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# **Appendix K**

## Transportation Analysis and Supplemental VMT Analysis



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Transportation Impact Study

# Mojave Industrial Park

# Victorville, California

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**FEBRUARY 2024**

*Prepared for:*

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# 1 Introduction

## 1.1 Purpose and Scope of the TIS

The purpose of this Transportation Impact Study (TIS) is to identify transportation impacts associated with the proposed Mojave Industrial Park Project (proposed project or project), an industrial development in the City of Victorville (City), in San Bernardino County (County). This TIS has been prepared per the City of Victorville Vehicle Miles Traveled (VMT) Analysis Guidelines (Resolution No. 20-031; Attachment A), the City of Victorville General Guidelines for Conducting Traffic Studies and Determination of Intersection Level of Service and Improvement Needs (January 2005), and the San Bernardino County Transportation Authority's (SBCTA) *Congestion Management Program* (CMP).

The objectives of this TIS are to:

- Document existing roadway, pedestrian, bicycle, transit and traffic conditions, including intersection levels of service in the study area;
- Estimate trip generation, distribution, and assignment characteristics for the proposed project;
- Analyze the traffic impacts that would occur as a result of buildout of the proposed project under the Opening Year (2026) and Horizon Year (2040) buildout conditions;
- Provide a Vehicle Miles Traveled (VMT) analysis per Senate Bill 743, the updated California Environmental Quality Act (CEQA) Guidelines and the City of Victorville Vehicle Miles Traveled (VMT) Analysis Guidelines;
- Identify CEQA-required mitigation measures for significant transportation impacts and/or other improvements needed to meet level of service standards (if any); and,
- Provide findings and recommendations based on the traffic analysis of the proposed project.

Figure 1, Project Location and Study Area, shows the project location and study area. As illustrated in Figure 1, the study area is comprised of 14 intersections, four roadway segments, and the project driveways.

## 1.2 Project Description

The Project would include construction of three industrial/warehouse buildings and associated improvements, totaling 1,351,400 square feet on approximately 81.1 acres of vacant land (see Figure 2, Site Plan). Building 1, the southeast building, would be approximately 100,300 square feet, Building 2, the southwest building, would be approximately 91,100 square feet, and Building 3, the northern building, would be approximately 1,160,000 square feet. In the immediate vicinity, the project site is bordered by vacant land to the north, east, and west, and Mojave Drive to the south.

### On-Site and Off-Site Improvements

The Project would include improvements along all roads surrounding the site, including Topaz Road, Cactus Road/Tawney Ridge Lane, Onyx Road, and Mojave Drive, including frontage landscaping, pedestrian and bicycle improvements. Cactus Road would be improved between U.S. Highway 395 and Topaz Road. A variety of trees, shrubs,

plants, and land covers would be planted within the Project frontage's landscape setback area, as well as within the landscape areas found around the proposed industrial/warehouse buildings and throughout the Project site.

### Site Access and Circulation

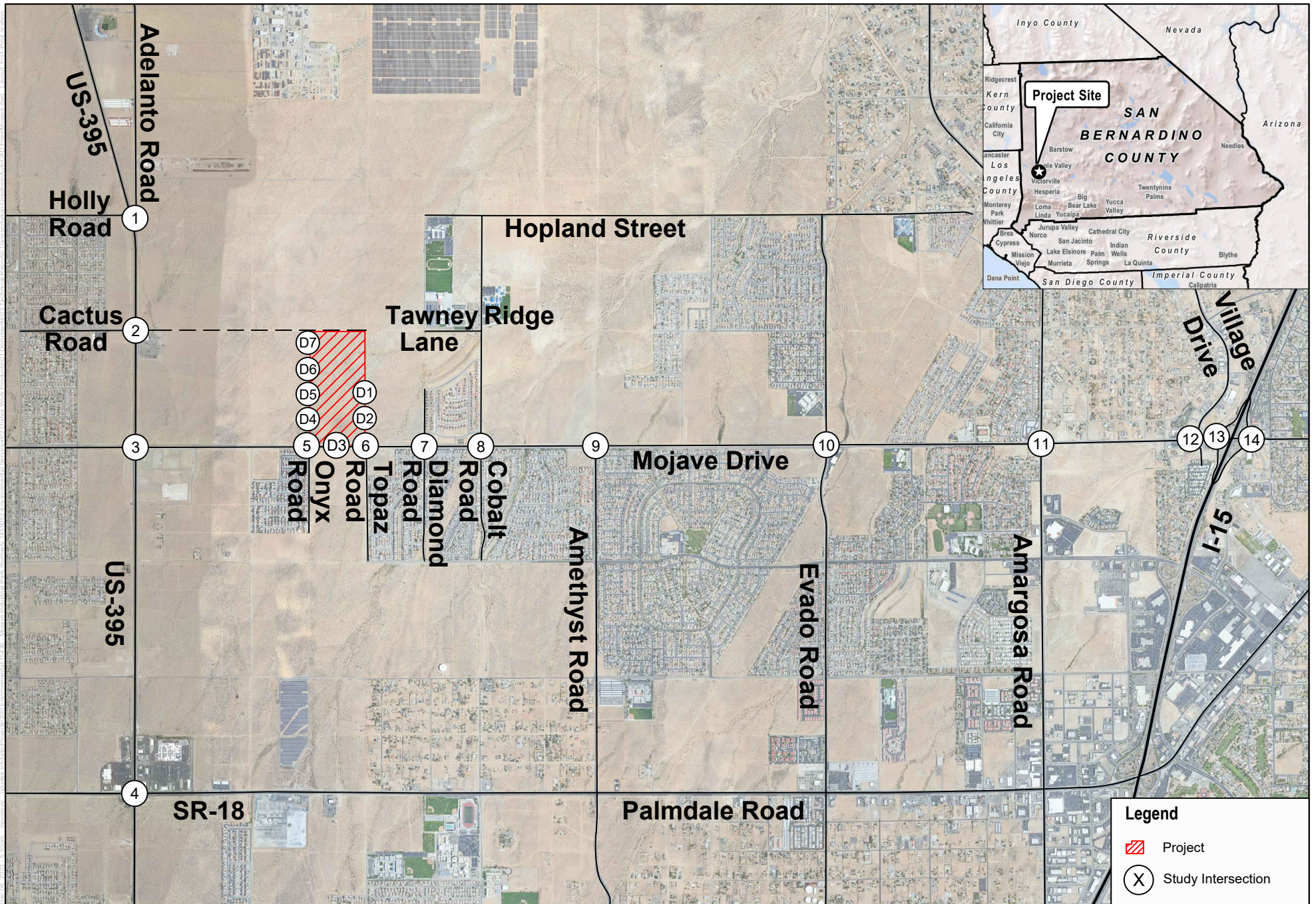
Access to the Project site would be provided via seven new driveways as shown in Figure 2, Project Site Plan. Traffic control devices would be installed at the driveways, including a traffic signal at the intersection of Topaz Road and Mojave Drive.

