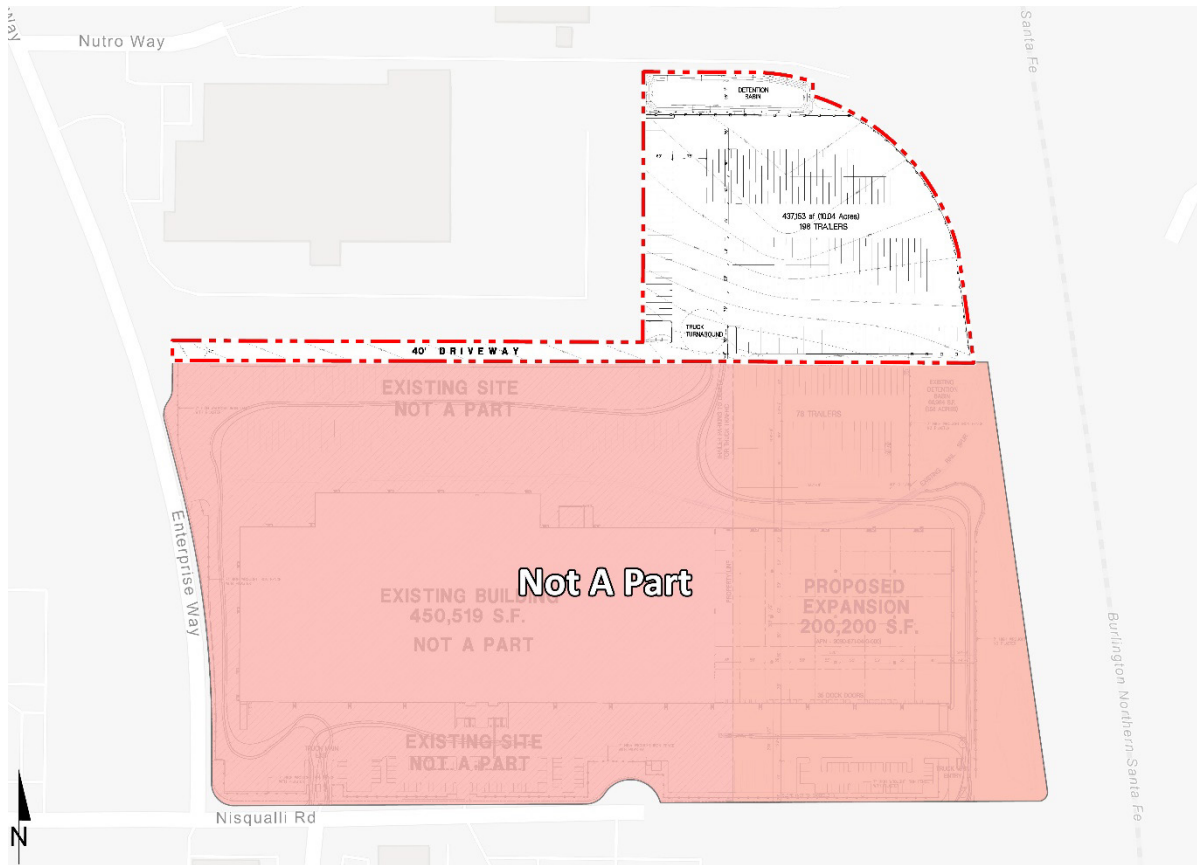
### **NISQUALLI ROAD TRAILER LOT EXPANSION (PLN23-00011) TRIP GENERATION ASSESSMENT**

Urban Crossroads, Inc. is pleased to submit this Trip Generation Assessment for the proposed Nisqualli Road Trailer Lot Expansion (**Project**), which is located northeast of the corner of Enterprise Way and Nisqualli Road in the City of Victorville. The purpose of the following trip generation is to determine whether additional analysis is necessary based on the City's General Guidelines for Conducting Traffic Study and Determination of Intersection Level of Service and Improvement Needs, dated January 20, 2005.

#### **PROPOSED PROJECT**

The Project is proposing to develop a truck and trailer parking/drop lot on 8.3-gross acres. The site will accommodate 198 13.5-foot by 60-foot truck and trailer parking stalls. The site is currently vacant and will be developed as an expansion to an existing industrial building located on the northeast corner of Enterprise Way and Nisqualli Road. A preliminary site plan for the proposed Project is shown on Exhibit 1. As indicated on Exhibit 1, access to the site will be accommodated via a new 40-foot wide driveway located between two existing industrial buildings. The proposed Project has an anticipated Opening Year of 2024.

### EXHIBIT 1: PRELIMINARY SITE PLAN



### TRIP GENERATION

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

The latest Institute of Transportation Engineers (ITE) Trip Generation Manual (11<sup>th</sup> Edition, 2021) does not currently have any trip generation rates for a truck and trailer parking/drop lot, as such, trip generation rates for the proposed Project have been developed based on the average of data collected at three other facilities with operations similar to those proposed. Table 1 summarizes the count data collected at each facility and the actual counts are included in Attachment A.

**TABLE 1: EXISTING EMPIRICAL DATA (DRIVEWAY COUNTS)**

Existing Surveyed Sites	Quantity Units	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
<b>Trip Generation Summary of Existing Uses:</b>								
1938 5th Street, San Bernardino <sup>1</sup>	130 Spaces							
Passenger Cars:		0	0	0	4	3	7	99
2-axle Trucks:		1	1	2	0	0	0	4
3-axle Trucks:		2	3	5	3	3	6	85
4+-axle Trucks:		1	4	5	7	1	8	115
Total Trucks (Actual Vehicles)		4	8	12	10	4	14	204
<b>1938 5th St. Total Trips (Actual Vehicles)</b>		<b>4</b>	<b>8</b>	<b>12</b>	<b>14</b>	<b>7</b>	<b>21</b>	<b>303</b>
602 W. Agua Mansa Road, Colton <sup>2</sup>	252 Spaces							
Passenger Cars:		3	3	6	2	12	14	124
2-axle Trucks:		1	1	2	0	0	0	3
3-axle Trucks:		6	13	19	16	7	23	250
4+-axle Trucks:		13	4	17	2	5	7	177
Total Trucks (Actual Vehicles)		20	17	37	18	11	29	429
<b>602 W. Agua Mansa Rd. Total Trips (Actual Vehicles)</b>		<b>23</b>	<b>19</b>	<b>42</b>	<b>20</b>	<b>23</b>	<b>43</b>	<b>553</b>
11215 Riverside Dr., Jurupa Valley <sup>3</sup>	320 Spaces							
Passenger Cars:		12	7	19	10	16	26	353
2-axle Trucks:		3	4	7	3	0	3	59
3-axle Trucks:		2	2	4	3	5	8	105
4+-axle Trucks:		4	5	9	5	5	10	135
Total Trucks (Actual Vehicles)		9	11	20	11	10	21	299
<b>11215 Riverside Dr. Total Trips (Actual Vehicles)</b>		<b>21</b>	<b>18</b>	<b>39</b>	<b>21</b>	<b>26</b>	<b>47</b>	<b>652</b>

<sup>1</sup> Data presented based on driveway counts conducted on February 8, 2022.

<sup>2</sup> Data presented based on driveway counts conducted on November 16, 2021.

<sup>3</sup> Data presented based on driveway counts conducted on March 30, 2021.

Table 2 shows the average trip generation rates for the existing facilities which have been developed based on the number of trailer parking spaces at each site shown on Table 1. The weighted trip generation rates were calculated by dividing the sum of the total trips for all three sites by the sum of the total number of trailer parking spaces for all sites.

Trip generation rates have also been calculated in passenger car equivalent (PCE) on Table 2. PCE factors were applied to the trip generation rates for heavy trucks (large 2-axes, 3-axes, 4+-axes). PCEs allow the typical “real-world” mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with the recommended PCE factors in the City’s Guidelines and with those used for other projects within the City.

**TABLE 2: CALCULATED TRIP GENERATION RATES**

Land Use	Units	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
<b>Actual Vehicles:<sup>1</sup></b>								
Trailer Parking/Drop Lot	Spaces							
Passenger Cars:		0.021	0.014	0.035	0.023	0.044	0.067	0.821
2-axle Trucks:		0.007	0.008	0.015	0.004	0.000	0.004	0.094
3-axle Trucks:		0.014	0.025	0.039	0.031	0.021	0.052	0.626
4+-axle Trucks:		0.026	0.018	0.043	0.020	0.015	0.035	0.608
<b>Passenger Car Equivalent (PCE):</b>								
Trailer Parking/Drop Lot	Spaces							
Passenger Cars:		0.021	0.014	0.035	0.023	0.044	0.067	0.821
2-axle Trucks (PCE = 1.5):		0.011	0.012	0.022	0.006	0.000	0.006	0.141
3-axle Trucks (PCE = 2.0):		0.028	0.050	0.078	0.063	0.041	0.104	1.252
4+-axle Trucks (PCE = 3.0):		0.077	0.053	0.130	0.060	0.045	0.105	1.823

<sup>1</sup> Weighted average trip generation rate developed from empirical data summarized on Table 1.

Based on the calculated trip generation rates shown on Table 2, the Project’s trip generation is summarized on Table 3 based on a 198-space truck and trailer parking/drop lot. The proposed Project trip generation assumes that the site would serve an off-site user and operate as an independent trailer parking/drop lot. As shown on Table 3, the Project is anticipated to generate a total of 426 two-way trip-ends per day with 27 AM peak hour trips and 32 PM peak hour trips (in actual vehicles). As shown on Table 3, the Project is anticipated to generate a total of 800 two-way PCE trip-ends per day with 53 PCE AM peak hour trips and 56 PCE PM peak hour trips. Peak hour intersection operations analysis will be conducted using the Project’s PCE-based trip generation. Since the proposed Project is anticipated to generate more than 50 peak hour trips, a focused traffic operations analysis will be required.

**TABLE 3: PROJECT TRIP GENERATION SUMMARY**

Land Use	Quantity Units	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles								
Trailer Parking/Drop Lot	198 Spaces							
Passenger Cars:		4	3	7	5	9	14	162
2-axle Trucks:		1	2	3	1	0	1	20
3-axle Trucks:		3	5	8	6	4	10	124
4+-axle Trucks:		5	4	9	4	3	7	120
Total Trucks (Actual Vehicles)		9	11	20	11	7	18	264
<b>Total Project Trips (Actual Vehicles)</b>		<b>13</b>	<b>14</b>	<b>27</b>	<b>16</b>	<b>16</b>	<b>32</b>	<b>426</b>
Passenger Car Equivalent (PCE)								
Trailer Parking/Drop Lot	198 Spaces							
Passenger Cars:		4	3	7	5	9	14	162
2-axle Trucks (PCE = 1.5):		2	2	4	1	0	1	28
3-axle Trucks:		6	10	16	12	8	20	248
4+-axle Trucks:		15	11	26	12	9	21	362
Total Trucks (PCE)		23	23	46	25	17	42	638
<b>Total Project Trips (PCE)</b>		<b>27</b>	<b>26</b>	<b>53</b>	<b>30</b>	<b>26</b>	<b>56</b>	<b>800</b>

**TRIP DISTRIBUTION**

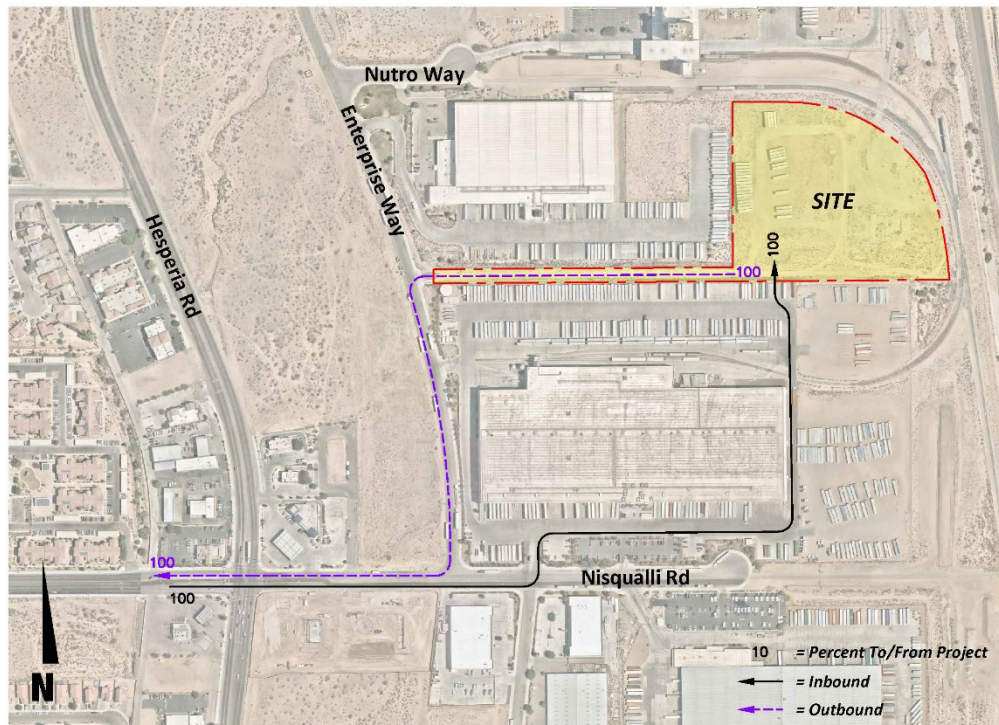
The Project trip distribution represents the directional orientation of traffic to and from the Project site. Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered to identify the route where the Project traffic would distribute. Distribution patterns are based on existing and planned land uses in the area along with the planned circulation system. Exhibit 2 illustrates the passenger car trip distribution patterns for the Project. Exhibit 3 illustrates the truck trip distribution patterns for the Project.

**EXHIBIT 2: PROJECT (PASSENGER CAR) TRIP DISTRIBUTION**





### EXHIBIT 3: PROJECT (TRUCK) TRIP DISTRIBUTION



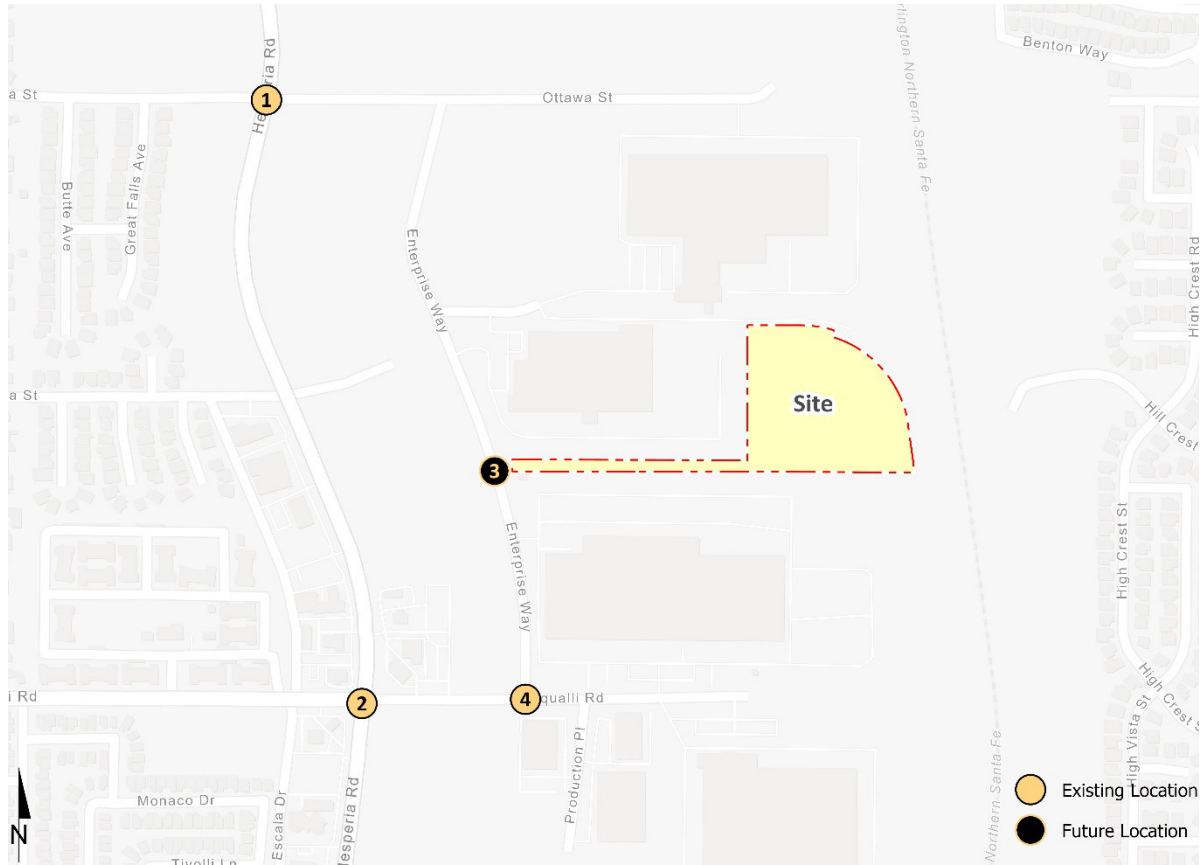
### ANALYSIS SCENARIOS

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

- Existing (2023) Conditions
- Opening Year Cumulative (2024) Without Project Conditions
- Opening Year Cumulative (2024) With Project Conditions
- Horizon Year (2033) Without Project Conditions
- Horizon Year (2033) With Project Conditions

All study area intersections will be evaluated using the Highway Capacity Manual (HCM) 6<sup>th</sup> Edition analysis methodology. The study area that is proposed to be evaluated is shown on Exhibit 4 (where the Project would contribute 50 or more peak hour trips).

**EXHIBIT 4: STUDY AREA**



#	Intersection
1	Ottawa St. & Nisqualli Rd.
2	Hesperia Rd. & Nisqualli Rd.
3	Enterprise Wy. & Driveway 1
4	Enterprise Wy. & Nisqualli Rd.

**TRAFFIC COUNTS**

Traffic counts were conducted on March 16, 2023 (Thursday) when local schools were in session and operating under normal bell schedules. For traffic counts conducted at any new study area intersection, it is proposed that through volumes would be manually adjusted along Hesperia Road and Nisqualli Road accordingly to account for schools not currently being in session.

**AMBIENT GROWTH**

Future year traffic forecasts will include background (ambient) growth at 2.0% per year, compounded annually. The total ambient growth is 4.04% for 2024 traffic and 21.9% per year for 2033. The ambient growth factor is intended to approximate regional traffic growth. This ambient

growth rate will be added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects.

## CUMULATIVE PROJECTS

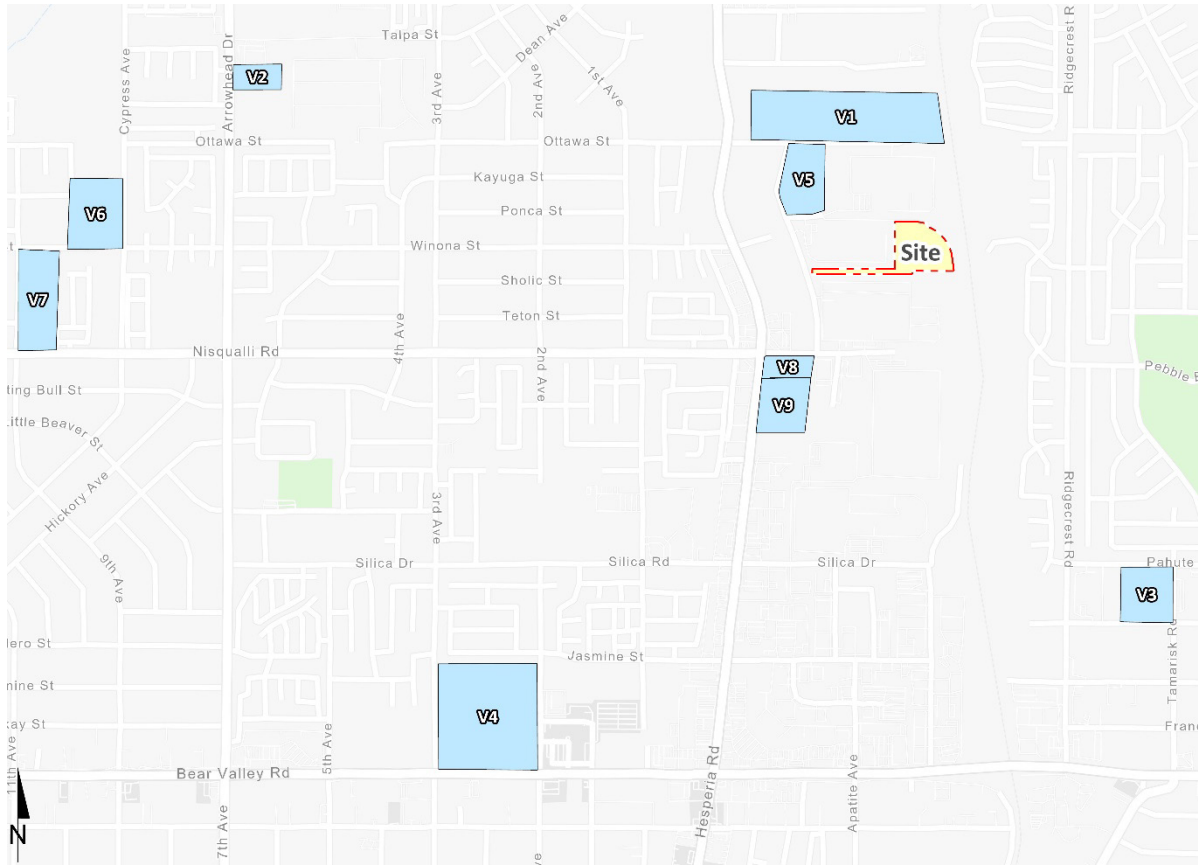
Exhibit 5 shows the locations and Table 4 summarizes a preliminary list of cumulative development projects. It is requested that the City's Planning Department provide us with an updated list of cumulative projects to be included as part of the operational analysis.

**TABLE 4: SUMMARY OF CUMULATIVE DEVELOPMENT PROJECTS**

No.	Project Name	Address/Location	Land Use <sup>1</sup>	Quantity Units <sup>2</sup>
V1	Ottawa Business Center	N of Ottawa St. & E of Hesperia	High-Cube Cold Storage Warehouse	200.000 TSF
			High-Cube Fulfillment Center Warehouse	796.520 TSF
V2	Single-Family Residential (ADMN22-00073)	E of Arrowhead Dr. at Pablo Ct.	Single-Family Residential	15 DU
V3	Single-Family Residential (PLAN21-00039)	W of Tamarisk Rd. & Btwn. Pahute Av. & Huerta St.	Single-Family Residential	38 DU
V4	Bear Valley Marketplace	NEC of Third Av. & Bear Valley Rd.	Gas Station w/ Convenience Market	16 VFP
			Fast Food with Drive Thru	11.000 TSF
			Shopping Center	62.090 TSF
			Medical Offices	10.080 TSF
			Multi-Family Residential	376 DU
			General Office Building	10.000 TSF
V5	Warehouse & Distribution Center (PLAN22-00004)	SEC of Ottawa St. & Enterprise Wy.	Mini-Warehouse	139.090 TSF
			Warehousing	18.000 TSF
V6	Single-Family Residential (PLAN17-00027)	W of Cypress Av. & Btwn. Ottawa St. & Nisqualli Rd.	Single-Family Residential	66 DU
V7	Senior Citizen Single-Family Residential (PLAN22-00016)	NEC of Nisqualli Rd. & Ninth Av.	Senior Adult Housing - Single-Family	110 DU
V8	Ground-Up Gas Station with C-Store & Car Wash	SEC of Hesperia Rd. & Nisqualli Rd.	Gas Station w/ Convenience Market	16 VFP
			Truck Stop	8 VFP
V9	Dog Treat Manufacturing Warehouse	SEC of Hesperia Rd. & Nisqualli Rd.	Dog Treat Manufacturing Warehouse	218.972 TSF

<sup>1</sup> TSF = Thousand Square Feet; DU = Dwelling Units; VFP = Vehicle Fueling Positions

### EXHIBIT 5: CUMULATIVE DEVELOPMENT PROJECT LOCATION MAP



The following special issues will be addressed as part of the Traffic Study:

- Queuing Analysis: conduct 95<sup>th</sup> percentile queuing assessment for Horizon Year With Project traffic conditions to ensure turn pockets can accommodate the anticipated peak hour queues at the intersection of Hesperia Road and Nisqualli Road.
- Truck Access: Truck ingress and egress templates will be prepared for the proposed truck driveway on Enterprise Way.
- Vehicle Miles Traveled (VMT): Per SB743, a VMT analysis will be prepared per the City's guidelines. This analysis will be prepared under separate cover and will be prepared concurrent to the LOS-based traffic study.

### SIGNAL TIMING

It is requested that the City's provide signal timing for any signalized City-controlled intersections.

If you have any questions or comments, I can be reached at [cs0@urbanxroads.com](mailto:cs0@urbanxroads.com).

**ATTACHMENT A**  
**EXISTING DRIVEWAY COUNTS**



City: San Bernardino  
 Location: 1935 5th Street  
 Date: 2/8/2022  
 Count Type: 24 Hour Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	1	1
0:15	0	0	1	0	1
0:30	0	0	0	0	0
0:45	0	0	0	2	2
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	2	0	0	0	2
2:00	0	0	1	0	1
2:15	1	0	2	0	3
2:30	1	0	0	1	2
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	2	2
3:30	0	0	0	0	0
3:45	1	0	0	1	2
4:00	1	0	1	0	2
4:15	2	0	0	0	2
4:30	3	0	1	0	4
4:45	2	0	1	1	4
5:00	4	0	0	1	5
5:15	0	0	0	1	1
5:30	1	0	0	0	1
5:45	3	0	1	1	5
6:00	1	0	1	0	2
6:15	0	0	0	0	0
6:30	1	0	0	1	2
6:45	2	0	0	0	2
7:00	1	0	0	0	1
7:15	0	0	0	0	0
7:30	0	1	1	0	2
7:45	0	0	0	1	1
8:00	0	0	0	0	0
8:15	0	0	1	0	1
8:30	0	0	0	0	0
8:45	0	0	0	0	0
9:00	0	0	0	2	2
9:15	0	0	0	1	1
9:30	0	0	0	0	0
9:45	1	0	0	1	2
10:00	0	0	2	0	2
10:15	0	0	0	0	0
10:30	0	0	0	0	0
10:45	0	0	0	2	2
11:00	0	0	0	0	0
11:15	0	0	1	0	1
11:30	0	0	1	0	1
11:45	0	0	1	1	2

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	1	0	0	0	1
1:00	0	0	1	0	1
1:15	1	0	0	0	1
1:30	0	0	0	0	0
1:45	1	0	2	0	3
2:00	0	0	0	1	1
2:15	0	0	1	0	1
2:30	0	0	0	2	2
2:45	0	0	0	1	1
3:00	0	0	0	1	1
3:15	1	0	0	0	1
3:30	0	0	0	1	1
3:45	0	0	0	1	1
4:00	1	0	0	1	2
4:15	1	0	2	0	3
4:30	0	0	1	0	1
4:45	0	0	0	0	0
5:00	1	0	1	1	3
5:15	2	0	2	0	4
5:30	1	0	0	3	4
5:45	0	0	0	0	0
6:00	2	0	0	0	2
6:15	1	0	0	1	2
6:30	0	0	2	0	2
6:45	0	0	1	1	2
7:00	1	0	0	2	3
7:15	0	0	0	0	0
7:30	0	0	3	2	5
7:45	0	0	0	0	0
8:00	0	0	0	0	0
8:15	0	1	0	2	3
8:30	1	0	1	0	2
8:45	0	0	0	1	1
9:00	0	0	0	0	0
9:15	0	0	0	0	0
9:30	0	0	0	2	2
9:45	0	0	0	0	0
10:00	0	0	1	0	1
10:15	0	0	0	1	1
10:30	0	0	2	1	3
10:45	0	0	1	0	1
11:00	0	0	1	1	2
11:15	0	0	1	0	1
11:30	0	0	2	1	3
11:45	0	0	0	0	0



City: San Bernardino  
 Location: 1935 5th Street  
 Date: 2/8/2022  
 Count Type: 24 Hour Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	0	3	1	5
12:15	2	0	0	2	4
12:30	0	0	0	0	0
12:45	1	1	0	1	3
13:00	0	0	1	2	3
13:15	0	0	2	0	2
13:30	0	0	0	2	2
13:45	1	0	0	0	1
14:00	1	0	1	2	4
14:15	0	0	0	1	1
14:30	0	0	0	0	0
14:45	0	0	1	2	3
15:00	1	0	0	2	3
15:15	0	0	0	3	3
15:30	3	0	1	2	6
15:45	1	0	1	0	2
16:00	1	0	0	0	1
16:15	1	0	0	0	1
16:30	0	0	0	2	2
16:45	1	0	1	1	3
17:00	1	0	1	3	5
17:15	2	0	1	1	4
17:30	1	0	0	0	1
17:45	0	0	0	1	1
18:00	0	0	0	2	2
18:15	1	0	1	0	2
18:30	0	0	0	3	3
18:45	0	0	0	0	0
19:00	1	0	0	0	1
19:15	1	0	0	0	1
19:30	0	0	0	1	1
19:45	0	0	0	2	2
20:00	0	0	0	0	0
20:15	1	0	0	0	1
20:30	1	0	1	1	3
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	1	0	1	0	2
21:30	0	0	1	0	1
21:45	1	0	0	1	2
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	1	0	1
23:00	0	0	0	0	0
23:15	0	0	1	0	1
23:30	0	0	2	1	3
23:45	0	0	0	1	1
<b>TOTAL</b>	<b>52</b>	<b>2</b>	<b>37</b>	<b>60</b>	<b>151</b>

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	2	2	4
12:15	0	0	0	0	0
12:30	0	0	2	0	2
12:45	0	1	1	0	2
13:00	0	0	0	2	2
13:15	1	0	1	0	2
13:30	0	0	1	2	3
13:45	1	0	0	2	3
14:00	2	0	0	0	2
14:15	0	0	1	1	2
14:30	0	0	1	0	1
14:45	1	0	1	0	2
15:00	4	0	0	0	4
15:15	1	0	0	0	1
15:30	3	0	0	1	4
15:45	1	0	0	2	3
16:00	2	0	1	0	3
16:15	1	0	0	1	2
16:30	0	0	1	0	1
16:45	1	0	0	0	1
17:00	0	0	1	1	2
17:15	2	0	1	0	3
17:30	1	0	0	0	1
17:45	2	0	0	0	2
18:00	0	0	2	1	3
18:15	1	0	0	2	3
18:30	2	0	0	1	3
18:45	1	0	1	0	2
19:00	2	0	0	0	2
19:15	0	0	0	0	0
19:30	0	0	1	0	1
19:45	0	0	0	2	2
20:00	0	0	0	1	1
20:15	0	0	0	2	2
20:30	1	0	1	0	2
20:45	0	0	1	0	1
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	1	1	2
22:00	1	0	0	0	1
22:15	0	0	2	1	3
22:30	1	0	0	0	1
22:45	0	0	0	0	0
23:00	0	0	0	1	1
23:15	0	0	0	0	0
23:30	0	0	0	2	2
23:45	0	0	0	0	0
<b>TOTAL</b>	<b>47</b>	<b>2</b>	<b>48</b>	<b>55</b>	<b>152</b>



City: Colton  
 Location: Rancho Avenue Driveway at Fogg St  
 Date: Tuesday, 11/16/2021  
 Count Type: Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	2	0	0	0	2
4:15	1	0	0	0	1
4:30	6	0	1	0	7
4:45	6	0	0	0	6
5:00	5	0	0	0	5
5:15	7	0	1	0	8
5:30	5	0	0	0	5
5:45	3	0	1	0	4
6:00	1	0	0	1	2
6:15	0	0	1	0	1
6:30	1	0	1	0	2
6:45	1	0	1	0	2
7:00	0	0	0	0	0
7:15	0	0	1	0	1
7:30	0	0	1	3	4
7:45	1	0	2	1	4
8:00	0	0	2	3	5
8:15	1	0	0	4	5
8:30	0	0	1	4	5
8:45	0	0	3	3	6
9:00	0	0	2	3	5
9:15	1	0	2	2	5
9:30	2	0	3	3	8
9:45	0	0	2	0	2
10:00	0	0	1	4	5
10:15	0	0	3	1	4
10:30	2	0	1	6	9
10:45	0	0	0	0	0
11:00	1	0	2	4	7
11:15	1	0	1	2	4
11:30	0	0	1	1	2
11:45	0	0	1	1	2

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	1	0	1
4:30	0	0	1	1	2
4:45	0	0	0	2	2
5:00	1	0	3	1	5
5:15	0	0	3	1	4
5:30	1	0	2	1	4
5:45	1	0	3	1	5
6:00	1	0	3	1	5
6:15	1	0	0	1	2
6:30	0	0	1	0	1
6:45	0	0	2	0	2
7:00	0	0	0	0	0
7:15	1	0	0	0	1
7:30	0	0	2	0	2
7:45	0	0	3	0	3
8:00	1	0	4	1	6
8:15	2	0	3	2	7
8:30	1	0	5	1	7
8:45	0	0	4	1	5
9:00	1	0	2	1	4
9:15	1	0	3	3	7
9:30	1	0	2	1	4
9:45	0	0	2	0	2
10:00	0	0	1	4	5
10:15	0	0	4	2	6
10:30	2	0	5	4	11
10:45	0	0	0	0	0
11:00	2	0	1	2	5
11:15	2	0	1	3	6
11:30	0	0	0	0	0
11:45	0	0	4	2	6





City: Colton  
 Location: Rancho Avenue Driveway at Fogg St  
 Date: Tuesday, 11/16/2021  
 Count Type: Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	0	0	0
12:15	0	0	1	0	1
12:30	1	0	2	0	3
12:45	0	0	0	1	1
13:00	2	0	2	1	5
13:15	1	0	1	3	5
13:30	0	0	3	0	3
13:45	2	0	3	3	8
14:00	1	0	4	0	5
14:15	0	0	1	0	1
14:30	2	0	5	0	7
14:45	0	0	4	0	4
15:00	0	0	1	2	3
15:15	1	0	5	0	6
15:30	0	0	1	0	1
15:45	1	0	1	0	2
16:00	1	0	2	2	5
16:15	0	0	6	1	7
16:30	0	0	3	0	3
16:45	2	0	0	0	2
17:00	0	0	2	0	2
17:15	0	0	2	0	2
17:30	0	0	0	0	0
17:45	0	0	3	0	3
18:00	0	0	2	0	2
18:15	0	0	0	0	0
18:30	0	0	1	1	2
18:45	0	0	1	0	1
19:00	0	0	1	0	1
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	3	0	3
21:15	0	0	1	0	1
21:30	0	0	0	0	0
21:45	1	0	1	0	2
22:00	0	0	1	0	1
22:15	1	0	0	0	1
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	1	0	1
23:15	0	0	1	0	1
23:30	1	0	0	0	1
23:45	0	0	0	0	0
<b>TOTAL</b>	<b>64</b>	<b>0</b>	<b>100</b>	<b>60</b>	<b>224</b>

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	1	1	2
12:15	0	0	0	0	0
12:30	1	0	0	2	3
12:45	0	0	0	1	1
13:00	0	0	0	1	1
13:15	3	0	4	2	9
13:30	1	0	1	2	4
13:45	3	0	1	1	5
14:00	3	0	1	2	6
14:15	4	0	1	2	7
14:30	0	0	2	3	5
14:45	0	0	2	2	4
15:00	1	0	1	3	5
15:15	2	0	0	3	5
15:30	1	0	0	3	4
15:45	0	0	0	0	0
16:00	3	0	0	1	4
16:15	2	0	2	2	6
16:30	3	0	3	0	6
16:45	4	0	0	0	4
17:00	1	0	1	0	2
17:15	1	0	0	0	1
17:30	2	0	0	0	2
17:45	1	0	1	0	2
18:00	2	0	1	0	3
18:15	1	0	0	1	2
18:30	0	0	0	0	0
18:45	1	0	1	0	2
19:00	1	0	0	0	1
19:15	0	0	0	0	0
19:30	0	0	0	0	0
19:45	0	0	0	0	0
20:00	0	0	0	1	1
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	1	0	1
21:15	0	0	3	0	3
21:30	0	0	0	0	0
21:45	1	0	0	0	1
22:00	0	0	2	0	2
22:15	0	0	0	0	0
22:30	1	0	0	0	1
22:45	0	0	0	0	0
23:00	0	0	0	1	1
23:15	1	0	0	0	1
23:30	1	0	1	0	2
23:45	0	0	0	0	0
<b>TOTAL</b>	<b>64</b>	<b>0</b>	<b>95</b>	<b>70</b>	<b>229</b>



City: Colton  
 Location: Rancho Avenue Driveway at Fogg St  
 Date: Wednesday, 11/17/2021  
 Count Type: Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	1	0	1
0:15	1	0	0	0	1
0:30	0	0	0	0	0
0:45	1	1	0	0	2
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	1	0	0	1
2:45	0	0	0	1	1
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	1	0	0	0	1
4:15	4	0	0	0	4
4:30	4	0	0	0	4
4:45	8	0	0	0	8
5:00	3	0	0	0	3
5:15	2	0	3	0	5
5:30	0	0	2	0	2
5:45	3	0	1	0	4
6:00	0	0	1	1	2
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	1	0	1
7:30	0	0	0	4	4
7:45	0	0	0	1	1
8:00	2	1	1	3	7
8:15	0	0	3	1	4
8:30	0	0	1	2	3
8:45	2	0	0	5	7
9:00	0	0	0	19	19
9:15	0	0	2	4	6
9:30	1	0	0	9	10
9:45	1	0	0	6	7
10:00	0	0	0	1	1
10:15	0	0	0	0	0
10:30	0	0	0	5	5
10:45	1	0	2	5	8
11:00	0	0	0	6	6
11:15	1	0	1	14	16
11:30	0	0	2	11	13
11:45	1	0	0	15	16

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	1	1
0:30	0	0	0	0	0
0:45	1	0	0	0	1
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	1	0	0	0	1
3:00	0	0	0	0	0
3:15	0	2	0	1	3
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	0	0	0	0	0
4:15	0	0	1	0	1
4:30	0	0	0	0	0
4:45	0	0	2	3	5
5:00	0	0	4	1	5
5:15	2	0	7	1	10
5:30	0	0	2	0	2
5:45	1	0	1	0	2
6:00	0	0	2	3	5
6:15	0	0	1	1	2
6:30	0	0	1	0	1
6:45	1	0	0	0	1
7:00	1	0	3	0	4
7:15	0	0	0	0	0
7:30	2	0	3	0	5
7:45	0	0	3	0	3
8:00	0	0	2	0	2
8:15	1	1	3	0	5
8:30	0	0	2	1	3
8:45	0	0	2	1	3
9:00	4	0	8	4	16
9:15	0	0	9	4	13
9:30	0	0	4	2	6
9:45	2	0	8	2	12
10:00	1	0	5	0	6
10:15	0	0	0	0	0
10:30	0	0	0	1	1
10:45	0	0	2	3	5
11:00	1	0	7	3	11
11:15	0	0	4	2	6
11:30	1	0	12	1	14
11:45	3	0	4	3	10



City: Colton  
 Location: Rancho Avenue Driveway at Fogg St  
 Date: Wednesday, 11/17/2021  
 Count Type: Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	0	0	0	6	6
12:15	0	0	1	8	9
12:30	3	0	2	10	15
12:45	0	0	0	6	6
13:00	0	0	0	0	0
13:15	0	0	2	2	4
13:30	0	0	3	0	3
13:45	3	0	5	1	9
14:00	0	0	1	0	1
14:15	0	0	3	0	3
14:30	0	0	5	2	7
14:45	0	0	2	1	3
15:00	2	0	4	0	6
15:15	0	0	3	0	3
15:30	0	0	3	0	3
15:45	0	0	6	0	6
16:00	0	0	7	0	7
16:15	1	0	7	0	8
16:30	0	0	5	0	5
16:45	0	0	2	1	3
17:00	1	0	4	0	5
17:15	0	0	2	2	4
17:30	1	0	0	0	1
17:45	0	0	2	0	2
18:00	0	0	4	0	4
18:15	0	0	0	1	1
18:30	0	0	0	0	0
18:45	1	0	3	0	4
19:00	0	0	0	0	0
19:15	0	0	3	0	3
19:30	0	0	1	0	1
19:45	0	0	1	0	1
20:00	0	0	1	0	1
20:15	0	0	2	0	2
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	1	0	1
21:30	0	0	3	0	3
21:45	1	0	0	0	1
22:00	0	0	2	0	2
22:15	1	0	0	0	1
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	1	0	1
23:30	0	0	1	0	1
23:45	0	0	0	0	0
<b>TOTAL</b>	<b>50</b>	<b>3</b>	<b>113</b>	<b>153</b>	<b>319</b>

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	1	0	9	2	12
12:15	0	0	6	2	8
12:30	2	0	12	1	15
12:45	0	0	4	0	4
13:00	1	0	2	1	4
13:15	0	0	6	0	6
13:30	0	0	4	0	4
13:45	3	0	1	4	8
14:00	4	0	1	1	6
14:15	2	0	0	1	3
14:30	2	0	2	4	8
14:45	2	0	4	1	7
15:00	1	0	1	1	3
15:15	1	0	1	3	5
15:30	0	0	0	1	1
15:45	1	0	1	2	4
16:00	5	0	2	3	10
16:15	1	0	3	0	4
16:30	2	0	1	3	6
16:45	4	0	2	0	6
17:00	3	0	1	0	4
17:15	0	0	3	0	3
17:30	5	0	2	1	8
17:45	0	0	3	0	3
18:00	1	0	0	0	1
18:15	1	0	2	1	4
18:30	1	0	0	0	1
18:45	0	0	0	0	0
19:00	2	0	1	0	3
19:15	0	0	0	0	0
19:30	0	0	3	0	3
19:45	0	0	2	0	2
20:00	0	0	1	0	1
20:15	0	0	0	0	0
20:30	0	0	1	0	1
20:45	0	0	1	0	1
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	3	0	3
21:45	1	0	0	0	1
22:00	0	0	1	0	1
22:15	1	0	1	0	2
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	1	0	1	0	2
23:30	0	0	0	0	0
23:45	0	0	1	0	1
<b>TOTAL</b>	<b>70</b>	<b>3</b>	<b>191</b>	<b>70</b>	<b>334</b>