Passenger vehicle parking for Building 1 would be provided along the north and east side of the building and will include 160 total stalls plus 15 loading zones along the west side of the building. No tractor trailer parking is proposed. Passenger vehicle parking for Building 2 would be provided along the north, south and east side of the building and will include 180 total stalls plus 14 dock loading zones along the west side of the building. No tractor trailer parking is proposed. Passenger vehicle parking for Building 3 would be provided along the east side of the building and will include 511 total stalls plus 200 dock loading zones along the north side of the building and 100 dock loading zones along the south side of the building. Tractor-trailer stalls would be provided in areas north, west, and south of the building for a total of 580 stalls.

### Operations

Tenants for the Project have not been identified and the three industrial warehouse buildings are considered speculative. Business operations would be expected to be conducted within the enclosed buildings, with the exception of trucks and passenger vehicles accessing the site, passenger and truck parking, the loading and unloading of trailers within designated truck courts/loading area, and the internal and external movement of materials around the Project site via forklifts, pallet jacks, yard hostlers, and similar equipment. It is anticipated that the facilities would be operated 24 hours a day, 7 days a week.





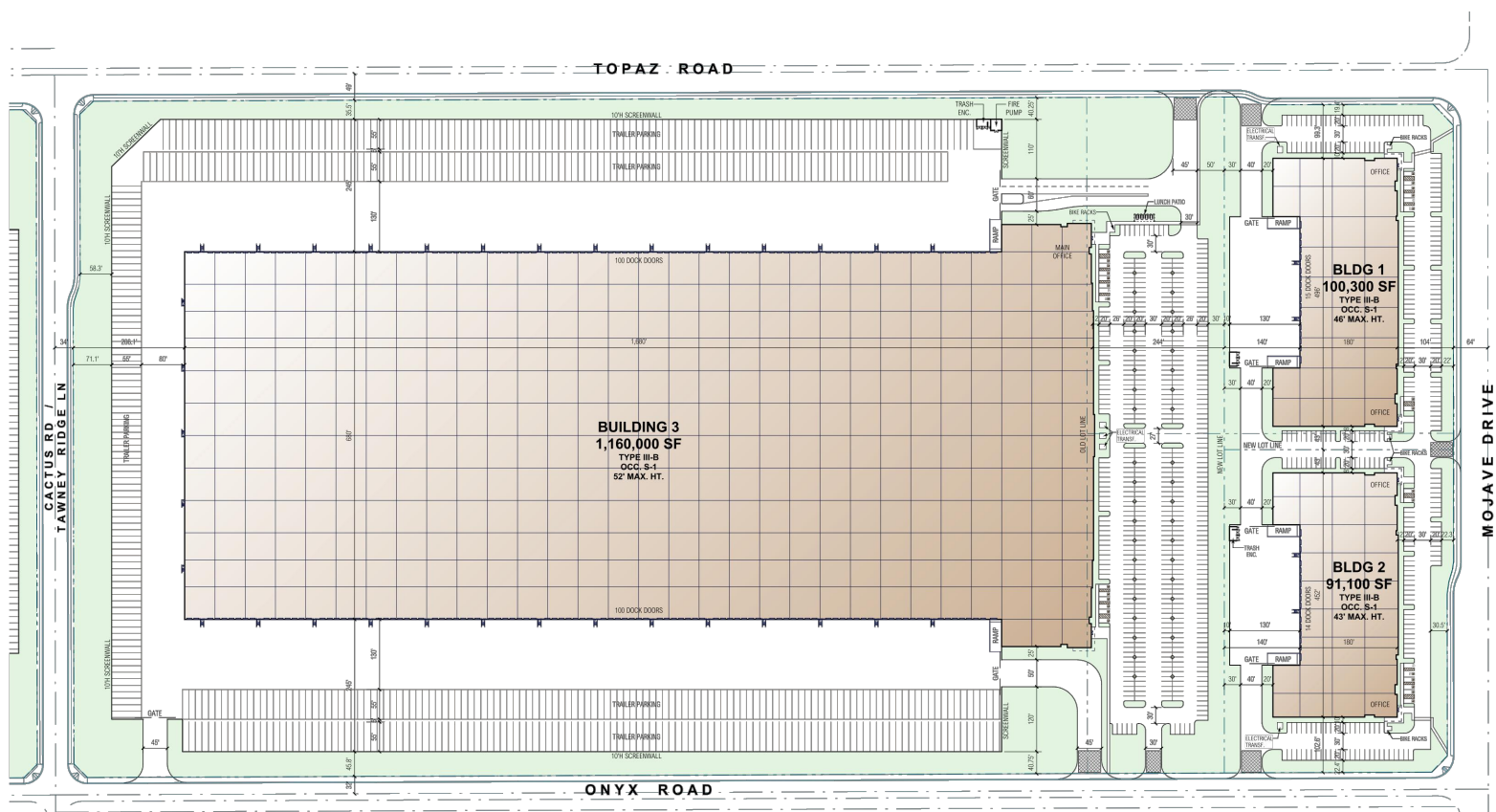
SOURCE: Google Earth 2022

**FIGURE 1**  
Project Location and Study Area



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**PROJECT DATA**

	BUILDING 1	BUILDING 2	BUILDING 3	TOTAL
GROSS SITE AREA	488,700 SF	488,840 SF	2,664,332 SF	3,641,872 SF
NET SITE AREA	17,446 AC	17,599 AC	98,419 AC	133,464 AC
BUILDING AREA	100,300 SF	91,100 SF	1,160,000 SF	1,351,400 SF
COVERAGE	20.54%	18.62%	43.52%	32.81%
BUILDING AREA BY USE				
OFFICE	12,000 SF	12,000 SF	25,000 SF	52,000 SF
WAREHOUSE	88,300 SF	79,100 SF	1,135,000 SF	1,302,400 SF
AUTO PARKING				
REQUIRED PARKING				
OFFICE @ 1000 SF	40	40	60	140
WAREHOUSE @ 400 SF	40	40	40	120
WAREHOUSE @ 400 SF	17	10	294	321
TOTAL REQUIRED	97	90	397	584
PARKING PROVIDED				
STANDARD STALLS	150	150	300	600
ADA STALLS	8	8	11	27
EV STALLS	80	80	180	240
TOTAL PROVIDED	238	238	511	987
TRUCK LOADING ZONES				
REQUIRED				
PROVIDED	10	14	200	224
TRAILER PARKING				
REQUIRED				
PROVIDED	8	8	280	296
LANDSCAPE AREA	62,000 SF	62,000 SF	270,000 SF	494,000 SF
LANDSCAPE COVERAGE	12.69%	12.69%	10.15%	11.76%