City: Jurupa Valley  
 Location: 11215 Riverside Drive - CFL Trucking  
 Date: 3/30/2021  
 Count Type: 24 Hour Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	1	0	1	1	3
0:45	1	0	1	0	2
1:00	0	0	0	0	0
1:15	1	0	0	1	2
1:30	0	0	0	0	0
1:45	1	0	0	0	1
2:00	0	0	0	0	0
2:15	0	0	1	0	1
2:30	1	0	0	0	1
2:45	4	0	2	1	7
3:00	0	0	0	1	1
3:15	0	0	0	1	1
3:30	2	0	0	0	2
3:45	2	0	0	0	2
4:00	0	0	0	0	0
4:15	2	0	0	0	2
4:30	1	1	0	0	2
4:45	3	0	0	0	3
5:00	4	0	0	0	4
5:15	0	1	0	0	1
5:30	2	0	0	0	2
5:45	5	0	0	1	6
6:00	2	0	0	0	2
6:15	3	0	0	0	3
6:30	5	1	0	0	6
6:45	2	0	0	0	2
7:00	2	0	1	0	3
7:15	4	0	1	0	5
7:30	1	0	1	2	4
7:45	1	0	0	0	1
8:00	1	0	0	1	2
8:15	3	0	0	1	4
8:30	6	1	1	1	9
8:45	2	2	1	1	6
9:00	1	1	0	0	2
9:15	4	0	0	1	5
9:30	2	0	0	0	2
9:45	2	1	0	0	3
10:00	2	1	0	2	5
10:15	2	0	2	0	4
10:30	3	0	1	0	4
10:45	3	0	3	0	6
11:00	3	0	0	0	3
11:15	1	1	2	0	4
11:30	2	0	0	1	3
11:45	2	0	1	0	3

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	1	0	0	1
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	2	1	0	0	3
1:00	1	1	0	0	2
1:15	1	1	0	0	2
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	1	0	0	1
2:15	0	0	0	0	0
2:30	2	0	0	0	2
2:45	0	0	1	1	2
3:00	2	0	0	0	2
3:15	1	0	0	1	2
3:30	0	1	0	1	2
3:45	0	0	0	0	0
4:00	1	1	0	1	3
4:15	0	0	0	0	0
4:30	2	0	0	0	2
4:45	0	0	1	0	1
5:00	1	0	3	1	5
5:15	0	0	0	1	1
5:30	0	0	1	0	1
5:45	0	0	4	1	5
6:00	0	0	3	3	6
6:15	0	0	0	0	0
6:30	3	0	3	2	8
6:45	2	1	1	0	4
7:00	0	0	2	1	3
7:15	1	1	1	1	4
7:30	0	0	1	5	6
7:45	2	2	0	1	5
8:00	2	1	0	1	4
8:15	1	1	0	0	2
8:30	2	0	1	2	5
8:45	2	2	1	2	7
9:00	2	0	0	1	3
9:15	1	0	0	0	1
9:30	0	0	1	0	1
9:45	1	0	1	0	2
10:00	3	0	0	0	3
10:15	3	4	0	2	9
10:30	1	0	0	0	1
10:45	1	0	1	0	2
11:00	4	0	2	3	9
11:15	3	0	0	0	3
11:30	2	0	1	1	4
11:45	2	0	0	1	3



City: Jurupa Valley  
 Location: 11215 Riverside Drive - CFL Trucking  
 Date: 3/30/2021  
 Count Type: 24 Hour Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	4	0	1	0	5
12:15	3	0	0	0	3
12:30	4	0	0	2	6
12:45	3	0	1	0	4
13:00	5	0	0	1	6
13:15	4	0	2	3	9
13:30	3	1	1	2	7
13:45	3	0	0	2	5
14:00	3	0	2	2	7
14:15	2	2	0	1	5
14:30	3	0	0	2	5
14:45	1	0	5	2	8
15:00	3	0	2	0	5
15:15	3	2	1	1	7
15:30	0	1	3	2	6
15:45	2	0	1	1	4
16:00	1	0	1	1	3
16:15	2	0	2	2	6
16:30	4	1	1	1	7
16:45	3	1	1	1	6
17:00	0	1	0	3	4
17:15	3	0	1	0	4
17:30	1	1	1	0	3
17:45	0	0	1	1	2
18:00	2	3	0	0	5
18:15	1	1	0	3	5
18:30	2	0	0	1	3
18:45	0	0	1	1	2
19:00	3	0	0	1	4
19:15	1	0	0	2	3
19:30	1	0	1	0	2
19:45	1	2	0	3	6
20:00	0	0	0	3	3
20:15	0	0	0	2	2
20:30	3	0	1	1	5
20:45	2	0	0	0	2
21:00	2	0	0	1	3
21:15	1	1	1	3	6
21:30	1	0	0	1	2
21:45	1	0	0	0	1
22:00	0	1	0	0	1
22:15	1	1	0	0	2
22:30	1	0	0	1	2
22:45	1	0	0	2	3
23:00	0	0	0	1	1
23:15	0	0	0	1	1
23:30	0	0	0	0	0
23:45	2	0	0	1	3
<b>TOTAL</b>	<b>175</b>	<b>29</b>	<b>50</b>	<b>74</b>	<b>328</b>

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	4	0	0	0	4
12:15	3	0	0	1	4
12:30	6	0	1	0	7
12:45	2	0	0	2	4
13:00	1	0	0	0	1
13:15	4	1	0	0	5
13:30	3	1	3	2	9
13:45	2	0	0	0	2
14:00	1	0	1	0	2
14:15	5	0	0	2	7
14:30	3	0	0	1	4
14:45	4	1	0	1	6
15:00	7	0	0	2	9
15:15	1	1	2	0	4
15:30	4	0	1	0	5
15:45	4	0	1	0	5
16:00	7	0	0	0	7
16:15	2	0	1	0	3
16:30	2	0	1	1	4
16:45	6	0	0	3	9
17:00	2	0	3	0	5
17:15	6	0	1	1	8
17:30	1	0	0	1	2
17:45	4	0	1	0	5
18:00	2	0	0	0	2
18:15	5	0	0	0	5
18:30	2	0	1	2	5
18:45	4	1	0	1	6
19:00	2	0	0	0	2
19:15	1	0	1	1	3
19:30	0	1	0	0	1
19:45	3	0	0	1	4
20:00	0	0	0	1	1
20:15	3	0	1	0	4
20:30	5	1	0	1	7
20:45	0	0	0	0	0
21:00	0	0	1	1	2
21:15	0	1	3	1	5
21:30	4	0	1	1	6
21:45	1	0	1	0	2
22:00	1	0	0	0	1
22:15	3	2	0	0	5
22:30	1	1	0	0	2
22:45	2	0	0	1	3
23:00	1	0	0	0	1
23:15	1	0	0	0	1
23:30	0	0	1	0	1
23:45	2	0	0	0	2
<b>TOTAL</b>	<b>178</b>	<b>30</b>	<b>55</b>	<b>61</b>	<b>324</b>

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## **APPENDIX 1.2: SITE ADJACENT QUEUING ANALYSIS WORKSHEETS**

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Intersection: 3: Enterprise Wy. & Driveway 1

Movement	WB
Directions Served	LR
Maximum Queue (ft)	20
Average Queue (ft)	6
95th Queue (ft)	21
Link Distance (ft)	1266
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Nisqualli Rd. & Enterprise Wy.

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	42	42
Average Queue (ft)	6	22
95th Queue (ft)	27	46
Link Distance (ft)		955
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	65	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Zone Summary

Zone wide Queuing Penalty: 0
------------------------------

Intersection: 3: Enterprise Wy. & Driveway 1

Movement	WB
Directions Served	LR
Maximum Queue (ft)	20
Average Queue (ft)	5
95th Queue (ft)	19
Link Distance (ft)	1266
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Nisqualli Rd. & Enterprise Wy.

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	31	55
Average Queue (ft)	2	32
95th Queue (ft)	15	46
Link Distance (ft)		955
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	65	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 0
------------------------------

## **APPENDIX 3.1: TRAFFIC COUNTS**

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**Volume Development  
AM Peak Hour**

**1: Hesperia Rd. & Ottawa Rd.**

	PHF: 0.878		7:45		Count Date: 6/29/2023								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<b>2023 PCE:</b>	7	1,029	6	14	1,170	5	8	0	19	3	2	5	2,268
OYC 2024 NP (PCE):	7	1,069	95	37	1,219	5	8	4	20	30	3	13	2,509
OYC 2024 WP (PCE):	7	1,069	95	37	1,219	5	8	4	20	30	3	13	2,509
2033 NP (PCE):	8	1,274	97	40	1,452	6	9	4	23	30	4	14	2,960
2033 WP (PCE):	8	1,274	97	40	1,452	6	9	4	23	30	4	14	2,960

**2: Hesperia Rd. & Nisqualli Rd.**

	PHF: 0.918		7:45 AM		Count Date: 3/16/2023								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<b>2023 PCE:</b>	271	956	48	31	989	89	162	89	514	42	57	29	3,276
OYC 2024 NP (PCE):	283	1,032	48	90	1,075	116	245	214	546	85	190	88	4,011
OYC 2024 WP (PCE):	283	1,032	49	90	1,075	116	245	225	546	85	200	88	4,033
2033 NP (PCE):	337	1,222	58	96	1,272	133	277	231	649	93	201	93	4,663
2033 WP (PCE):	337	1,222	59	96	1,272	133	277	242	649	93	211	93	4,685

**3: Enterprise Wy. & Driveway 1**

	PHF: 0.920		Count Date:										
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<b>2023 PCE:</b>	0	94	0	0	24	0	0	0	0	0	0	0	118
OYC 2024 NP (PCE):	0	96	0	0	24	0	0	0	0	0	0	0	121
OYC 2024 WP (PCE):	0	96	0	0	24	0	0	0	0	10	0	0	131
2033 NP (PCE):	0	115	0	0	29	0	0	0	0	0	0	0	144
2033 WP (PCE):	0	115	0	0	29	0	0	0	0	10	0	0	154

**4: Enterprise Wy. & Nisqualli Rd.**

	PHF: 0.909		7:00		Count Date: 6/29/2023								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<b>2023 PCE:</b>	0	0	0	7	0	17	94	115	0	0	58	0	292
OYC 2024 NP (PCE):	0	0	0	7	0	17	96	117	0	0	60	0	297
OYC 2024 WP (PCE):	0	0	0	7	0	27	96	129	0	0	61	0	320
2033 NP (PCE):	0	0	0	8	0	21	115	140	0	0	71	0	356
2033 WP (PCE):	0	0	0	8	0	31	115	152	0	0	72	0	379

**Volume Development  
PM Peak Hour**

**1: Hesperia Rd. & Ottawa Rd.**

	PHF: 0.937		4:15		Count Date: 6/29/2023								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<b>2023 PCE:</b>	<b>15</b>	<b>1,289</b>	<b>0</b>	<b>10</b>	<b>1,156</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>39</b>	<b>2,536</b>
OYC 2024 NP (PCE):	16	1,352	39	21	1,206	8	3	2	14	106	5	69	2,840
OYC 2024 WP (PCE):	16	1,353	39	21	1,206	8	3	2	14	106	5	69	2,841
2033 NP (PCE):	19	1,609	39	23	1,436	9	3	2	17	107	5	76	3,345
2033 WP (PCE):	19	1,610	39	23	1,436	9	3	2	17	107	5	76	3,346

**2: Hesperia Rd. & Nisqualli Rd.**

	PHF: 0.976		4:00 PM		Count Date: 3/16/2023								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<b>2023 PCE:</b>	<b>423</b>	<b>1,024</b>	<b>58</b>	<b>21</b>	<b>1,160</b>	<b>125</b>	<b>189</b>	<b>63</b>	<b>423</b>	<b>107</b>	<b>95</b>	<b>39</b>	<b>3,726</b>
OYC 2024 NP (PCE):	470	1,118	59	88	1,281	217	230	202	450	156	224	105	4,602
OYC 2024 WP (PCE):	470	1,118	60	88	1,281	217	230	214	450	157	234	106	4,627
2033 NP (PCE):	555	1,322	71	93	1,512	242	267	214	535	177	243	113	5,343
2033 WP (PCE):	555	1,322	72	93	1,512	242	267	226	535	178	253	114	5,368

**3: Enterprise Wy. & Driveway 1**

	PHF: 0.920				Count Date:								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<b>2023 PCE:</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>88</b>
OYC 2024 NP (PCE):	0	26	0	0	63	0	0	0	0	0	0	0	90
OYC 2024 WP (PCE):	0	26	0	0	63	0	0	0	0	8	0	0	98
2033 NP (PCE):	0	32	0	0	76	0	0	0	0	0	0	0	107
2033 WP (PCE):	0	32	0	0	76	0	0	0	0	8	0	0	115

**4: Enterprise Wy. & Nisqualli Rd.**

	PHF: 0.640		5:00		Count Date: 6/29/2023								
	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>TOTAL</u>
<b>2023 PCE:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>58</b>	<b>13</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>134</b>	<b>13</b>	<b>308</b>
OYC 2024 NP (PCE):	0	0	0	4	0	59	13	88	0	0	137	13	314
OYC 2024 WP (PCE):	0	0	0	4	0	67	13	101	0	0	141	13	339
2033 NP (PCE):	0	0	0	5	0	71	16	105	0	0	163	15	376
2033 WP (PCE):	0	0	0	5	0	79	16	118	0	0	167	15	401

City of Victorville  
 N/S: Hesperia Road  
 E/W: Ottawa Street  
 Weather: Clear

File Name : 01\_VIC\_Hes\_Ott AM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 1

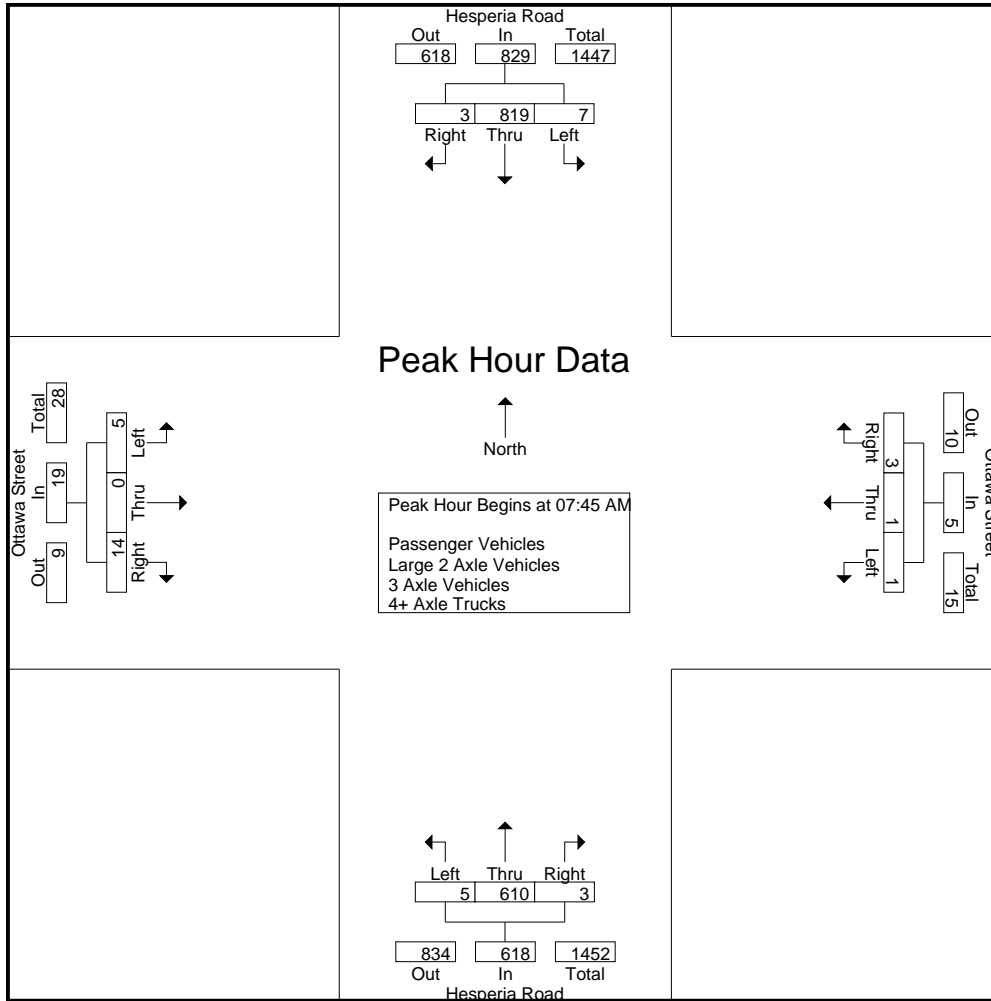
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Hesperia Road Southbound				Ottawa Street Westbound				Hesperia Road Northbound				Ottawa Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	101	1	103	0	0	1	1	0	108	0	108	0	1	2	3	215
07:15 AM	0	148	0	148	0	0	2	2	2	105	0	107	0	0	3	3	260
07:30 AM	2	178	1	181	0	0	0	0	1	147	1	149	1	0	0	1	331
07:45 AM	4	252	1	257	0	0	2	2	2	150	0	152	3	0	5	8	419
<b>Total</b>	<b>7</b>	<b>679</b>	<b>3</b>	<b>689</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>510</b>	<b>1</b>	<b>516</b>	<b>4</b>	<b>1</b>	<b>10</b>	<b>15</b>	<b>1225</b>
08:00 AM	0	187	0	187	0	0	0	0	1	170	1	172	1	0	3	4	363
08:15 AM	0	192	0	192	0	0	0	0	1	142	1	144	1	0	3	4	340
08:30 AM	3	188	2	193	1	1	1	3	1	148	1	150	0	0	3	3	349
08:45 AM	2	184	1	187	1	0	0	1	4	172	0	176	2	1	3	6	370
<b>Total</b>	<b>5</b>	<b>751</b>	<b>3</b>	<b>759</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>7</b>	<b>632</b>	<b>3</b>	<b>642</b>	<b>4</b>	<b>1</b>	<b>12</b>	<b>17</b>	<b>1422</b>
<b>Grand Total</b>	<b>12</b>	<b>1430</b>	<b>6</b>	<b>1448</b>	<b>2</b>	<b>1</b>	<b>6</b>	<b>9</b>	<b>12</b>	<b>1142</b>	<b>4</b>	<b>1158</b>	<b>8</b>	<b>2</b>	<b>22</b>	<b>32</b>	<b>2647</b>
Apprch %	0.8	98.8	0.4		22.2	11.1	66.7		1	98.6	0.3		25	6.2	68.8		
Total %	0.5	54	0.2	54.7	0.1	0	0.2	0.3	0.5	43.1	0.2	43.7	0.3	0.1	0.8	1.2	
Passenger Vehicles	9	1365	5	1379	0	0	3	3	11	1068	2	1081	7	2	22	31	2494
% Passenger Vehicles	75	95.5	83.3	95.2	0	0	50	33.3	91.7	93.5	50	93.4	87.5	100	100	96.9	94.2
Large 2 Axle Vehicles	0	41	1	42	0	1	0	1	1	40	1	42	1	0	0	1	86
% Large 2 Axle Vehicles	0	2.9	16.7	2.9	0	100	0	11.1	8.3	3.5	25	3.6	12.5	0	0	3.1	3.2
3 Axle Vehicles	1	10	0	11	1	0	1	2	0	13	1	14	0	0	0	0	27
% 3 Axle Vehicles	8.3	0.7	0	0.8	50	0	16.7	22.2	0	1.1	25	1.2	0	0	0	0	1
4+ Axle Trucks	2	14	0	16	1	0	2	3	0	21	0	21	0	0	0	0	40
% 4+ Axle Trucks	16.7	1	0	1.1	50	0	33.3	33.3	0	1.8	0	1.8	0	0	0	0	1.5

Start Time	Hesperia Road Southbound				Ottawa Street Westbound				Hesperia Road Northbound				Ottawa Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	<b>4</b>	<b>252</b>	<b>1</b>	<b>257</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>150</b>	<b>0</b>	<b>152</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>8</b>	<b>419</b>
08:00 AM	0	187	0	187	0	0	0	0	1	170	1	172	1	0	3	4	363
08:15 AM	0	192	0	192	0	0	0	0	1	142	1	144	1	0	3	4	340
08:30 AM	3	188	2	193	1	1	1	3	1	148	1	150	0	0	3	3	349
Total Volume	7	819	3	829	1	1	3	5	5	610	3	618	5	0	14	19	1471
% App. Total	0.8	98.8	0.4		20	20	60		0.8	98.7	0.5		26.3	0	73.7		
PHF	.438	.813	.375	.806	.250	.250	.375	.417	.625	.897	.750	.898	.417	.000	.700	.594	.878

City of Victorville  
 N/S: Hesperia Road  
 E/W: Ottawa Street  
 Weather: Clear

File Name : 01\_VIC\_Hes\_Ott AM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 2



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

	07:45 AM				07:00 AM				08:00 AM				07:45 AM			
+0 mins.	4	252	1	257	0	0	1	1	1	170	1	172	3	0	5	8
+15 mins.	0	187	0	187	0	0	2	2	1	142	1	144	1	0	3	4
+30 mins.	0	192	0	192	0	0	0	0	1	148	1	150	1	0	3	4
+45 mins.	3	188	2	193	0	0	2	2	4	172	0	176	0	0	3	3
Total Volume	7	819	3	829	0	0	5	5	7	632	3	642	5	0	14	19
% App. Total	0.8	98.8	0.4		0	0	100		1.1	98.4	0.5		26.3	0	73.7	
PHF	.438	.813	.375	.806	.000	.000	.625	.625	.438	.919	.750	.912	.417	.000	.700	.594



City of Victorville  
 N/S: Hesperia Road  
 E/W: Ottawa Street  
 Weather: Clear

File Name : 01\_VIC\_Hes\_Ott AM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

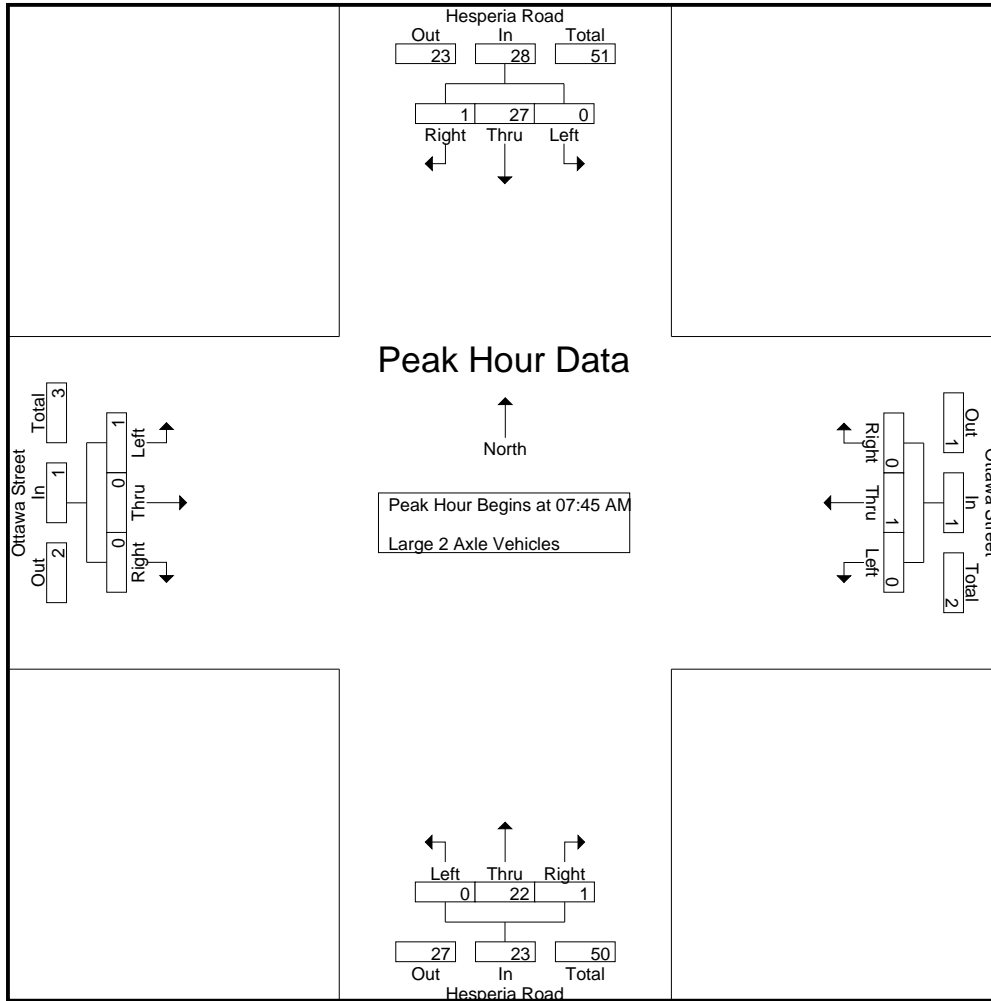
Start Time	Hesperia Road Southbound				Ottawa Street Westbound				Hesperia Road Northbound				Ottawa Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	6	0	6	0	0	0	0	0	4	0	4	0	0	0	0	10
07:15 AM	0	4	0	4	0	0	0	0	1	7	0	8	0	0	0	0	12
07:30 AM	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
07:45 AM	0	10	0	10	0	0	0	0	0	8	0	8	1	0	0	1	19
Total	0	23	0	23	0	0	0	0	1	23	0	24	1	0	0	1	48
08:00 AM	0	2	0	2	0	0	0	0	0	6	1	7	0	0	0	0	9
08:15 AM	0	8	0	8	0	0	0	0	0	5	0	5	0	0	0	0	13
08:30 AM	0	7	1	8	0	1	0	1	0	3	0	3	0	0	0	0	12
08:45 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
Total	0	18	1	19	0	1	0	1	0	17	1	18	0	0	0	0	38
Grand Total	0	41	1	42	0	1	0	1	1	40	1	42	1	0	0	1	86
Apprch %	0	97.6	2.4		0	100	0		2.4	95.2	2.4		100	0	0		
Total %	0	47.7	1.2	48.8	0	1.2	0	1.2	1.2	46.5	1.2	48.8	1.2	0	0	1.2	

Start Time	Hesperia Road Southbound				Ottawa Street Westbound				Hesperia Road Northbound				Ottawa Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	0	10	0	10	0	0	0	0	0	8	0	8	1	0	0	1	19
08:00 AM	0	2	0	2	0	0	0	0	0	6	1	7	0	0	0	0	9
08:15 AM	0	8	0	8	0	0	0	0	0	5	0	5	0	0	0	0	13
08:30 AM	0	7	1	8	0	1	0	1	0	3	0	3	0	0	0	0	12
Total Volume	0	27	1	28	0	1	0	1	0	22	1	23	1	0	0	1	53
% App. Total	0	96.4	3.6		0	100	0		0	95.7	4.3		100	0	0		
PHF	.000	.675	.250	.700	.000	.250	.000	.250	.000	.688	.250	.719	.250	.000	.000	.250	.697

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

City of Victorville  
 N/S: Hesperia Road  
 E/W: Ottawa Street  
 Weather: Clear

File Name : 01\_VIC\_Hes\_Ott AM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 2



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

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	10	0	10	0	0	0	0	0	8	0	8	1	0	0	1
+15 mins.	0	2	0	2	0	0	0	0	0	6	1	7	0	0	0	0
+30 mins.	0	8	0	8	0	0	0	0	0	5	0	5	0	0	0	0
+45 mins.	0	7	1	8	0	1	0	1	0	3	0	3	0	0	0	0
Total Volume	0	27	1	28	0	1	0	1	0	22	1	23	1	0	0	1
% App. Total	0	96.4	3.6		0	100	0		0	95.7	4.3		100	0	0	
PHF	.000	.675	.250	.700	.000	.250	.000	.250	.000	.688	.250	.719	.250	.000	.000	.250

City of Victorville  
 N/S: Hesperia Road  
 E/W: Ottawa Street  
 Weather: Clear

File Name : 01\_VIC\_Hes\_Ott AM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 1

Groups Printed- 3 Axle Vehicles

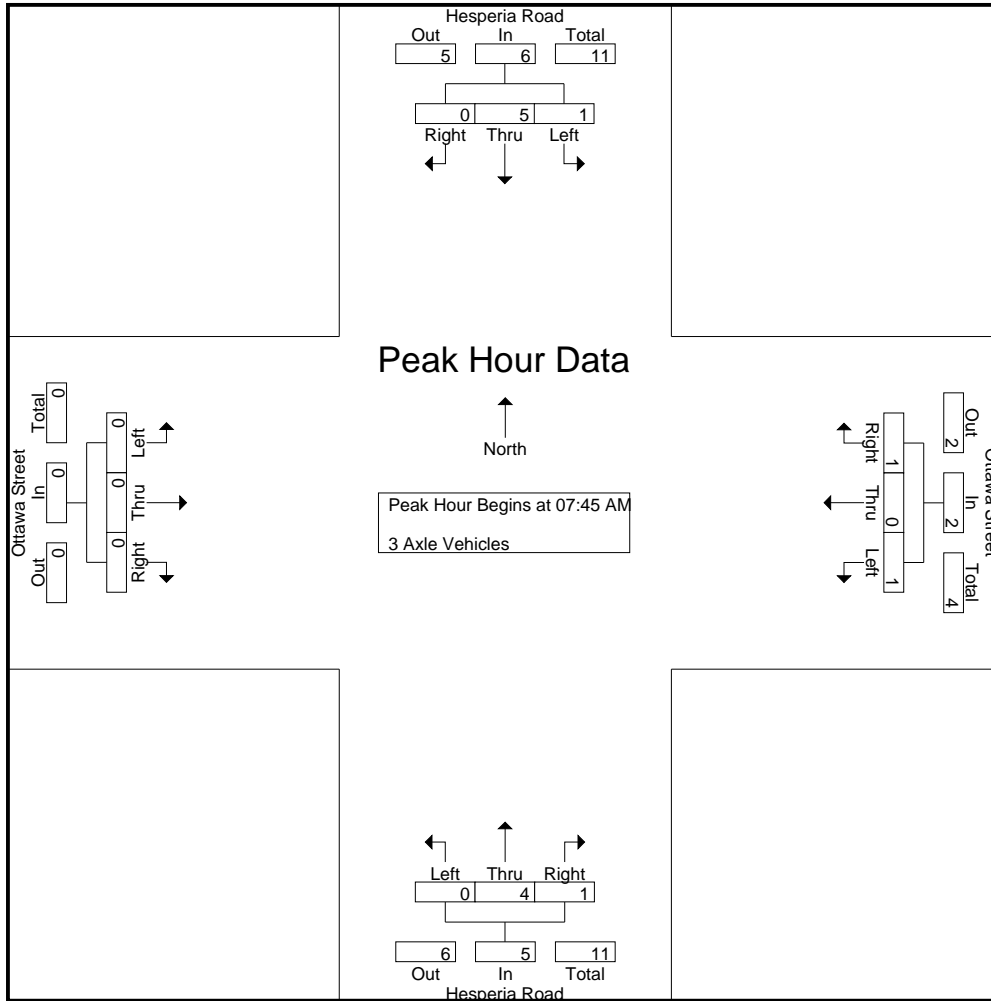
Start Time	Hesperia Road Southbound				Ottawa Street Westbound				Hesperia Road Northbound				Ottawa Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
07:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:30 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
07:45 AM	0	1	0	1	0	0	1	1	0	2	0	2	0	0	0	0	4
Total	0	4	0	4	0	0	1	1	0	10	0	10	0	0	0	0	15
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	1	2	0	3	1	0	0	1	0	1	1	2	0	0	0	0	6
08:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	1	6	0	7	1	0	0	1	0	3	1	4	0	0	0	0	12
Grand Total	1	10	0	11	1	0	1	2	0	13	1	14	0	0	0	0	27
Apprch %	9.1	90.9	0		50	0	50		0	92.9	7.1		0	0	0		
Total %	3.7	37	0	40.7	3.7	0	3.7	7.4	0	48.1	3.7	51.9	0	0	0	0	

Start Time	Hesperia Road Southbound				Ottawa Street Westbound				Hesperia Road Northbound				Ottawa Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	0	1	0	1	0	0	1	1	0	2	0	2	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	1	2	0	3	1	0	0	1	0	1	1	2	0	0	0	0	6
Total Volume	1	5	0	6	1	0	1	2	0	4	1	5	0	0	0	0	13
% App. Total	16.7	83.3	0		50	0	50		0	80	20		0	0	0		
PHF	.250	.625	.000	.500	.250	.000	.250	.500	.000	.500	.250	.625	.000	.000	.000	.000	.542

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

City of Victorville  
 N/S: Hesperia Road  
 E/W: Ottawa Street  
 Weather: Clear

File Name : 01\_VIC\_Hes\_Ott AM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 2



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

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	1	0	1	0	0	1	1	0	2	0	2	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	2	0	3	1	0	0	1	0	1	1	2	0	0	0	0
Total Volume	1	5	0	6	1	0	1	2	0	4	1	5	0	0	0	0
% App. Total	16.7	83.3	0		50	0	50		0	80	20		0	0	0	
PHF	.250	.625	.000	.500	.250	.000	.250	.500	.000	.500	.250	.625	.000	.000	.000	.000

City of Victorville  
 N/S: Hesperia Road  
 E/W: Ottawa Street  
 Weather: Clear

File Name : 01\_VIC\_Hes\_Ott AM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 1

Groups Printed- 4+ Axle Trucks

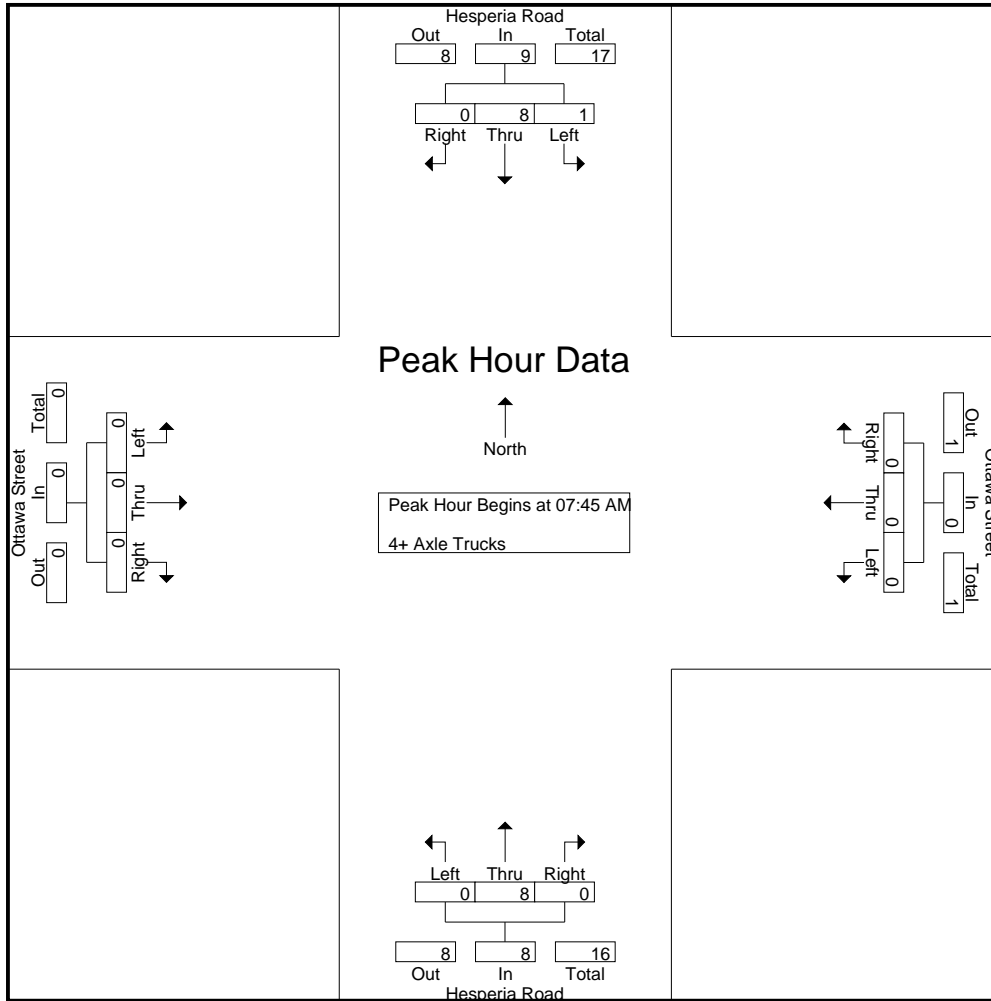
Start Time	Hesperia Road Southbound				Ottawa Street Westbound				Hesperia Road Northbound				Ottawa Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	3	0	4	0	0	1	1	0	6	0	6	0	0	0	0	11
07:15 AM	0	1	0	1	0	0	1	1	0	2	0	2	0	0	0	0	4
07:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
07:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	1	7	0	8	0	0	2	2	0	11	0	11	0	0	0	0	21
08:00 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
08:15 AM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
08:30 AM	1	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
08:45 AM	0	1	0	1	1	0	0	1	0	3	0	3	0	0	0	0	5
Total	1	7	0	8	1	0	0	1	0	10	0	10	0	0	0	0	19
Grand Total	2	14	0	16	1	0	2	3	0	21	0	21	0	0	0	0	40
Apprch %	12.5	87.5	0		33.3	0	66.7		0	100	0		0	0	0		
Total %	5	35	0	40	2.5	0	5	7.5	0	52.5	0	52.5	0	0	0	0	

Start Time	Hesperia Road Southbound				Ottawa Street Westbound				Hesperia Road Northbound				Ottawa Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
08:00 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
08:15 AM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
08:30 AM	1	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total Volume	1	8	0	9	0	0	0	0	0	8	0	8	0	0	0	0	17
% App. Total	11.1	88.9	0		0	0	0		0	100	0		0	0	0		
PHF	.250	.667	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.708

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

City of Victorville  
 N/S: Hesperia Road  
 E/W: Ottawa Street  
 Weather: Clear

File Name : 01\_VIC\_Hes\_Ott AM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 2



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

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0
+45 mins.	1	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	1	8	0	9	0	0	0	0	0	8	0	8	0	0	0	0
% App. Total	11.1	88.9	0		0	0	0		0	100	0		0	0	0	
PHF	.250	.667	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

City of Victorville  
 N/S: Hesperia Road  
 E/W: Ottawa Street  
 Weather: Clear

File Name : 01\_VIC\_Hes\_Ott PM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 1

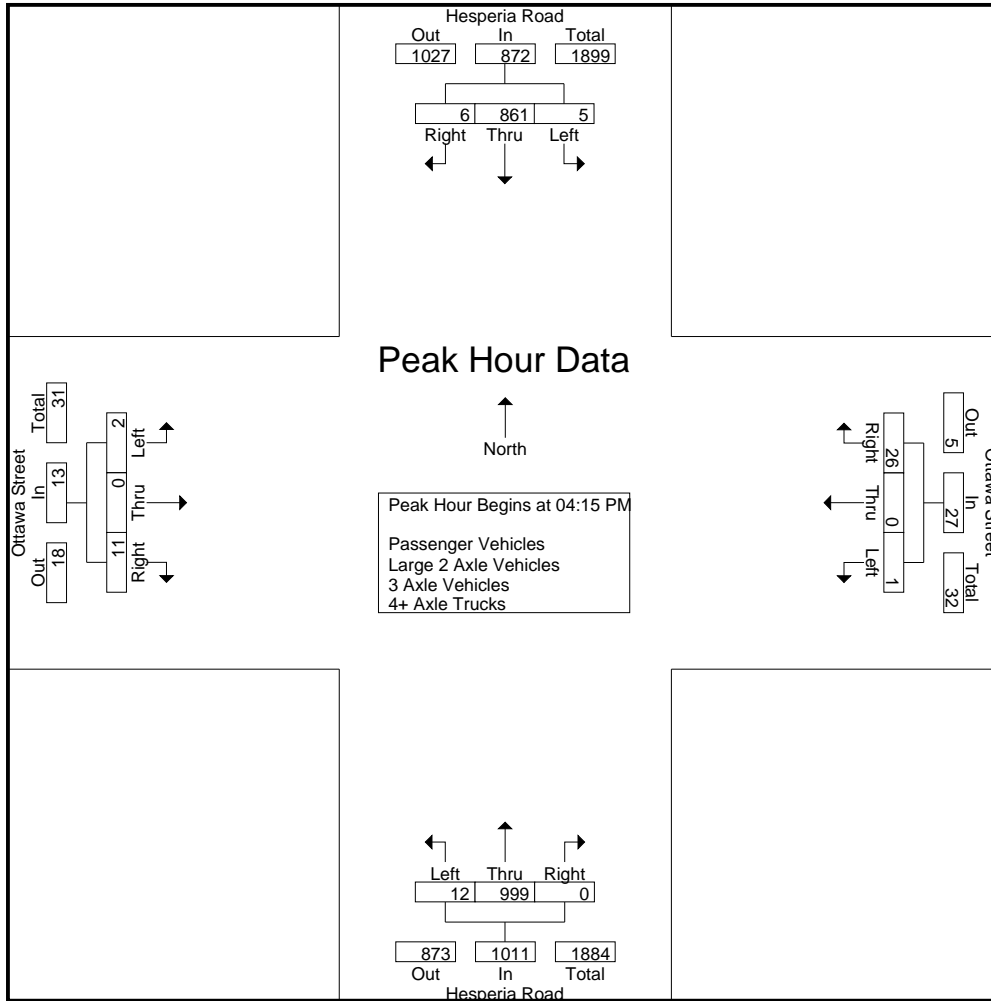
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Hesperia Road Southbound				Ottawa Street Westbound				Hesperia Road Northbound				Ottawa Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	197	1	199	1	1	3	5	9	217	0	226	1	0	3	4	434
04:15 PM	2	254	3	259	1	0	1	2	4	244	0	248	0	0	4	4	513
04:30 PM	2	182	2	186	0	0	13	13	6	237	0	243	1	0	1	2	444
04:45 PM	1	215	1	217	0	0	3	3	1	227	0	228	0	0	5	5	453
<b>Total</b>	<b>6</b>	<b>848</b>	<b>7</b>	<b>861</b>	<b>2</b>	<b>1</b>	<b>20</b>	<b>23</b>	<b>20</b>	<b>925</b>	<b>0</b>	<b>945</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>15</b>	<b>1844</b>
05:00 PM	0	210	0	210	0	0	9	9	1	291	0	292	1	0	1	2	513
05:15 PM	0	196	2	198	0	0	1	1	6	244	0	250	1	0	2	3	452
05:30 PM	0	215	3	218	0	0	1	1	5	228	0	233	1	0	7	8	460
05:45 PM	2	167	1	170	1	0	0	1	3	202	0	205	0	0	1	1	377
<b>Total</b>	<b>2</b>	<b>788</b>	<b>6</b>	<b>796</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>12</b>	<b>15</b>	<b>965</b>	<b>0</b>	<b>980</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>14</b>	<b>1802</b>
<b>Grand Total</b>	<b>8</b>	<b>1636</b>	<b>13</b>	<b>1657</b>	<b>3</b>	<b>1</b>	<b>31</b>	<b>35</b>	<b>35</b>	<b>1890</b>	<b>0</b>	<b>1925</b>	<b>5</b>	<b>0</b>	<b>24</b>	<b>29</b>	<b>3646</b>
Apprch %	0.5	98.7	0.8		8.6	2.9	88.6		1.8	98.2	0		17.2	0	82.8		
Total %	0.2	44.9	0.4	45.4	0.1	0	0.9	1	1	51.8	0	52.8	0.1	0	0.7	0.8	
Passenger Vehicles	5	1603	13	1621	1	1	27	29	35	1860	0	1895	5	0	24	29	3574
% Passenger Vehicles	62.5	98	100	97.8	33.3	100	87.1	82.9	100	98.4	0	98.4	100	0	100	100	98
Large 2 Axle Vehicles	1	30	0	31	0	0	1	1	0	20	0	20	0	0	0	0	52
% Large 2 Axle Vehicles	12.5	1.8	0	1.9	0	0	3.2	2.9	0	1.1	0	1	0	0	0	0	1.4
3 Axle Vehicles	0	0	0	0	0	0	2	2	0	6	0	6	0	0	0	0	8
% 3 Axle Vehicles	0	0	0	0	0	0	6.5	5.7	0	0.3	0	0.3	0	0	0	0	0.2
4+ Axle Trucks	2	3	0	5	2	0	1	3	0	4	0	4	0	0	0	0	12
% 4+ Axle Trucks	25	0.2	0	0.3	66.7	0	3.2	8.6	0	0.2	0	0.2	0	0	0	0	0.3