**ZONING REQUIREMENTS**

M-1 ZONING REQUIREMENTS

MAX COVERAGE:	60%
FRONT YARD SETBACK:	10'
SIDE / REAR SETBACK:	0'
STREET SIDE / FRONT SETBACK:	10'
INTERIOR SIDE:	0'
INTERIOR REAR:	0'
SETBACK FROM RESIDENTIAL:	30'
MAX. BUILDING HEIGHT:	50'
PARKING REQUIRED:	
OFFICE < 6K SF	1/2000 SF
OFFICE > 6K SF	1/3000 SF
WAREHOUSE < 40K SF	1/1000 SF
WAREHOUSE > 40K SF	1/4000 SF



**MOJAVE INDUSTRIAL PARK**

VICTORVILLE, CA

SCHEMATIC SITE PLAN - BLDGS 1-3

SCALE: 1" = 80'-0"

IRIA PROJECT NO.	21182/00
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SOURCE: RGA 2023

**DUDEK** NOT TO SCALE

**FIGURE 2**  
Project Site Plan  
Mojave Industrial Park Project

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## 2 Study Area

This section provides a summary of the existing street network, including the major roadways serving the site, the existing transit service, and bicycle and pedestrian facilities in the study area.

### 2.1 Existing Street Network

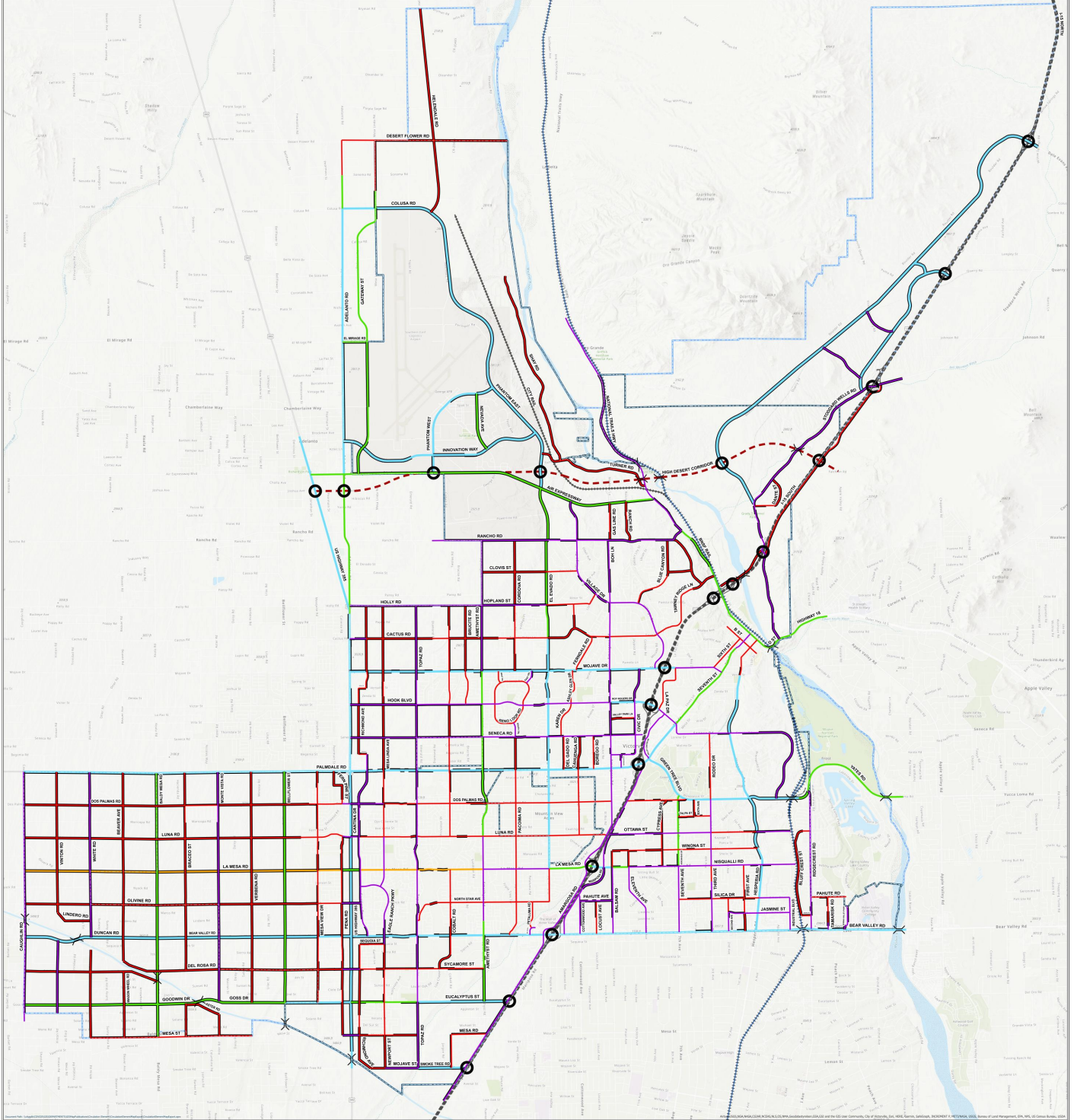
Figure 3 provides the City of Victorville General Plan Roadway Network. Regional access to the site would be provided from Interstate 15 (I-15) approximately 3.75 miles east of the site and from U.S. Highway 395 approximately 1-mile west of the Project site. Local access to the Project will be provided via Mojave Drive, Onyx Road, Topaz Road, and Cactus Road. Characteristics of the primary existing street system roadways within the study area are described below. A map of the City's designated truck routes is provided as Figure 4.

- **I-15** is a north-south, divided, four to eight-lane freeway located approximately 3.75 miles east of the site. I-15 is a major interstate freeway that begins near the Mexico–US Border and extends to Alberta, Canada, and serves as a critical connection for many other regional roadways, freeways, and highways. Caltrans classifies I-15 as a designated truck route (City of Victorville 2008). The nearest interchange to the site is provided at I-15 and Mojave Drive.
- **U.S. Highway (Hwy) 395** is a north-west two-lane to six-lane, generally undivided highway located to the west of the project site. The highway's northern terminus is at the U.S.-Canada border, while the southern terminus is at I-15 near Hesperia. The City of Victorville classifies U.S. Hwy 395 as a Super Arterial. U.S. Hwy 395 conveys local traffic to the I-15 freeway and provides access to a several cities in the region, including, Adelanto, Victorville, and Hesperia. Caltrans classifies U.S. Hwy 395 as a designated truck route, as shown in Figure 4, Local Truck Routes (City of Victorville 2008). A memorandum of understanding (MOU) regarding the existing US-395 among Victorville, Caltrans, SANBAG, San Bernardino County, Hesperia and Adelanto became effective on June 18, 2002. The MOU established US-395 in the local agency general plans as a 6-lane conventional highway with the minimum right of way width of 130 feet. Typical cross sections for segments and signalized intersections are included in the MOU (City of Victorville 2008).
- **SR-18** is a four-lane divided highway with turn lanes in the Town of Apple Valley, where it is also called Happy Trails Highway, and a four-lane divided road with a continuous left turn lane through most of the City of Victorville (D Street). When SR-18 joins I-15, travelers must follow I-15 south to Palmdale Road, where SR-18 proceeds west and is called Palmdale Road. SR-18 is a designated truck route within the City of Victorville and provides access to and from Antelope Valley to the west and the Town of Apple Valley, continuing further eastward to Lucerne Valley.
- **Mojave Drive** is an east-west arterial, ranging from two to four lanes with a two-way-left-turn lane or median. Along the project frontage, Mojave Drive is four lanes with a raised median. Mojave Drive is a designated truck route between I-15 and U.S. Hwy 395. Mojave Drive is classified as a Major Arterial in the City's General Plan.
- **Onyx Road** is a two-lane north-south road that connects to Mojave Drive and extends approximately 0.36 miles to the south. As part of the proposed project, Onyx Road would be extended from Mojave Drive north to Tawney Ridge Lane. Onyx Road would be located along the west side of the project site.
- **Cactus Road** is an east-west designated Collector. Cactus Road is currently constructed between Fremontia Avenue to the west and approximately 375 feet east of U.S. Hwy 395. Cactus Road is two lanes between

Fremontia Avenue and Jonathon Street. East of Jonathon Street, Cactus Road widens to four lanes. As part of the proposed project, Cactus Road would be improved between U.S. Hwy 395 and Topaz Road.

- **Topaz Road** is a north-south designated Arterial. Currently, Topaz Road has only been constructed between Hook Boulevard and approximately Camino De Oro Place. As part of the proposed project, Topaz Road would be extended from Mojave Drive north to Tawney Ridge Lane. Topaz Road would be located along the east side of the project site.

# CITY OF VICTORVILLE - CIRCULATION PLAN



**Victorville**

- Victorville City Boundary
- Victorville Sphere of Influence
- Bridge
- Interchange
- High Desert Corridor
- Freeway
- BNSF Rail
- City Rail

0 0.5 1 2 3 4 Miles

City of Victorville - Circulation Plan  
 Printed Date: 09/22/2020  
 Author: Matthew Pugh - GIS Coordinator  
 Department of Finance - Technology Division

Disclaimer: Victorville GIS Data is made available for general reference purposes only and should not be used or relied upon without independent verification. Information available is subject to change without notice. The City of Victorville does not warrant data accuracy or completeness, nor will the City of Victorville accept liability of any kind in connection with its use.

### Retrofit Street Sections

- Collector**
- Arterial**
- Major Arterial**
- Residential Arterial**
- Super Arterial**

\*Where indicated, roadway improvements shall be completed to half-width per designed cross section for both Street Sections and Retrofit Street Sections.

### Street Sections

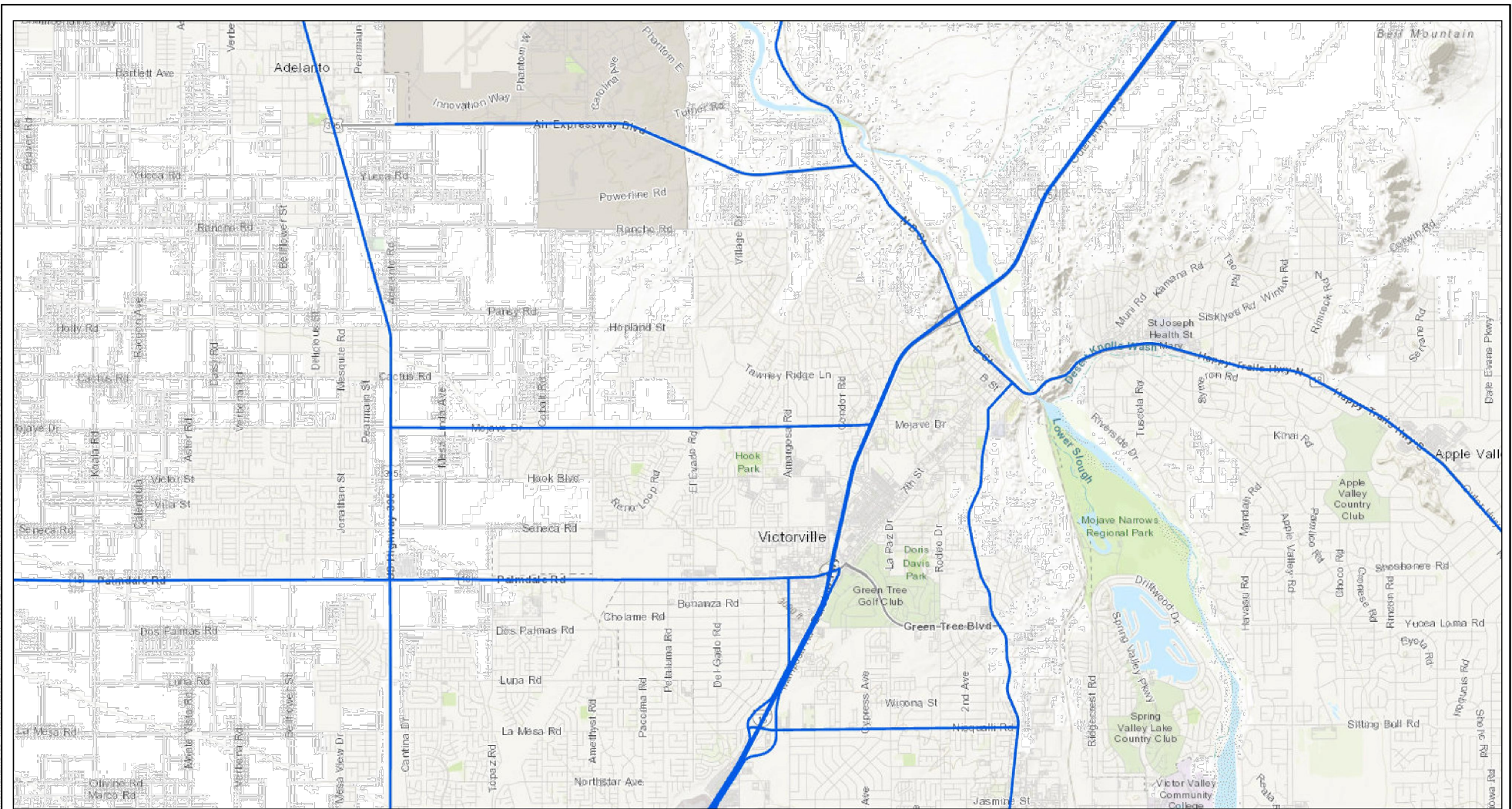
- Collector**
- Arterial**
- Major Arterial**
- Residential Arterial**
- Super Arterial**