Start Time	Hesperia Road Southbound				Ottawa Street Westbound				Hesperia Road Northbound				Ottawa Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	2	254	3	259	1	0	1	2	4	244	0	248	0	0	4	4	513
04:30 PM	2	182	2	186	0	0	13	13	6	237	0	243	1	0	1	2	444
04:45 PM	1	215	1	217	0	0	3	3	1	227	0	228	0	0	5	5	453
05:00 PM	0	210	0	210	0	0	9	9	1	291	0	292	1	0	1	2	513
Total Volume	5	861	6	872	1	0	26	27	12	999	0	1011	2	0	11	13	1923
% App. Total	0.6	98.7	0.7		3.7	0	96.3		1.2	98.8	0		15.4	0	84.6		
PHF	.625	.847	.500	.842	.250	.000	.500	.519	.500	.858	.000	.866	.500	.000	.550	.650	.937

City of Victorville  
 N/S: Hesperia Road  
 E/W: Ottawa Street  
 Weather: Clear

File Name : 01\_VIC\_Hes\_Ott PM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 2



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

	04:15 PM				04:15 PM				04:30 PM				04:45 PM			
+0 mins.	2	254	3	259	1	0	1	2	6	237	0	243	0	0	5	5
+15 mins.	2	182	2	186	0	0	13	13	1	227	0	228	1	0	1	2
+30 mins.	1	215	1	217	0	0	3	3	1	291	0	292	1	0	2	3
+45 mins.	0	210	0	210	0	0	9	9	6	244	0	250	1	0	7	8
Total Volume	5	861	6	872	1	0	26	27	14	999	0	1013	3	0	15	18
% App. Total	0.6	98.7	0.7		3.7	0	96.3		1.4	98.6	0		16.7	0	83.3	
PHF	.625	.847	.500	.842	.250	.000	.500	.519	.583	.858	.000	.867	.750	.000	.536	.563



City of Victorville  
 N/S: Hesperia Road  
 E/W: Ottawa Street  
 Weather: Clear

File Name : 01\_VIC\_Hes\_Ott PM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

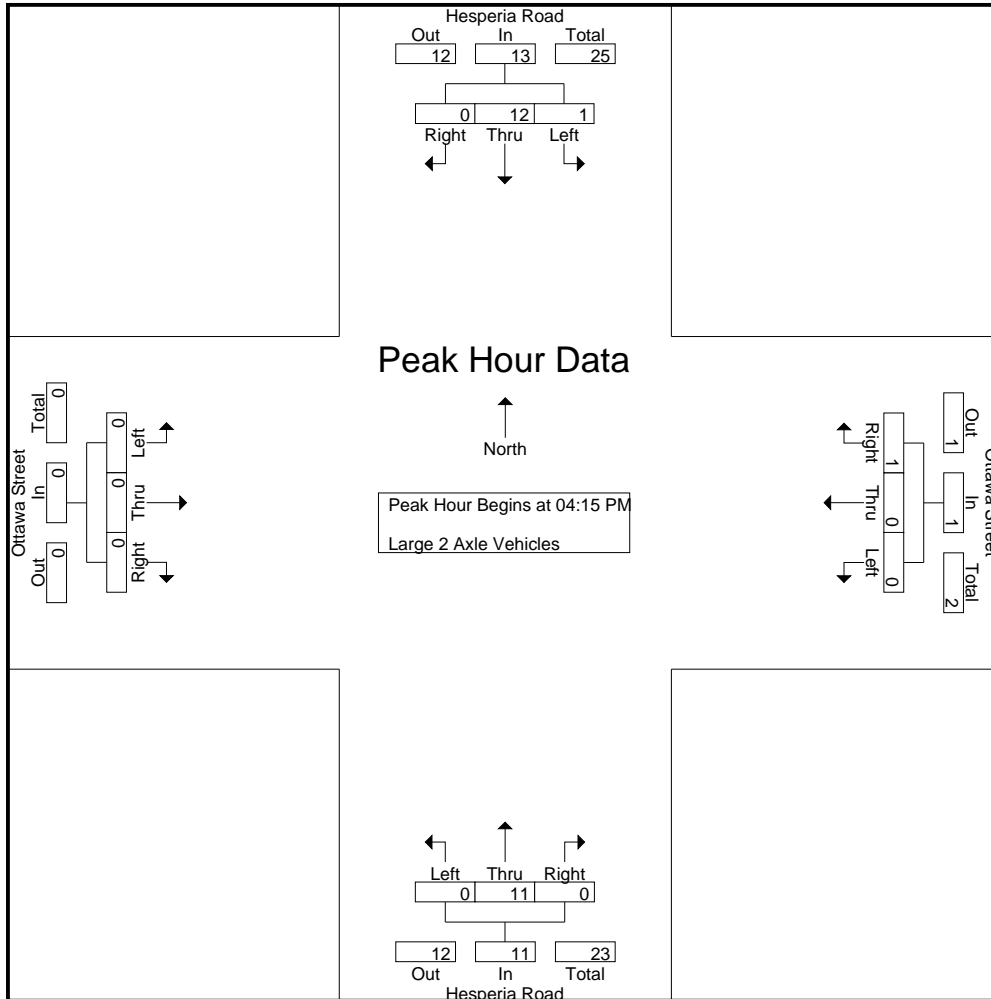
Start Time	Hesperia Road Southbound				Ottawa Street Westbound				Hesperia Road Northbound				Ottawa Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
04:15 PM	1	5	0	6	0	0	0	0	0	1	0	1	0	0	0	0	0	7
04:30 PM	0	2	0	2	0	0	1	1	0	2	0	2	0	0	0	0	0	5
04:45 PM	0	3	0	3	0	0	0	0	0	6	0	6	0	0	0	0	0	9
Total	1	16	0	17	0	0	1	1	0	9	0	9	0	0	0	0	0	27
05:00 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	0	4
05:15 PM	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:30 PM	0	6	0	6	0	0	0	0	0	4	0	4	0	0	0	0	0	10
05:45 PM	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0	0	6
Total	0	14	0	14	0	0	0	0	0	11	0	11	0	0	0	0	0	25
Grand Total	1	30	0	31	0	0	1	1	0	20	0	20	0	0	0	0	0	52
Apprch %	3.2	96.8	0		0	0	100		0	100	0		0	0	0			
Total %	1.9	57.7	0	59.6	0	0	1.9	1.9	0	38.5	0	38.5	0	0	0	0	0	

Start Time	Hesperia Road Southbound				Ottawa Street Westbound				Hesperia Road Northbound				Ottawa Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:15 PM	1	5	0	6	0	0	0	0	0	1	0	1	0	0	0	0	0	7
04:30 PM	0	2	0	2	0	0	1	1	0	2	0	2	0	0	0	0	0	5
04:45 PM	0	3	0	3	0	0	0	0	0	6	0	6	0	0	0	0	0	9
05:00 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	0	4
Total Volume	1	12	0	13	0	0	1	1	0	11	0	11	0	0	0	0	0	25
% App. Total	7.7	92.3	0		0	0	100		0	100	0		0	0	0			
PHF	.250	.600	.000	.542	.000	.000	.250	.250	.000	.458	.000	.458	.000	.000	.000	.000	.000	.694

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

City of Victorville  
 N/S: Hesperia Road  
 E/W: Ottawa Street  
 Weather: Clear

File Name : 01\_VIC\_Hes\_Ott PM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 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.	1	5	0	6	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	2	0	2	0	0	1	1	0	2	0	2	0	0	0	0
+30 mins.	0	3	0	3	0	0	0	0	0	6	0	6	0	0	0	0
+45 mins.	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	1	12	0	13	0	0	1	1	0	11	0	11	0	0	0	0
% App. Total	7.7	92.3	0	100	0	0	100	100	0	100	0	100	0	0	0	0
PHF	.250	.600	.000	.542	.000	.000	.250	.250	.000	.458	.000	.458	.000	.000	.000	.000

City of Victorville  
 N/S: Hesperia Road  
 E/W: Ottawa Street  
 Weather: Clear

File Name : 01\_VIC\_Hes\_Ott PM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 1

Groups Printed- 3 Axle Vehicles

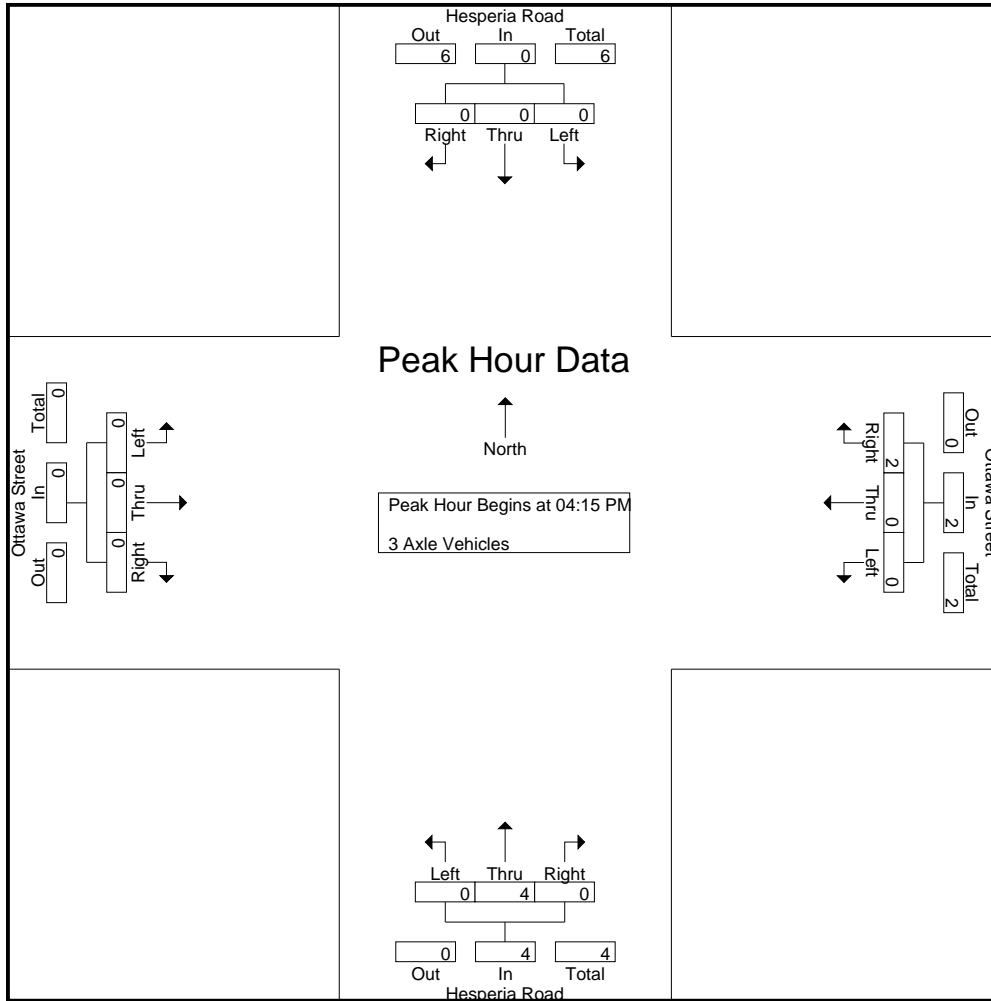
Start Time	Hesperia Road Southbound				Ottawa Street Westbound				Hesperia Road Northbound				Ottawa Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:15 PM	0	0	0	0	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	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	2	2	0	2	0	2	0	0	0	0	4
Total	0	0	0	0	0	0	2	2	0	5	0	5	0	0	0	0	7
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	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	1	0	1	0	0	0	0	1
Grand Total	0	0	0	0	0	0	2	2	0	6	0	6	0	0	0	0	8
Apprch %	0	0	0		0	0	100		0	100	0		0	0	0		
Total %	0	0	0	0	0	0	25	25	0	75	0	75	0	0	0	0	

Start Time	Hesperia Road Southbound				Ottawa Street Westbound				Hesperia Road Northbound				Ottawa Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
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	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	2	2	0	2	0	2	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	2	2	0	4	0	4	0	0	0	0	6
% App. Total	0	0	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000	.375

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

City of Victorville  
 N/S: Hesperia Road  
 E/W: Ottawa Street  
 Weather: Clear

File Name : 01\_VIC\_Hes\_Ott PM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	2	2	0	2	0	2	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	0	0	0	0	2	2	0	4	0	4	0	0	0	0
% App. Total	0	0	0	0	0	0	100	100	0	100	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.000	.500	.000	.000	.000	.000

City of Victorville  
 N/S: Hesperia Road  
 E/W: Ottawa Street  
 Weather: Clear

File Name : 01\_VIC\_Hes\_Ott PM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 1

Groups Printed- 4+ Axle Trucks

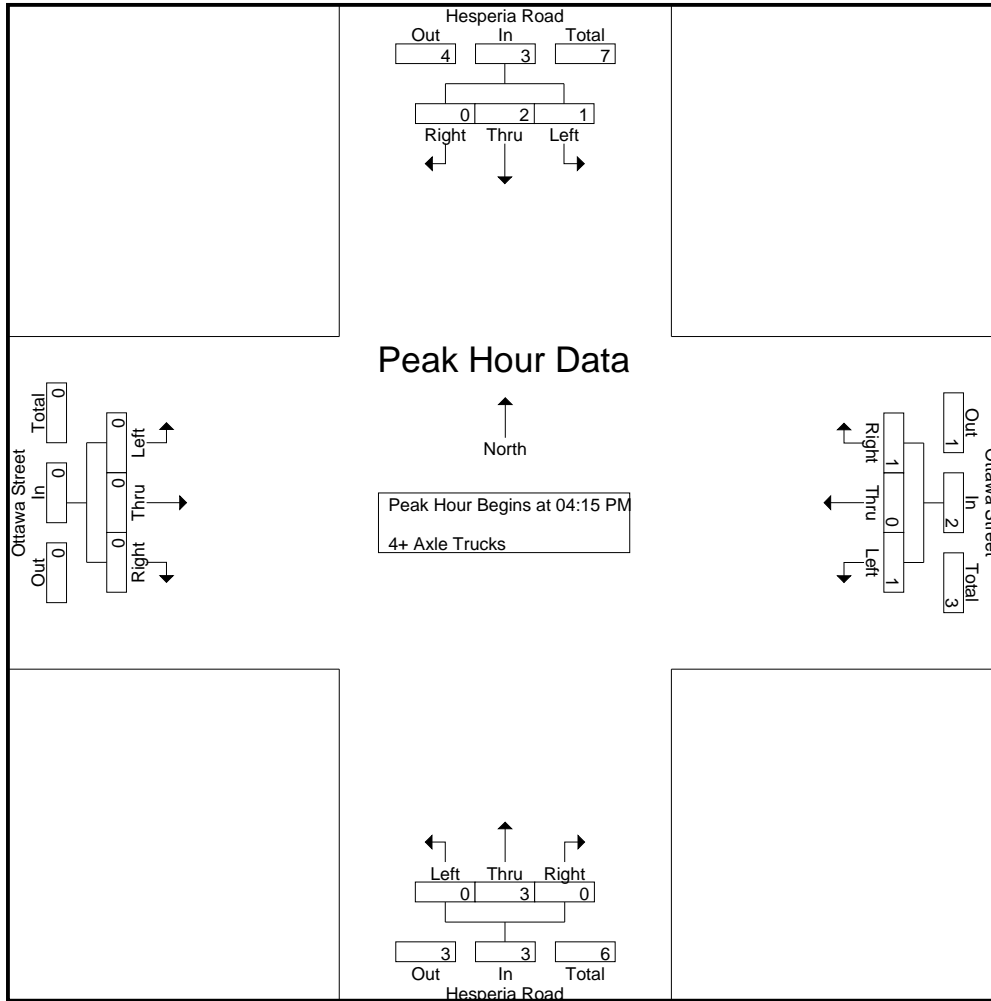
Start Time	Hesperia Road Southbound				Ottawa Street Westbound				Hesperia Road Northbound				Ottawa Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	0	1	1	0	1	2	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	1	0	0	1	1	0	1	2	0	3	0	3	0	0	0	0	0	6
05:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	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	0	1	0	1	0	0	0	0	0	2
05:45 PM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	2
Total	1	3	0	4	1	0	0	1	0	1	0	1	0	0	0	0	0	6
Grand Total	2	3	0	5	2	0	1	3	0	4	0	4	0	0	0	0	0	12
Apprch %	40	60	0		66.7	0	33.3		0	100	0		0	0	0			
Total %	16.7	25	0	41.7	16.7	0	8.3	25	0	33.3	0	33.3	0	0	0	0		

Start Time	Hesperia Road Southbound				Ottawa Street Westbound				Hesperia Road Northbound				Ottawa Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:15 PM	1	0	0	1	1	0	1	2	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
05:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	1	2	0	3	1	0	1	2	0	3	0	3	0	0	0	0	0	8
% App. Total	33.3	66.7	0		50	0	50		0	100	0		0	0	0			
PHF	.250	.250	.000	.375	.250	.000	.250	.250	.000	.375	.000	.375	.000	.000	.000	.000	.000	.667

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

City of Victorville  
 N/S: Hesperia Road  
 E/W: Ottawa Street  
 Weather: Clear

File Name : 01\_VIC\_Hes\_Ott PM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 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.	1	0	0	1	1	0	1	2	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	2	0	3	1	0	1	2	0	3	0	3	0	0	0	0
% App. Total	33.3	66.7	0		50	0	50		0	100	0		0	0	0	
PHF	.250	.250	.000	.375	.250	.000	.250	.250	.000	.375	.000	.375	.000	.000	.000	.000

Location: Victorville  
 N/S: Hesperia Road  
 E/W: Ottawa Street



Date: 6/29/2023  
 Day: Thursday

PEDESTRIANS

	North Leg Hesperia Road	East Leg Ottawa Street	South Leg Hesperia Road	West Leg Ottawa Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	1	1	0	2
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	2	0	3	5
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	3	1	3	7

	North Leg Hesperia Road	East Leg Ottawa Street	South Leg Hesperia Road	West Leg Ottawa Street	
	Pedestrians	Pedestrians	Pedestrians	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	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Victorville  
 N/S: Hesperia Road  
 E/W: Ottawa Street



Date: 6/29/2023  
 Day: Thursday

BICYCLES

	Southbound Hesperia Road			Westbound Ottawa Street			Northbound Hesperia Road			Eastbound Ottawa Street			
	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 Hesperia Road			Westbound Ottawa Street			Northbound Hesperia Road			Eastbound Ottawa Street			
	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	1	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	1	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	0	0	1	0	0	1	0	0	0	0	2



City of Victorville  
 N/S: Hesperia Road  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 02\_VIC\_Hes\_Nis AM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 1

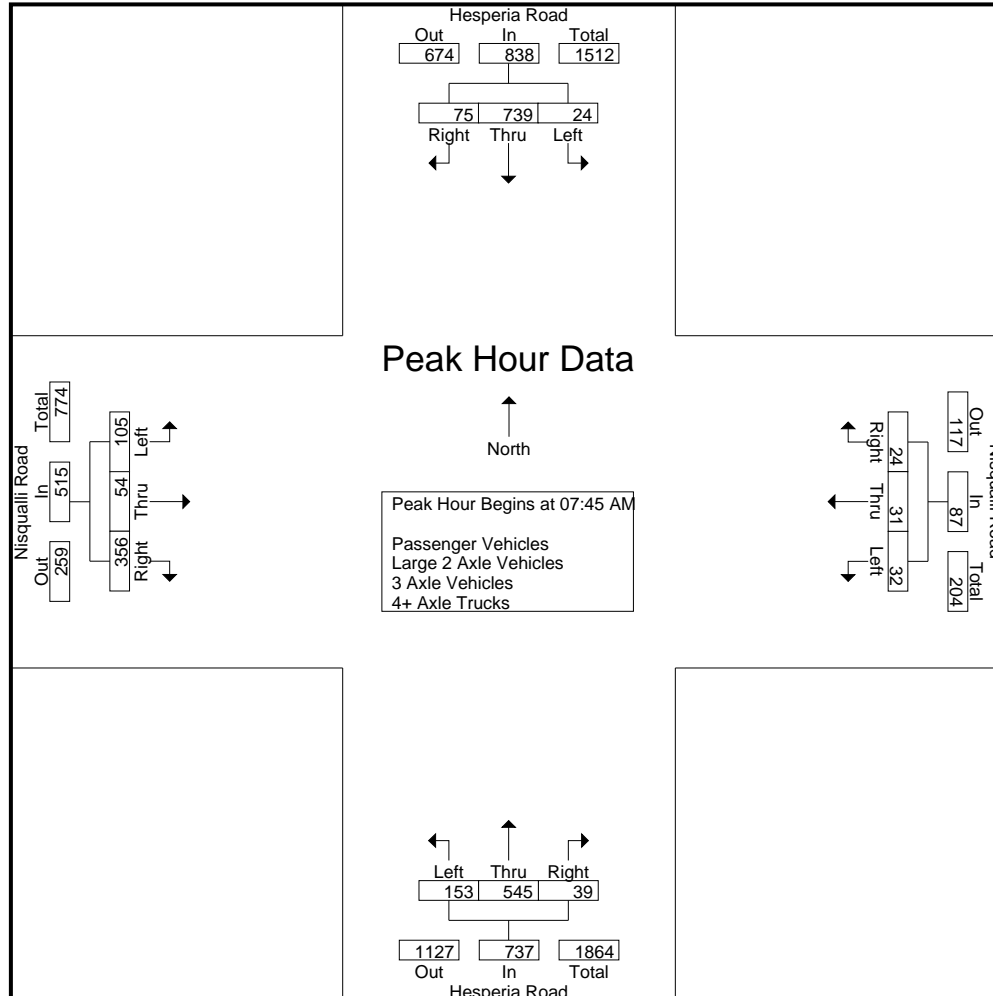
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Hesperia Road Southbound					Nisqualli Road Westbound					Hesperia Road Northbound					Nisqualli Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	4	92	12	2	108	5	11	1	0	17	32	96	5	4	133	20	15	64	11	99	17	357	374
07:15 AM	5	128	14	4	147	7	5	5	2	17	30	94	3	1	127	14	18	69	20	101	27	392	419
07:30 AM	3	139	21	3	163	8	6	6	2	20	26	110	15	6	151	26	27	74	22	127	33	461	494
07:45 AM	15	225	22	5	262	7	6	4	1	17	41	145	17	4	203	31	22	100	23	153	33	635	668
Total	27	584	69	14	680	27	28	16	5	71	129	445	40	15	614	91	82	307	76	480	110	1845	1955
08:00 AM	3	167	12	1	182	12	8	4	1	24	36	151	12	3	199	20	14	79	19	113	24	518	542
08:15 AM	2	183	21	2	206	7	9	12	3	28	33	123	8	2	164	25	12	79	24	116	31	514	545
08:30 AM	4	164	20	3	188	6	8	4	1	18	43	126	2	0	171	29	6	98	29	133	33	510	543
08:45 AM	4	175	15	2	194	9	10	6	1	25	41	146	4	1	191	41	10	104	33	155	37	565	602
Total	13	689	68	8	770	34	35	26	6	95	153	546	26	6	725	115	42	360	105	517	125	2107	2232
Grand Total	40	1273	137	22	1450	61	63	42	11	166	282	991	66	21	1339	206	124	667	181	997	235	3952	4187
Apprch %	2.8	87.8	9.4			36.7	38	25.3			21.1	74	4.9			20.7	12.4	66.9					
Total %	1	32.2	3.5		36.7	1.5	1.6	1.1		4.2	7.1	25.1	1.7		33.9	5.2	3.1	16.9		25.2	5.6	94.4	
Passenger Vehicles	32	1220	123		1396	55	41	34		141	272	939	52		1284	192	87	653		1112	0	0	3933
% Passenger Vehicles	80	95.8	89.8	95.5	94.8	90.2	65.1	81	100	79.7	96.5	94.8	78.8	100	94.4	93.2	70.2	97.9	99.4	94.4	0	0	93.9
Large 2 Axle Vehicles	4	35	11		51	2	2	2		6	8	29	10		47	11	11	11		34	0	0	138
% Large 2 Axle Vehicles	10	2.7	8	4.5	3.5	3.3	3.2	4.8	0	3.4	2.8	2.9	15.2	0	3.5	5.3	8.9	1.6	0.6	2.9	0	0	3.3
3 Axle Vehicles	0	9	2		11	0	1	2		3	1	11	3		15	1	7	2		10	0	0	39
% 3 Axle Vehicles	0	0.7	1.5	0	0.7	0	1.6	4.8	0	1.7	0.4	1.1	4.5	0	1.1	0.5	5.6	0.3	0	0.8	0	0	0.9
4+ Axle Trucks	4	9	1		14	4	19	4		27	1	12	1		14	2	19	1		22	0	0	77
% 4+ Axle Trucks	10	0.7	0.7	0	1	6.6	30.2	9.5	0	15.3	0.4	1.2	1.5	0	1	1	15.3	0.1	0	1.9	0	0	1.8

Start Time	Hesperia Road Southbound				Nisqualli Road Westbound			Hesperia Road Northbound				Nisqualli Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right		App. 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	15	225	22	262	7	6	4	17	41	145	17	203	31	22	100	153	635
08:00 AM	3	167	12	182	12	8	4	24	36	151	12	199	20	14	79	113	518
08:15 AM	2	183	21	206	7	9	12	28	33	123	8	164	25	12	79	116	514
08:30 AM	4	164	20	188	6	8	4	18	43	126	2	171	29	6	98	133	510
Total Volume	24	739	75	838	32	31	24	87	153	545	39	737	105	54	356	515	2177
% App. Total	2.9	88.2	8.9		36.8	35.6	27.6		20.8	73.9	5.3		20.4	10.5	69.1		
PHF	.400	.821	.852	.800	.667	.861	.500	.777	.890	.902	.574	.908	.847	.614	.890	.842	.857

City of Victorville  
 N/S: Hesperia Road  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 02\_VIC\_Hes\_Nis AM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 2



City of Victorville  
 N/S: Hesperia Road  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 02\_VIC\_Hes\_Nis AM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 3

Start Time	Hesperia Road Southbound				Nisqualli Road Westbound				Hesperia Road Northbound				Nisqualli Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
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				07:45 AM				08:00 AM				
+0 mins.	15	225	22	262	12	8	4	24	41	145	17	203	20	14	79	113	
+15 mins.	3	167	12	182	7	9	12	28	36	151	12	199	25	12	79	116	
+30 mins.	2	183	21	206	6	8	4	18	33	123	8	164	29	6	98	133	
+45 mins.	4	164	20	188	9	10	6	25	43	126	2	171	41	10	104	155	
Total Volume	24	739	75	838	34	35	26	95	153	545	39	737	115	42	360	517	
% App. Total	2.9	88.2	8.9		35.8	36.8	27.4		20.8	73.9	5.3		22.2	8.1	69.6		
PHF	.400	.821	.852	.800	.708	.875	.542	.848	.890	.902	.574	.908	.701	.750	.865	.834	

City of Victorville  
 N/S: Hesperia Road  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 02\_VIC\_Hes\_Nis AM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 1

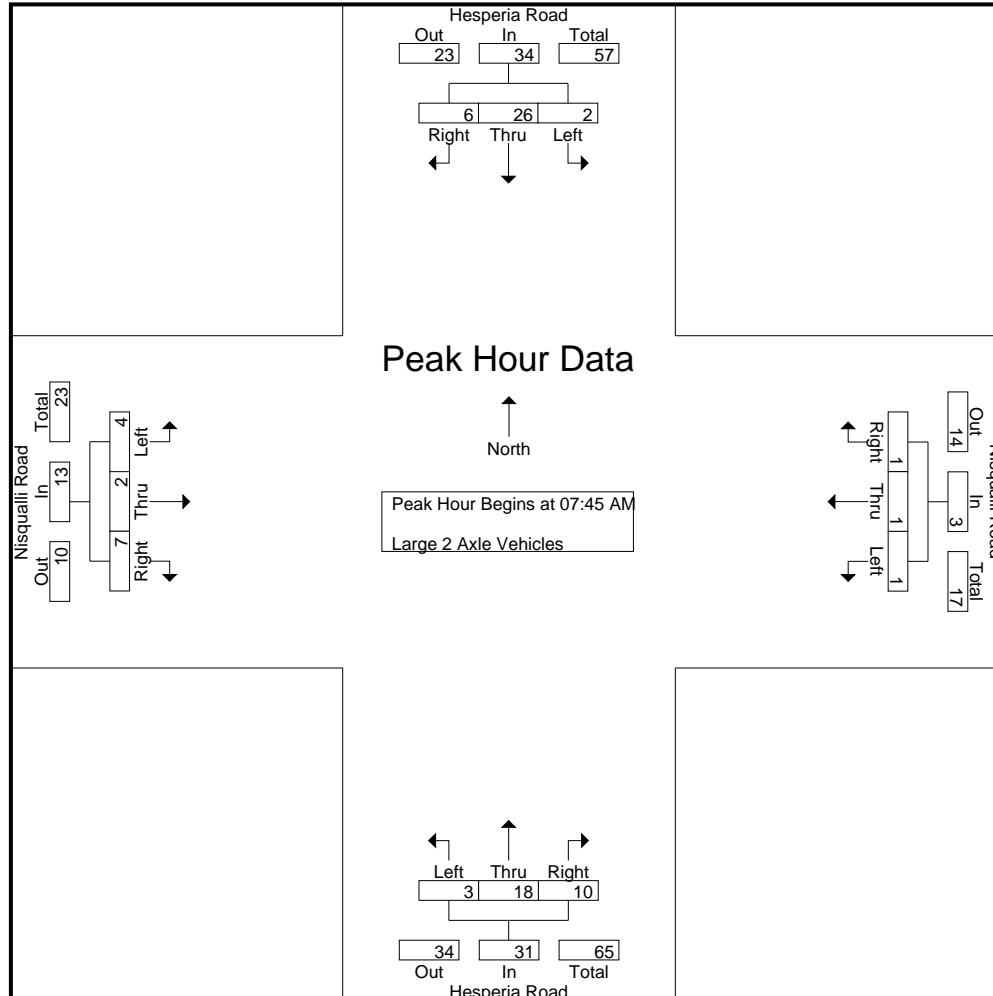
Groups Printed- Large 2 Axle Vehicles

Start Time	Hesperia Road Southbound					Nisqualli Road Westbound					Hesperia Road Northbound					Nisqualli Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	1	4	0	5	0	1	0	0	1	1	2	0	0	3	3	1	0	0	4	0	13	13
07:15 AM	1	4	0	0	5	1	0	1	0	2	1	3	0	0	4	0	3	2	1	5	1	16	17
07:30 AM	1	0	1	0	2	0	0	0	0	0	3	3	0	0	6	3	4	1	0	8	0	16	16
07:45 AM	1	5	4	1	10	0	0	0	0	0	0	6	5	0	11	1	2	1	0	4	1	25	26
Total	3	10	9	1	22	1	1	1	0	3	5	14	5	0	24	7	10	4	1	21	2	70	72
08:00 AM	0	4	0	0	4	1	0	0	0	1	1	5	2	0	8	1	0	2	0	3	0	16	16
08:15 AM	0	8	1	0	9	0	1	1	0	2	1	5	2	0	8	1	0	1	0	2	0	21	21
08:30 AM	1	9	1	0	11	0	0	0	0	0	1	2	1	0	4	1	0	3	0	4	0	19	19
08:45 AM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	1	1	1	0	3	0	10	10
Total	1	25	2	0	28	1	1	1	0	3	3	15	5	0	23	4	1	7	0	12	0	66	66
Grand Total	4	35	11	1	50	2	2	2	0	6	8	29	10	0	47	11	11	11	1	33	2	136	138
Apprch %	8	70	22			33.3	33.3	33.3			17	61.7	21.3			33.3	33.3	33.3					
Total %	2.9	25.7	8.1		36.8	1.5	1.5	1.5		4.4	5.9	21.3	7.4		34.6	8.1	8.1	8.1		24.3	1.4	98.6	

Start Time	Hesperia Road Southbound				Nisqualli Road Westbound				Hesperia Road Northbound				Nisqualli Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	1	5	4	10	0	0	0	0	0	6	5	11	1	2	1	4	25
08:00 AM	0	4	0	4	1	0	0	1	1	5	2	8	1	0	2	3	16
08:15 AM	0	8	1	9	0	1	1	2	1	5	2	8	1	0	1	2	21
08:30 AM	1	9	1	11	0	0	0	0	1	2	1	4	1	0	3	4	19
Total Volume	2	26	6	34	1	1	1	3	3	18	10	31	4	2	7	13	81
% App. Total	5.9	76.5	17.6		33.3	33.3	33.3		9.7	58.1	32.3		30.8	15.4	53.8		
PHF	.500	.722	.375	.773	.250	.250	.250	.375	.750	.750	.500	.705	1.00	.250	.583	.813	.810

City of Victorville  
 N/S: Hesperia Road  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 02\_VIC\_Hes\_Nis AM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 2



City of Victorville  
 N/S: Hesperia Road  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 02\_VIC\_Hes\_Nis AM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 3

Start Time	Hesperia Road Southbound				Nisqualli Road Westbound				Hesperia Road Northbound				Nisqualli Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
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.	1	5	4	10	0	0	0	0	0	6	5	11	1	2	1	4	
+15 mins.	0	4	0	4	1	0	0	1	1	5	2	8	1	0	2	3	
+30 mins.	0	8	1	9	0	1	1	2	1	5	2	8	1	0	1	2	
+45 mins.	1	9	1	11	0	0	0	0	1	2	1	4	1	0	3	4	
Total Volume	2	26	6	34	1	1	1	3	3	18	10	31	4	2	7	13	
% App. Total	5.9	76.5	17.6		33.3	33.3	33.3		9.7	58.1	32.3		30.8	15.4	53.8		
PHF	.500	.722	.375	.773	.250	.250	.250	.375	.750	.750	.500	.705	1.000	.250	.583	.813	

City of Victorville  
 N/S: Hesperia Road  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 02\_VIC\_Hes\_Nis AM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 1

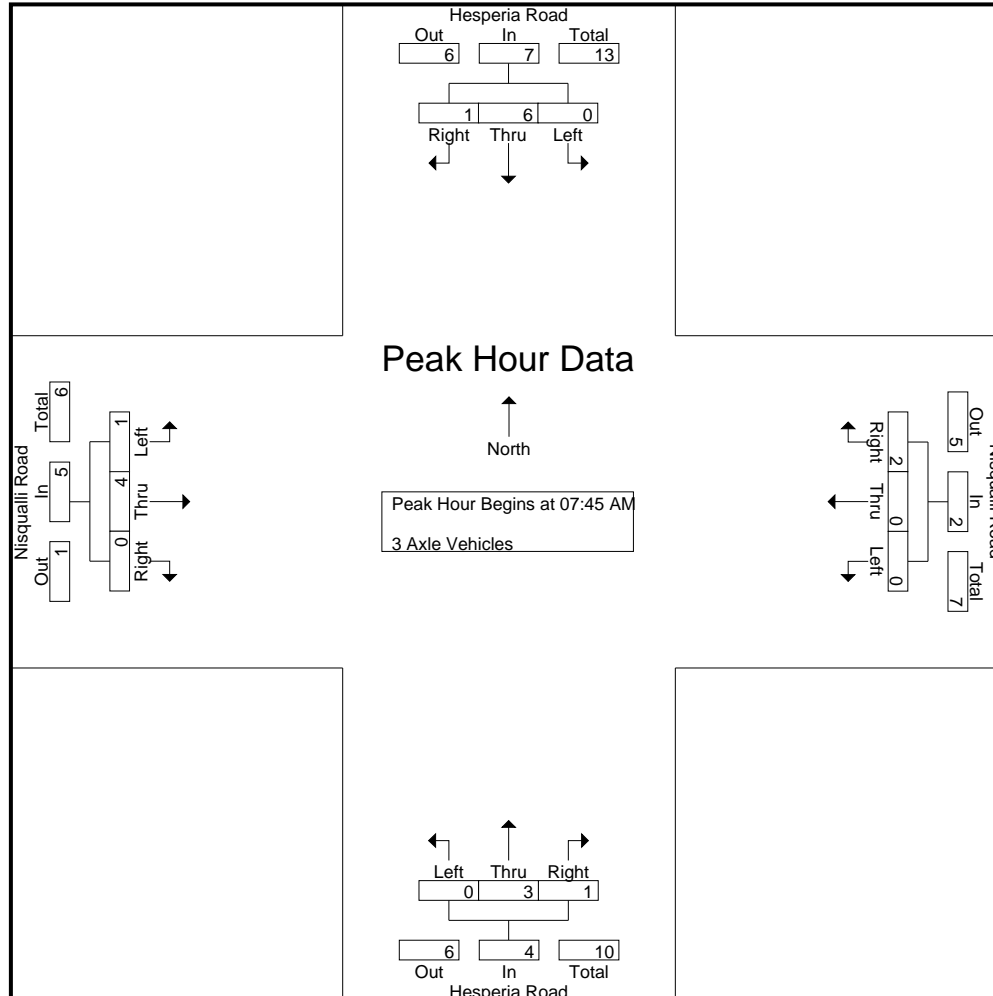
Groups Printed- 3 Axle Vehicles

Start Time	Hesperia Road Southbound					Nisqualli Road Westbound					Hesperia Road Northbound					Nisqualli Road Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	4	4
07:15 AM	0	1	0	0	1	0	0	0	0	0	1	1	1	0	3	0	0	0	0	0	0	0	4	4
07:30 AM	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	2	1	0	3	0	0	7	7
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	0	4	4
Total	0	3	1	0	4	0	0	0	0	0	1	9	1	0	11	0	3	1	0	4	0	0	19	19
08:00 AM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	0	4	4
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	2
08:30 AM	0	3	1	0	4	0	0	1	0	1	0	0	1	0	1	1	1	0	0	2	0	0	8	8
08:45 AM	0	1	0	0	1	0	1	0	0	1	0	1	1	0	2	0	1	1	0	2	0	0	6	6
Total	0	6	1	0	7	0	1	2	0	3	0	2	2	0	4	1	4	1	0	6	0	0	20	20
Grand Total	0	9	2	0	11	0	1	2	0	3	1	11	3	0	15	1	7	2	0	10	0	0	39	39
Apprch %	0	81.8	18.2			0	33.3	66.7			6.7	73.3	20			10	70	20			0	0		
Total %	0	23.1	5.1		28.2	0	2.6	5.1		7.7	2.6	28.2	7.7		38.5	2.6	17.9	5.1		25.6	0	0	100	

Start Time	Hesperia Road Southbound				Nisqualli Road Westbound				Hesperia Road Northbound				Nisqualli Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	1	0	1	0	0	0	0	0	2	0	2	0	1	0	1	4
08:00 AM	0	1	0	1	0	0	1	1	0	1	0	1	0	1	0	1	4
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
08:30 AM	0	3	1	4	0	0	1	1	0	0	1	1	1	1	0	2	8
Total Volume	0	6	1	7	0	0	2	2	0	3	1	4	1	4	0	5	18
% App. Total	0	85.7	14.3		0	0	100		0	75	25		20	80	0		
PHF	.000	.500	.250	.438	.000	.000	.500	.500	.000	.375	.250	.500	.250	1.00	.000	.625	.563

City of Victorville  
 N/S: Hesperia Road  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 02\_VIC\_Hes\_Nis AM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
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City of Victorville  
 N/S: Hesperia Road  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 02\_VIC\_Hes\_Nis AM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 3