\*Where indicated, roadway improvements shall be completed to half-width per designed cross section for both Street Sections and Retrofit Street Sections.

SOURCE: City of Victorville, 2020

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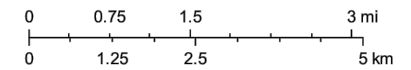




6/2/2023, 12:23:53 PM

— Truck Routes

1:72,224



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

ArcGIS Web AppBuilder

City of Victorville, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, NGA, EPA, USDA | Published by the City of Victorville Administrative Services Department, Technology Division GIS Services. The Technology Division GIS Services can be reached at [gis@victorvilleca.gov](mailto:gis@victorvilleca.gov) |

SOURCE: City of Victorville GIS Portal, 6/2/2023

FIGURE 4

City of Victorville Local Truck Routes

Mojave Industrial Park Project



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## 2.2 Transit System

The City of Victorville is primarily served by bus services provided by Victor Valley Transit Authority (VFTA), which provides regional and local services throughout Victor Valley. Regionally, the City is served by passenger rail services offered by the National Railroad Passenger Corporation (Amtrak). Victor Valley and its neighboring communities are also expected to benefit from the development of Brightline West, a high-speed passenger rail system that will connect Los Angeles with Las Vegas and will include a stop in Victor Valley (Brightline West 2023). The transit providers are described below.

### Amtrak

Amtrak is a national rail operator, with 21,000 route miles in 46 states, the District of Columbia, and three Canadian Provinces. Amtrak operates more than 300 trains each day to more than 500 destinations. Amtrak is the chosen operator for state-supported corridor services in 17 states and four commuter rail agencies (Amtrak 2023a). The closest passenger rail station is the Victorville Amtrak Station, located at 16858 South D Street in Victorville, located approximately 5 ½ miles northeast of the project site. The Victorville Amtrak Station is part of the Southwest Chief Route, an east-west rail line extending from Los Angeles, California, to Chicago, Illinois (Amtrak 2023b).

### Brightline West

Brightline West is a proposed high-speed passenger rail system that would be designed to connect the extended communities of Los Angeles, Palmdale, Cajon Pass, Victor Valley with Las Vegas through 200 to 300 miles of rail. At full operations, approximately 11 million one-way trips are expected to be made between California and Las Vegas. Moreover, vehicle trips are expected to be reduced by more than 3 million vehicles annually once in operation (Brightline 2023). The project is expected to break ground in late 2023 and could begin moving passengers in 2026.

### Victor Valley Transit Authority

VFTA provides local bus service for the communities of Adelanto, Apple Valley, Hesperia, Victorville, and unincorporated areas of San Bernardino County. VFTA operates eight bus routes in Victorville and three routes in Adelanto, providing bus connections between shopping areas, the Hesperia Post Office, schools and colleges, and residential areas. Routes 31 and 33 shown in Figure 5, Existing Transit Routes, are the closest bus routes to the project site, with bus stops located near the intersection of Mojave Drive and Johnathon Street, approximately 1 ½ miles east of the project site.

Route 31 connects Adelanto Market Place, Columbia Middle School, Desert Trails Preparatory Academy, High Desert Veteran Center, Hook Jr. High School, Silverado High School, Stater Bros Markets, Theodore Vick School, University Preparatory School, Victor Community Support Services, Victor Valley Transportation Center, Walmart Supercenter, and WinCo Foods. Route 33 connects Adelanto Elementary School, Adelanto High School, Adelanto Stadium, the City of Adelanto, Desert Trails Preparatory Academy, Desert View Modified Community Correctional Facility, Donald F Bradach Elementary School, Harold George Visual and Performing Arts School, High Desert Detention Center, Kicks Café Senior Citizen Club, San Bernardino County Human Services, Stater Bros Markets, and Victoria Magathan Elementary School. The routes operate weekdays, between 6:00 a.m. and 9:00 p.m., Saturday between 7:00 a.m. and 8:00 p.m., and Sunday between 8:00 a.m. and 6:00 p.m. (VFTA 2023).

VVTA also offers paratransit services for persons with special needs on any paved street within Victorville as long as it is within their service boundaries. The VVTA paratransit services do not travel a fixed route and provide a flexible alternative to the fixed bus routes (VVT 2023).