Start Time	Hesperia Road Southbound				Nisqualli Road Westbound				Hesperia Road Northbound				Nisqualli Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
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	1	0	1	0	0	0	0	0	2	0	2	0	1	0	1	
+15 mins.	0	1	0	1	0	0	1	1	0	1	0	1	0	1	0	1	
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	
+45 mins.	0	3	1	4	0	0	1	1	0	0	1	1	1	1	0	2	
Total Volume	0	6	1	7	0	0	2	2	0	3	1	4	1	4	0	5	
% App. Total	0	85.7	14.3		0	0	100		0	75	25		20	80	0		
PHF	.000	.500	.250	.438	.000	.000	.500	.500	.000	.375	.250	.500	.250	1.000	.000	.625	

City of Victorville  
 N/S: Hesperia Road  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 02\_VIC\_Hes\_Nis AM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 1

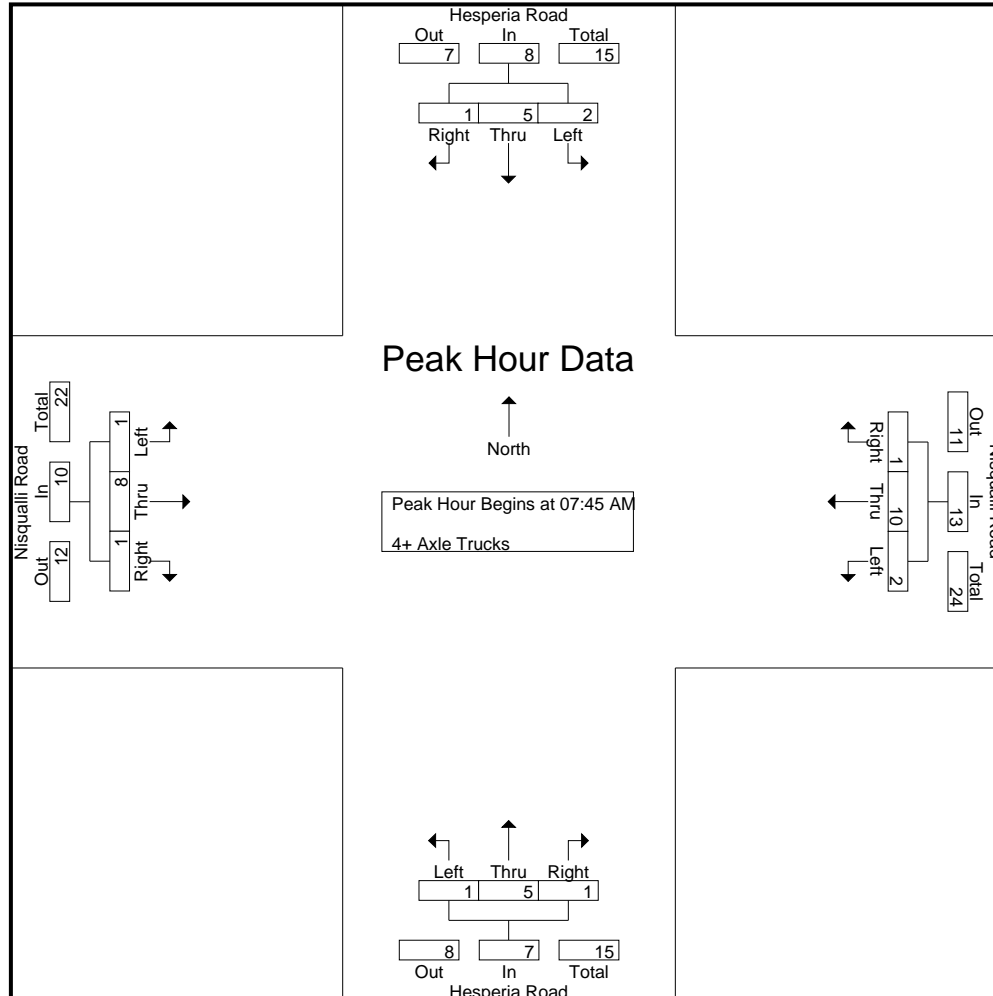
Groups Printed- 4+ Axle Trucks

Start Time	Hesperia Road Southbound					Nisqualli Road Westbound					Hesperia Road Northbound					Nisqualli Road Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
07:00 AM	0	2	0	0	2	0	4	1	0	5	0	3	0	0	3	1	1	0	0	2	0	0	12	12
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	0	0	6	6
07:30 AM	1	0	0	0	1	1	2	0	0	3	0	2	0	0	2	0	3	0	0	3	0	0	9	9
07:45 AM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	7	7
Total	1	2	1	0	4	1	8	1	0	10	0	7	0	0	7	1	12	0	0	13	0	0	34	34
08:00 AM	2	1	0	0	3	1	2	0	0	3	0	1	1	0	2	1	0	0	0	1	0	0	9	9
08:15 AM	0	3	0	0	3	1	1	1	0	3	1	4	0	0	5	0	3	1	0	4	0	0	15	15
08:30 AM	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	7	7
08:45 AM	1	2	0	0	3	1	3	2	0	6	0	0	0	0	0	0	3	0	0	3	0	0	12	12
Total	3	7	0	0	10	3	11	3	0	17	1	5	1	0	7	1	7	1	0	9	0	0	43	43
Grand Total	4	9	1	0	14	4	19	4	0	27	1	12	1	0	14	2	19	1	0	22	0	0	77	77
Apprch %	28.6	64.3	7.1			14.8	70.4	14.8			7.1	85.7	7.1			9.1	86.4	4.5			0	0	77	77
Total %	5.2	11.7	1.3		18.2	5.2	24.7	5.2		35.1	1.3	15.6	1.3		18.2	2.6	24.7	1.3		28.6	0	0	100	100

Start Time	Hesperia Road Southbound				Nisqualli Road Westbound				Hesperia Road Northbound				Nisqualli Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	1	1	0	2	0	2	0	0	0	0	0	4	0	4	7
08:00 AM	2	1	0	3	1	2	0	3	0	1	1	2	1	0	0	1	9
08:15 AM	0	3	0	3	1	1	1	3	1	4	0	5	0	3	1	4	15
08:30 AM	0	1	0	1	0	5	0	5	0	0	0	0	0	1	0	1	7
Total Volume	2	5	1	8	2	10	1	13	1	5	1	7	1	8	1	10	38
% App. Total	25	62.5	12.5		15.4	76.9	7.7		14.3	71.4	14.3		10	80	10		
PHF	.250	.417	.250	.667	.500	.500	.250	.650	.250	.313	.250	.350	.250	.500	.250	.625	.633

City of Victorville  
 N/S: Hesperia Road  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 02\_VIC\_Hes\_Nis AM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 2



City of Victorville  
 N/S: Hesperia Road  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 02\_VIC\_Hes\_Nis AM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 3

Start Time	Hesperia Road Southbound				Nisqualli Road Westbound				Hesperia Road Northbound				Nisqualli Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
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	1	1	0	2	0	2	0	0	0	0	0	4	0	4	
+15 mins.	2	1	0	3	1	2	0	3	0	1	1	2	1	0	0	1	
+30 mins.	0	3	0	3	1	1	1	3	1	4	0	5	0	3	1	4	
+45 mins.	0	1	0	1	0	5	0	5	0	0	0	0	0	1	0	1	
Total Volume	2	5	1	8	2	10	1	13	1	5	1	7	1	8	1	10	
% App. Total	25	62.5	12.5		15.4	76.9	7.7		14.3	71.4	14.3		10	80	10		
PHF	.250	.417	.250	.667	.500	.500	.250	.650	.250	.313	.250	.350	.250	.500	.250	.625	

City of Victorville  
 N/S: Hesperia Road  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 02\_VIC\_Hes\_Nis PM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 1

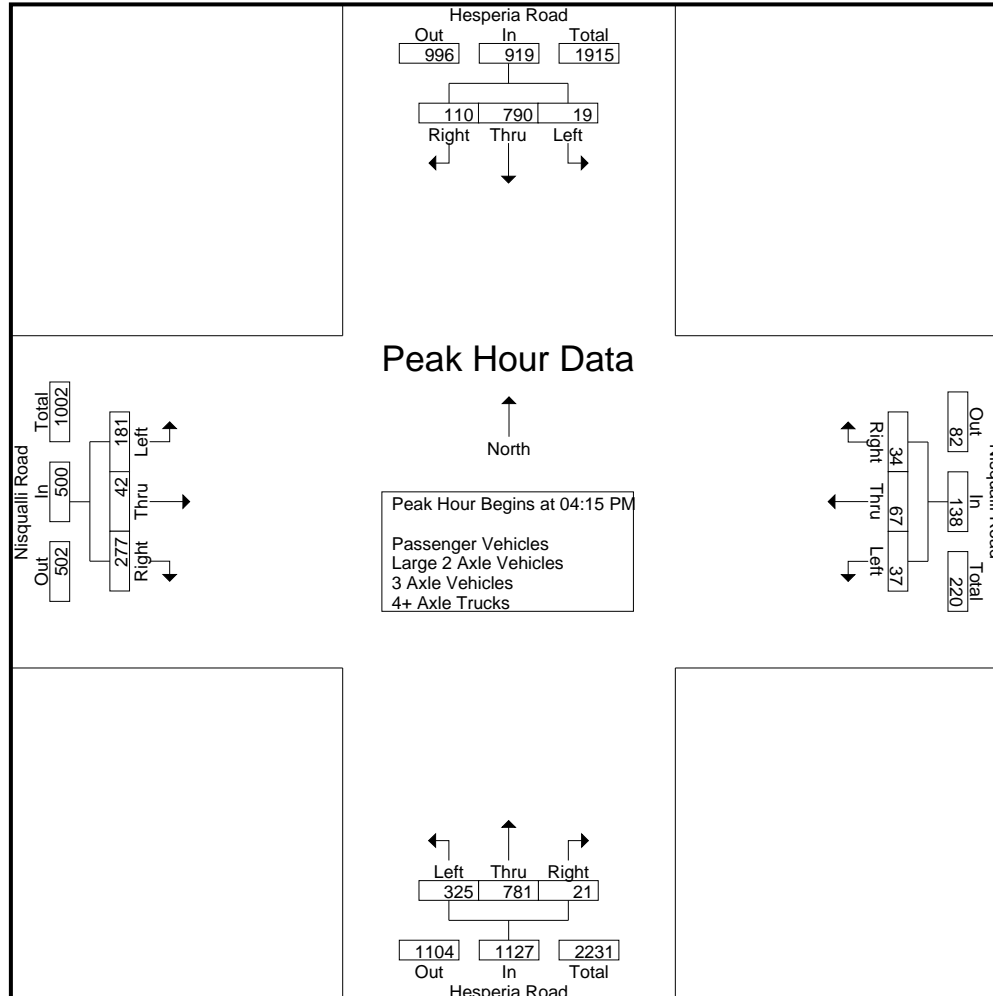
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Hesperia Road Southbound					Nisqualli Road Westbound					Hesperia Road Northbound					Nisqualli Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	3	176	23	4	202	21	35	11	3	67	97	180	7	3	284	44	10	57	15	111	25	664	689
04:15 PM	6	238	21	2	265	9	14	15	6	38	83	187	8	2	278	44	9	76	18	129	28	710	738
04:30 PM	3	197	28	3	228	7	23	5	2	35	80	189	4	1	273	51	9	71	16	131	22	667	689
04:45 PM	4	176	22	1	202	8	16	10	4	34	65	164	4	2	233	35	18	72	12	125	19	594	613
<b>Total</b>	<b>16</b>	<b>787</b>	<b>94</b>	<b>10</b>	<b>897</b>	<b>45</b>	<b>88</b>	<b>41</b>	<b>15</b>	<b>174</b>	<b>325</b>	<b>720</b>	<b>23</b>	<b>8</b>	<b>1068</b>	<b>174</b>	<b>46</b>	<b>276</b>	<b>61</b>	<b>496</b>	<b>94</b>	<b>2635</b>	<b>2729</b>
05:00 PM	6	179	39	6	224	13	14	4	1	31	97	241	5	3	343	51	6	58	11	115	21	713	734
05:15 PM	6	154	26	4	186	14	8	9	3	31	70	181	5	2	256	51	9	76	16	136	25	609	634
05:30 PM	2	184	31	3	217	14	12	2	0	28	85	187	1	0	273	50	8	64	18	122	21	640	661
05:45 PM	0	146	21	2	167	9	6	7	2	22	65	155	4	2	224	50	7	57	14	114	20	527	547
<b>Total</b>	<b>14</b>	<b>663</b>	<b>117</b>	<b>15</b>	<b>794</b>	<b>50</b>	<b>40</b>	<b>22</b>	<b>6</b>	<b>112</b>	<b>317</b>	<b>764</b>	<b>15</b>	<b>7</b>	<b>1096</b>	<b>202</b>	<b>30</b>	<b>255</b>	<b>59</b>	<b>487</b>	<b>87</b>	<b>2489</b>	<b>2576</b>
<b>Grand Total</b>	<b>30</b>	<b>1450</b>	<b>211</b>	<b>25</b>	<b>1691</b>	<b>95</b>	<b>128</b>	<b>63</b>	<b>21</b>	<b>286</b>	<b>642</b>	<b>1484</b>	<b>38</b>	<b>15</b>	<b>2164</b>	<b>376</b>	<b>76</b>	<b>531</b>	<b>120</b>	<b>983</b>	<b>181</b>	<b>5124</b>	<b>5305</b>
Apprch %	1.8	85.7	12.5			33.2	44.8	22			29.7	68.6	1.8			38.3	7.7	54					
Total %	0.6	28.3	4.1		33	1.9	2.5	1.2		5.6	12.5	29	0.7		42.2	7.3	1.5	10.4		19.2	3.4	96.6	
Passenger Vehicles	28	1407	209		1669	89	110	61		281	633	1458	36		2142	368	55	524		1067	0	0	5159
% Passenger Vehicles	93.3	97	99.1	100	97.3	93.7	85.9	96.8	100	91.5	98.6	98.2	94.7	100	98.3	97.9	72.4	98.7	100	96.7	0	0	97.2
Large 2 Axle Vehicles	1	39	1		41	4	1	0		5	7	17	0		24	8	2	7		17	0	0	87
% Large 2 Axle Vehicles	3.3	2.7	0.5	0	2.4	4.2	0.8	0	0	1.6	1.1	1.1	0	0	1.1	2.1	2.6	1.3	0	1.5	0	0	1.6
3 Axle Vehicles	0	1	0		1	1	5	1		7	1	4	1		6	0	3	0		3	0	0	17
% 3 Axle Vehicles	0	0.1	0	0	0.1	1.1	3.9	1.6	0	2.3	0.2	0.3	2.6	0	0.3	0	3.9	0	0	0.3	0	0	0.3
4+ Axle Trucks	1	3	1		5	1	12	1		14	1	5	1		7	0	16	0		16	0	0	42
% 4+ Axle Trucks	3.3	0.2	0.5	0	0.3	1.1	9.4	1.6	0	4.6	0.2	0.3	2.6	0	0.3	0	21.1	0	0	1.5	0	0	0.8

Start Time	Hesperia Road Southbound				Nisqualli Road Westbound				Hesperia Road Northbound				Nisqualli Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	238	21	265	9	14	15	38	83	187	8	278	44	9	76	129	710
04:30 PM	3	197	28	228	7	23	5	35	80	189	4	273	51	9	71	131	667
04:45 PM	4	176	22	202	8	16	10	34	65	164	4	233	35	18	72	125	594
05:00 PM	6	179	39	224	13	14	4	31	97	241	5	343	51	6	58	115	713
Total Volume	19	790	110	919	37	67	34	138	325	781	21	1127	181	42	277	500	2684
% App. Total	2.1	86	12		26.8	48.6	24.6		28.8	69.3	1.9		36.2	8.4	55.4		
PHF	.792	.830	.705	.867	.712	.728	.567	.908	.838	.810	.656	.821	.887	.583	.911	.954	.941

City of Victorville  
 N/S: Hesperia Road  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 02\_VIC\_Hes\_Nis PM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 2



City of Victorville  
 N/S: Hesperia Road  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 02\_VIC\_Hes\_Nis PM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 3

Start Time	Hesperia Road Southbound				Nisqualli Road Westbound				Hesperia Road Northbound				Nisqualli Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:00 PM				04:15 PM				04:30 PM				
+0 mins.	6	238	21	265	21	35	11	67	83	187	8	278	51	9	71	131	
+15 mins.	3	197	28	228	9	14	15	38	80	189	4	273	35	18	72	125	
+30 mins.	4	176	22	202	7	23	5	35	65	164	4	233	51	6	58	115	
+45 mins.	6	179	39	224	8	16	10	34	97	241	5	343	51	9	76	136	
Total Volume	19	790	110	919	45	88	41	174	325	781	21	1127	188	42	277	507	
% App. Total	2.1	86	12		25.9	50.6	23.6		28.8	69.3	1.9		37.1	8.3	54.6		
PHF	.792	.830	.705	.867	.536	.629	.683	.649	.838	.810	.656	.821	.922	.583	.911	.932	

City of Victorville  
 N/S: Hesperia Road  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 02\_VIC\_Hes\_Nis PM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

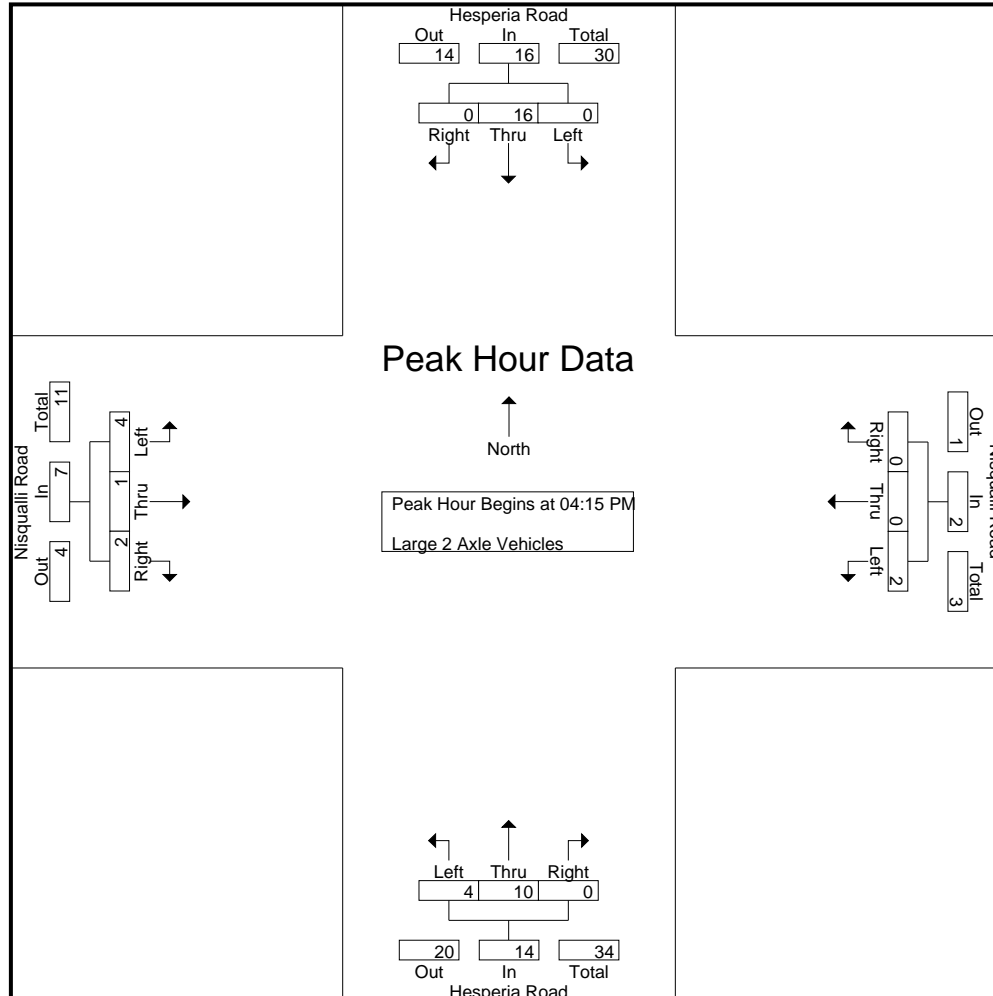
Start Time	Hesperia Road Southbound					Nisqualli Road Westbound					Hesperia Road Northbound					Nisqualli Road Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
04:00 PM	0	12	0	0	12	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	14	14
04:15 PM	0	4	0	0	4	1	0	0	0	1	1	0	0	0	1	1	0	1	0	2	0	0	8	8
04:30 PM	0	3	0	0	3	1	0	0	0	1	2	4	0	0	6	0	0	1	0	1	0	0	11	11
04:45 PM	0	6	0	0	6	0	0	0	0	0	1	5	0	0	6	1	1	0	0	2	0	0	14	14
Total	0	25	0	0	25	3	0	0	0	3	5	9	0	0	14	2	1	2	0	5	0	0	47	47
05:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	0	6	6
05:15 PM	1	4	0	0	5	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	0	0	8	8
05:30 PM	0	5	1	0	6	1	1	0	0	2	0	3	0	0	3	0	1	4	0	5	0	0	16	16
05:45 PM	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	3	0	1	0	4	0	0	10	10
Total	1	14	1	0	16	1	1	0	0	2	2	8	0	0	10	6	1	5	0	12	0	0	40	40
Grand Total	1	39	1	0	41	4	1	0	0	5	7	17	0	0	24	8	2	7	0	17	0	0	87	87
Apprch %	2.4	95.1	2.4			80	20	0			29.2	70.8	0			47.1	11.8	41.2			0	0	87	87
Total %	1.1	44.8	1.1		47.1	4.6	1.1	0		5.7	8	19.5	0		27.6	9.2	2.3	8		19.5	0	0	100	100

Start Time	Hesperia Road Southbound				Nisqualli Road Westbound				Hesperia Road Northbound				Nisqualli Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	4	0	4	1	0	0	1	1	0	0	1	1	0	1	2	8
04:30 PM	0	3	0	3	1	0	0	1	2	4	0	6	0	0	1	1	11
04:45 PM	0	6	0	6	0	0	0	0	1	5	0	6	1	1	0	2	14
05:00 PM	0	3	0	3	0	0	0	0	0	1	0	1	2	0	0	2	6
Total Volume	0	16	0	16	2	0	0	2	4	10	0	14	4	1	2	7	39
% App. Total	0	100	0		100	0	0		28.6	71.4	0		57.1	14.3	28.6		
PHF	.000	.667	.000	.667	.500	.000	.000	.500	.500	.500	.000	.583	.500	.250	.500	.875	.696



City of Victorville  
 N/S: Hesperia Road  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 02\_VIC\_Hes\_Nis PM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 2



City of Victorville  
 N/S: Hesperia Road  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 02\_VIC\_Hes\_Nis PM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 3

Start Time	Hesperia Road Southbound				Nisqualli Road Westbound				Hesperia Road Northbound				Nisqualli Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
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	4	0	4	1	0	0	1	1	0	0	1	1	0	1	2	
+15 mins.	0	3	0	3	1	0	0	1	2	4	0	6	0	0	1	1	
+30 mins.	0	6	0	6	0	0	0	0	1	5	0	6	1	1	0	2	
+45 mins.	0	3	0	3	0	0	0	0	0	1	0	1	2	0	0	2	
Total Volume	0	16	0	16	2	0	0	2	4	10	0	14	4	1	2	7	
% App. Total	0	100	0		100	0	0		28.6	71.4	0		57.1	14.3	28.6		
PHF	.000	.667	.000	.667	.500	.000	.000	.500	.500	.500	.000	.583	.500	.250	.500	.875	

City of Victorville  
 N/S: Hesperia Road  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 02\_VIC\_Hes\_Nis PM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 1

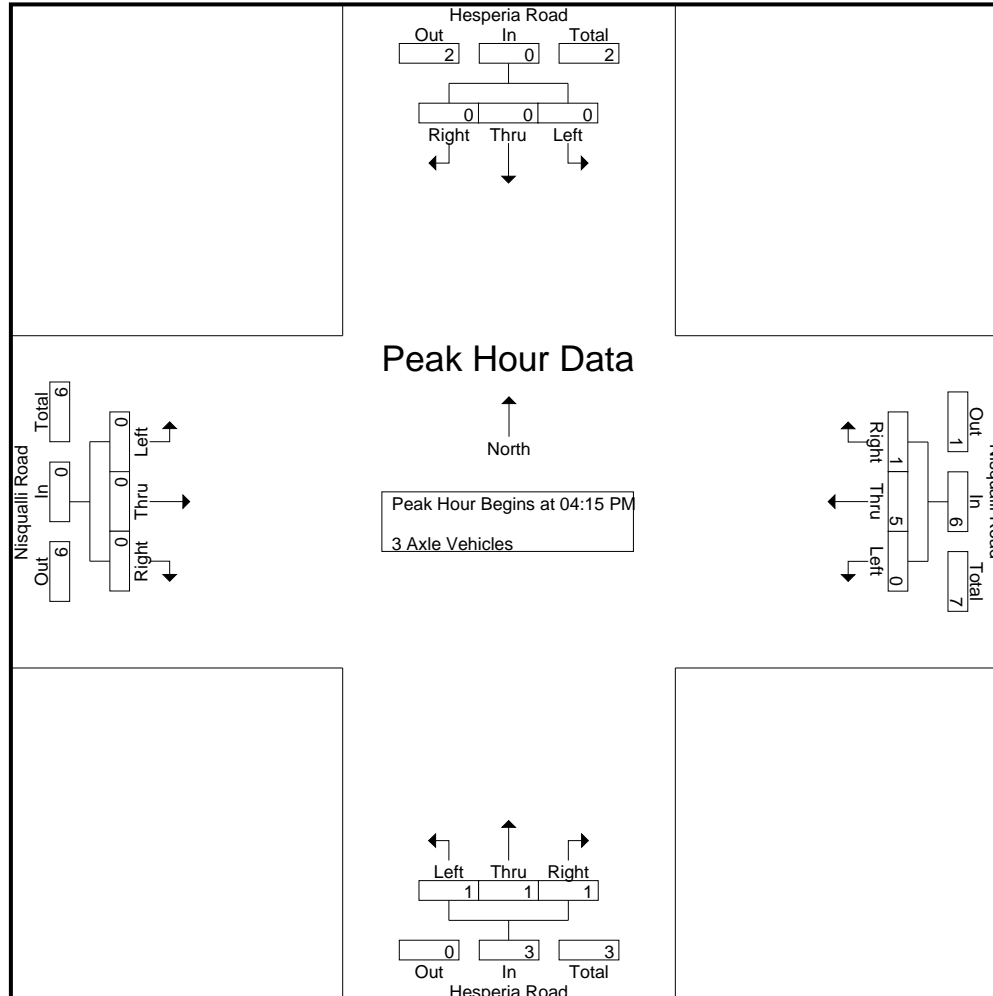
Groups Printed- 3 Axle Vehicles

Start Time	Hesperia Road Southbound					Nisqualli Road Westbound					Hesperia Road Northbound					Nisqualli Road Eastbound					Exclu. Total	Inclu. Total	Int. Total					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total								
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	4	4
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	1	0	0	1	0	4	0	0	4	1	3	1	0	5	0	1	0	0	1	0	0	0	0	0	0	11	11
05:00 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	0	1	1	1	0	3	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	6	6
Grand Total	0	1	0	0	1	1	5	1	0	7	1	4	1	0	6	0	3	0	0	3	0	0	0	0	0	0	17	17
Apprch %	0	100	0			14.3	71.4	14.3			16.7	66.7	16.7			0	100	0			0	0	0	0	0	0	100	
Total %	0	5.9	0		5.9	5.9	29.4	5.9		41.2	5.9	23.5	5.9		35.3	0	17.6	0		17.6	0	0	0	0	0	0	100	

Start Time	Hesperia Road Southbound				Nisqualli Road Westbound				Hesperia Road Northbound				Nisqualli Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	2	0	2	0	0	1	1	0	0	0	0	3
04:30 PM	0	0	0	0	0	2	0	2	0	1	0	1	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	5	1	6	1	1	1	3	0	0	0	0	9
% App. Total	0	0	0	0	0	83.3	16.7		33.3	33.3	33.3		0	0	0	0	
PHF	.000	.000	.000	.000	.000	.625	.250	.750	.250	.250	.250	.750	.000	.000	.000	.000	.750

City of Victorville  
 N/S: Hesperia Road  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 02\_VIC\_Hes\_Nis PM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 2



City of Victorville  
 N/S: Hesperia Road  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 02\_VIC\_Hes\_Nis PM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 3

Start Time	Hesperia Road Southbound				Nisqualli Road Westbound				Hesperia Road Northbound				Nisqualli Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
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	2	0	2	0	0	1	1	0	0	0	0	
+15 mins.	0	0	0	0	0	2	0	2	0	1	0	1	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	
+45 mins.	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	5	1	6	1	1	1	3	0	0	0	0	
% App. Total	0	0	0	0	0	83.3	16.7		33.3	33.3	33.3		0	0	0		
PHF	.000	.000	.000	.000	.000	.625	.250	.750	.250	.250	.250	.750	.000	.000	.000	.000	

City of Victorville  
 N/S: Hesperia Road  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 02\_VIC\_Hes\_Nis PM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 1

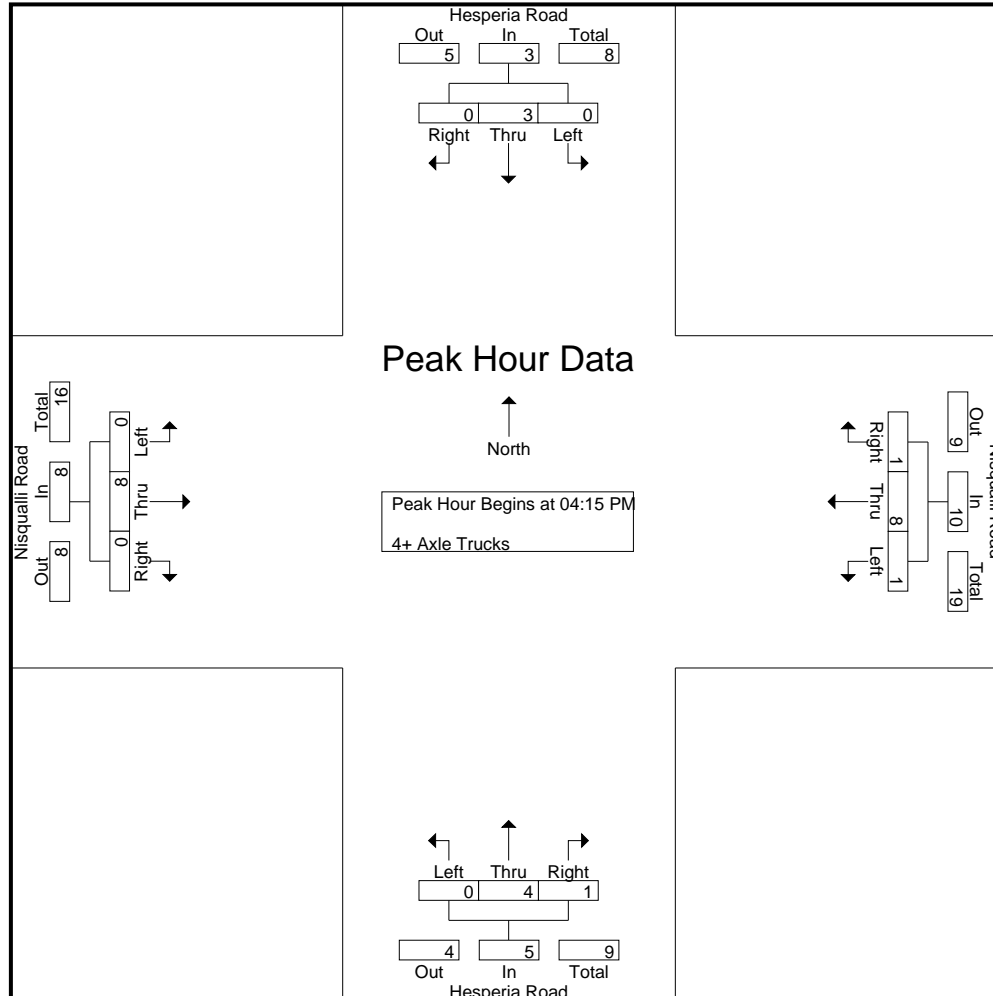
Groups Printed- 4+ Axle Trucks

Start Time	Hesperia Road Southbound					Nisqualli Road Westbound					Hesperia Road Northbound					Nisqualli Road Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	5	5
04:15 PM	0	0	0	0	0	0	3	0	0	3	0	1	1	0	2	0	4	0	0	4	0	0	9	9
04:30 PM	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	0	2	0	0	2	0	0	7	7
04:45 PM	0	0	0	0	0	0	2	1	0	3	0	1	0	0	1	0	1	0	0	1	0	0	5	5
Total	0	1	0	0	1	0	9	1	0	10	0	4	1	0	5	0	10	0	0	10	0	0	26	26
05:00 PM	0	2	0	0	2	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	5	5
05:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	3	0	0	3	0	0	5	5
05:30 PM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	5	5
05:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	1	2	1	0	4	1	3	0	0	4	1	1	0	0	2	0	6	0	0	6	0	0	16	16
Grand Total	1	3	1	0	5	1	12	1	0	14	1	5	1	0	7	0	16	0	0	16	0	0	42	42
Apprch %	20	60	20			7.1	85.7	7.1			14.3	71.4	14.3			0	100	0			0	0		
Total %	2.4	7.1	2.4		11.9	2.4	28.6	2.4		33.3	2.4	11.9	2.4		16.7	0	38.1	0		38.1	0	0	100	

Start Time	Hesperia Road Southbound				Nisqualli Road Westbound				Hesperia Road Northbound				Nisqualli Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	3	0	3	0	1	1	2	0	4	0	4	9
04:30 PM	0	1	0	1	0	2	0	2	0	2	0	2	0	2	0	2	7
04:45 PM	0	0	0	0	0	2	1	3	0	1	0	1	0	1	0	1	5
05:00 PM	0	2	0	2	1	1	0	2	0	0	0	0	0	1	0	1	5
Total Volume	0	3	0	3	1	8	1	10	0	4	1	5	0	8	0	8	26
% App. Total	0	100	0		10	80	10		0	80	20		0	100	0		
PHF	.000	.375	.000	.375	.250	.667	.250	.833	.000	.500	.250	.625	.000	.500	.000	.500	.722

City of Victorville  
 N/S: Hesperia Road  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 02\_VIC\_Hes\_Nis PM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 2



City of Victorville  
 N/S: Hesperia Road  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 02\_VIC\_Hes\_Nis PM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 3

Start Time	Hesperia Road Southbound				Nisqualli Road Westbound				Hesperia Road Northbound				Nisqualli Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
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	3	0	3	0	1	1	2	0	4	0	4	
+15 mins.	0	1	0	1	0	2	0	2	0	2	0	2	0	2	0	2	
+30 mins.	0	0	0	0	0	2	1	3	0	1	0	1	0	1	0	1	
+45 mins.	0	2	0	2	1	1	0	2	0	0	0	0	0	1	0	1	
Total Volume	0	3	0	3	1	8	1	10	0	4	1	5	0	8	0	8	
% App. Total	0	100	0		10	80	10		0	80	20		0	100	0		
PHF	.000	.375	.000	.375	.250	.667	.250	.833	.000	.500	.250	.625	.000	.500	.000	.500	



Location: Victorville  
 N/S: Hesperia Road  
 E/W: Nisqualli Road



Date: 6/29/2023  
 Day: Thursday

PEDESTRIANS

	North Leg Hesperia Road	East Leg Nisqualli Road	South Leg Hesperia Road	West Leg Nisqualli Road	
	Pedestrians	Pedestrians	Pedestrians	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	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	4	4
8:45 AM	0	0	0	2	2
TOTAL VOLUMES:	0	0	0	6	6

	North Leg Hesperia Road	East Leg Nisqualli Road	South Leg Hesperia Road	West Leg Nisqualli Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	0	0	1
4:15 PM	2	0	0	1	3
4:30 PM	0	0	0	0	0
4:45 PM	1	0	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	1	0	0	0	1
5:30 PM	0	0	0	4	4
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	5	0	0	5	10

Location: Victorville  
 N/S: Hesperia Road  
 E/W: Nisqualli Road



Date: 6/29/2023  
 Day: Thursday

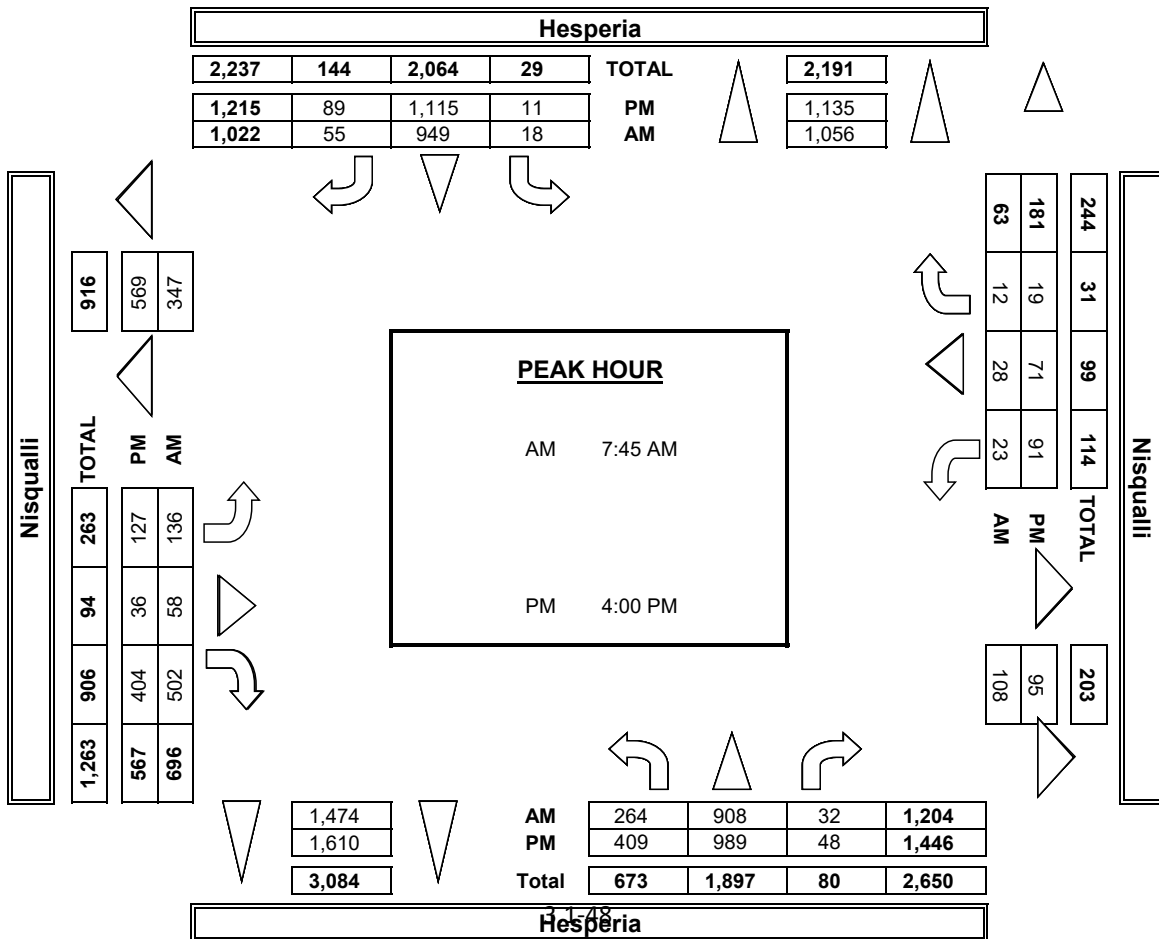
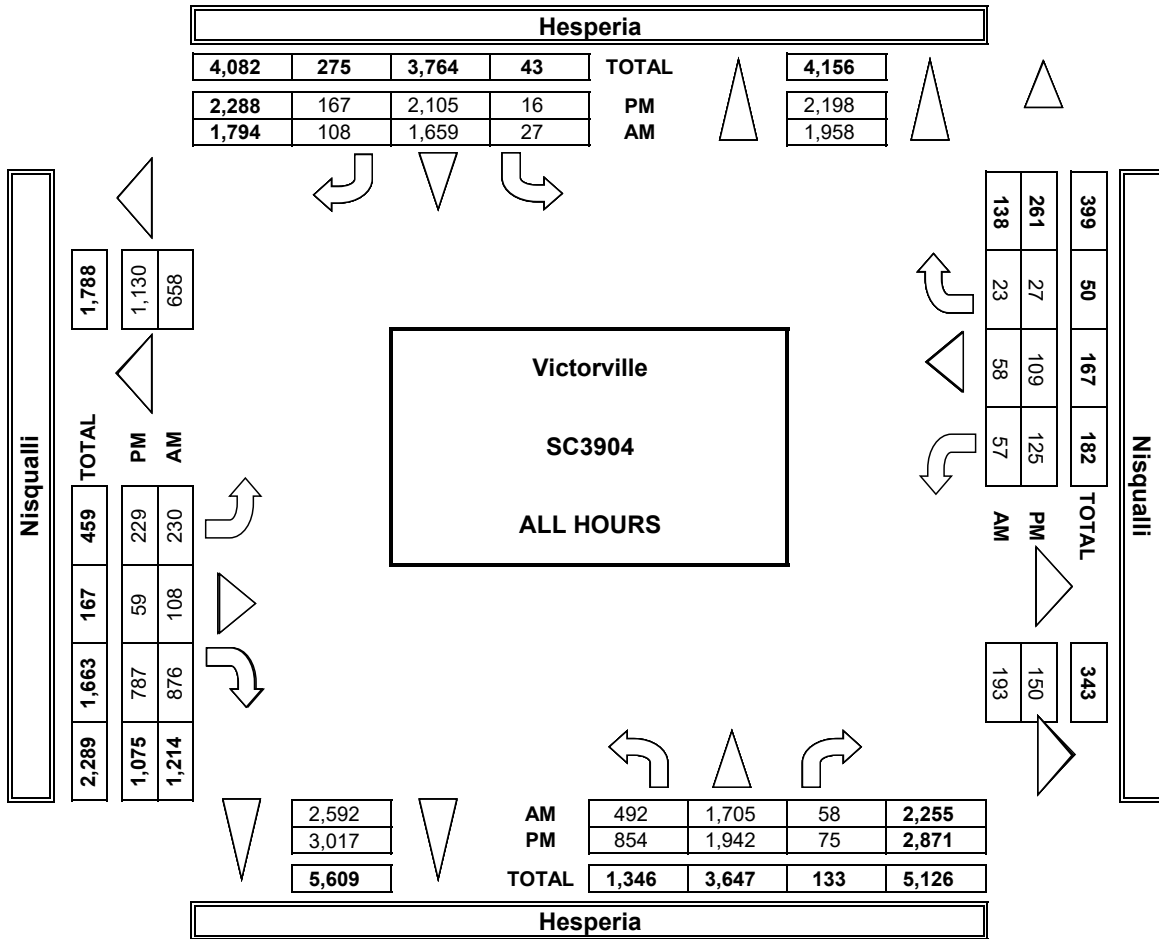
BICYCLES