## 2.3 Pedestrian and Bicycle Facilities

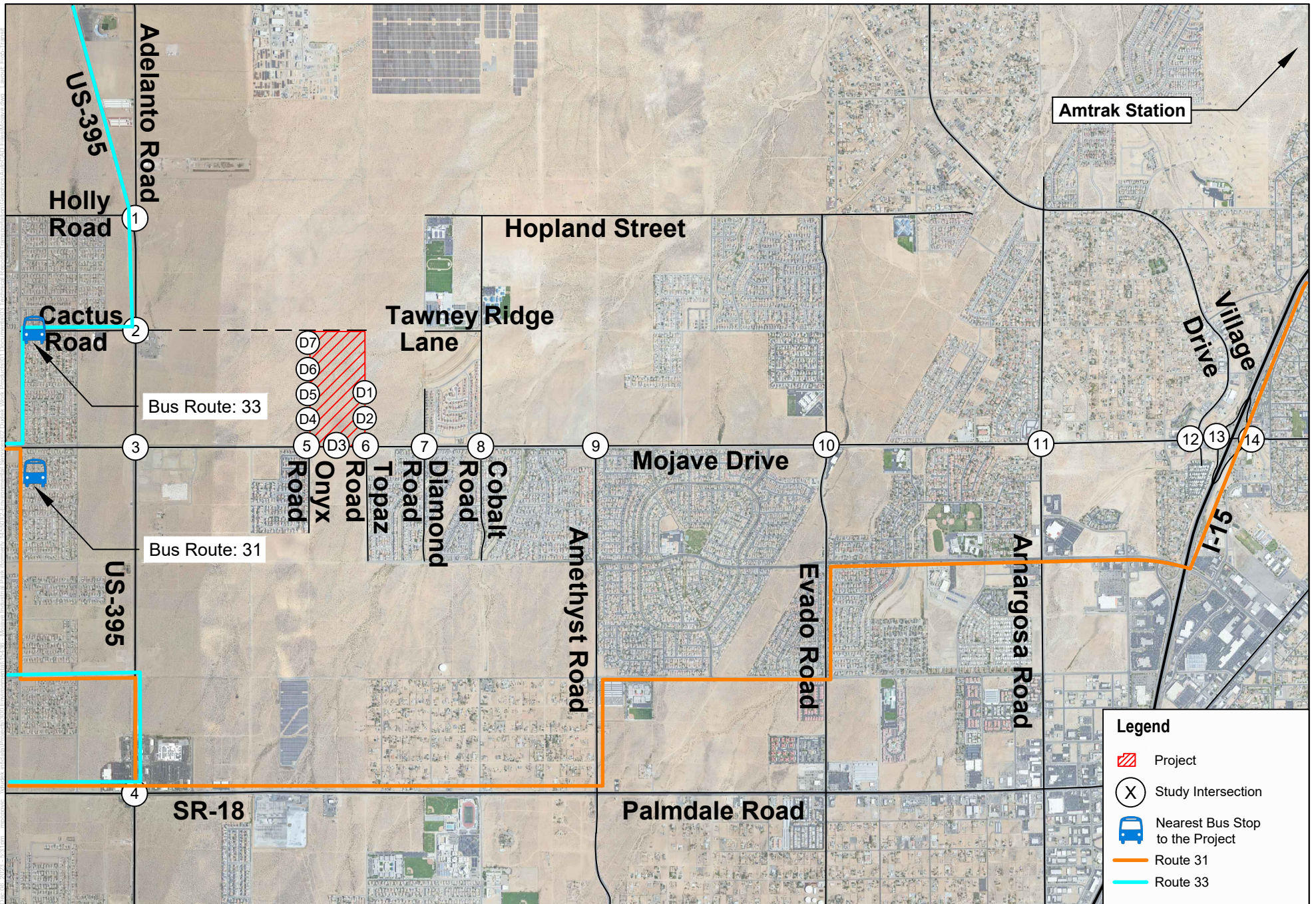
The project site is primarily surrounded by vacant land with limited pedestrian or bicycle infrastructure provided. Where new development has occurred, sidewalks typically have been constructed along Project site frontages and within residential developments. Sidewalks are provided along several segments of the south side of Mojave Drive near the project site. As the adjacent areas surrounding the Project site continue to become developed, connectivity to other areas of the City will be realized.

Additionally, the City of Victorville Non-Motorized Transportation Plan serves as a guiding document for the City to improve its bicycle and pedestrian infrastructure and programs. It complements the Circulation Element of the General Plan which discusses the necessity for developing non-motorized facilities (Victorville 2010). Figure 6 presents the City's proposed bicycle trails and paths. The City's plan follows standard bicycle facility designations, as outlined below:

- **Class I bikeways**, such as 'bike paths', provide a completely separated right of way designated for exclusive use of bicycles and pedestrians with minimum cross flows by motorists. These are shared use paths that may be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users.
- **Class II bikeways**, such as 'bike lanes', provide a restricted right of way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with permitted vehicle parking and cross flows by pedestrians and motorists. This is a portion of roadway that has been designated by striping, signing, pavement delineation, and pavement markings for preferential or exclusive use of bicyclists.
- **Class III bikeways**, such as on-street or off-street 'bike routes,' provide a right of way designated by signs or permanent markings and shared with pedestrians or motorists. Under the Caltrans Design Standards, Class III bikeways are designated by signage as a preferred route for bicycle use.

As shown in Figure 6, Class II bicycle lanes are proposed on Cactus Road, Mojave Drive, Cantina Drive and Mesa Linda Avenue in the immediate vicinity of the site. As further discussed in Section 8, the project's proposed road geometry will accommodate the future bike lanes along these roads. A Class I bike trail/path is also proposed along the Southern California Edison (SCE) Power Line Corridor, beginning near the intersection of Cactus Road and U.S. Hwy 395 and continuing southeast to I-15. This trail is recommended to have a bike path, a decomposed granite (DG) path, and an equestrian path.





SOURCE: VVTA 2023

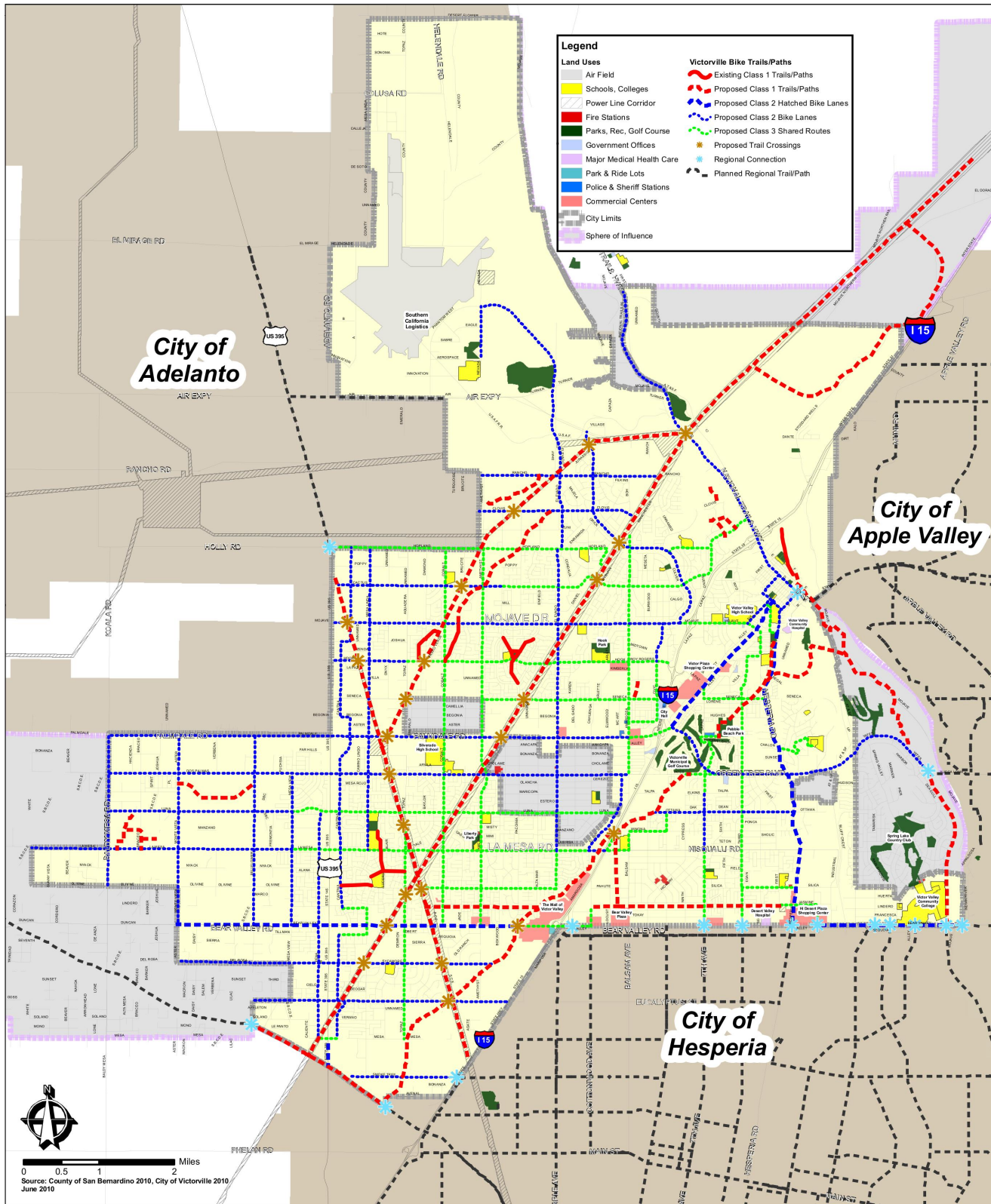
FIGURE 5

Existing Transit Facilities

Mojave Industrial Park Project



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**Exhibit 6.1**  
Non-Motorized Transportation Plan Map

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# 3 Project Traffic

This section documents the trip generation, distribution, and assignment of project traffic in the study area.

## 3.1 Trip Generation

The Project would include construction of three industrial/warehouse buildings and associated improvements, totaling 1,351,400 square feet. Trip generation estimates for the proposed project are based on daily and AM and PM peak hour trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Handbook, 11<sup>th</sup> Edition* (2021). Additionally, Passenger car equivalent (PCE) factors were applied to the trip generation estimates to account for truck traffic. The San Bernardino County CMP indicates that projects with high truck percentages should convert project trips to PCE. A 1.5 PCE factor was applied to 2-axle trucks, 2.0 PCE for 3-axle trucks, and a 3.0 PCE factor was applied to 4-axle trucks per the San Bernardino County CMP. Trip generation rates, vehicle splits, and the resulting trip generation estimates for the project are summarized in Table 1.

The layout of the Building 3 is most representative of a high-cube warehousing land use. However, as a specific end-user is not in place for the proposed project, a 35% General Light Industrial and 65% High-Cube Warehousing split of the total building square footage, is applied to provide a conservative analysis. The General Light Industrial trip rate is approximately 5 times higher in the AM peak hour and 4 times higher in the PM peak hour than the High-Cube Fulfillment Center Warehouse trip rate. Thus, incorporation of the industrial trip rate split, in the event that a small portion of the building is converted to a more industrial-specific land use, increases the total trip generation estimate compared to a warehousing-only estimate, the expected sole land use of the facility. As such, the following vehicle-mix and land use assumptions provide a conservative analysis for Building 3:

- **General Light Industrial (ITE Code 110)** trip rates were used to obtain trip generation estimates for 35% of the project, totaling approximately 406,000 SF of the total estimated building area. As the ITE *Trip Generation Handbook* does not provide information regarding the type of vehicle generated for light industrial uses, vehicle mixes data and percentages from the Fontana Truck Trip Generation Study (City of Fontana, 2003) for Light Industrial land use are utilized.
- **High-Cube Fulfillment Center Warehouse (ITE Code 155)** trip rates were used to obtain trip generation estimates for 65% of the project, totaling approximately 754,000 SF of the total estimated building area.

As shown in Table 1, the proposed project would generate 3,669 daily trips, 447 AM peak hour trips and 419 PM peak hour trips. Accounting for truck traffic from warehousing and industrial land uses, the proposed project would generate 5,176 daily PCE trips, 609 AM peak hour PCE trips, and 578 PM peak hour PCE trips.

## 3.2 Trip Distribution and Assignment

Regional Project trip distribution percentages are based on logical travel paths to and from the project site, consideration of City truck routes, and the traffic distribution patterns analyzed for a recently approved industrial project adjacent to the project site. In addition, select zone model forecasts were reviewed to verify the trip distribution patterns.

Project trip distribution percentages are shown in Figures 7 and 8, for passenger vehicle and truck trips, respectively. Project trips were assigned to the study area intersections by applying the above-referenced project

trip generation estimates to the trip distribution percentages at each study area roadway segment and intersections. The project trip assignments are shown in Figures 9, 10, and 11 for passenger vehicle, truck, and total trip assignments, respectively.