	Southbound Hesperia Road			Westbound Nisqualli Road			Northbound Hesperia Road			Eastbound Nisqualli 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 Hesperia Road			Westbound Nisqualli Road			Northbound Hesperia Road			Eastbound Nisqualli 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	1	0	1	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	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	1	0	1	0	0	0	0	0	0	0	2



**AimTD LLC**  
TURNING MOVEMENT COUNTS





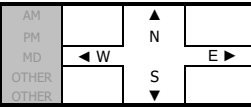


### INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 3/16/23 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Hesperia Nisqualli	PROJECT #: LOCATION #: CONTROL:	SC3904 1 SIGNAL
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<b>CLASS 4:</b> 4 OR MORE AXLE TRUCKS	<b>NOTES:</b>
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Hesperia			Hesperia			Nisqualli			Nisqualli			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	2	1	1	2	0	2	1	2	1	2	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

RTOR			
NRR	SRR	ERR	WRR
0	0	0	0

AM	7:00 AM	0	5	1	0	0	0	0	1	0	0	3	0	10
	7:15 AM	0	3	0	1	4	0	0	6	0	0	4	0	18
	7:30 AM	0	1	0	0	1	0	3	2	1	1	4	0	13
	7:45 AM	0	3	0	1	2	0	3	1	0	0	6	0	16
	8:00 AM	0	5	0	0	3	0	3	2	0	1	2	0	16
	8:15 AM	0	3	1	1	3	1	3	6	1	1	1	0	21
	8:30 AM	0	3	0	1	0	3	2	2	0	2	3	0	16
	8:45 AM	1	4	0	0	0	1	5	2	0	1	1	2	17
	VOLUMES	1	27	2	4	13	5	19	22	2	6	24	2	127
	APPROACH %	3%	90%	7%	18%	59%	23%	44%	51%	5%	19%	75%	6%	
APP/DEPART	30	/	48	22	/	21	43	/	28	32	/	30	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	0	14	1	3	8	4	11	11	1	4	12	0	69	
APPROACH %	0%	93%	7%	20%	53%	27%	48%	48%	4%	25%	75%	0%		
PEAK HR FACTOR	0.750			0.750			0.575			0.667			0.821	
APP/DEPART	15	/	25	15	/	13	23	/	15	16	/	16	0	
PM	4:00 PM	0	1	2	0	3	0	0	3	0	0	2	0	11
	4:15 PM	1	1	0	0	1	3	2	2	0	0	0	1	11
	4:30 PM	1	2	0	1	2	0	0	2	1	3	3	1	16
	4:45 PM	0	1	1	0	3	2	0	0	2	1	2	0	12
	5:00 PM	0	1	0	0	6	0	0	2	0	2	0	0	11
	5:15 PM	0	1	0	0	5	0	2	2	0	0	1	0	11
	5:30 PM	1	0	0	0	4	0	4	1	1	0	3	0	14
	5:45 PM	0	0	0	0	1	0	2	1	0	0	1	0	5
	VOLUMES	3	7	3	1	25	5	10	13	4	6	12	2	91
	APPROACH %	23%	54%	23%	3%	81%	16%	37%	48%	15%	30%	60%	10%	
APP/DEPART	13	/	19	31	/	35	27	/	17	20	/	20	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	2	5	3	1	9	5	2	7	3	4	7	2	50	
APPROACH %	20%	50%	30%	7%	60%	33%	17%	58%	25%	31%	54%	15%		
PEAK HR FACTOR	0.833			0.750			0.750			0.464			0.781	
APP/DEPART	10	/	9	15	/	16	12	/	11	13	/	14	0	

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

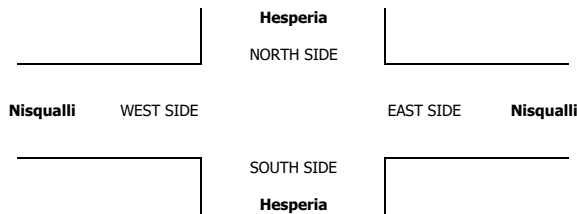
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0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

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

0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	1	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

1	1	1	0
---	---	---	---



City of Victorville  
 N/S: Enterprise Way  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 04\_VIC\_Ent\_Nis AM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 1

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

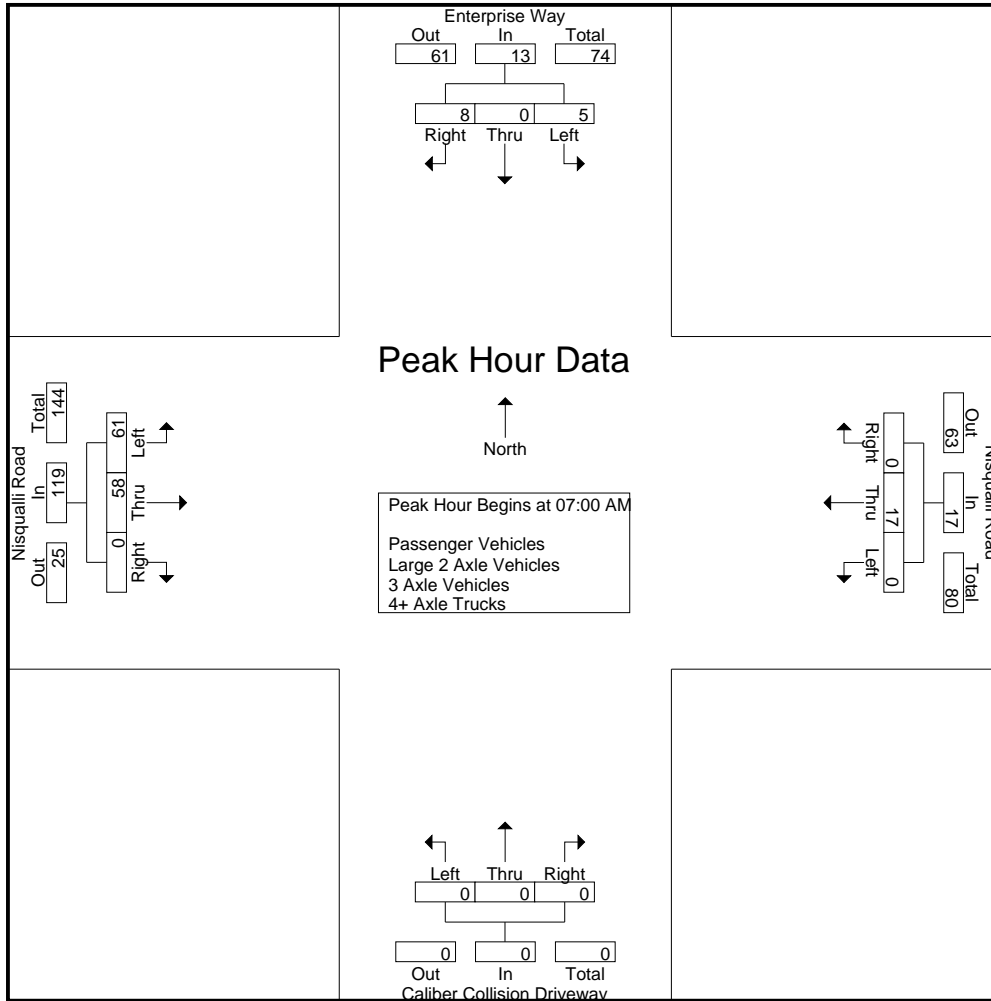
Start Time	Enterprise Way Southbound				Nisqualli Road Westbound				Caliber Collision Driveway Northbound				Nisqualli Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	0	1	3	0	8	0	8	0	0	0	0	9	15	0	24	35
07:15 AM	1	0	3	4	0	3	0	3	0	0	0	0	13	20	0	33	40
07:30 AM	1	0	1	2	0	5	0	5	0	0	0	0	16	10	0	26	33
07:45 AM	1	0	3	4	0	1	0	1	0	0	0	0	23	13	0	36	41
<b>Total</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>58</b>	<b>0</b>	<b>119</b>	<b>149</b>
08:00 AM	0	0	1	1	0	2	0	2	0	0	0	0	7	8	0	15	18
08:15 AM	1	0	2	3	0	5	1	6	0	0	0	0	2	14	0	16	25
08:30 AM	1	0	10	11	0	6	2	8	0	0	0	0	4	15	0	19	38
08:45 AM	4	0	3	7	0	7	0	7	0	0	0	0	5	28	0	33	47
<b>Total</b>	<b>6</b>	<b>0</b>	<b>16</b>	<b>22</b>	<b>0</b>	<b>20</b>	<b>3</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>0</b>	<b>83</b>	<b>128</b>
<b>Grand Total</b>	<b>11</b>	<b>0</b>	<b>24</b>	<b>35</b>	<b>0</b>	<b>37</b>	<b>3</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>123</b>	<b>0</b>	<b>202</b>	<b>277</b>
Apprch %	31.4	0	68.6		0	92.5	7.5		0	0	0		39.1	60.9	0		
Total %	4	0	8.7	12.6	0	13.4	1.1	14.4	0	0	0	0	28.5	44.4	0	72.9	
Passenger Vehicles	11	0	16	27	0	19	3	22	0	0	0	0	72	105	0	177	226
% Passenger Vehicles	100	0	66.7	77.1	0	51.4	100	55	0	0	0	0	91.1	85.4	0	87.6	81.6
Large 2 Axle Vehicles	0	0	2	2	0	0	0	0	0	0	0	0	3	4	0	7	9
% Large 2 Axle Vehicles	0	0	8.3	5.7	0	0	0	0	0	0	0	0	3.8	3.3	0	3.5	3.2
3 Axle Vehicles	0	0	1	1	0	1	0	1	0	0	0	0	2	2	0	4	6
% 3 Axle Vehicles	0	0	4.2	2.9	0	2.7	0	2.5	0	0	0	0	2.5	1.6	0	2	2.2
4+ Axle Trucks	0	0	5	5	0	17	0	17	0	0	0	0	2	12	0	14	36
% 4+ Axle Trucks	0	0	20.8	14.3	0	45.9	0	42.5	0	0	0	0	2.5	9.8	0	6.9	13

Start Time	Enterprise Way Southbound				Nisqualli Road Westbound				Caliber Collision Driveway Northbound				Nisqualli Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	0	1	3	0	8	0	8	0	0	0	0	9	15	0	24	35
07:15 AM	1	0	3	4	0	3	0	3	0	0	0	0	13	20	0	33	40
07:30 AM	1	0	1	2	0	5	0	5	0	0	0	0	16	10	0	26	33
07:45 AM	1	0	3	4	0	1	0	1	0	0	0	0	23	13	0	36	41
Total Volume	5	0	8	13	0	17	0	17	0	0	0	0	61	58	0	119	149
% App. Total	38.5	0	61.5		0	100	0		0	0	0		51.3	48.7	0		
PHF	.625	.000	.667	.813	.000	.531	.000	.531	.000	.000	.000	.000	.663	.725	.000	.826	.909



City of Victorville  
 N/S: Enterprise Way  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 04\_VIC\_Ent\_Nis AM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 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:

	08:00 AM				08:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	1	1	0	2	0	2	0	0	0	0	9	15	0	24
+15 mins.	1	0	2	3	0	5	1	6	0	0	0	0	13	<b>20</b>	0	33
+30 mins.	1	0	<b>10</b>	<b>11</b>	0	6	<b>2</b>	<b>8</b>	0	0	0	0	16	10	0	26
+45 mins.	<b>4</b>	0	3	7	0	<b>7</b>	0	7	0	0	0	0	<b>23</b>	13	0	<b>36</b>
Total Volume	6	0	16	22	0	20	3	23	0	0	0	0	61	58	0	119
% App. Total	27.3	0	72.7		0	87	13		0	0	0	0	51.3	48.7	0	
PHF	.375	.000	.400	.500	.000	.714	.375	.719	.000	.000	.000	.000	.663	.725	.000	.826

City of Victorville  
 N/S: Enterprise Way  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 04\_VIC\_Ent\_Nis AM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

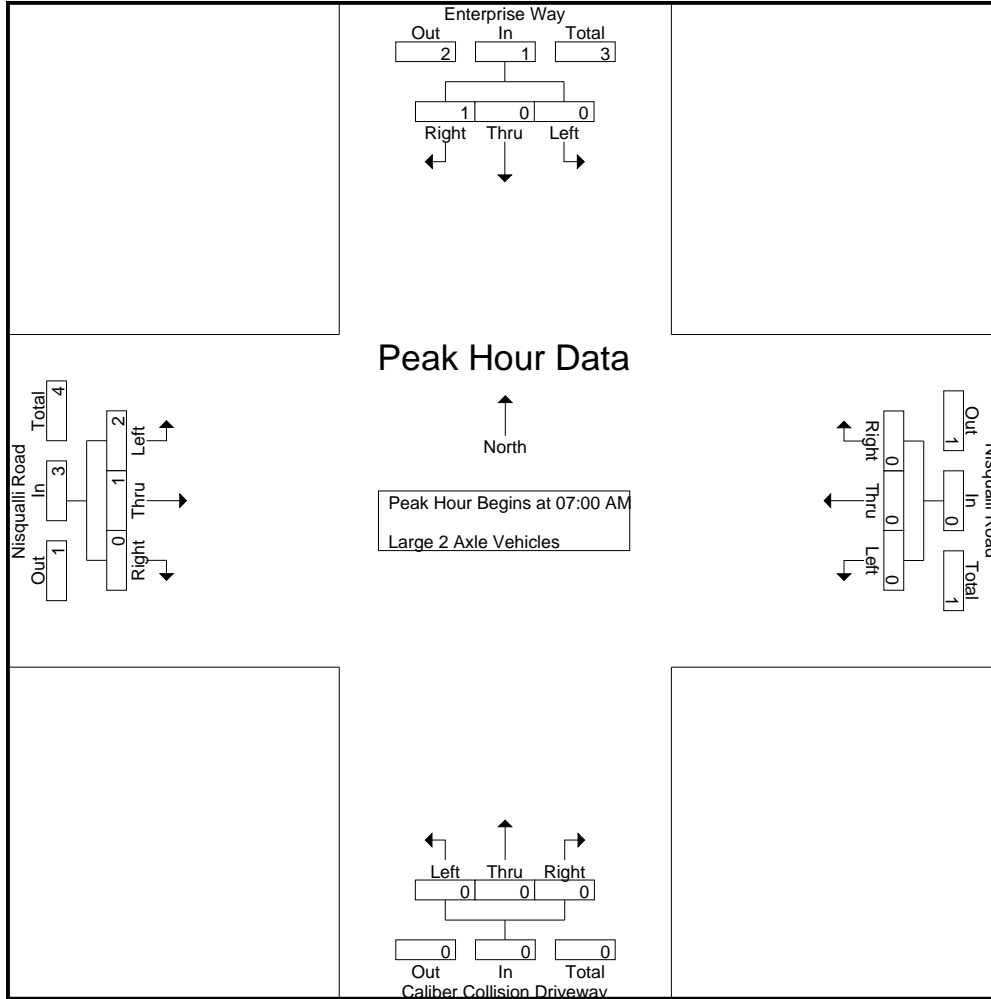
Start Time	Enterprise Way Southbound				Nisqualli Road Westbound				Caliber Collision Driveway Northbound				Nisqualli Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	2	1	0	3	3
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	0	0	0	0	0	0	0	2	1	0	3	4
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	1	1	0	0	0	0	0	0	0	0	1	3	0	4	5
Grand Total	0	0	2	2	0	0	0	0	0	0	0	0	3	4	0	7	9
Apprch %	0	0	100		0	0	0		0	0	0		42.9	57.1	0		
Total %	0	0	22.2	22.2	0	0	0	0	0	0	0	0	33.3	44.4	0	77.8	

Start Time	Enterprise Way Southbound				Nisqualli Road Westbound				Caliber Collision Driveway Northbound				Nisqualli Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	2	1	0	3	3
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	2	1	0	3	4
% App. Total	0	0	100		0	0	0		0	0	0		66.7	33.3	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.250	.333

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Victorville  
 N/S: Enterprise Way  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 04\_VIC\_Ent\_Nis AM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	<b>2</b>	<b>1</b>	0	<b>3</b>
+45 mins.	0	0	<b>1</b>	<b>1</b>	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	2	1	0	3
% App. Total	0	0	100		0	0	0		0	0	0		66.7	33.3	0	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.250

City of Victorville  
 N/S: Enterprise Way  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 04\_VIC\_Ent\_Nis AM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 1

Groups Printed- 3 Axle Vehicles

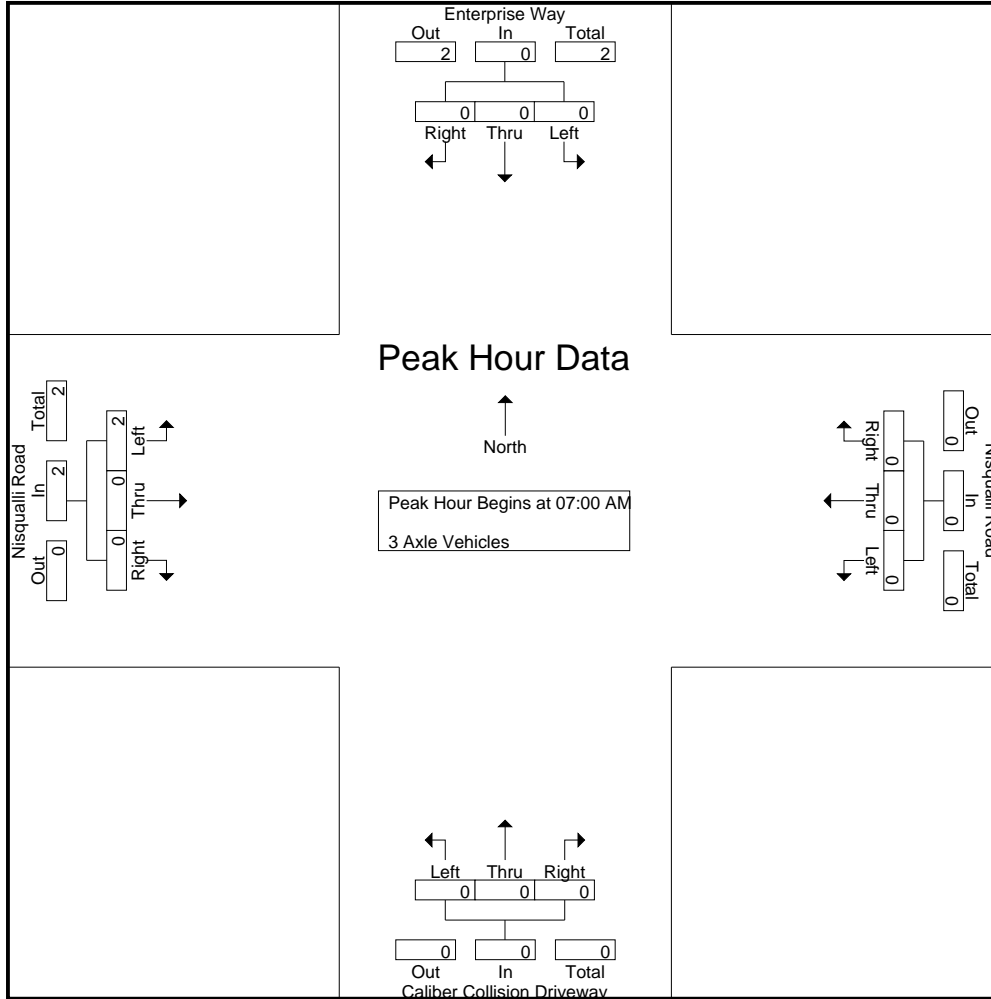
Start Time	Enterprise Way Southbound				Nisqualli Road Westbound				Caliber Collision Driveway Northbound				Nisqualli Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
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	2	0	0	2	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2	3
Total	0	0	1	1	0	1	0	1	0	0	0	0	0	2	0	2	4
Grand Total	0	0	1	1	0	1	0	1	0	0	0	0	2	2	0	4	6
Apprch %	0	0	100		0	100	0		0	0	0		50	50	0		
Total %	0	0	16.7	16.7	0	16.7	0	16.7	0	0	0	0	33.3	33.3	0	66.7	

Start Time	Enterprise Way Southbound				Nisqualli Road Westbound				Caliber Collision Driveway Northbound				Nisqualli Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	2	0	0	2	2
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 Volume	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% App. Total	0	0	0		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Victorville  
 N/S: Enterprise Way  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 04\_VIC\_Ent\_Nis AM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
+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	2	0	0	2
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250

City of Victorville  
 N/S: Enterprise Way  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 04\_VIC\_Ent\_Nis AM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 1

Groups Printed- 4+ Axle Trucks

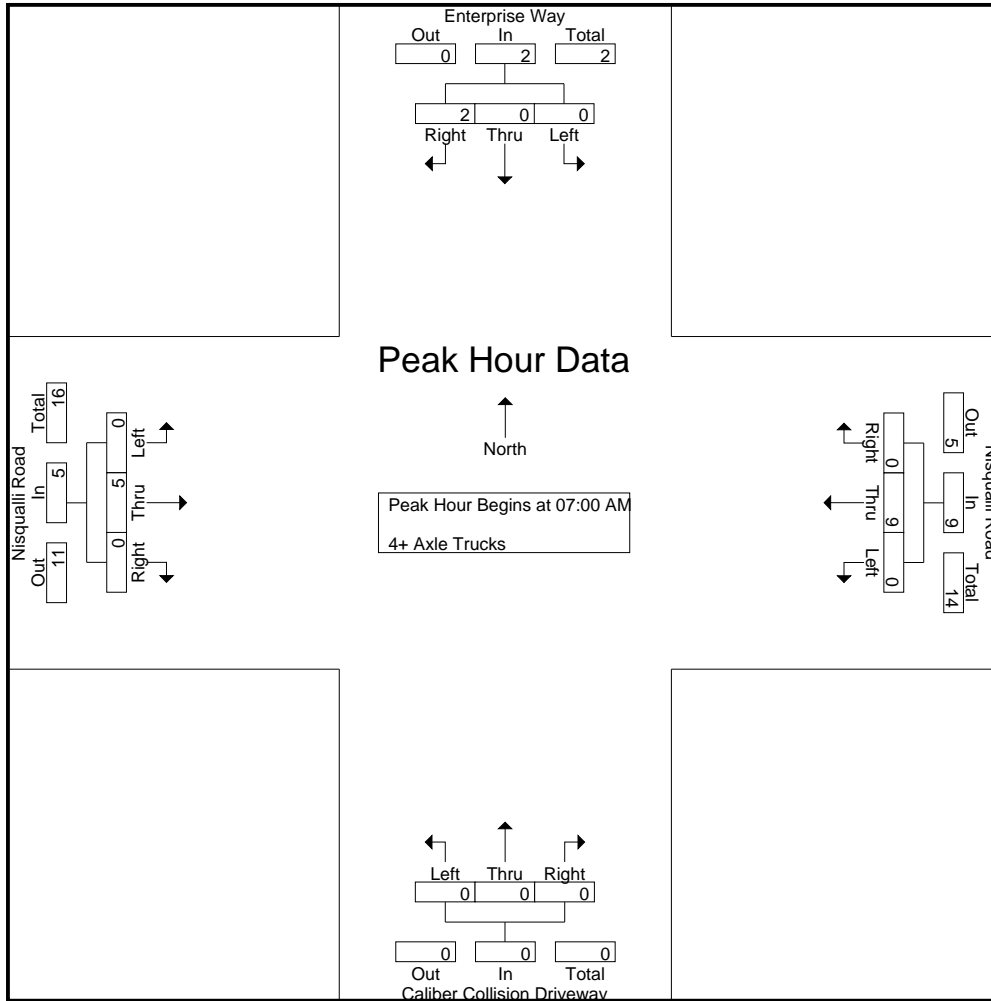
Start Time	Enterprise Way Southbound				Nisqualli Road Westbound				Caliber Collision Driveway Northbound				Nisqualli Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	0	1	1	0	3	0	3	0	0	0	0	0	1	0	0	1	5
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	1	0	0	1	6
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	3	0	0	3	4
Total	0	0	2	2	0	9	0	9	0	0	0	0	0	5	0	0	5	16
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	1	2
08:15 AM	0	0	1	1	0	3	0	3	0	0	0	0	0	4	0	0	4	8
08:30 AM	0	0	2	2	0	1	0	1	0	0	0	0	2	1	0	0	3	6
08:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	0	1	4
Total	0	0	3	3	0	8	0	8	0	0	0	0	2	7	0	0	9	20
Grand Total	0	0	5	5	0	17	0	17	0	0	0	0	2	12	0	0	14	36
Apprch %	0	0	100		0	100	0		0	0	0		14.3	85.7	0			
Total %	0	0	13.9	13.9	0	47.2	0	47.2	0	0	0	0	5.6	33.3	0	0	38.9	

Start Time	Enterprise Way Southbound				Nisqualli Road Westbound				Caliber Collision Driveway Northbound				Nisqualli Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	0	1	1	0	3	0	3	0	0	0	0	0	1	0	0	1	5
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	1	0	0	1	6
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	3	0	0	3	4
Total Volume	0	0	2	2	0	9	0	9	0	0	0	0	0	5	0	0	5	16
% App. Total	0	0	100		0	100	0		0	0	0		0	100	0			
PHF	.000	.000	.500	.500	.000	.450	.000	.450	.000	.000	.000	.000	.000	.417	.000	.417	.667	

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Victorville  
 N/S: Enterprise Way  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 04\_VIC\_Ent\_Nis AM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	1	1	0	3	0	3	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	1	0	1
+45 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	3	0	3
Total Volume	0	0	2	2	0	9	0	9	0	0	0	0	0	5	0	5
% App. Total	0	0	100	100	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.500	.500	.000	.450	.000	.450	.000	.000	.000	.000	.000	.417	.000	.417

City of Victorville  
 N/S: Enterprise Way  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 04\_VIC\_Ent\_Nis PM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 1

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

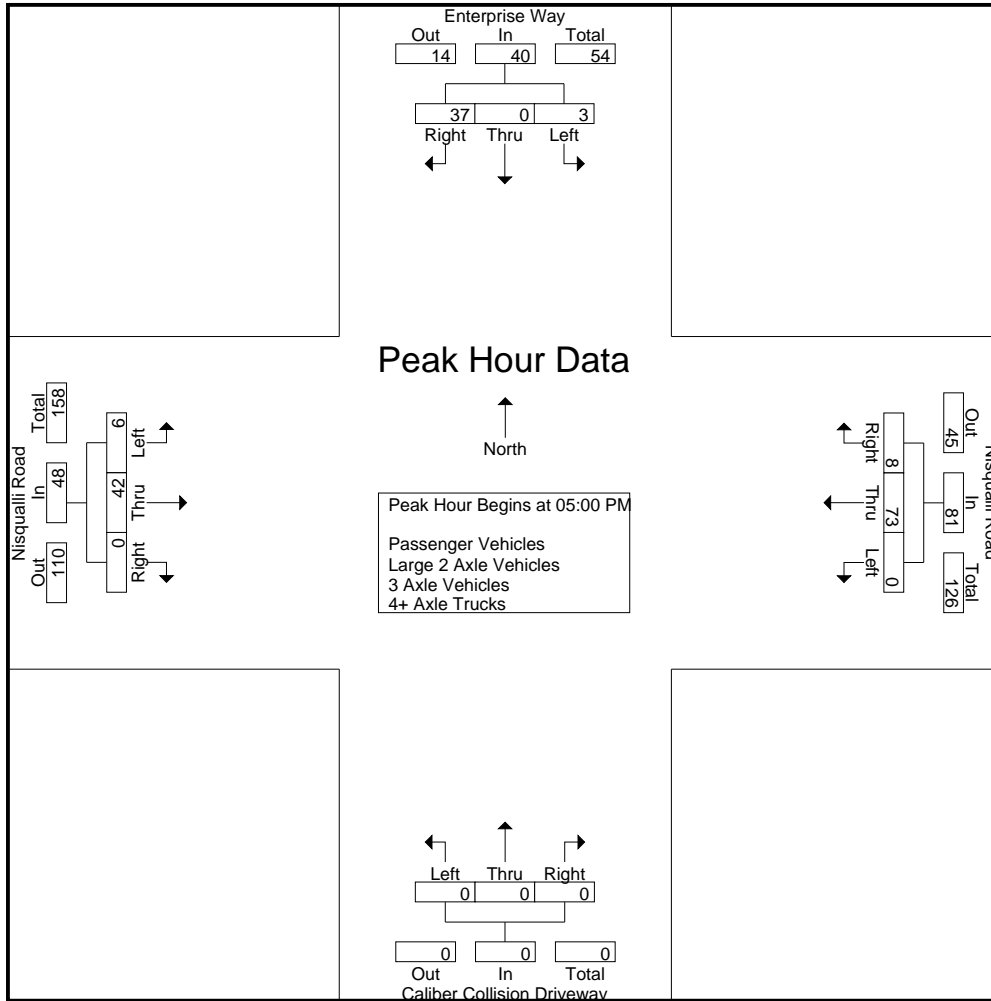
Start Time	Enterprise Way Southbound				Nisqualli Road Westbound				Caliber Collision Driveway Northbound				Nisqualli Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	3	3	0	14	1	15	0	0	0	0	3	7	0	10	28
04:15 PM	1	0	9	10	0	11	0	11	0	0	0	0	0	10	0	10	31
04:30 PM	2	0	20	22	0	20	2	22	0	0	0	0	3	5	0	8	52
04:45 PM	0	0	4	4	0	10	1	11	0	0	0	0	1	8	0	9	24
<b>Total</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>39</b>	<b>0</b>	<b>55</b>	<b>4</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>30</b>	<b>0</b>	<b>37</b>	<b>135</b>
05:00 PM	0	0	4	4	0	17	0	17	0	0	0	0	3	4	0	7	28
05:15 PM	0	0	3	3	0	8	1	9	0	0	0	0	2	13	0	15	27
05:30 PM	3	0	5	8	0	32	0	32	0	0	0	0	0	8	0	8	48
05:45 PM	0	0	25	25	0	16	7	23	0	0	0	0	1	17	0	18	66
<b>Total</b>	<b>3</b>	<b>0</b>	<b>37</b>	<b>40</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>81</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>42</b>	<b>0</b>	<b>48</b>	<b>169</b>
<b>Grand Total</b>	<b>6</b>	<b>0</b>	<b>73</b>	<b>79</b>	<b>0</b>	<b>128</b>	<b>12</b>	<b>140</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>0</b>	<b>85</b>	<b>304</b>
Apprch %	7.6	0	92.4		0	91.4	8.6		0	0	0		15.3	84.7	0		
Total %	2	0	24	26	0	42.1	3.9	46.1	0	0	0	0	4.3	23.7	0	28	
Passenger Vehicles	6	0	64	70	0	96	11	107	0	0	0	0	8	42	0	50	227
% Passenger Vehicles	100	0	87.7	88.6	0	75	91.7	76.4	0	0	0	0	61.5	58.3	0	58.8	74.7
Large 2 Axle Vehicles	0	0	0	0	0	9	0	9	0	0	0	0	0	7	0	7	16
% Large 2 Axle Vehicles	0	0	0	0	0	7	0	6.4	0	0	0	0	0	9.7	0	8.2	5.3
3 Axle Vehicles	0	0	1	1	0	4	0	4	0	0	0	0	1	4	0	5	10
% 3 Axle Vehicles	0	0	1.4	1.3	0	3.1	0	2.9	0	0	0	0	7.7	5.6	0	5.9	3.3
4+ Axle Trucks	0	0	8	8	0	19	1	20	0	0	0	0	4	19	0	23	51
% 4+ Axle Trucks	0	0	11	10.1	0	14.8	8.3	14.3	0	0	0	0	30.8	26.4	0	27.1	16.8

Start Time	Enterprise Way Southbound				Nisqualli Road Westbound				Caliber Collision Driveway Northbound				Nisqualli Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	4	4	0	17	0	17	0	0	0	0	<b>3</b>	4	0	7	28
05:15 PM	0	0	3	3	0	8	1	9	0	0	0	0	2	13	0	15	27
05:30 PM	<b>3</b>	0	5	8	0	<b>32</b>	0	<b>32</b>	0	0	0	0	0	8	0	8	48
05:45 PM	0	0	<b>25</b>	<b>25</b>	0	16	<b>7</b>	23	0	0	0	0	1	<b>17</b>	0	<b>18</b>	<b>66</b>
Total Volume	3	0	37	40	0	73	8	81	0	0	0	0	6	42	0	48	169
% App. Total	7.5	0	92.5		0	90.1	9.9		0	0	0		12.5	87.5	0		
PHF	.250	.000	.370	.400	.000	.570	.286	.633	.000	.000	.000	.000	.500	.618	.000	.667	.640



City of Victorville  
 N/S: Enterprise Way  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 04\_VIC\_Ent\_Nis PM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 2



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

	04:15 PM				05:00 PM				04:00 PM				05:00 PM			
+0 mins.	1	0	9	10	0	17	0	17	0	0	0	0	3	4	0	7
+15 mins.	2	0	20	22	0	8	1	9	0	0	0	0	2	13	0	15
+30 mins.	0	0	4	4	0	32	0	32	0	0	0	0	0	8	0	8
+45 mins.	0	0	4	4	0	16	7	23	0	0	0	0	1	17	0	18
Total Volume	3	0	37	40	0	73	8	81	0	0	0	0	6	42	0	48
% App. Total	7.5	0	92.5		0	90.1	9.9		0	0	0		12.5	87.5	0	
PHF	.375	.000	.463	.455	.000	.570	.286	.633	.000	.000	.000	.000	.500	.618	.000	.667

City of Victorville  
 N/S: Enterprise Way  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 04\_VIC\_Ent\_Nis PM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 1

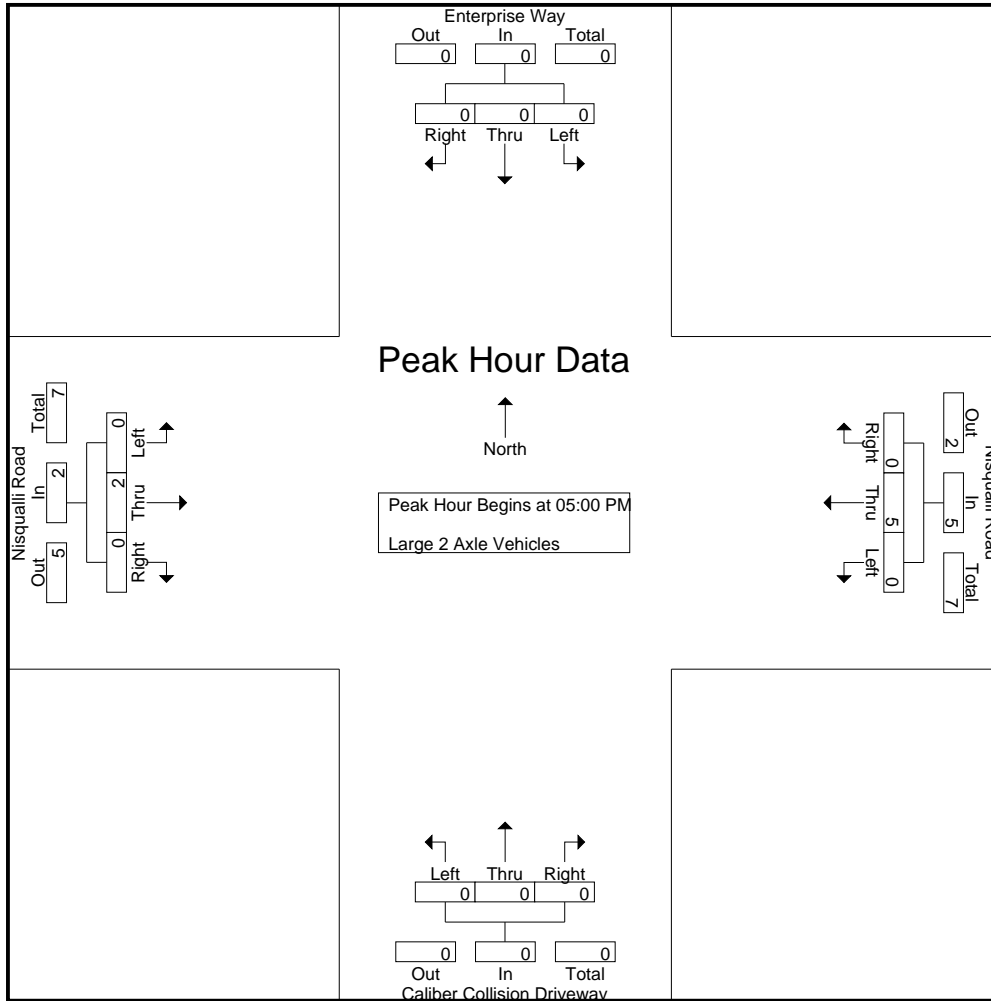
Groups Printed- Large 2 Axle Vehicles

Start Time	Enterprise Way Southbound				Nisqualli Road Westbound				Caliber Collision Driveway Northbound				Nisqualli Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	3
04:30 PM	0	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	3	0	0	0	3
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	0	0	9
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	2
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	0	0	7
Grand Total	0	0	0	0	0	9	0	9	0	0	0	0	0	7	0	0	0	16
Apprch %	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0	0	0
Total %	0	0	0	0	0	56.2	0	56.2	0	0	0	0	0	43.8	0	0	0	43.8

Start Time	Enterprise Way Southbound				Nisqualli Road Westbound				Caliber Collision Driveway Northbound				Nisqualli Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 05:00 PM																		
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	2
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	0	0	7
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0	0	0
PHF	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.000	.000	.000	.500	.000	.000	.500	.583

City of Victorville  
 N/S: Enterprise Way  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 04\_VIC\_Ent\_Nis PM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	<b>3</b>	0	<b>3</b>	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	<b>1</b>	0	<b>1</b>
+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	1	0	1
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.000	.000	.000	.500	.000	.500

City of Victorville  
 N/S: Enterprise Way  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 04\_VIC\_Ent\_Nis PM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 1

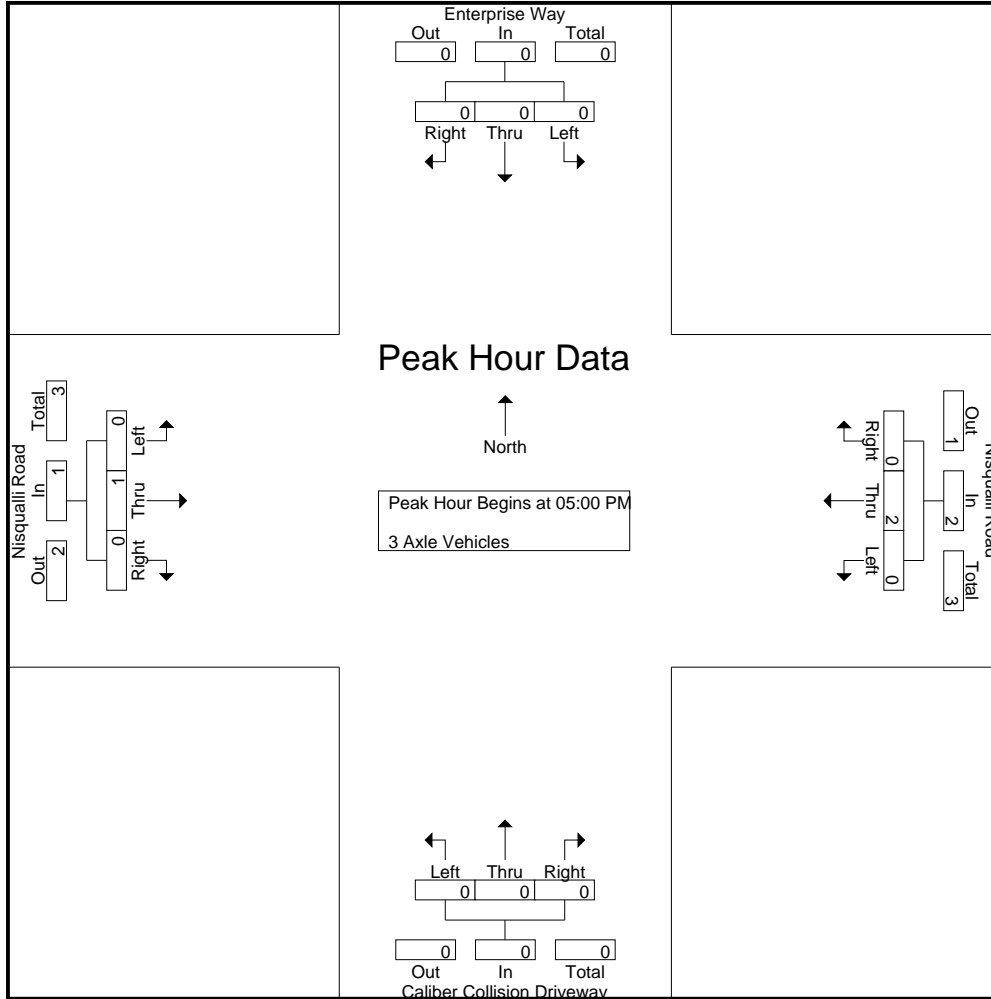
Groups Printed- 3 Axle Vehicles

Start Time	Enterprise Way Southbound				Nisqualli Road Westbound				Caliber Collision Driveway Northbound				Nisqualli Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	0	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	2	0	2	0	0	0	0	1	3	0	4	7	
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
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	1	0	1	0	0	0	0	0	0	0	0	1	
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3	
Grand Total	0	0	1	1	0	4	0	4	0	0	0	0	1	4	0	5	10	
Apprch %	0	0	100		0	100	0		0	0	0		20	80	0			
Total %	0	0	10	10	0	40	0	40	0	0	0	0	10	40	0	50		