**Table 1. Project Trip Generation**

Land Use	ITE Code	Size/Units	Daily	AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
<b>TRIP RATES<sup>1</sup></b>										
Warehousing	150	TSF	1.71	0.13	0.04	0.17	0.05	0.13	0.18	
High-Cube Fulfillment Center Warehouse (non-sort)	155	TSF	1.81	0.12	0.03	0.15	0.06	0.10	0.16	
General Light Industrial	110	TSF	4.87	0.65	0.09	0.74	0.09	0.56	0.65	
<b>TRIP GENERATION</b>										
Building 1	150	100.300	TSF	172	13	4	17	5	13	18
Building 2	150	91.100	TSF	156	12	3	15	5	12	16
Building 3	110	406.000	TSF	1,977	264	37	301	37	227	264
	155	754.000	TSF	1,365	92	21	113	47	74	121
<i>Building 3 Total</i>		<i>1160.000</i>	<i>TSF</i>	<i>3,342</i>	<i>356</i>	<i>58</i>	<i>414</i>	<i>84</i>	<i>301</i>	<i>385</i>
<i>Mojave Industrial Project Total</i>		<i>1,351.400</i>	<i>TSF</i>	<i>3,670</i>	<i>381</i>	<i>65</i>	<i>446</i>	<i>94</i>	<i>326</i>	<i>420</i>
<b>TRIP GENERATION SUMMARY (Non-PCE, by Vehicle Classification)</b>										
<b>Building 1- ITE 150</b>										
<b>Vehicle Mix<sup>2</sup></b>	<b>%<sup>2</sup></b>									
Passenger Vehicles	72.5%			124	10	3	12	4	9	13
2-Axle Trucks	4.6%			8	1	0	1	0	1	1
3-Axle Trucks	5.7%			10	1	0	1	0	1	1
4+-Axle Trucks	17.2%			30	2	1	3	1	2	3
<i>ITE 150 Total (Non-PCE)</i>				<i>172</i>	<i>13</i>	<i>4</i>	<i>17</i>	<i>5</i>	<i>13</i>	<i>18</i>
<b>Building 2- ITE 150</b>										
<b>Vehicle Mix<sup>2</sup></b>	<b>%<sup>2</sup></b>									
Passenger Vehicles	72.5%			113	9	2	11	3	9	12
2-Axle Trucks	4.6%			7	1	0	1	0	1	1
3-Axle Trucks	5.7%			9	1	0	1	0	1	1

**Table 1. Project Trip Generation**

Land Use	ITE Code	Size/Units	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
4+-Axle Trucks		17.2%	27	2	1	3	1	2	3
		<i>ITE 150 Total (Non-PCE)</i>	156	12	3	15	5	12	16
<b>Building 3- ITE 110 (35% split)</b>									
<b>Vehicle Mix<sup>3</sup></b>	<b>%<sup>3</sup></b>								
Passenger Vehicles		78.6%	1,554	208	29	237	29	178	208
2-Axle Trucks		8.0%	158	22	3	25	3	18	21
3-Axle Trucks		3.9%	77	10	1	12	1	9	10
4+-Axle Trucks		9.5%	188	25	4	28	4	22	25
		<i>ITE 110 Total (Non-PCE)</i>	1,977	265	37	302	36	227	264
<b>Building 3- ITE 155 (65% split)</b>									
<b>Vehicle Mix<sup>2</sup></b>	<b>%<sup>2</sup></b>								
Passenger Vehicles		55.3%	755	51	12	62	26	41	67
2-Axle Trucks		15.5%	212	14	3	18	7	11	19
3-Axle Trucks		4.9%	67	4	1	6	2	4	6
4+-Axle Trucks		24.3%	332	22	5	27	11	18	29
		<i>ITE 155 Total (Non-PCE)</i>	1,365	92	21	113	47	74	121
		<b>Building 3 Total</b>	<b>3,342</b>	<b>357</b>	<b>59</b>	<b>415</b>	<b>83</b>	<b>301</b>	<b>385</b>
<b>Total by Vehicle Classification (Non-PCE)</b>									
Passenger Vehicles			2,546	277	46	323	62	237	299
Trucks			1,123	105	19	124	32	88	120
		<b>Total Trip Generation (Non-PCE)</b>	<b>3,669</b>	<b>382</b>	<b>65</b>	<b>447</b>	<b>94</b>	<b>325</b>	<b>419</b>
<b>TRIP GENERATION SUMMARY (PCE, by Vehicle Classification)</b>									
<b>Building 1</b>									
<b>Vehicle Mix</b>	<b>PCE<sup>4</sup></b>								
Passenger Vehicles		1.0	124	10	3	12	4	9	13

**Table 1. Project Trip Generation**

Land Use	ITE Code	Size/Units	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
2-Axle Trucks		1.5	12	1	0	1	0	1	1
3-Axle Trucks		2.0	20	1	0	2	1	1	2
4+-Axle Trucks		3.0	89	7	2	9	3	7	9
<i>Building 1 Total (PCE)</i>			<b>244</b>	<b>19</b>	<b>5</b>	<b>24</b>	<b>7</b>	<b>19</b>	<b>26</b>
<b>Building 2</b>									
<b>Vehicle Mix</b>		<b>PCE<sup>4</sup></b>							
Passenger Vehicles		1.0	113	9	2	11	3	9	12
2-Axle Trucks		1.5	11	1	0	1	0	1	1
3-Axle Trucks		2.0	18	1	1	2	1	1	2
4+-Axle Trucks		3.0	80	6	2	8	2	6	8
<i>Building 2 Total (PCE)</i>			<b>222</b>	<b>17</b>	<b>5</b>	<b>23</b>	<b>7</b>	<b>17</b>	<b>23</b>
<b>Building 3</b>									
<b>Vehicle Mix</b>		<b>PCE<sup>4</sup></b>							
Passenger Vehicles		1.0	2,306	258	40	298	55	219	275
2-Axle Trucks		1.5	555	54	9	63	15	44	60
3-Axle Trucks		2.0	288	30	5	34	7	25	33
4+-Axle Trucks		3.0	1,558	142	26	169	45	118	163
<i>Building 3 Total (PCE)</i>			<b>4,710</b>	<b>484</b>	<b>80</b>	<b>564</b>	<b>123</b>	<b>407</b>	<b>530</b>
<b>Total by Vehicle Classification</b>									
Passenger Vehicles			2,546	276	45	321	62	237	299
Trucks			2,630	243	45	288	74	205	279
<b>Total Trip Generation (PCE)</b>			<b>5,176</b>	<b>519</b>	<b>90</b>	<b>609</b>	<b>136</b>	<b>442</b>	<b>578</b>

**Notes:** Rounding discrepancies may occur. TSF = Thousand Square Feet; PCE = Passenger Car Equivalent

<sup>1</sup> Trip rates from the Institute of Transportation Engineers (ITE), *Trip Generation, 11th Edition, 2021*.