Start Time	Enterprise Way Southbound				Nisqualli Road Westbound				Caliber Collision Driveway Northbound				Nisqualli Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 05:00 PM																		
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3	
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0			
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.750	

City of Victorville  
 N/S: Enterprise Way  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 04\_VIC\_Ent\_Nis PM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250

City of Victorville  
 N/S: Enterprise Way  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 04\_VIC\_Ent\_Nis PM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 1

Groups Printed- 4+ Axle Trucks

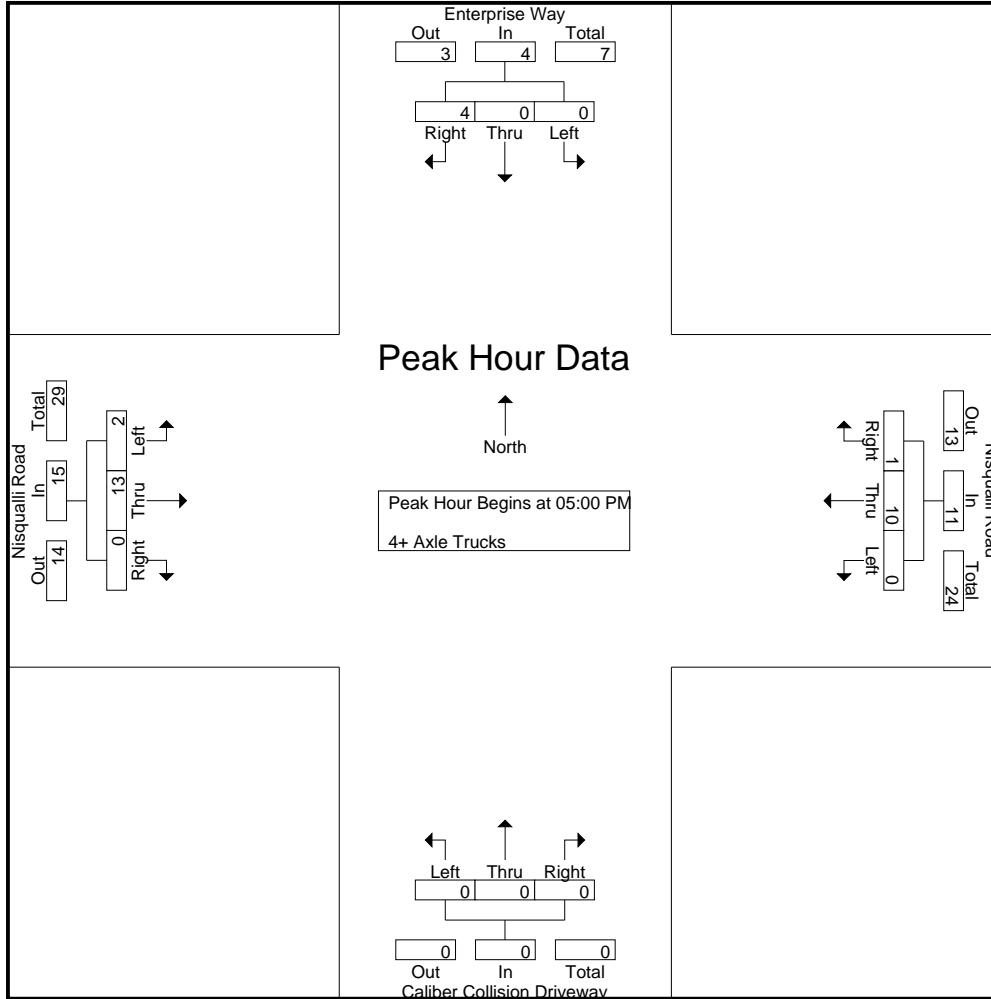
Start Time	Enterprise Way Southbound				Nisqualli Road Westbound				Caliber Collision Driveway Northbound				Nisqualli Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	1	1	0	3	0	3	0	0	0	0	2	2	0	4	8
04:15 PM	0	0	2	2	0	2	0	2	0	0	0	0	0	3	0	3	7
04:30 PM	0	0	1	1	0	2	0	2	0	0	0	0	0	1	0	1	4
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	4	4	0	9	0	9	0	0	0	0	2	6	0	8	21
05:00 PM	0	0	1	1	0	2	0	2	0	0	0	0	1	2	0	3	6
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	1	5	0	6	9
05:30 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	4	0	4	6
05:45 PM	0	0	2	2	0	4	1	5	0	0	0	0	0	2	0	2	9
Total	0	0	4	4	0	10	1	11	0	0	0	0	2	13	0	15	30
Grand Total	0	0	8	8	0	19	1	20	0	0	0	0	4	19	0	23	51
Apprch %	0	0	100		0	95	5		0	0	0		17.4	82.6	0		
Total %	0	0	15.7	15.7	0	37.3	2	39.2	0	0	0	0	7.8	37.3	0	45.1	

Start Time	Enterprise Way Southbound				Nisqualli Road Westbound				Caliber Collision Driveway Northbound				Nisqualli Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	0	0	1	1	0	2	0	2	0	0	0	0	1	2	0	3	6
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	1	5	0	6	9
05:30 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	4	0	4	6
05:45 PM	0	0	2	2	0	4	1	5	0	0	0	0	0	2	0	2	9
Total Volume	0	0	4	4	0	10	1	11	0	0	0	0	2	13	0	15	30
% App. Total	0	0	100		0	90.9	9.1		0	0	0		13.3	86.7	0		
PHF	.000	.000	.500	.500	.000	.625	.250	.550	.000	.000	.000	.000	.500	.650	.000	.625	.833

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 05:00 PM

City of Victorville  
 N/S: Enterprise Way  
 E/W: Nisqualli Road  
 Weather: Clear

File Name : 04\_VIC\_Ent\_Nis PM  
 Site Code : 05123667  
 Start Date : 6/29/2023  
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	1	1	0	2	0	2	0	0	0	0	1	2	0	3
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	1	5	0	6
+30 mins.	0	0	1	1	0	1	0	1	0	0	0	0	0	4	0	4
+45 mins.	0	0	2	2	0	4	1	5	0	0	0	0	0	2	0	2
Total Volume	0	0	4	4	0	10	1	11	0	0	0	0	2	13	0	15
% App. Total	0	0	100		0	90.9	9.1		0	0	0		13.3	86.7	0	
PHF	.000	.000	.500	.500	.000	.625	.250	.550	.000	.000	.000	.000	.500	.650	.000	.625

Location: Victorville  
 N/S: Enterprise Way  
 E/W: Nisqualli Road



Date: 6/29/2023  
 Day: Thursday

PEDESTRIANS

	North Leg Enterprise Way	East Leg Nisqualli Road	South Leg Caliber Collision DW	West Leg Nisqualli Road	
	Pedestrians	Pedestrians	Pedestrians	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	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Enterprise Way	East Leg Nisqualli Road	South Leg Caliber Collision DW	West Leg Nisqualli Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	1	0	0	0	1
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	1	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	1	2



Location: Victorville  
 N/S: Enterprise Way  
 E/W: Nisqualli Road



Date: 6/29/2023  
 Day: Thursday

BICYCLES

	Southbound Enterprise Way			Westbound Nisqualli Road			Northbound Caliber Collision DW			Eastbound Nisqualli 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 Enterprise Way			Westbound Nisqualli Road			Northbound Caliber Collision DW			Eastbound Nisqualli 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

**24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)**

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, March 16, 2023

CITY: Victorville

JOB #: SC3904

LOCATION: ADT1 Hesperia south of Nisqualli

AM TIME	COMBINED							TOTAL	PM Time	COMBINED							TOTAL
	1	2	3	4	5	6	1			2	3	4	5	6			
0:00	72	2	0	1	0	0	75	12:00	656	21	5	6	0	1	689		
0:15	60	4	1	2	0	0	67	12:15	698	28	3	7	0	4	740		
0:30	48	2	0	3	0	0	53	12:30	604	30	4	8	0	5	651		
0:45	41	1	0	1	0	0	43	12:45	570	37	4	11	0	8	630		
1:00	42	0	0	2	0	0	44	13:00	629	26	4	6	1	1	667		
1:15	35	1	1	1	0	0	38	13:15	656	31	10	7	0	6	710		
1:30	54	1	0	0	0	0	55	13:30	651	20	5	4	0	4	684		
1:45	41	0	0	1	0	0	42	13:45	646	28	2	11	0	4	691		
2:00	36	4	0	2	0	0	42	14:00	613	35	10	11	0	3	672		
2:15	20	3	0	1	0	0	24	14:15	683	28	3	6	0	5	725		
2:30	25	2	0	0	0	0	27	14:30	670	27	3	7	1	4	712		
2:45	30	3	0	0	0	0	33	14:45	689	26	6	10	1	4	736		
3:00	36	1	0	0	0	0	37	15:00	685	33	0	11	0	6	735		
3:15	42	3	0	1	0	0	46	15:15	724	35	4	6	0	4	773		
3:30	51	1	0	0	0	0	52	15:30	668	30	1	6	0	5	710		
3:45	60	7	0	1	0	0	68	15:45	733	32	3	5	0	7	780		
4:00	50	2	0	1	0	1	54	16:00	714	28	7	6	0	9	764		
4:15	67	1	0	0	0	0	68	16:15	708	35	5	3	0	8	759		
4:30	113	5	2	2	0	0	122	16:30	685	28	9	9	1	11	743		
4:45	129	3	2	4	0	0	138	16:45	742	33	4	8	0	3	790		
5:00	124	4	1	2	0	0	131	17:00	747	20	3	9	0	4	783		
5:15	122	7	1	2	0	2	134	17:15	722	11	0	6	0	3	742		
5:30	159	6	1	4	0	2	172	17:30	671	13	1	6	0	3	694		
5:45	196	20	1	2	0	8	227	17:45	596	12	2	1	0	2	613		
6:00	185	12	0	3	0	4	204	18:00	537	13	3	1	0	5	559		
6:15	215	16	2	1	0	5	239	18:15	505	15	1	0	0	2	523		
6:30	258	15	3	4	0	6	286	18:30	445	11	0	4	1	2	463		
6:45	415	23	7	7	0	8	460	18:45	456	10	3	3	0	3	475		
7:00	312	17	6	6	0	4	345	19:00	444	7	1	2	0	0	454		
7:15	485	23	5	7	0	5	525	19:15	366	7	1	1	0	0	375		
7:30	576	22	5	4	0	8	615	19:30	364	6	0	0	0	0	370		
7:45	680	27	2	5	0	7	721	19:45	367	5	0	0	0	0	372		
8:00	575	32	3	9	0	4	623	20:00	302	3	1	6	0	2	314		
8:15	643	22	4	9	0	5	683	20:15	301	3	0	2	0	1	307		
8:30	613	22	4	5	0	7	651	20:30	306	3	0	2	0	2	313		
8:45	632	27	7	6	0	12	684	20:45	269	5	0	2	0	1	277		
9:00	630	26	4	8	0	21	689	21:00	258	3	0	2	0	1	264		
9:15	577	40	6	10	0	10	643	21:15	220	3	1	2	0	0	226		
9:30	555	51	2	7	0	5	620	21:30	206	2	0	0	0	1	209		
9:45	626	28	3	7	0	4	668	21:45	177	2	1	2	0	0	182		
10:00	534	21	4	5	0	1	565	22:00	156	2	1	1	0	0	160		
10:15	539	29	4	7	0	3	582	22:15	152	4	0	0	0	0	156		
10:30	616	23	3	9	0	1	652	22:30	109	4	0	1	0	0	114		
10:45	607	31	0	4	0	5	647	22:45	103	2	2	1	0	0	108		
11:00	556	31	7	9	0	4	607	23:00	84	1	1	1	0	0	87		
11:15	581	29	2	4	0	0	616	23:15	57	3	0	1	0	0	61		
11:30	592	31	6	9	0	1	639	23:30	56	3	0	0	0	0	59		
11:45	638	30	3	7	0	4	682	23:45	50	2	1	1	0	0	54		
<b>TOTAL</b>	<b>14,293</b>	<b>711</b>	<b>102</b>	<b>185</b>	<b>0</b>	<b>147</b>	<b>15,438</b>	<b>TOTAL</b>	<b>22,450</b>	<b>766</b>	<b>115</b>	<b>205</b>	<b>5</b>	<b>134</b>	<b>23,675</b>		

AM PEAK HOUR 8:15 AM  
AM PEAK VOLUME 2,707

AM PEAK HOUR 4:15 PM  
AM PEAK VOLUME 3,075

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	36,743	1,477	217	390	5	281	39,113
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	93.9%	3.8%	0.6%	1.0%	0.0%	0.7%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Buses								

**24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)**

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

**DATE:** Thursday, March 16, 2023  
**JOB #:** SC3904

**CITY:** Victorville  
**LOCATION:** ADT2 Nisqualli west of Enterprise

AM TIME	EB							TOTAL	PM Time	EB							TOTAL
	1	2	3	4	5	6	1			2	3	4	5	6			
0:00	1	0	0	2	0	0	3	12:00	12	0	1	1	0	0	14		
0:15	4	1	2	3	0	0	10	12:15	18	6	0	8	0	0	32		
0:30	0	0	2	2	0	0	4	12:30	14	5	0	3	0	0	22		
0:45	1	0	0	0	0	0	1	12:45	9	4	0	8	0	0	21		
1:00	0	0	0	3	0	0	3	13:00	11	1	0	4	0	0	16		
1:15	0	0	0	1	0	0	1	13:15	10	1	0	5	0	0	16		
1:30	0	0	0	1	0	0	1	13:30	8	3	0	2	0	0	13		
1:45	3	0	1	1	0	0	5	13:45	9	1	0	5	0	0	15		
2:00	1	0	0	1	0	0	2	14:00	10	1	0	6	0	0	17		
2:15	2	0	0	1	0	0	3	14:15	8	1	0	2	0	0	11		
2:30	3	0	0	0	0	0	3	14:30	10	1	0	2	0	1	14		
2:45	2	0	0	2	0	0	4	14:45	11	1	0	4	0	0	16		
3:00	1	0	0	1	0	0	2	15:00	10	1	0	3	0	0	14		
3:15	0	0	1	0	0	0	1	15:15	15	1	1	1	0	0	18		
3:30	9	0	0	1	0	0	10	15:30	17	4	2	4	0	0	27		
3:45	11	2	0	2	0	0	15	15:45	19	3	0	3	0	0	25		
4:00	3	0	0	2	0	0	5	16:00	10	1	0	5	0	0	16		
4:15	4	1	0	2	0	0	7	16:15	18	1	3	2	0	0	24		
4:30	15	0	2	2	0	0	19	16:30	22	3	1	3	0	0	29		
4:45	22	3	1	1	0	0	27	16:45	21	4	0	1	0	0	26		
5:00	31	0	0	3	0	0	34	17:00	17	2	0	2	0	0	21		
5:15	30	3	0	1	0	0	34	17:15	12	1	0	2	0	0	15		
5:30	15	2	0	0	0	0	17	17:30	5	0	0	1	0	0	6		
5:45	40	5	0	3	0	0	48	17:45	11	0	1	1	0	0	13		
6:00	13	2	0	3	0	1	19	18:00	9	0	0	2	0	0	11		
6:15	11	3	0	3	0	0	17	18:15	4	0	0	0	0	0	4		
6:30	10	2	0	2	0	0	14	18:30	7	0	1	3	0	0	11		
6:45	31	2	3	3	0	0	39	18:45	13	0	0	2	0	0	15		
7:00	11	5	1	2	0	0	19	19:00	5	0	1	0	0	0	6		
7:15	16	2	2	7	0	0	27	19:15	8	0	2	1	0	0	11		
7:30	18	0	0	2	0	0	20	19:30	16	0	2	0	0	0	18		
7:45	32	8	0	2	0	0	42	19:45	16	0	2	0	0	0	18		
8:00	18	8	0	2	0	0	28	20:00	6	0	0	2	0	0	8		
8:15	6	3	0	8	0	0	17	20:15	1	0	0	4	0	0	5		
8:30	13	4	1	3	0	0	21	20:30	4	0	0	0	0	0	4		
8:45	11	4	2	2	0	0	19	20:45	4	0	2	1	0	0	7		
9:00	12	4	2	6	0	0	24	21:00	3	0	0	2	0	0	5		
9:15	11	1	0	5	0	0	17	21:15	4	0	1	1	0	0	6		
9:30	19	5	1	1	0	0	26	21:30	7	0	1	2	0	0	10		
9:45	13	1	2	7	0	0	23	21:45	7	0	0	2	0	0	9		
10:00	18	4	0	1	0	0	23	22:00	2	0	0	0	0	0	2		
10:15	10	2	0	5	0	0	17	22:15	1	1	0	2	0	0	4		
10:30	11	2	0	5	0	0	18	22:30	2	0	0	5	0	0	7		
10:45	18	6	2	0	0	0	26	22:45	1	0	1	2	0	0	4		
11:00	13	5	1	1	0	0	20	23:00	7	2	0	2	0	0	11		
11:15	15	4	1	2	0	0	22	23:15	3	1	0	2	0	0	6		
11:30	15	2	2	3	0	0	22	23:30	3	1	0	1	0	0	5		
11:45	16	6	0	6	0	0	28	23:45	1	1	0	2	0	0	4		
<b>TOTAL</b>	<b>559</b>	<b>102</b>	<b>29</b>	<b>116</b>	<b>0</b>	<b>1</b>	<b>807</b>	<b>TOTAL</b>	<b>441</b>	<b>52</b>	<b>22</b>	<b>116</b>	<b>0</b>	<b>1</b>	<b>632</b>		

**AM PEAK HOUR** 5:00 AM  
**AM PEAK VOLUME** 133

**AM PEAK HOUR** 4:15 PM  
**AM PEAK VOLUME** 100

CLASS	DESCRIPTION	TOTAL: AM+PM	1,000	154	51	232	0	2	1,439
CLASS 1	PASSENGER VEHICLES	% OF TOTAL	69.5%	10.7%	3.5%	16.1%	0.0%	0.1%	100.0%
CLASS 2	2-AXLE TRUCKS								
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	2,325	326	94	479	1	2	3,227
CLASS 6	Buses	% OF TOTAL	72.0%	10.1%	2.9%	14.8%	0.0%	0.1%	100.0%

Counts Unlimited, Inc.

City of Victorville  
 Enterprise Way  
 N/ Nisqualli Road  
 24 Hour Directional Classification Count  
 Northbound, Southbound

PO Box 1178  
 Corona, CA 92878  
 Phone: (951) 268-6268  
 email: counts@countsunlimited.com

VIC001  
 Site Code: 051-23667

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/29/23	0	4	1	0	0	0	0	0	2	0	0	0	0	7
01:00	0	2	1	0	0	0	0	0	2	0	0	0	0	5
02:00	0	2	1	0	0	0	0	0	3	0	0	0	0	6
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	16	6	0	0	0	0	0	0	0	0	0	0	22
05:00	0	<b>42</b>	25	0	3	2	0	0	2	0	0	0	0	<b>74</b>
06:00	0	24	11	0	2	1	0	0	5	0	0	0	0	43
07:00	<b>2</b>	27	12	0	2	2	0	0	4	0	0	0	0	49
08:00	0	15	7	0	3	<b>4</b>	0	0	6	0	0	0	0	35
09:00	0	6	7	0	3	3	0	0	<b>18</b>	0	0	0	0	37
10:00	0	25	<b>26</b>	0	3	4	0	0	12	0	0	0	0	70
11:00	0	31	21	0	<b>4</b>	1	0	<b>2</b>	10	0	0	0	0	69
12 PM	0	27	12	0	<b>4</b>	0	0	0	<b>10</b>	0	0	0	0	53
13:00	0	21	11	0	2	0	0	0	8	0	0	0	0	42
14:00	0	32	10	0	0	2	0	0	6	0	0	0	0	50
15:00	<b>1</b>	<b>37</b>	9	0	0	0	0	0	7	0	0	0	0	<b>54</b>
16:00	1	35	<b>14</b>	0	2	0	0	0	1	0	0	0	0	53
17:00	0	9	2	0	0	1	0	0	1	0	0	0	0	13
18:00	0	14	2	0	0	1	0	0	3	0	0	0	0	20
19:00	1	12	5	0	0	<b>3</b>	0	0	5	0	0	0	0	26
20:00	0	7	4	0	0	1	0	0	2	0	0	0	0	14
21:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
22:00	0	4	1	0	0	0	0	0	4	0	0	0	0	9
23:00	0	3	1	0	0	0	0	0	4	0	0	0	0	8
Total	5	407	190	0	28	25	0	2	115	0	0	0	0	772
Percent	0.6%	52.7%	24.6%	0.0%	3.6%	3.2%	0.0%	0.3%	14.9%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	05:00	10:00		11:00	08:00		11:00	09:00					05:00
Vol.	2	42	26		4	4		2	18					74
PM Peak	15:00	15:00	16:00		12:00	19:00			12:00					15:00
Vol.	1	37	14		4	3			10					54
Grand Total	5	407	190	0	28	25	0	2	115	0	0	0	0	772
Percent	0.6%	52.7%	24.6%	0.0%	3.6%	3.2%	0.0%	0.3%	14.9%	0.0%	0.0%	0.0%	0.0%	

**APPENDIX 3.2: EXISTING (2023) CONDITIONS INTERSECTION  
OPERATIONS ANALYSIS WORKSHEETS**

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Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	8	0	19	3	2	5	7	1029	6	14	1170	5
Future Vol, veh/h	8	0	19	3	2	5	7	1029	6	14	1170	5
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	3	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	0	22	3	2	6	8	1169	7	16	1330	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1970	2563	672	1890	2563	591	1339	0	0	1179	0	0
Stage 1	1368	1368	-	1192	1192	-	-	-	-	-	-	-
Stage 2	602	1195	-	698	1371	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	38	27	403	44	27	455	521	-	-	600	-	-
Stage 1	157	217	-	202	263	-	-	-	-	-	-	-
Stage 2	458	262	-	402	216	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	36	26	401	40	26	454	520	-	-	598	-	-
Mov Cap-2 Maneuver	139	150	-	167	151	-	-	-	-	-	-	-
Stage 1	154	210	-	198	258	-	-	-	-	-	-	-
Stage 2	441	257	-	370	210	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.9	21	0.1	0.1
HCM LOS	C	C		

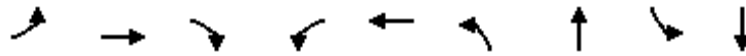
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	520	-	-	257	237	598	-
HCM Lane V/C Ratio	0.015	-	-	0.119	0.048	0.027	-
HCM Control Delay (s)	12	-	-	20.9	21	11.2	-
HCM Lane LOS	B	-	-	C	C	B	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	0.1	-

Timings

Nisqualli Trailer Lot Expansion (JN 15241)

2: Hesperia Rd. & Nisqualli Rd.

07/19/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations										
Traffic Volume (vph)	162	89	514	42	57	271	956	31	989	
Future Volume (vph)	162	89	514	42	57	271	956	31	989	
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Prot	NA	
Protected Phases	7	4	5	3	8	5	2	1	6	
Permitted Phases	4									
Detector Phase	7	4	5	3	8	5	2	1	6	
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	10.0	
Minimum Split (s)	9.6	32.8	9.6	9.6	30.8	9.6	27.2	9.6	33.2	
Total Split (s)	15.0	33.9	20.4	11.9	30.8	20.4	63.0	11.2	53.8	
Total Split (%)	12.5%	28.3%	17.0%	9.9%	25.7%	17.0%	52.5%	9.3%	44.8%	
Yellow Time (s)	3.6	4.8	3.6	3.6	4.8	3.6	5.2	3.6	5.2	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.6	5.8	4.6	4.6	5.8	4.6	6.2	4.6	6.2	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	Min	None	Min	
Act Effct Green (s)	10.7	15.2	35.0	6.6	10.7	13.8	52.6	6.1	40.2	
Actuated g/C Ratio	0.12	0.16	0.38	0.07	0.12	0.15	0.57	0.07	0.43	
v/c Ratio	0.52	0.33	0.55	0.40	0.23	0.68	0.56	0.32	0.80	
Control Delay	48.6	42.8	27.5	56.6	31.6	48.0	15.8	54.7	28.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	48.6	42.8	27.5	56.6	31.6	48.0	15.8	54.7	28.2	
LOS	D	D	C	E	C	D	B	D	C	
Approach Delay	33.7					39.8		22.6		29.0
Approach LOS	C					D		C		C

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 92.7	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 28.0	Intersection LOS: C
Intersection Capacity Utilization 67.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Hesperia Rd. & Nisqualli Rd.
































HCM 6th Signalized Intersection Summary  
2: Hesperia Rd. & Nisqualli Rd.

Nisqualli Trailer Lot Expansion (JN 15241)

07/19/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 		 		 		 	 			 	
Traffic Volume (veh/h)	162	89	514	42	57	29	271	956	48	31	989	89
Future Volume (veh/h)	162	89	514	42	57	29	271	956	48	31	989	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1600	1800	1800	1700	1800	1800	1600	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	176	97	539	46	62	25	295	1039	48	34	1075	90
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	237	381	895	61	410	156	360	1626	75	51	1272	106
Arrive On Green	0.08	0.21	0.21	0.04	0.17	0.17	0.12	0.49	0.49	0.03	0.40	0.40
Sat Flow, veh/h	2956	1800	2685	1619	2421	923	2956	3329	154	1619	3195	267
Grp Volume(v), veh/h	176	97	539	46	43	44	295	534	553	34	575	590
Grp Sat Flow(s),veh/h/ln	1478	1800	1342	1619	1710	1634	1478	1710	1772	1619	1710	1752
Q Serve(g_s), s	5.4	4.1	15.4	2.6	2.0	2.1	8.9	21.3	21.3	1.9	28.0	28.1
Cycle Q Clear(g_c), s	5.4	4.1	15.4	2.6	2.0	2.1	8.9	21.3	21.3	1.9	28.0	28.1
Prop In Lane	1.00		1.00	1.00		0.57	1.00		0.09	1.00		0.15
Lane Grp Cap(c), veh/h	237	381	895	61	290	277	360	835	866	51	681	698
V/C Ratio(X)	0.74	0.25	0.60	0.76	0.15	0.16	0.82	0.64	0.64	0.67	0.84	0.85
Avail Cap(c_a), veh/h	335	550	1148	129	465	445	508	1057	1096	116	886	908
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	41.3	30.2	25.5	43.8	32.5	32.6	39.4	17.5	17.5	44.0	25.1	25.1
Incr Delay (d2), s/veh	2.8	0.3	0.7	6.9	0.2	0.3	4.9	0.8	0.8	5.4	6.0	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.7	4.8	1.1	0.8	0.8	3.3	7.6	7.8	0.8	11.2	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.1	30.5	26.2	50.7	32.7	32.9	44.2	18.3	18.3	49.4	31.0	31.0
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	C	C
Approach Vol, veh/h		812			133			1382			1199	
Approach Delay, s/veh		30.6			39.0			23.9			31.5	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.5	51.1	8.1	25.3	15.8	42.8	12.0	21.4				
Change Period (Y+Rc), s	4.6	6.2	4.6	5.8	4.6	6.2	4.6	5.8				
Max Green Setting (Gmax), s	6.6	56.8	7.3	28.1	15.8	47.6	10.4	25.0				
Max Q Clear Time (g_c+I1), s	3.9	23.3	4.6	17.4	10.9	30.1	7.4	4.1				
Green Ext Time (p_c), s	0.0	7.6	0.0	2.1	0.3	6.5	0.1	0.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			28.6									
HCM 6th LOS			C									

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	94	115	58	0	7	17
Future Vol, veh/h	94	115	58	0	7	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	103	126	64	0	8	19

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	64	0	-	0	333 32
Stage 1	-	-	-	-	64 -
Stage 2	-	-	-	-	269 -
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	1551	-	-	-	642 1041
Stage 1	-	-	-	-	957 -
Stage 2	-	-	-	-	758 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1551	-	-	-	600 1041
Mov Cap-2 Maneuver	-	-	-	-	641 -
Stage 1	-	-	-	-	894 -
Stage 2	-	-	-	-	758 -

Approach	EB	WB	SB
HCM Control Delay, s	3.4	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1551	-	-	-	881
HCM Lane V/C Ratio	0.067	-	-	-	0.03
HCM Control Delay (s)	7.5	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	3	0	14	4	0	39	15	1289	0	10	1156	8
Future Vol, veh/h	3	0	14	4	0	39	15	1289	0	10	1156	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	0	15	4	0	41	16	1371	0	11	1230	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1975	2660	620	2040	2664	686	1239	0	0	1371	0	0
Stage 1	1257	1257	-	1403	1403	-	-	-	-	-	-	-
Stage 2	718	1403	-	637	1261	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	38	23	436	34	23	395	569	-	-	507	-	-
Stage 1	184	245	-	150	208	-	-	-	-	-	-	-
Stage 2	391	208	-	437	244	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	33	22	436	32	22	395	569	-	-	507	-	-
Mov Cap-2 Maneuver	150	141	-	131	141	-	-	-	-	-	-	-
Stage 1	179	240	-	146	202	-	-	-	-	-	-	-
Stage 2	340	202	-	413	239	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.7		17.5		0.1		0.1	
HCM LOS	C		C					

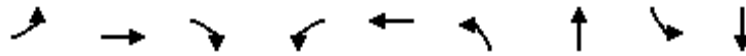
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	569	-	-	326	333	507	-
HCM Lane V/C Ratio	0.028	-	-	0.055	0.137	0.021	-
HCM Control Delay (s)	11.5	-	-	16.7	17.5	12.3	-
HCM Lane LOS	B	-	-	C	C	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.5	0.1	-

Timings

Nisqualli Trailer Lot Expansion (JN 15241)

2: Hesperia Rd. & Nisqualli Rd.

07/19/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↘↘	↑	↗↗	↘	↗↗	↘↘	↗↗	↘	↗↗
Traffic Volume (vph)	189	63	423	107	95	423	1024	21	1160
Future Volume (vph)	189	63	423	107	95	423	1024	21	1160
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	5	3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	5	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.8	9.6	9.6	30.8	9.6	27.2	9.6	33.2
Total Split (s)	14.6	32.8	22.8	13.8	32.0	22.8	63.8	9.6	50.6
Total Split (%)	12.2%	27.3%	19.0%	11.5%	26.7%	19.0%	53.2%	8.0%	42.2%
Yellow Time (s)	3.6	4.8	3.6	3.6	4.8	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	4.6	5.8	4.6	6.2	4.6	6.2
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	9.6	10.9	31.6	12.2	10.3	18.1	63.3	5.0	44.4
Actuated g/C Ratio	0.09	0.11	0.31	0.12	0.10	0.17	0.61	0.05	0.43
v/c Ratio	0.71	0.34	0.53	0.57	0.38	0.84	0.53	0.27	0.91
Control Delay	60.5	48.4	31.6	59.1	34.2	57.4	13.6	57.0	38.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.5	48.4	31.6	59.1	34.2	57.4	13.6	57.0	38.0
LOS	E	D	C	E	C	E	B	E	D
Approach Delay		41.3			45.2		25.9		38.3
Approach LOS		D			D		C		D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 103.6	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 34.3	Intersection LOS: C
Intersection Capacity Utilization 85.2%	ICU Level of Service E
Analysis Period (min) 15	




























Splits and Phases: 2: Hesperia Rd. & Nisqualli Rd.



HCM 6th Signalized Intersection Summary  
2: Hesperia Rd. & Nisqualli Rd.

Nisqualli Trailer Lot Expansion (JN 15241)

07/19/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 		 		 		 	 			 	
Traffic Volume (veh/h)	189	63	423	107	95	39	423	1024	58	21	1160	125
Future Volume (veh/h)	189	63	423	107	95	39	423	1024	58	21	1160	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1600	1800	1800	1700	1800	1800	1600	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	193	64	413	109	97	31	432	1045	43	21	1184	119
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	244	284	860	132	404	124	481	1816	75	35	1260	126
Arrive On Green	0.08	0.16	0.16	0.08	0.16	0.16	0.16	0.54	0.54	0.02	0.40	0.40
Sat Flow, veh/h	2956	1800	2685	1619	2576	790	2956	3347	138	1619	3138	315
Grp Volume(v), veh/h	193	64	413	109	63	65	432	534	554	21	644	659
Grp Sat Flow(s),veh/h/ln	1478	1800	1342	1619	1710	1656	1478	1710	1775	1619	1710	1743
Q Serve(g_s), s	6.9	3.4	13.3	7.2	3.5	3.7	15.5	22.4	22.4	1.4	39.0	39.3
Cycle Q Clear(g_c), s	6.9	3.4	13.3	7.2	3.5	3.7	15.5	22.4	22.4	1.4	39.0	39.3
Prop In Lane	1.00		1.00	1.00		0.48	1.00		0.08	1.00		0.18
Lane Grp Cap(c), veh/h	244	284	860	132	268	259	481	928	963	35	687	700
V/C Ratio(X)	0.79	0.23	0.48	0.83	0.24	0.25	0.90	0.58	0.58	0.60	0.94	0.94
Avail Cap(c_a), veh/h	274	450	1108	138	415	402	498	928	963	75	703	717
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	48.6	39.7	29.5	48.8	39.9	40.0	44.3	16.4	16.4	52.4	31.0	31.1
Incr Delay (d2), s/veh	11.3	0.4	0.4	28.9	0.4	0.5	18.0	0.9	0.8	6.0	20.0	20.4
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	2.9	1.5	4.3	3.9	1.5	1.5	6.7	8.1	8.4	0.6	18.5	19.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.9	40.1	29.9	77.7	40.3	40.5	62.3	17.3	17.3	58.3	51.0	51.4
LnGrp LOS	E	D	C	E	D	D	E	B	B	E	D	D
Approach Vol, veh/h		670			237			1520			1324	
Approach Delay, s/veh		39.5			57.5			30.1			51.3	
Approach LOS		D			E			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.9	64.8	13.4	22.8	22.2	49.6	13.5	22.7				
Change Period (Y+Rc), s	4.6	6.2	4.6	5.8	4.6	6.2	4.6	5.8				
Max Green Setting (Gmax), s	5.0	57.6	9.2	27.0	18.2	44.4	10.0	26.2				
Max Q Clear Time (g_c+1), s	3.4	24.4	9.2	15.3	17.5	41.3	8.9	5.7				
Green Ext Time (p_c), s	0.0	7.5	0.0	1.5	0.1	2.1	0.0	0.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			41.0									
HCM 6th LOS			D									

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	86	134	13	4	58
Future Vol, veh/h	13	86	134	13	4	58
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	20	134	209	20	6	91

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	229	0	-	0	326 116
Stage 1	-	-	-	-	219 -
Stage 2	-	-	-	-	107 -
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	1351	-	-	-	648 921
Stage 1	-	-	-	-	802 -
Stage 2	-	-	-	-	912 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1351	-	-	-	638 920
Mov Cap-2 Maneuver	-	-	-	-	672 -
Stage 1	-	-	-	-	790 -
Stage 2	-	-	-	-	912 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1351	-	-	-	899
HCM Lane V/C Ratio	0.015	-	-	-	0.108
HCM Control Delay (s)	7.7	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.4

**APPENDIX 3.3: EXISTING (2023) CONDITIONS TRAFFIC SIGNAL  
WARRANT ANALYSIS WORKSHEETS**

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### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **Existing (2023) Conditions - Weekday PM Peak Hour**

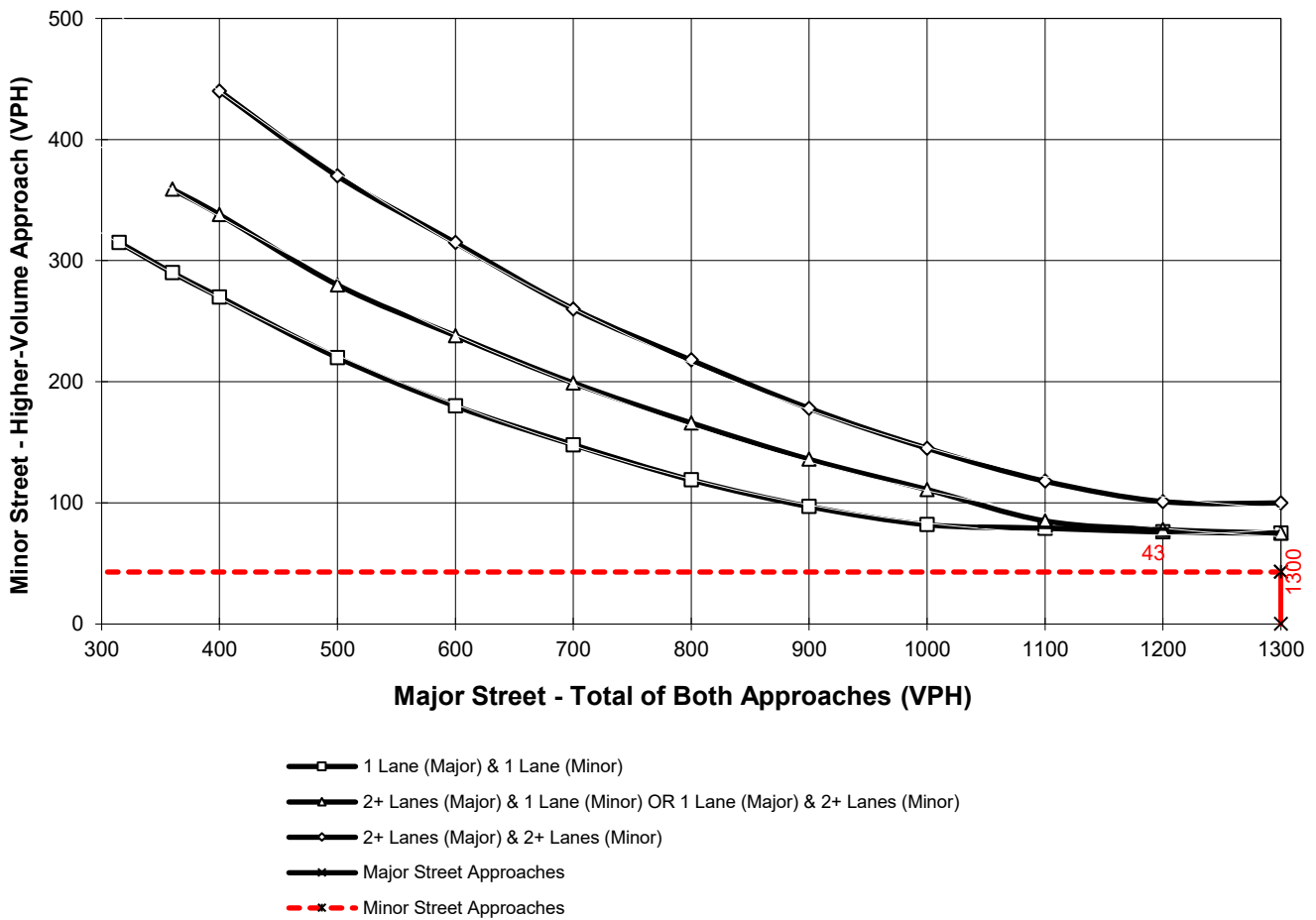
Major Street Name = **Hesperia Road**

Total of Both Approaches (VPH) = **2478**  
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **Ottawa Road**

High Volume Approach (VPH) = **43**  
 Number of Approach Lanes Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane

### Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2023) Conditions - Weekday PM Peak Hour**

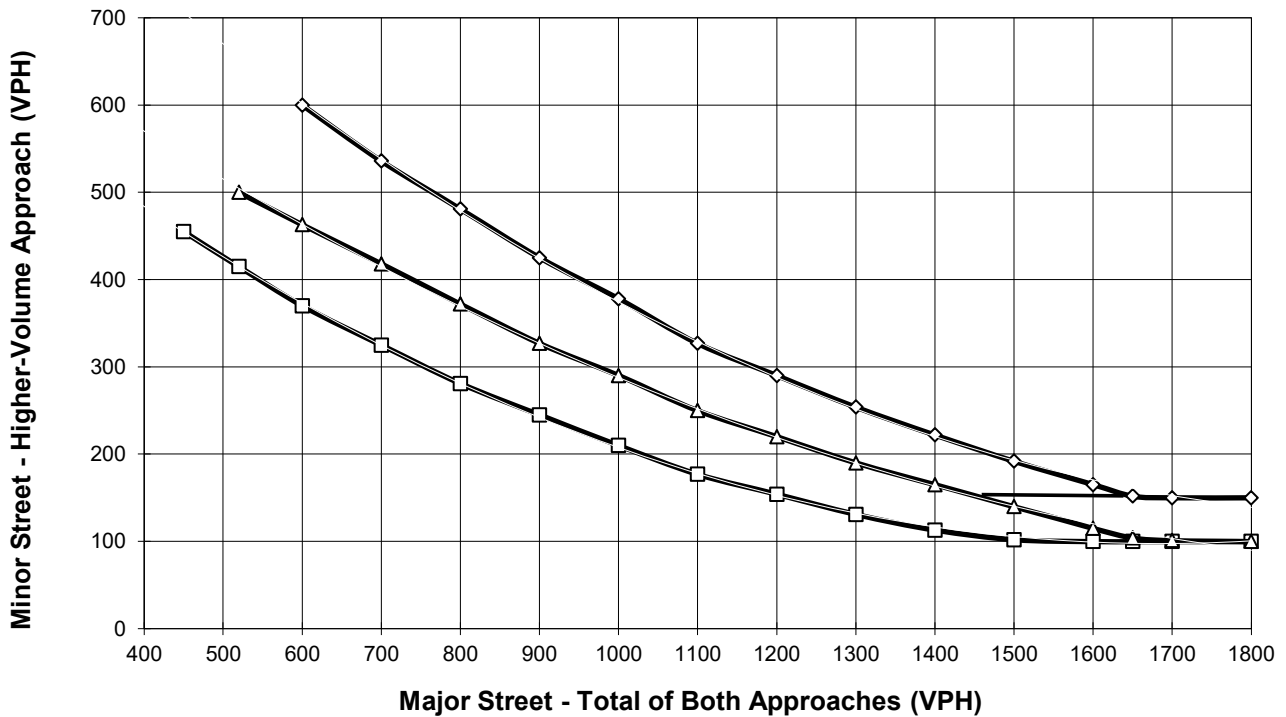
Major Street Name = **Enterprise Wy.**

Total of Both Approaches (VPH) = **246**  
 Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Nisqualli Rd.**

High Volume Approach (VPH) = **62**  
 Number of Approach Lanes On Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- x— Major Street Approaches
- x— Minor Street Approaches

\*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

**APPENDIX 5.1: OPENING YEAR CUMULATIVE (2024) WITHOUT  
PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS  
WORKSHEETS**

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Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	8	4	20	30	3	13	7	1069	95	37	1219	5
Future Vol, veh/h	8	4	20	30	3	13	7	1069	95	37	1219	5
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	3	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	5	23	34	3	15	8	1215	108	42	1385	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2100	2817	700	2068	2766	665	1394	0	0	1326	0	0
Stage 1	1475	1475	-	1288	1288	-	-	-	-	-	-	-
Stage 2	625	1342	-	780	1478	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	30	18	386	~32	20	407	497	-	-	527	-	-
Stage 1	135	192	-	176	237	-	-	-	-	-	-	-
Stage 2	444	223	-	359	192	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	26	16	385	~27	18	406	496	-	-	525	-	-
Mov Cap-2 Maneuver	119	117	-	142	128	-	-	-	-	-	-	-
Stage 1	132	176	-	173	232	-	-	-	-	-	-	-
Stage 2	415	219	-	302	176	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.8	34.8	0.1	0.4
HCM LOS	D	D		

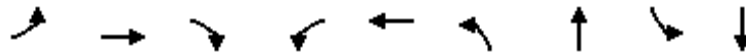
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	496	-	-	209	172	525	-
HCM Lane V/C Ratio	0.016	-	-	0.174	0.304	0.08	-
HCM Control Delay (s)	12.4	-	-	25.8	34.8	12.5	-
HCM Lane LOS	B	-	-	D	D	B	-
HCM 95th %tile Q(veh)	0	-	-	0.6	1.2	0.3	-

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

Timings

2: Hesperia Rd. & Nisqualli Rd.

07/19/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙↙	↑	↗↗	↙	↑↗	↙↙	↑↗	↙	↑↗
Traffic Volume (vph)	245	214	546	85	190	283	1032	90	1075
Future Volume (vph)	245	214	546	85	190	283	1032	90	1075
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	5	3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	5	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.8	9.6	9.6	30.8	9.6	27.2	9.6	33.2
Total Split (s)	15.0	33.9	20.4	11.9	30.8	20.4	63.0	11.2	53.8
Total Split (%)	12.5%	28.3%	17.0%	9.9%	25.7%	17.0%	52.5%	9.3%	44.8%
Yellow Time (s)	3.6	4.8	3.6	3.6	4.8	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	4.6	5.8	4.6	6.2	4.6	6.2
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	10.5	19.6	39.8	7.4	16.4	14.4	53.6	6.7	45.9
Actuated g/C Ratio	0.10	0.18	0.37	0.07	0.15	0.13	0.49	0.06	0.42
v/c Ratio	0.94	0.72	0.60	0.84	0.56	0.79	0.70	1.00	0.91
Control Delay	90.0	55.6	30.8	105.4	38.6	61.9	24.3	143.9	40.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.0	55.6	30.8	105.4	38.6	61.9	24.3	143.9	40.1
LOS	F	E	C	F	D	E	C	F	D
Approach Delay		50.5			54.2		32.1		47.4
Approach LOS		D			D		C		D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 108.6	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 43.6	Intersection LOS: D
Intersection Capacity Utilization 79.7%	ICU Level of Service D
Analysis Period (min) 15	




























Splits and Phases: 2: Hesperia Rd. & Nisqualli Rd.



HCM 6th Signalized Intersection Summary  
2: Hesperia Rd. & Nisqualli Rd.

Nisqualli Trailer Lot Expansion (JN 15241)

07/19/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 		 		 		 	 			 	
Traffic Volume (veh/h)	245	214	546	85	190	88	283	1032	48	90	1075	116
Future Volume (veh/h)	245	214	546	85	190	88	283	1032	48	90	1075	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1600	1800	1800	1700	1800	1800	1600	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	266	233	573	92	207	89	308	1122	48	98	1168	119
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	277	388	906	106	442	184	359	1564	67	96	1272	129
Arrive On Green	0.09	0.22	0.22	0.07	0.19	0.19	0.12	0.47	0.47	0.06	0.41	0.41
Sat Flow, veh/h	2956	1800	2685	1619	2356	978	2956	3341	143	1619	3134	319
Grp Volume(v), veh/h	266	233	573	92	148	148	308	574	596	98	636	651
Grp Sat Flow(s),veh/h/ln	1478	1800	1342	1619	1710	1624	1478	1710	1774	1619	1710	1743
Q Serve(g_s), s	9.9	12.9	20.0	6.2	8.6	9.0	11.3	29.8	29.9	6.6	39.1	39.3
Cycle Q Clear(g_c), s	9.9	12.9	20.0	6.2	8.6	9.0	11.3	29.8	29.9	6.6	39.1	39.3
Prop In Lane	1.00		1.00	1.00		0.60	1.00		0.08	1.00		0.18
Lane Grp Cap(c), veh/h	277	388	906	106	321	305	359	800	830	96	694	707
V/C Ratio(X)	0.96	0.60	0.63	0.86	0.46	0.48	0.86	0.72	0.72	1.02	0.92	0.92
Avail Cap(c_a), veh/h	277	456	1006	106	385	366	421	875	908	96	733	747
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	50.1	39.2	31.0	51.4	40.1	40.3	47.8	23.6	23.6	52.2	31.2	31.3
Incr Delay (d2), s/veh	42.9	1.6	1.1	46.0	1.0	1.2	12.7	2.6	2.5	96.7	15.9	16.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	5.7	6.4	3.9	3.6	3.7	4.7	11.7	12.1	5.2	17.8	18.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.0	40.8	32.1	97.3	41.1	41.5	60.5	26.2	26.1	148.9	47.1	47.4
LnGrp LOS	F	D	C	F	D	D	E	C	C	F	D	D
Approach Vol, veh/h		1072			388			1478			1385	
Approach Delay, s/veh		49.1			54.6			33.3			54.4	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	58.1	11.9	29.7	18.1	51.3	15.0	26.6				
Change Period (Y+Rc), s	4.6	6.2	4.6	5.8	4.6	6.2	4.6	5.8				
Max Green Setting (Gmax), s	6.6	56.8	7.3	28.1	15.8	47.6	10.4	25.0				
Max Q Clear Time (g_c+I1), s	8.6	31.9	8.2	22.0	13.3	41.3	11.9	11.0				
Green Ext Time (p_c), s	0.0	7.8	0.0	2.0	0.2	3.8	0.0	1.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			45.9									
HCM 6th LOS			D									

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	96	117	60	0	7	17
Future Vol, veh/h	96	117	60	0	7	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	105	129	66	0	8	19

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	66	0	-	0	341 33
Stage 1	-	-	-	-	66 -
Stage 2	-	-	-	-	275 -
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	1549	-	-	-	635 1040
Stage 1	-	-	-	-	955 -
Stage 2	-	-	-	-	753 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1549	-	-	-	592 1040
Mov Cap-2 Maneuver	-	-	-	-	636 -
Stage 1	-	-	-	-	890 -
Stage 2	-	-	-	-	753 -

Approach	EB	WB	SB
HCM Control Delay, s	3.4	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1549	-	-	-	877
HCM Lane V/C Ratio	0.068	-	-	-	0.03
HCM Control Delay (s)	7.5	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1



Intersection												
Int Delay, s/veh	13.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	3	2	14	106	5	69	16	1352	39	21	1206	8
Future Vol, veh/h	3	2	14	106	5	69	16	1352	39	21	1206	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	2	15	113	5	73	17	1438	41	22	1283	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2088	2845	646	2180	2829	740	1292	0	0	1479	0	0
Stage 1	1332	1332	-	1493	1493	-	-	-	-	-	-	-
Stage 2	756	1513	-	687	1336	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	31	17	419	~26	18	364	543	-	-	461	-	-
Stage 1	166	225	-	132	188	-	-	-	-	-	-	-
Stage 2	371	184	-	408	224	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	23	16	419	~23	17	364	543	-	-	461	-	-
Mov Cap-2 Maneuver	129	118	-	114	125	-	-	-	-	-	-	-
Stage 1	161	214	-	128	182	-	-	-	-	-	-	-
Stage 2	279	178	-	371	213	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.1	206.6	0.1	0.2
HCM LOS	C	F		

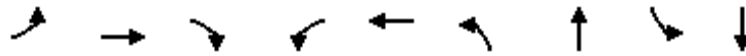
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	543	-	-	258	155	461	-
HCM Lane V/C Ratio	0.031	-	-	0.078	1.235	0.048	-
HCM Control Delay (s)	11.8	-	-	20.1	206.6	13.2	-
HCM Lane LOS	B	-	-	C	F	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	11.1	0.2	-

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

Timings  
2: Hesperia Rd. & Nisqualli Rd.

Nisqualli Trailer Lot Expansion (JN 15241)

07/19/2023

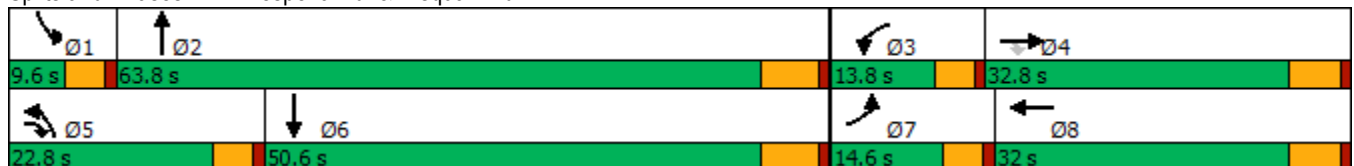


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	230	202	450	156	224	470	1118	88	1281
Future Volume (vph)	230	202	450	156	224	470	1118	88	1281
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	5	3	8	5	2	1	6
Permitted Phases	4								
Detector Phase	7	4	5	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.8	9.6	9.6	30.8	9.6	27.2	9.6	33.2
Total Split (s)	14.6	32.8	22.8	13.8	32.0	22.8	63.8	9.6	50.6
Total Split (%)	12.2%	27.3%	19.0%	11.5%	26.7%	19.0%	53.2%	8.0%	42.2%
Yellow Time (s)	3.6	4.8	3.6	3.6	4.8	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	4.6	5.8	4.6	6.2	4.6	6.2
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	10.0	17.8	41.9	9.2	17.0	18.2	57.7	5.0	44.5
Actuated g/C Ratio	0.09	0.16	0.38	0.08	0.15	0.16	0.52	0.05	0.40
v/c Ratio	0.88	0.71	0.45	1.19	0.61	0.99	0.68	1.25	1.13
Control Delay	83.4	58.0	27.3	182.7	40.7	86.3	22.8	229.5	102.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.4	58.0	27.3	182.7	40.7	86.3	22.8	229.5	102.0
LOS	F	E	C	F	D	F	C	F	F
Approach Delay	49.0		86.3			40.9		109.1	
Approach LOS	D		F			D		F	

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 111  
 Natural Cycle: 130  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.25  
 Intersection Signal Delay: 70.8  
 Intersection LOS: E  
 Intersection Capacity Utilization 99.2%  
 ICU Level of Service F  
 Analysis Period (min) 15






























Splits and Phases: 2: Hesperia Rd. & Nisqualli Rd.



HCM 6th Signalized Intersection Summary  
2: Hesperia Rd. & Nisqualli Rd.

Nisqualli Trailer Lot Expansion (JN 15241)

07/19/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 		 		 		 	 		 	 	
Traffic Volume (veh/h)	230	202	450	156	224	105	470	1118	59	88	1281	217
Future Volume (veh/h)	230	202	450	156	224	105	470	1118	59	88	1281	217
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1600	1800	1800	1700	1800	1800	1600	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	235	206	440	159	229	98	480	1141	44	90	1307	212
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	264	304	891	133	382	158	481	1728	67	72	1170	188
Arrive On Green	0.09	0.17	0.17	0.08	0.16	0.16	0.16	0.51	0.51	0.04	0.40	0.40
Sat Flow, veh/h	2956	1800	2685	1619	2356	976	2956	3357	129	1619	2949	474
Grp Volume(v), veh/h	235	206	440	159	164	163	480	581	604	90	753	766
Grp Sat Flow(s),veh/h/ln	1478	1800	1342	1619	1710	1622	1478	1710	1777	1619	1710	1713
Q Serve(g_s), s	8.8	12.0	14.7	9.2	10.0	10.5	18.2	28.0	28.0	5.0	44.4	44.4
Cycle Q Clear(g_c), s	8.8	12.0	14.7	9.2	10.0	10.5	18.2	28.0	28.0	5.0	44.4	44.4
Prop In Lane	1.00		1.00	1.00		0.60	1.00		0.07	1.00		0.28
Lane Grp Cap(c), veh/h	264	304	891	133	277	263	481	880	914	72	678	680
V/C Ratio(X)	0.89	0.68	0.49	1.19	0.59	0.62	1.00	0.66	0.66	1.24	1.11	1.13
Avail Cap(c_a), veh/h	264	434	1084	133	400	380	481	880	914	72	678	680
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	50.4	43.6	29.9	51.4	43.5	43.7	46.9	20.0	20.0	53.5	33.8	33.8
Incr Delay (d2), s/veh	28.0	2.6	0.4	139.7	2.0	2.4	40.7	1.8	1.8	185.2	68.8	75.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	5.4	4.7	8.9	4.3	4.3	9.2	10.6	11.0	5.7	29.8	31.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.5	46.3	30.3	191.1	45.5	46.1	87.5	21.8	21.8	238.7	102.6	108.9
LnGrp LOS	E	D	C	F	D	D	F	C	C	F	F	F
Approach Vol, veh/h		881			486			1665			1609	
Approach Delay, s/veh		46.9			93.3			40.7			113.2	
Approach LOS		D			F			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	63.8	13.8	24.7	22.8	50.6	14.6	23.9				
Change Period (Y+Rc), s	4.6	6.2	4.6	5.8	4.6	6.2	4.6	5.8				
Max Green Setting (Gmax), s	5.0	57.6	9.2	27.0	18.2	44.4	10.0	26.2				
Max Q Clear Time (g_c+1), s	7.0	30.0	11.2	16.7	20.2	46.4	10.8	12.5				
Green Ext Time (p_c), s	0.0	8.2	0.0	2.1	0.0	0.0	0.0	1.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			72.5									
HCM 6th LOS			E									

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	88	137	13	4	59
Future Vol, veh/h	13	88	137	13	4	59
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	20	138	214	20	6	92

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	234	0	-	0	333 118
Stage 1	-	-	-	-	224 -
Stage 2	-	-	-	-	109 -
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	1345	-	-	-	642 918
Stage 1	-	-	-	-	798 -
Stage 2	-	-	-	-	909 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1345	-	-	-	632 917
Mov Cap-2 Maneuver	-	-	-	-	667 -
Stage 1	-	-	-	-	786 -
Stage 2	-	-	-	-	909 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1345	-	-	-	896
HCM Lane V/C Ratio	0.015	-	-	-	0.11
HCM Control Delay (s)	7.7	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.4

**APPENDIX 5.2: OPENING YEAR CUMULATIVE (2024) WITH PROJECT  
CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS**

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Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	8	4	20	30	3	13	7	1069	95	37	1219	5
Future Vol, veh/h	8	4	20	30	3	13	7	1069	95	37	1219	5
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	3	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	5	23	34	3	15	8	1215	108	42	1385	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2100	2817	700	2068	2766	665	1394	0	0	1326	0	0
Stage 1	1475	1475	-	1288	1288	-	-	-	-	-	-	-
Stage 2	625	1342	-	780	1478	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	30	18	386	~32	20	407	497	-	-	527	-	-
Stage 1	135	192	-	176	237	-	-	-	-	-	-	-
Stage 2	444	223	-	359	192	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	26	16	385	~27	18	406	496	-	-	525	-	-
Mov Cap-2 Maneuver	119	117	-	142	128	-	-	-	-	-	-	-
Stage 1	132	176	-	173	232	-	-	-	-	-	-	-
Stage 2	415	219	-	302	176	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.8	34.8	0.1	0.4
HCM LOS	D	D		

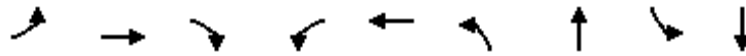
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	496	-	-	209	172	525	-
HCM Lane V/C Ratio	0.016	-	-	0.174	0.304	0.08	-
HCM Control Delay (s)	12.4	-	-	25.8	34.8	12.5	-
HCM Lane LOS	B	-	-	D	D	B	-
HCM 95th %tile Q(veh)	0	-	-	0.6	1.2	0.3	-

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

Timings

2: Hesperia Rd. & Nisqualli Rd.

11/18/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙↘	↑	↗↘	↙	↕↗	↙↘	↕↗	↙	↕↗
Traffic Volume (vph)	245	225	546	85	200	283	1032	90	1075
Future Volume (vph)	245	225	546	85	200	283	1032	90	1075
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	5	3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	5	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.8	9.6	9.6	30.8	9.6	27.2	9.6	33.2
Total Split (s)	15.0	33.9	20.4	11.9	30.8	20.4	63.0	11.2	53.8
Total Split (%)	12.5%	28.3%	17.0%	9.9%	25.7%	17.0%	52.5%	9.3%	44.8%
Yellow Time (s)	3.6	4.8	3.6	3.6	4.8	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	4.6	5.8	4.6	6.2	4.6	6.2
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	10.5	20.2	40.5	7.4	17.0	14.5	53.7	6.7	45.9
Actuated g/C Ratio	0.10	0.18	0.37	0.07	0.16	0.13	0.49	0.06	0.42
v/c Ratio	0.94	0.74	0.59	0.84	0.57	0.79	0.70	1.00	0.91
Control Delay	91.6	56.4	30.5	106.1	39.5	62.5	24.8	145.5	41.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	91.6	56.4	30.5	106.1	39.5	62.5	24.8	145.5	41.0
LOS	F	E	C	F	D	E	C	F	D
Approach Delay		51.0			54.6		32.6		48.4
Approach LOS		D			D		C		D

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 109.3  
 Natural Cycle: 110  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.00  
 Intersection Signal Delay: 44.3  
 Intersection LOS: D  
 Intersection Capacity Utilization 80.3%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 2: Hesperia Rd. & Nisqualli Rd.
































HCM 6th Signalized Intersection Summary  
2: Hesperia Rd. & Nisqualli Rd.

Nisqualli Trailer Lot Expansion (JN 15241)

11/18/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 		 		 		 	 			 	
Traffic Volume (veh/h)	245	225	546	85	200	88	283	1032	49	90	1075	116
Future Volume (veh/h)	245	225	546	85	200	88	283	1032	49	90	1075	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1600	1800	1800	1700	1800	1800	1600	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	266	245	573	92	217	89	308	1122	49	98	1168	119
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	277	389	906	106	450	178	359	1562	68	96	1272	129
Arrive On Green	0.09	0.22	0.22	0.07	0.19	0.19	0.12	0.47	0.47	0.06	0.41	0.41
Sat Flow, veh/h	2956	1800	2685	1619	2390	949	2956	3338	146	1619	3134	319
Grp Volume(v), veh/h	266	245	573	92	153	153	308	575	596	98	636	651
Grp Sat Flow(s),veh/h/ln	1478	1800	1342	1619	1710	1629	1478	1710	1774	1619	1710	1743
Q Serve(g_s), s	10.0	13.7	20.0	6.3	8.9	9.3	11.3	29.9	29.9	6.6	39.1	39.3
Cycle Q Clear(g_c), s	10.0	13.7	20.0	6.3	8.9	9.3	11.3	29.9	29.9	6.6	39.1	39.3
Prop In Lane	1.00		1.00	1.00		0.58	1.00		0.08	1.00		0.18
Lane Grp Cap(c), veh/h	277	389	906	106	322	306	359	800	830	96	694	707
V/C Ratio(X)	0.96	0.63	0.63	0.86	0.48	0.50	0.86	0.72	0.72	1.02	0.92	0.92
Avail Cap(c_a), veh/h	277	455	1006	106	385	367	421	875	907	96	733	747
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	50.1	39.5	31.0	51.4	40.2	40.4	47.8	23.7	23.7	52.2	31.2	31.3
Incr Delay (d2), s/veh	43.0	2.1	1.1	46.1	1.1	1.3	12.7	2.6	2.5	96.8	15.9	16.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	6.1	6.4	3.9	3.8	3.8	4.7	11.7	12.1	5.2	17.8	18.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.1	41.7	32.1	97.5	41.3	41.6	60.5	26.3	26.2	149.1	47.2	47.4
LnGrp LOS	F	D	C	F	D	D	E	C	C	F	D	D
Approach Vol, veh/h		1084			398			1479			1385	
Approach Delay, s/veh		49.2			54.4			33.4			54.5	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	58.2	11.9	29.8	18.1	51.3	15.0	26.7				
Change Period (Y+Rc), s	4.6	6.2	4.6	5.8	4.6	6.2	4.6	5.8				
Max Green Setting (Gmax), s	6.6	56.8	7.3	28.1	15.8	47.6	10.4	25.0				
Max Q Clear Time (g_c+I1), s	8.6	31.9	8.3	22.0	13.3	41.3	12.0	11.3				
Green Ext Time (p_c), s	0.0	7.8	0.0	2.0	0.2	3.7	0.0	1.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			46.0									
HCM 6th LOS			D									

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	10	0	96	0	0	24
Future Vol, veh/h	10	0	96	0	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	11	0	104	0	0	26

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	130	104	0	0	104
Stage 1	104	-	-	-	-
Stage 2	26	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	869	956	-	-	1500
Stage 1	925	-	-	-	-
Stage 2	1002	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	869	956	-	-	1500
Mov Cap-2 Maneuver	869	-	-	-	-
Stage 1	925	-	-	-	-
Stage 2	1002	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	869	1500
HCM Lane V/C Ratio	-	-	0.013	-
HCM Control Delay (s)	-	-	9.2	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	96	129	61	0	7	27
Future Vol, veh/h	96	129	61	0	7	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	105	142	67	0	8	30

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	67	0	-	0	348 34
Stage 1	-	-	-	-	67 -
Stage 2	-	-	-	-	281 -
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	1547	-	-	-	628 1038
Stage 1	-	-	-	-	954 -
Stage 2	-	-	-	-	747 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1547	-	-	-	585 1038
Mov Cap-2 Maneuver	-	-	-	-	630 -
Stage 1	-	-	-	-	889 -
Stage 2	-	-	-	-	747 -

Approach	EB	WB	SB
HCM Control Delay, s	3.2	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1547	-	-	-	916
HCM Lane V/C Ratio	0.068	-	-	-	0.041
HCM Control Delay (s)	7.5	-	-	-	9.1
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1

Intersection												
Int Delay, s/veh	13.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	3	2	14	106	5	69	16	1353	39	21	1206	8
Future Vol, veh/h	3	2	14	106	5	69	16	1353	39	21	1206	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	2	15	113	5	73	17	1439	41	22	1283	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2088	2846	646	2181	2830	740	1292	0	0	1480	0	0
Stage 1	1332	1332	-	1494	1494	-	-	-	-	-	-	-
Stage 2	756	1514	-	687	1336	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	31	17	419	~26	18	364	543	-	-	461	-	-
Stage 1	166	225	-	131	188	-	-	-	-	-	-	-
Stage 2	371	184	-	408	224	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	23	16	419	~23	17	364	543	-	-	461	-	-
Mov Cap-2 Maneuver	129	118	-	114	125	-	-	-	-	-	-	-
Stage 1	161	214	-	127	182	-	-	-	-	-	-	-
Stage 2	279	178	-	371	213	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.1	206.6	0.1	0.2
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	543	-	-	258	155	461	-
HCM Lane V/C Ratio	0.031	-	-	0.078	1.235	0.048	-
HCM Control Delay (s)	11.8	-	-	20.1	206.6	13.2	-
HCM Lane LOS	B	-	-	C	F	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	11.1	0.2	-

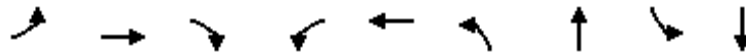
Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Timings

Nisqualli Trailer Lot Expansion (JN 15241)

2: Hesperia Rd. & Nisqualli Rd.

11/18/2023

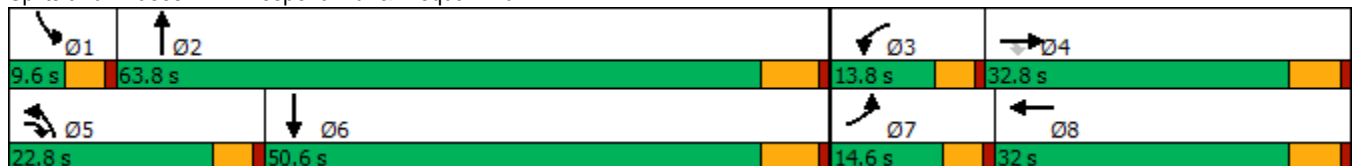


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	230	214	450	157	234	470	1118	88	1281
Future Volume (vph)	230	214	450	157	234	470	1118	88	1281
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	5	3	8	5	2	1	6
Permitted Phases	4								
Detector Phase	7	4	5	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.8	9.6	9.6	30.8	9.6	27.2	9.6	33.2
Total Split (s)	14.6	32.8	22.8	13.8	32.0	22.8	63.8	9.6	50.6
Total Split (%)	12.2%	27.3%	19.0%	11.5%	26.7%	19.0%	53.2%	8.0%	42.2%
Yellow Time (s)	3.6	4.8	3.6	3.6	4.8	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	4.6	5.8	4.6	6.2	4.6	6.2
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	10.0	18.7	42.7	9.2	17.9	18.2	57.7	5.0	44.5
Actuated g/C Ratio	0.09	0.17	0.38	0.08	0.16	0.16	0.52	0.04	0.40
v/c Ratio	0.89	0.73	0.45	1.20	0.62	1.00	0.69	1.25	1.14
Control Delay	84.7	58.3	27.1	188.6	41.2	88.7	23.4	233.6	105.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.7	58.3	27.1	188.6	41.2	88.7	23.4	233.6	105.6
LOS	F	E	C	F	D	F	C	F	F
Approach Delay	49.4		87.7			42.1		112.7	
Approach LOS	D		F			D		F	

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 111.8  
 Natural Cycle: 130  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.25  
 Intersection Signal Delay: 72.6  
 Intersection LOS: E  
 Intersection Capacity Utilization 99.9%  
 ICU Level of Service F  
 Analysis Period (min) 15




























Splits and Phases: 2: Hesperia Rd. & Nisqualli Rd.



HCM 6th Signalized Intersection Summary  
2: Hesperia Rd. & Nisqualli Rd.

Nisqualli Trailer Lot Expansion (JN 15241)

11/18/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 		 		 		 	 			 	
Traffic Volume (veh/h)	230	214	450	157	234	106	470	1118	60	88	1281	217
Future Volume (veh/h)	230	214	450	157	234	106	470	1118	60	88	1281	217
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1600	1800	1800	1700	1800	1800	1600	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	235	218	440	160	239	99	480	1141	45	90	1307	212
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	264	305	891	133	386	155	480	1725	68	72	1169	188
Arrive On Green	0.09	0.17	0.17	0.08	0.16	0.16	0.16	0.51	0.51	0.04	0.40	0.40
Sat Flow, veh/h	2956	1800	2685	1619	2379	956	2956	3354	132	1619	2949	474
Grp Volume(v), veh/h	235	218	440	160	170	168	480	582	604	90	753	766
Grp Sat Flow(s),veh/h/ln	1478	1800	1342	1619	1710	1626	1478	1710	1776	1619	1710	1713
Q Serve(g_s), s	8.8	12.8	14.7	9.2	10.3	10.8	18.2	28.0	28.1	5.0	44.4	44.4
Cycle Q Clear(g_c), s	8.8	12.8	14.7	9.2	10.3	10.8	18.2	28.0	28.1	5.0	44.4	44.4
Prop In Lane	1.00		1.00	1.00		0.59	1.00		0.07	1.00		0.28
Lane Grp Cap(c), veh/h	264	305	891	133	278	264	480	880	914	72	678	679
V/C Ratio(X)	0.89	0.71	0.49	1.20	0.61	0.64	1.00	0.66	0.66	1.25	1.11	1.13
Avail Cap(c_a), veh/h	264	434	1084	133	400	380	480	880	914	72	678	679
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	50.4	43.9	29.9	51.4	43.6	43.8	46.9	20.0	20.0	53.5	33.8	33.8
Incr Delay (d2), s/veh	28.1	3.2	0.4	142.7	2.2	2.5	40.8	1.8	1.8	185.5	69.0	75.3
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	5.8	4.7	9.0	4.5	4.5	9.2	10.6	11.0	5.7	29.8	31.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.6	47.1	30.3	194.1	45.8	46.4	87.7	21.9	21.8	239.0	102.8	109.1
LnGrp LOS	E	D	C	F	D	D	F	C	C	F	F	F
Approach Vol, veh/h		893			498			1666			1609	
Approach Delay, s/veh		47.1			93.6			40.8			113.4	
Approach LOS		D			F			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	63.8	13.8	24.8	22.8	50.6	14.6	24.0				
Change Period (Y+Rc), s	4.6	6.2	4.6	5.8	4.6	6.2	4.6	5.8				
Max Green Setting (Gmax), s	5.0	57.6	9.2	27.0	18.2	44.4	10.0	26.2				
Max Q Clear Time (g_c+1), s	7.0	30.1	11.2	16.7	20.2	46.4	10.8	12.8				
Green Ext Time (p_c), s	0.0	8.2	0.0	2.2	0.0	0.0	0.0	1.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				72.7								
HCM 6th LOS				E								

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	0	26	0	0	63
Future Vol, veh/h	8	0	26	0	0	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	0	28	0	0	68

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	96	28	0	0	28	0
Stage 1	28	-	-	-	-	-
Stage 2	68	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	908	1053	-	-	1599	-
Stage 1	1000	-	-	-	-	-
Stage 2	960	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	908	1053	-	-	1599	-
Mov Cap-2 Maneuver	908	-	-	-	-	-
Stage 1	1000	-	-	-	-	-
Stage 2	960	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	908	1599
HCM Lane V/C Ratio	-	-	0.01	-
HCM Control Delay (s)	-	-	9	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	101	141	13	4	67
Future Vol, veh/h	13	101	141	13	4	67
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	20	158	220	20	6	105

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	240	0	-	0	349 121
Stage 1	-	-	-	-	230 -
Stage 2	-	-	-	-	119 -
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	1339	-	-	-	627 914
Stage 1	-	-	-	-	792 -
Stage 2	-	-	-	-	899 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1339	-	-	-	618 913
Mov Cap-2 Maneuver	-	-	-	-	658 -
Stage 1	-	-	-	-	780 -
Stage 2	-	-	-	-	899 -

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1339	-	-	-	893
HCM Lane V/C Ratio	0.015	-	-	-	0.124
HCM Control Delay (s)	7.7	-	-	-	9.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.4



**APPENDIX 5.3: OPENING YEAR CUMULATIVE (2024) WITHOUT  
PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS  
WORKSHEETS**

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### Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 64 km/h OR ABOVE 40 mph ON MAJOR STREET)

Traffic Conditions = **2024 Without Project Conditions - Weekday PM Peak Hour**

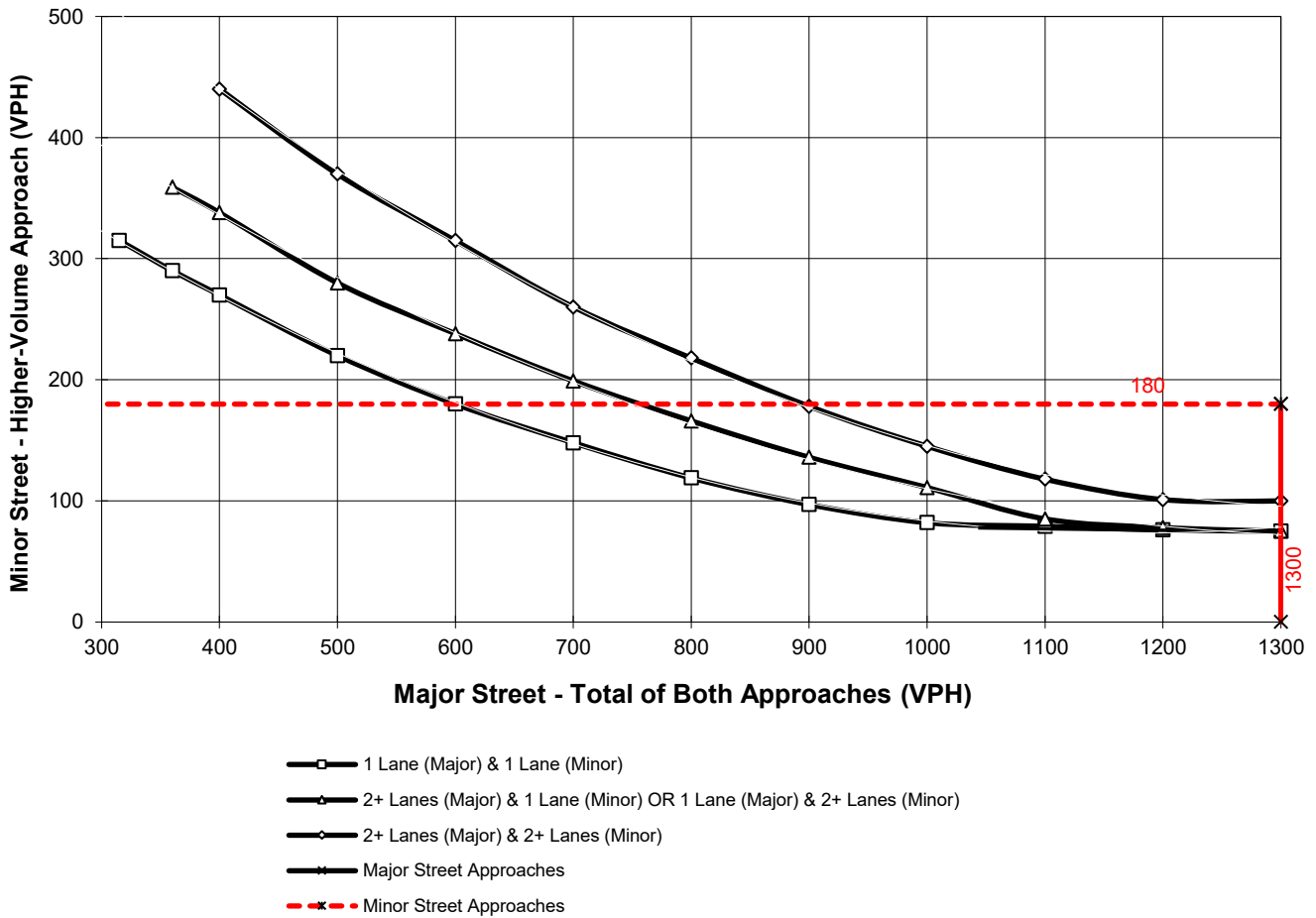
Major Street Name = **Hesperia Road**

Total of Both Approaches (VPH) = **2642**  
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **Ottawa Road**

High Volume Approach (VPH) = **180**  
 Number of Approach Lanes Minor Street = **1**

**WARRANTED FOR A SIGNAL**



\*Note: 100 vph applies as the lower threshold for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold for a minor-street approach with one lane



### Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **2024 Without Project Conditions - Weekday PM Peak Hour**

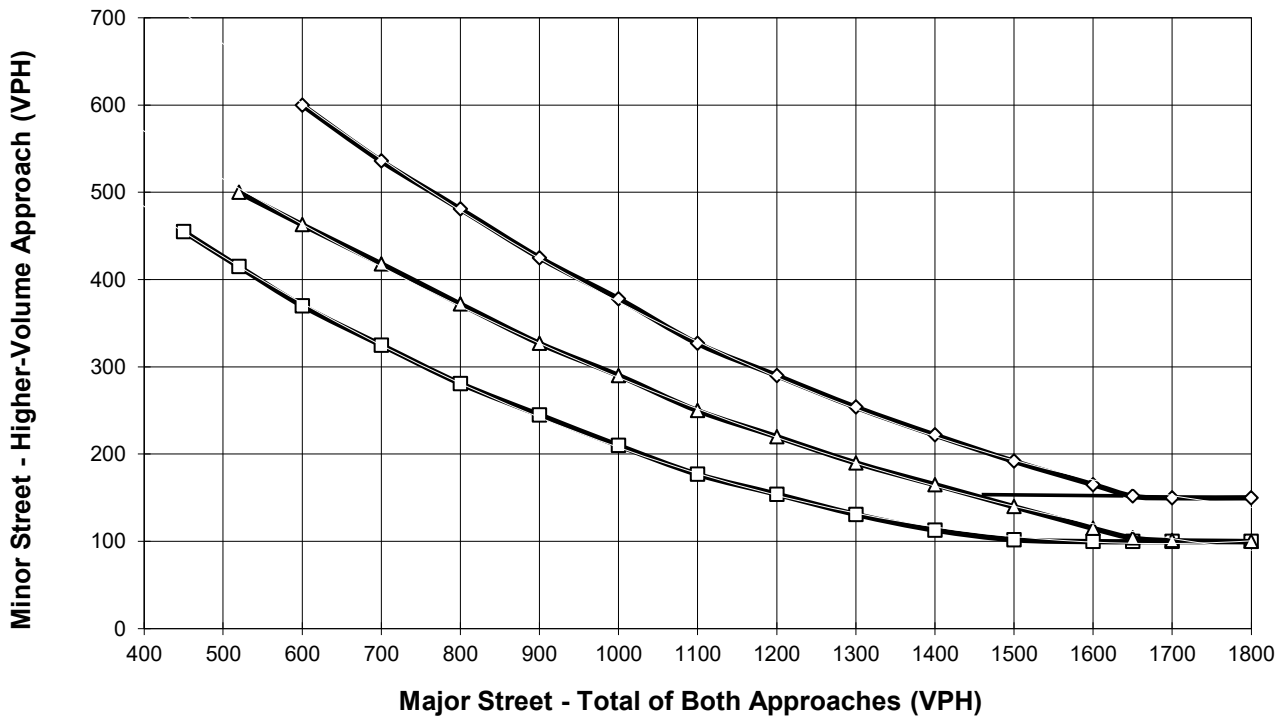
Major Street Name = **Enterprise Wy.**

Total of Both Approaches (VPH) = **251**  
 Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Nisqualli Rd.**

High Volume Approach (VPH) = **63**  
 Number of Approach Lanes On Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- x— Major Street Approaches
- x— Minor Street Approaches

\*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

**APPENDIX 5.4: OPENING YEAR CUMULATIVE (2024) WITH PROJECT  
CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS**

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### Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	TRAFFIC CONDITIONS	2024 WP
Jurisdiction: <u>Victorville</u>				CALC <u>CS</u>	DATE <u>11/22/23</u>
Major Street: <u>Enterprise Wy.</u>				CHK <u>CS</u>	DATE <u>11/22/23</u>
Minor Street: <u>Driveway 1</u>				Critical Approach Speed (Major) <u>25</u> mph	Critical Approach Speed (Minor) <u>25</u> mph
Major Street Approach Lanes = <u>1</u> lane				Minor Street Approach Lanes = <u>1</u> lane	
Major Street Future ADT = <u>824</u> vpd				Minor Street Future ADT = <u>29</u> vpd	
Speed limit or critical speed on major street traffic > 64 km/h (40 mph); .....				<input type="text"/>	
				or	<b>URBAN (U)</b>
In built up area of isolated community of < 10,000 population .....				<input type="text"/>	

**(Based on Estimated Average Daily Traffic - See Note)**

<u>URBAN</u>	<u>RURAL</u>	Minimum Requirements			
<b>XX</b>		EADT			
<b>CONDITION A - Minimum Vehicular Volume</b>		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	<b>XX</b>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 <b>824</b>	1 <b>29</b>	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
<b>CONDITION B - Interruption of Continuous Traffic</b>		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>				
	<b>XX</b>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach					
<u>Major Street</u>	<u>Minor Street</u>				
1 <b>824</b>	1 <b>29</b>	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
<b>Combination of CONDITIONS A + B</b>		2 CONDITIONS		2 CONDITIONS	
<u>Satisfied</u>	<u>Not Satisfied</u>	80%		80%	
	<b>XX</b>				
No one condition satisfied, but following conditions fulfilled 80% of more .....					
		<u>A</u>	<u>B</u>		
		<b>1%</b>	<b>2%</b>		

**Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.**

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

### Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **2024 With Project Conditions - Weekday PM Peak Hour**

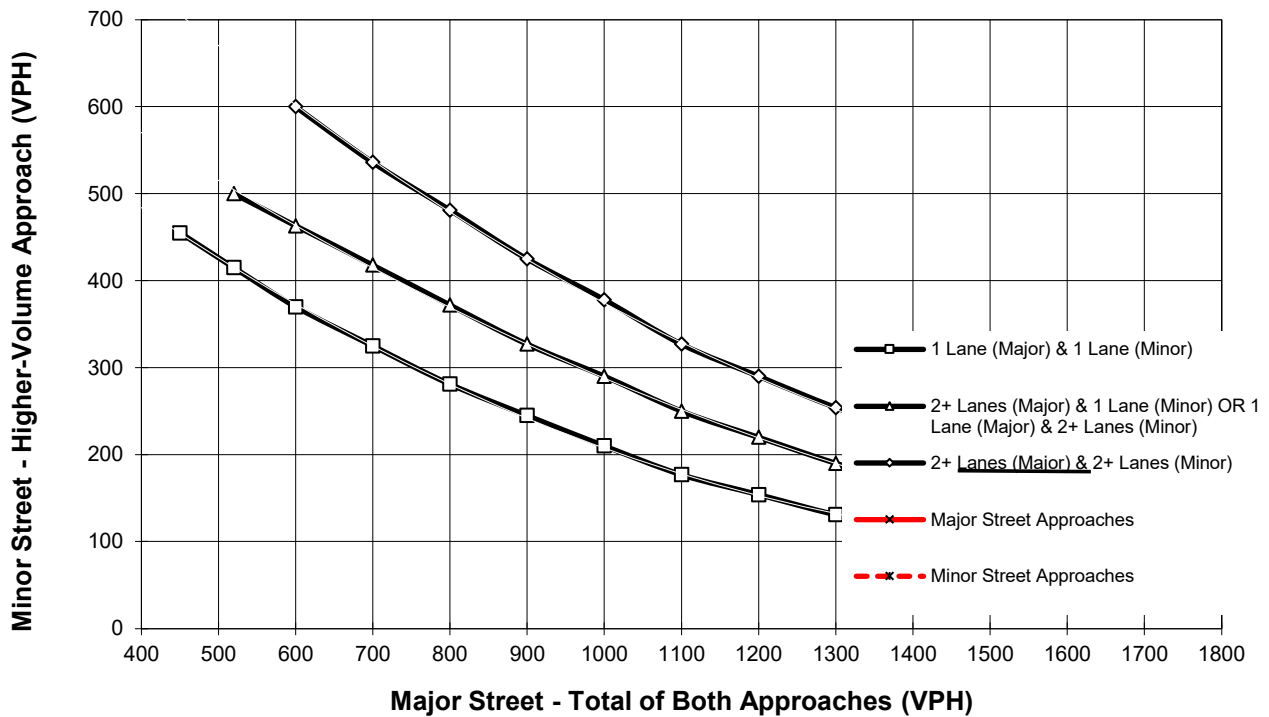
Major Street Name = **Enterprise Wy.**

Total of Both Approaches (VPH) = **268**  
 Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Nisqualli Rd.**

High Volume Approach (VPH) = **71**  
 Number of Approach Lanes On Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane



**APPENDIX 6.1: HORIZON YEAR (2033) WITHOUT PROJECT  
CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS**

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Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	9	4	23	30	4	14	8	1274	97	40	1452	6
Future Vol, veh/h	9	4	23	30	4	14	8	1274	97	40	1452	6
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	3	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	5	26	34	5	16	9	1448	110	45	1650	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2492	3326	833	2443	3274	782	1660	0	0	1561	0	0
Stage 1	1747	1747	-	1524	1524	-	-	-	-	-	-	-
Stage 2	745	1579	-	919	1750	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	15	8	316	~ 17	9	341	393	-	-	429	-	-
Stage 1	91	141	-	126	182	-	-	-	-	-	-	-
Stage 2	377	171	-	296	141	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	12	7	315	~ 13	8	340	392	-	-	428	-	-
Mov Cap-2 Maneuver	80	81	-	101	90	-	-	-	-	-	-	-
Stage 1	89	126	-	123	177	-	-	-	-	-	-	-
Stage 2	342	167	-	234	126	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	36.9		54.4		0.1		0.4	
HCM LOS	E		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	392	-	-	153	125	428	-
HCM Lane V/C Ratio	0.023	-	-	0.267	0.436	0.106	-
HCM Control Delay (s)	14.4	-	-	36.9	54.4	14.4	-
HCM Lane LOS	B	-	-	E	F	B	-
HCM 95th %tile Q(veh)	0.1	-	-	1	1.9	0.4	-

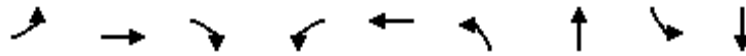
Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Timings

Nisqualli Trailer Lot Expansion (JN 15241)

2: Hesperia Rd. & Nisqualli Rd.

07/19/2023

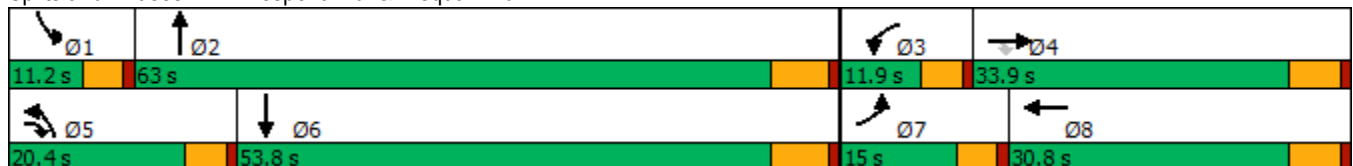


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖↗	↑	↖↗	↖	↖↗	↖↗	↖↗	↖	↖↗
Traffic Volume (vph)	277	231	649	93	201	337	1222	96	1272
Future Volume (vph)	277	231	649	93	201	337	1222	96	1272
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	5	3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	5	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.8	9.6	9.6	30.8	9.6	27.2	9.6	33.2
Total Split (s)	15.0	33.9	20.4	11.9	30.8	20.4	63.0	11.2	53.8
Total Split (%)	12.5%	28.3%	17.0%	9.9%	25.7%	17.0%	52.5%	9.3%	44.8%
Yellow Time (s)	3.6	4.8	3.6	3.6	4.8	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	4.6	5.8	4.6	6.2	4.6	6.2
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	10.4	20.6	42.1	7.3	17.5	15.7	56.7	6.6	47.7
Actuated g/C Ratio	0.09	0.18	0.37	0.06	0.16	0.14	0.50	0.06	0.42
v/c Ratio	1.10	0.76	0.70	0.97	0.58	0.89	0.81	1.11	1.06
Control Delay	132.8	59.1	34.0	134.1	39.9	73.0	28.9	172.8	75.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	132.8	59.1	34.0	134.1	39.9	73.0	28.9	172.8	75.2
LOS	F	E	C	F	D	E	C	F	E
Approach Delay		62.6			62.5		38.1		81.4
Approach LOS		E			E		D		F

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 112.5	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 60.2	Intersection LOS: E
Intersection Capacity Utilization 89.3%	ICU Level of Service E
Analysis Period (min) 15	




























Splits and Phases: 2: Hesperia Rd. & Nisqualli Rd.



HCM 6th Signalized Intersection Summary  
2: Hesperia Rd. & Nisqualli Rd.

Nisqualli Trailer Lot Expansion (JN 15241)

07/19/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 		 		 		 	 			 	
Traffic Volume (veh/h)	277	231	649	93	201	93	337	1222	58	96	1272	133
Future Volume (veh/h)	277	231	649	93	201	93	337	1222	58	96	1272	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1600	1800	1800	1700	1800	1800	1600	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	301	251	685	101	218	94	366	1328	59	104	1383	138
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	256	421	982	99	490	204	389	1579	70	89	1247	124
Arrive On Green	0.09	0.23	0.23	0.06	0.21	0.21	0.13	0.47	0.47	0.06	0.40	0.40
Sat Flow, veh/h	2956	1800	2685	1619	2352	981	2956	3335	148	1619	3142	312
Grp Volume(v), veh/h	301	251	685	101	156	156	366	680	707	104	749	772
Grp Sat Flow(s),veh/h/ln	1478	1800	1342	1619	1710	1623	1478	1710	1773	1619	1710	1744
Q Serve(g_s), s	10.4	14.9	26.1	7.3	9.6	10.1	14.7	41.7	41.9	6.6	47.6	47.6
Cycle Q Clear(g_c), s	10.4	14.9	26.1	7.3	9.6	10.1	14.7	41.7	41.9	6.6	47.6	47.6
Prop In Lane	1.00		1.00	1.00		0.60	1.00		0.08	1.00		0.18
Lane Grp Cap(c), veh/h	256	421	982	99	356	338	389	810	840	89	678	692
V/C Ratio(X)	1.17	0.60	0.70	1.03	0.44	0.46	0.94	0.84	0.84	1.17	1.10	1.12
Avail Cap(c_a), veh/h	256	422	982	99	356	338	389	810	840	89	678	692
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	54.8	40.9	32.4	56.3	41.4	41.6	51.6	27.6	27.7	56.7	36.2	36.2
Incr Delay (d2), s/veh	111.8	2.3	2.2	97.7	0.9	1.0	30.4	7.9	7.8	147.5	66.8	70.5
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	7.7	6.7	8.6	5.6	4.1	4.1	6.9	17.6	18.3	6.3	30.9	32.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	166.6	43.2	34.6	154.0	42.2	42.6	82.0	35.5	35.4	204.2	103.0	106.7
LnGrp LOS	F	D	C	F	D	D	F	D	D	F	F	F
Approach Vol, veh/h		1237			413			1753			1625	
Approach Delay, s/veh		68.5			69.7			45.2			111.2	
Approach LOS		E			E			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	63.0	11.9	33.9	20.4	53.8	15.0	30.8				
Change Period (Y+Rc), s	4.6	6.2	4.6	5.8	4.6	6.2	4.6	5.8				
Max Green Setting (Gmax), s	6.6	56.8	7.3	28.1	15.8	47.6	10.4	25.0				
Max Q Clear Time (g_c+I1), s	8.6	43.9	9.3	28.1	16.7	49.6	12.4	12.1				
Green Ext Time (p_c), s	0.0	6.9	0.0	0.0	0.0	0.0	0.0	1.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			74.3									
HCM 6th LOS			E									

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	115	140	71	0	8	21
Future Vol, veh/h	115	140	71	0	8	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	126	154	78	0	9	23

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	78	0	-	0	407 39
Stage 1	-	-	-	-	78 -
Stage 2	-	-	-	-	329 -
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	1533	-	-	-	577 1031
Stage 1	-	-	-	-	942 -
Stage 2	-	-	-	-	707 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1533	-	-	-	530 1031
Mov Cap-2 Maneuver	-	-	-	-	589 -
Stage 1	-	-	-	-	865 -
Stage 2	-	-	-	-	707 -

Approach	EB	WB	SB
HCM Control Delay, s	3.4	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1533	-	-	-	854
HCM Lane V/C Ratio	0.082	-	-	-	0.037
HCM Control Delay (s)	7.6	-	-	-	9.4
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.1

Intersection												
Int Delay, s/veh	27.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	3	2	17	107	5	76	19	1609	39	23	1436	9
Future Vol, veh/h	3	2	17	107	5	76	19	1609	39	23	1436	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	2	18	114	5	81	20	1712	41	24	1528	10

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	2480	3374	769	2586	3359	877	1538	0	0	1753	0	0
Stage 1	1581	1581	-	1773	1773	-	-	-	-	-	-	-
Stage 2	899	1793	-	813	1586	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	16	8	348	~ 13	8	296	438	-	-	362	-	-
Stage 1	116	171	-	~ 88	137	-	-	-	-	-	-	-
Stage 2	304	134	-	343	170	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	10	7	348	~ 11	7	296	438	-	-	362	-	-
Mov Cap-2 Maneuver	88	81	-	~ 76	88	-	-	-	-	-	-	-
Stage 1	111	160	-	~ 84	131	-	-	-	-	-	-	-
Stage 2	202	128	-	300	159	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.9	\$ 476	0.2	0.2
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	438	-	-	204	109	362	-
HCM Lane V/C Ratio	0.046	-	-	0.115	1.835	0.068	-
HCM Control Delay (s)	13.6	-	-	24.9	\$ 476	15.7	-
HCM Lane LOS	B	-	-	C	F	C	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	16	0.2	-

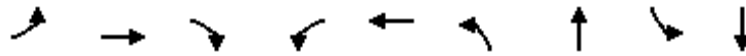
Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Timings

Nisqualli Trailer Lot Expansion (JN 15241)

2: Hesperia Rd. & Nisqualli Rd.

07/19/2023

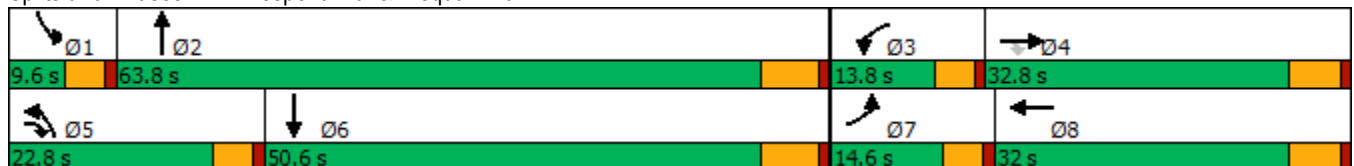


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	267	214	535	177	243	555	1322	93	1512
Future Volume (vph)	267	214	535	177	243	555	1322	93	1512
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	5	3	8	5	2	1	6
Permitted Phases	4								
Detector Phase	7	4	5	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.8	9.6	9.6	30.8	9.6	27.2	9.6	33.2
Total Split (s)	14.6	32.8	22.8	13.8	32.0	22.8	63.8	9.6	50.6
Total Split (%)	12.2%	27.3%	19.0%	11.5%	26.7%	19.0%	53.2%	8.0%	42.2%
Yellow Time (s)	3.6	4.8	3.6	3.6	4.8	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	4.6	5.8	4.6	6.2	4.6	6.2
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	10.0	18.7	42.7	9.2	17.9	18.2	57.7	5.0	44.5
Actuated g/C Ratio	0.09	0.17	0.38	0.08	0.16	0.16	0.52	0.04	0.40
v/c Ratio	1.03	0.73	0.53	1.36	0.64	1.18	0.81	1.32	1.34
Control Delay	114.1	58.3	28.7	244.6	41.9	141.9	27.9	257.2	186.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	114.1	58.3	28.7	244.6	41.9	141.9	27.9	257.2	186.7
LOS	F	E	C	F	D	F	C	F	F
Approach Delay	57.4		109.3			60.3		190.3	
Approach LOS	E		F			E		F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 111.8	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.36	
Intersection Signal Delay: 109.6	Intersection LOS: F
Intersection Capacity Utilization 111.6%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 2: Hesperia Rd. & Nisqualli Rd.
































HCM 6th Signalized Intersection Summary  
2: Hesperia Rd. & Nisqualli Rd.

Nisqualli Trailer Lot Expansion (JN 15241)

07/19/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 		 		 		 	 			 	
Traffic Volume (veh/h)	267	214	535	177	243	113	555	1322	71	93	1512	242
Future Volume (veh/h)	267	214	535	177	243	113	555	1322	71	93	1512	242
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1600	1800	1800	1700	1800	1800	1600	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	272	218	527	181	248	106	566	1349	56	95	1543	238
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	256	348	943	129	439	182	467	1672	69	70	1146	174
Arrive On Green	0.09	0.19	0.19	0.08	0.19	0.19	0.16	0.50	0.50	0.04	0.39	0.39
Sat Flow, veh/h	2956	1800	2685	1619	2355	977	2956	3346	139	1619	2977	451
Grp Volume(v), veh/h	272	218	527	181	178	176	566	688	717	95	874	907
Grp Sat Flow(s),veh/h/ln	1478	1800	1342	1619	1710	1622	1478	1710	1775	1619	1710	1718
Q Serve(g_s), s	10.0	12.8	18.3	9.2	10.9	11.4	18.2	38.9	39.1	5.0	44.4	44.4
Cycle Q Clear(g_c), s	10.0	12.8	18.3	9.2	10.9	11.4	18.2	38.9	39.1	5.0	44.4	44.4
Prop In Lane	1.00		1.00	1.00		0.60	1.00		0.08	1.00		0.26
Lane Grp Cap(c), veh/h	256	348	943	129	319	302	467	854	887	70	659	661
V/C Ratio(X)	1.06	0.63	0.56	1.40	0.56	0.58	1.21	0.81	0.81	1.35	1.33	1.37
Avail Cap(c_a), veh/h	256	422	1053	129	389	369	467	854	887	70	659	661
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	52.6	42.7	30.2	53.0	42.6	42.8	48.5	24.2	24.2	55.1	35.4	35.4
Incr Delay (d2), s/veh	73.2	2.1	0.5	220.3	1.5	1.8	114.2	5.7	5.6	227.5	157.7	176.4
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	6.2	5.7	5.9	11.6	4.7	4.7	13.9	15.7	16.3	6.4	45.9	49.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	125.8	44.8	30.7	273.3	44.1	44.6	162.8	29.9	29.8	282.6	193.2	211.8
LnGrp LOS	F	D	C	F	D	D	F	C	C	F	F	F
Approach Vol, veh/h		1017			535			1971			1876	
Approach Delay, s/veh		59.2			121.8			68.0			206.7	
Approach LOS		E			F			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	63.8	13.8	28.1	22.8	50.6	14.6	27.3				
Change Period (Y+Rc), s	4.6	6.2	4.6	5.8	4.6	6.2	4.6	5.8				
Max Green Setting (Gmax), s	5.0	57.6	9.2	27.0	18.2	44.4	10.0	26.2				
Max Q Clear Time (g_c+I1), s	7.0	41.1	11.2	20.3	20.2	46.4	12.0	13.4				
Green Ext Time (p_c), s	0.0	8.2	0.0	1.9	0.0	0.0	0.0	1.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			119.9									
HCM 6th LOS			F									

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	105	163	15	5	71
Future Vol, veh/h	16	105	163	15	5	71
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	25	164	255	23	8	111

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	278	0	-	0	399 140
Stage 1	-	-	-	-	267 -
Stage 2	-	-	-	-	132 -
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	1296	-	-	-	584 889
Stage 1	-	-	-	-	760 -
Stage 2	-	-	-	-	886 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1296	-	-	-	573 888
Mov Cap-2 Maneuver	-	-	-	-	625 -
Stage 1	-	-	-	-	746 -
Stage 2	-	-	-	-	886 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1296	-	-	-	864
HCM Lane V/C Ratio	0.019	-	-	-	0.137
HCM Control Delay (s)	7.8	-	-	-	9.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

**APPENDIX 6.2: HORIZON YEAR (2033) WITH PROJECT CONDITIONS  
INTERSECTION OPERATIONS ANALYSIS WORKSHEETS**

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Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	9	4	23	30	4	14	8	1274	97	40	1452	6
Future Vol, veh/h	9	4	23	30	4	14	8	1274	97	40	1452	6
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	3	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	5	26	34	5	16	9	1448	110	45	1650	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2492	3326	833	2443	3274	782	1660	0	0	1561	0	0
Stage 1	1747	1747	-	1524	1524	-	-	-	-	-	-	-
Stage 2	745	1579	-	919	1750	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	15	8	316	~ 17	9	341	393	-	-	429	-	-
Stage 1	91	141	-	126	182	-	-	-	-	-	-	-
Stage 2	377	171	-	296	141	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	12	7	315	~ 13	8	340	392	-	-	428	-	-
Mov Cap-2 Maneuver	80	81	-	101	90	-	-	-	-	-	-	-
Stage 1	89	126	-	123	177	-	-	-	-	-	-	-
Stage 2	342	167	-	234	126	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	36.9		54.4		0.1		0.4	
HCM LOS	E		F					

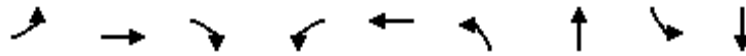
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	392	-	-	153	125	428	-
HCM Lane V/C Ratio	0.023	-	-	0.267	0.436	0.106	-
HCM Control Delay (s)	14.4	-	-	36.9	54.4	14.4	-
HCM Lane LOS	B	-	-	E	F	B	-
HCM 95th %tile Q(veh)	0.1	-	-	1	1.9	0.4	-

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

Timings  
2: Hesperia Rd. & Nisqualli Rd.

Nisqualli Trailer Lot Expansion (JN 15241)

11/18/2023

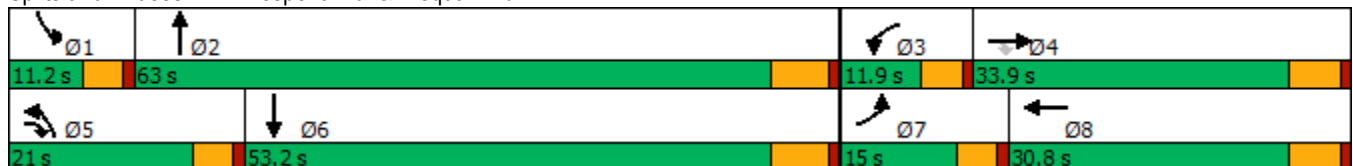


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	277	242	649	93	211	337	1222	96	1272
Future Volume (vph)	277	242	649	93	211	337	1222	96	1272
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	5	3	8	5	2	1	6
Permitted Phases	4								
Detector Phase	7	4	5	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.8	9.6	9.6	30.8	9.6	27.2	9.6	33.2
Total Split (s)	15.0	33.9	21.0	11.9	30.8	21.0	63.0	11.2	53.2
Total Split (%)	12.5%	28.3%	17.5%	9.9%	25.7%	17.5%	52.5%	9.3%	44.3%
Yellow Time (s)	3.6	4.8	3.6	3.6	4.8	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	4.6	5.8	4.6	6.2	4.6	6.2
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	10.4	21.2	42.9	7.3	18.1	15.9	56.4	6.6	47.1
Actuated g/C Ratio	0.09	0.19	0.38	0.06	0.16	0.14	0.50	0.06	0.42
v/c Ratio	1.11	0.78	0.69	0.97	0.58	0.88	0.82	1.11	1.08
Control Delay	133.7	59.8	33.1	134.8	40.8	71.0	29.5	173.8	81.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	133.7	59.8	33.1	134.8	40.8	71.0	29.5	173.8	81.3
LOS	F	E	C	F	D	E	C	F	F
Approach Delay	62.5		62.8			38.2		87.2	
Approach LOS	E		E			D		F	

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 112.8	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay: 62.0	Intersection LOS: E
Intersection Capacity Utilization 89.9%	ICU Level of Service E
Analysis Period (min) 15	




























Splits and Phases: 2: Hesperia Rd. & Nisqualli Rd.



HCM 6th Signalized Intersection Summary  
2: Hesperia Rd. & Nisqualli Rd.

Nisqualli Trailer Lot Expansion (JN 15241)

11/18/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 		 		 		 	 			 	
Traffic Volume (veh/h)	277	242	649	93	211	93	337	1222	59	96	1272	133
Future Volume (veh/h)	277	242	649	93	211	93	337	1222	59	96	1272	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1600	1800	1800	1700	1800	1800	1600	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	301	263	685	101	229	94	366	1328	60	104	1383	138
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	256	420	994	99	496	197	404	1579	71	89	1232	122
Arrive On Green	0.09	0.23	0.23	0.06	0.21	0.21	0.14	0.47	0.47	0.06	0.39	0.39
Sat Flow, veh/h	2956	1800	2685	1619	2388	951	2956	3333	150	1619	3142	312
Grp Volume(v), veh/h	301	263	685	101	162	161	366	681	707	104	749	772
Grp Sat Flow(s),veh/h/ln	1478	1800	1342	1619	1710	1629	1478	1710	1773	1619	1710	1744
Q Serve(g_s), s	10.4	15.7	25.9	7.3	9.9	10.4	14.6	41.7	41.9	6.6	47.0	47.0
Cycle Q Clear(g_c), s	10.4	15.7	25.9	7.3	9.9	10.4	14.6	41.7	41.9	6.6	47.0	47.0
Prop In Lane	1.00		1.00	1.00		0.58	1.00		0.08	1.00		0.18
Lane Grp Cap(c), veh/h	256	420	994	99	355	338	404	810	840	89	670	684
V/C Ratio(X)	1.17	0.63	0.69	1.02	0.46	0.48	0.91	0.84	0.84	1.17	1.12	1.13
Avail Cap(c_a), veh/h	256	422	997	99	357	340	404	810	840	89	670	684
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	54.7	41.3	31.9	56.3	41.6	41.8	51.0	27.6	27.6	56.6	36.4	36.4
Incr Delay (d2), s/veh	111.4	2.9	2.0	97.4	0.9	1.0	22.8	7.9	7.8	147.1	71.8	75.6
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	7.7	7.1	8.5	5.6	4.3	4.3	6.5	17.6	18.3	6.3	31.5	32.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	166.2	44.1	33.9	153.7	42.5	42.8	73.8	35.4	35.4	203.8	108.2	112.1
LnGrp LOS	F	D	C	F	D	D	E	D	D	F	F	F
Approach Vol, veh/h		1249			424			1754			1625	
Approach Delay, s/veh		68.0			69.1			43.4			116.2	
Approach LOS		E			E			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	63.0	11.9	33.8	21.0	53.2	15.0	30.7				
Change Period (Y+Rc), s	4.6	6.2	4.6	5.8	4.6	6.2	4.6	5.8				
Max Green Setting (Gmax), s	6.6	56.8	7.3	28.1	16.4	47.0	10.4	25.0				
Max Q Clear Time (g_c+1), s	8.6	43.9	9.3	27.9	16.6	49.0	12.4	12.4				
Green Ext Time (p_c), s	0.0	7.0	0.0	0.1	0.0	0.0	0.0	1.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			75.0									
HCM 6th LOS			E									

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	0	115	0	0	29
Future Vol, veh/h	10	0	115	0	0	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	11	0	125	0	0	32

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	157	125	0	0	125	0
Stage 1	125	-	-	-	-	-
Stage 2	32	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	839	931	-	-	1474	-
Stage 1	906	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	839	931	-	-	1474	-
Mov Cap-2 Maneuver	839	-	-	-	-	-
Stage 1	906	-	-	-	-	-
Stage 2	996	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	839	1474
HCM Lane V/C Ratio	-	-	0.013	-
HCM Control Delay (s)	-	-	9.3	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0



Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	115	152	72	0	8	31
Future Vol, veh/h	115	152	72	0	8	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	126	167	79	0	9	34

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	79	0	-	0	415 40
Stage 1	-	-	-	-	79 -
Stage 2	-	-	-	-	336 -
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	1532	-	-	-	571 1029
Stage 1	-	-	-	-	941 -
Stage 2	-	-	-	-	702 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1532	-	-	-	524 1029
Mov Cap-2 Maneuver	-	-	-	-	585 -
Stage 1	-	-	-	-	864 -
Stage 2	-	-	-	-	702 -

Approach	EB	WB	SB
HCM Control Delay, s	3.3	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1532	-	-	-	890
HCM Lane V/C Ratio	0.082	-	-	-	0.048
HCM Control Delay (s)	7.6	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.2

Intersection												
Int Delay, s/veh	27.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	3	2	17	107	5	76	19	1610	39	23	1436	9
Future Vol, veh/h	3	2	17	107	5	76	19	1610	39	23	1436	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	2	18	114	5	81	20	1713	41	24	1528	10

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	2480	3375	769	2587	3360	877	1538	0	0	1754	0	0
Stage 1	1581	1581	-	1774	1774	-	-	-	-	-	-	-
Stage 2	899	1794	-	813	1586	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	16	8	348	~ 13	8	296	438	-	-	362	-	-
Stage 1	116	171	-	~ 88	137	-	-	-	-	-	-	-
Stage 2	304	134	-	343	170	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	10	7	348	~ 11	7	296	438	-	-	362	-	-
Mov Cap-2 Maneuver	88	81	-	~ 76	88	-	-	-	-	-	-	-
Stage 1	111	160	-	~ 84	131	-	-	-	-	-	-	-
Stage 2	202	128	-	300	159	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.9	\$ 476	0.2	0.2
HCM LOS	C	F		

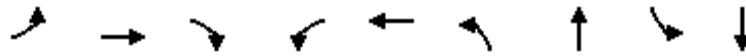
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	438	-	-	204	109	362	-
HCM Lane V/C Ratio	0.046	-	-	0.115	1.835	0.068	-
HCM Control Delay (s)	13.6	-	-	24.9	\$ 476	15.7	-
HCM Lane LOS	B	-	-	C	F	C	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	16	0.2	-

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

Timings  
2: Hesperia Rd. & Nisqualli Rd.

Nisqualli Trailer Lot Expansion (JN 15241)

11/18/2023

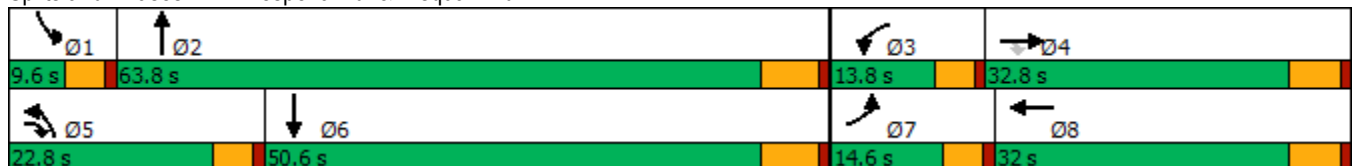


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙↘	↑	↗↘	↙	↕↗	↙↘	↕↗	↙	↕↗
Traffic Volume (vph)	267	226	535	178	253	555	1322	93	1512
Future Volume (vph)	267	226	535	178	253	555	1322	93	1512
Turn Type	Prot	NA	pm+ov	Prot	NA	Prot	NA	Prot	NA
Protected Phases	7	4	5	3	8	5	2	1	6
Permitted Phases			4						
Detector Phase	7	4	5	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	10.0	5.0	10.0
Minimum Split (s)	9.6	32.8	9.6	9.6	30.8	9.6	27.2	9.6	33.2
Total Split (s)	14.6	32.8	22.8	13.8	32.0	22.8	63.8	9.6	50.6
Total Split (%)	12.2%	27.3%	19.0%	11.5%	26.7%	19.0%	53.2%	8.0%	42.2%
Yellow Time (s)	3.6	4.8	3.6	3.6	4.8	3.6	5.2	3.6	5.2
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.6	5.8	4.6	4.6	5.8	4.6	6.2	4.6	6.2
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	10.0	19.5	43.5	9.2	18.6	18.2	57.7	5.0	44.5
Actuated g/C Ratio	0.09	0.17	0.39	0.08	0.17	0.16	0.51	0.04	0.40
v/c Ratio	1.04	0.74	0.53	1.38	0.64	1.19	0.82	1.34	1.35
Control Delay	116.8	59.0	28.5	251.8	42.2	145.1	28.6	261.8	191.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	116.8	59.0	28.5	251.8	42.2	145.1	28.6	261.8	191.1
LOS	F	E	C	F	D	F	C	F	F
Approach Delay		58.1			110.8		61.8		194.7
Approach LOS		E			F		E		F

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 112.6	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.38	
Intersection Signal Delay: 111.8	Intersection LOS: F
Intersection Capacity Utilization 112.4%	ICU Level of Service H
Analysis Period (min) 15	





























Splits and Phases: 2: Hesperia Rd. & Nisqualli Rd.



HCM 6th Signalized Intersection Summary  
2: Hesperia Rd. & Nisqualli Rd.

Nisqualli Trailer Lot Expansion (JN 15241)

11/18/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 		 		 		 	 			 	
Traffic Volume (veh/h)	267	226	535	178	253	114	555	1322	72	93	1512	242
Future Volume (veh/h)	267	226	535	178	253	114	555	1322	72	93	1512	242
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1600	1800	1800	1700	1800	1800	1600	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	272	231	527	182	258	107	566	1349	57	95	1543	238
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	256	349	944	129	444	179	467	1670	70	70	1146	174
Arrive On Green	0.09	0.19	0.19	0.08	0.19	0.19	0.16	0.50	0.50	0.04	0.38	0.38
Sat Flow, veh/h	2956	1800	2685	1619	2377	959	2956	3344	141	1619	2977	451
Grp Volume(v), veh/h	272	231	527	182	184	181	566	689	717	95	874	907
Grp Sat Flow(s),veh/h/ln	1478	1800	1342	1619	1710	1626	1478	1710	1775	1619	1710	1718
Q Serve(g_s), s	10.0	13.7	18.3	9.2	11.3	11.8	18.2	39.0	39.1	5.0	44.4	44.4
Cycle Q Clear(g_c), s	10.0	13.7	18.3	9.2	11.3	11.8	18.2	39.0	39.1	5.0	44.4	44.4
Prop In Lane	1.00		1.00	1.00		0.59	1.00		0.08	1.00		0.26
Lane Grp Cap(c), veh/h	256	349	944	129	319	303	467	854	886	70	658	661
V/C Ratio(X)	1.06	0.66	0.56	1.41	0.58	0.60	1.21	0.81	0.81	1.35	1.33	1.37
Avail Cap(c_a), veh/h	256	421	1052	129	388	369	467	854	886	70	658	661
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	52.7	43.0	30.2	53.1	42.7	42.9	48.6	24.2	24.2	55.2	35.5	35.5
Incr Delay (d2), s/veh	73.3	2.9	0.5	223.7	1.6	1.9	114.4	5.8	5.7	227.7	158.0	176.6
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	6.2	6.2	5.9	11.7	4.9	4.8	13.9	15.8	16.4	6.4	45.9	49.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	126.0	45.9	30.7	276.7	44.4	44.8	163.0	30.0	29.9	282.8	193.4	212.1
LnGrp LOS	F	D	C	F	D	D	F	C	C	F	F	F
Approach Vol, veh/h		1030			547			1972			1876	
Approach Delay, s/veh		59.3			121.8			68.1			207.0	
Approach LOS		E			F			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	63.8	13.8	28.1	22.8	50.6	14.6	27.3				
Change Period (Y+Rc), s	4.6	6.2	4.6	5.8	4.6	6.2	4.6	5.8				
Max Green Setting (Gmax), s	5.0	57.6	9.2	27.0	18.2	44.4	10.0	26.2				
Max Q Clear Time (g_c+1), s	7.0	41.1	11.2	20.3	20.2	46.4	12.0	13.8				
Green Ext Time (p_c), s	0.0	8.2	0.0	2.0	0.0	0.0	0.0	1.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			119.9									
HCM 6th LOS			F									

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	8	0	32	0	0	76
Future Vol, veh/h	8	0	32	0	0	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	0	35	0	0	83

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	118	35	0	0	35	0
Stage 1	35	-	-	-	-	-
Stage 2	83	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	883	1044	-	-	1589	-
Stage 1	993	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	883	1044	-	-	1589	-
Mov Cap-2 Maneuver	883	-	-	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	945	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	883	1589
HCM Lane V/C Ratio	-	-	0.01	-
HCM Control Delay (s)	-	-	9.1	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	118	167	15	5	79
Future Vol, veh/h	16	118	167	15	5	79
Conflicting Peds, #/hr	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	25	184	261	23	8	123

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	284	0	-	0	415 143
Stage 1	-	-	-	-	273 -
Stage 2	-	-	-	-	142 -
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	1290	-	-	-	571 885
Stage 1	-	-	-	-	754 -
Stage 2	-	-	-	-	876 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1290	-	-	-	560 884
Mov Cap-2 Maneuver	-	-	-	-	616 -
Stage 1	-	-	-	-	740 -
Stage 2	-	-	-	-	876 -

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1290	-	-	-	862
HCM Lane V/C Ratio	0.019	-	-	-	0.152
HCM Control Delay (s)	7.8	-	-	-	9.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

**APPENDIX 6.3: HORIZON YEAR (2033) WITHOUT PROJECT  
CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS**

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### Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **2033 Without Project Conditions - Weekday PM Peak Hour**

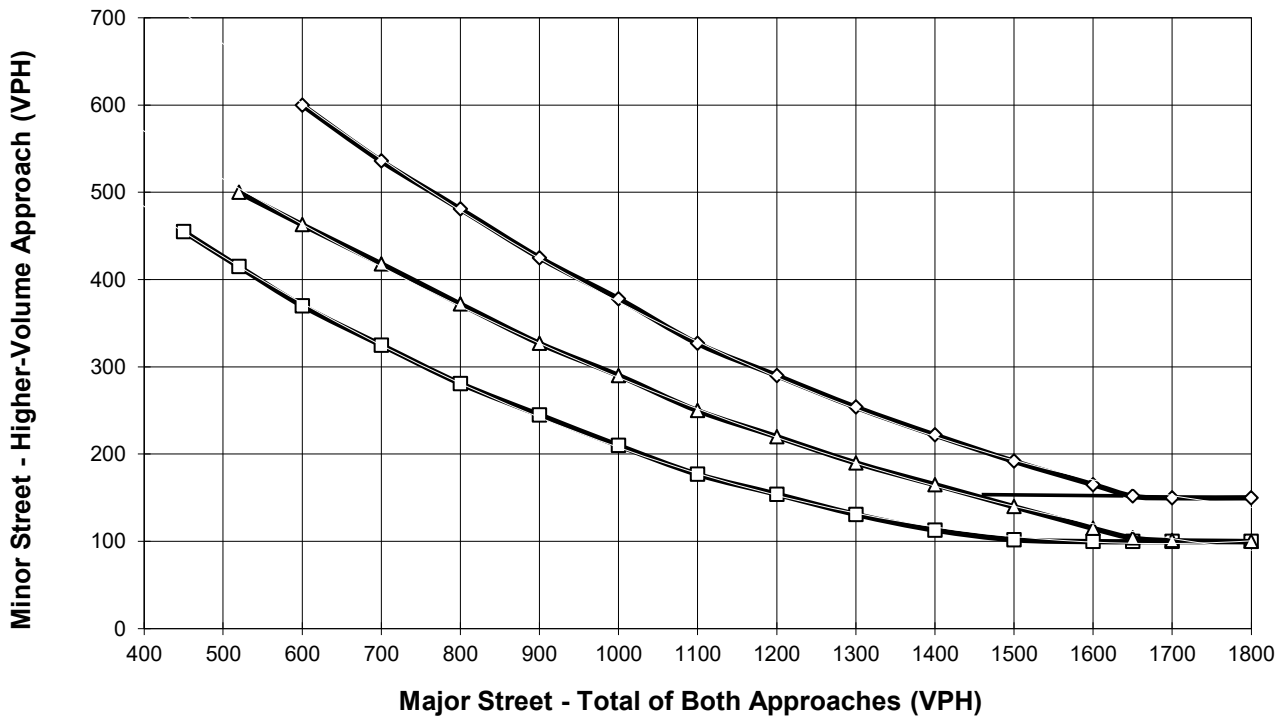
Major Street Name = **Enterprise Wy.**

Total of Both Approaches (VPH) = **299**  
 Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Nisqualli Rd.**

High Volume Approach (VPH) = **76**  
 Number of Approach Lanes On Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



- 1 Lane (Major) & 1 Lane (Minor)
- △— 2+ Lanes (Major) & 1 Lane (Minor) OR 1 Lane (Major) & 2+ Lanes (Minor)
- ◇— 2+ Lanes (Major) & 2+ Lanes (Minor)
- x— Major Street Approaches
- x— Minor Street Approaches

\*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

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**APPENDIX 6.4: HORIZON YEAR (2033) WITH PROJECT CONDITIONS  
TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS**

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### Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **2033 With Project Conditions - Weekday PM Peak Hour**

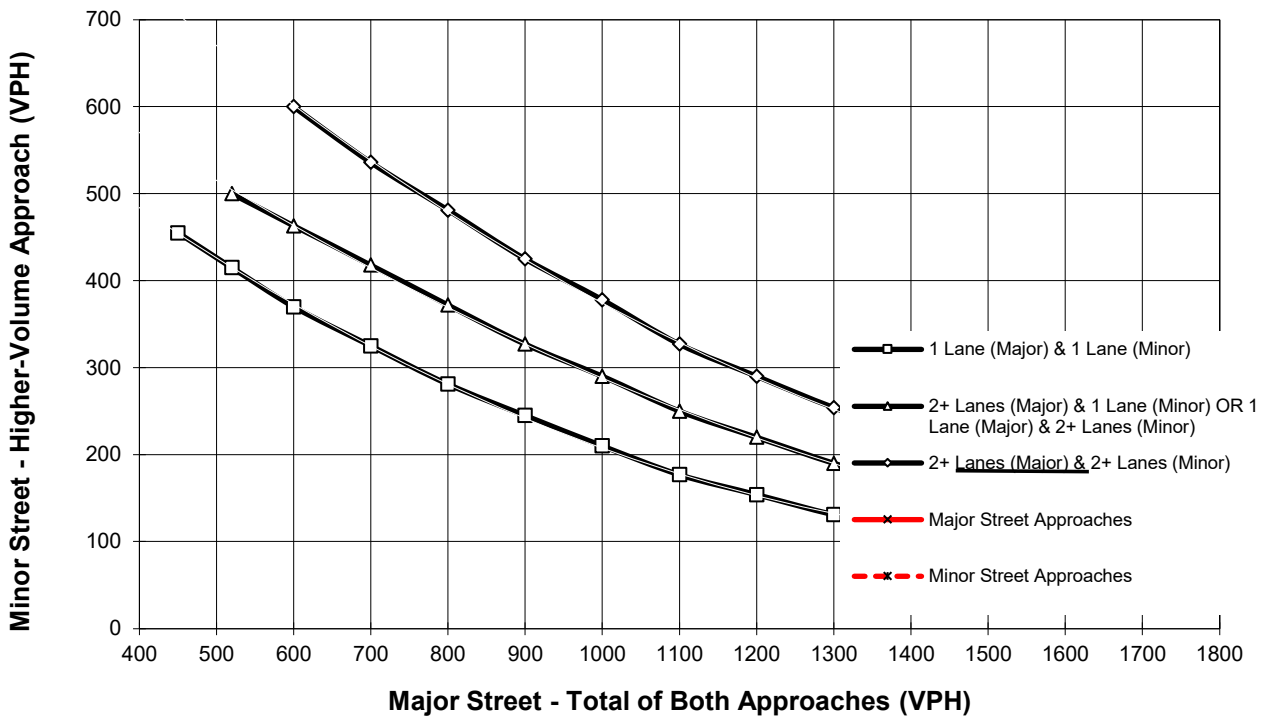
Major Street Name = **Enterprise Wy.**

Total of Both Approaches (VPH) = **316**  
 Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Nisqualli Rd.**

High Volume Approach (VPH) = **84**  
 Number of Approach Lanes On Minor Street = **1**

**SIGNAL WARRANT NOT SATISFIED**



\*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane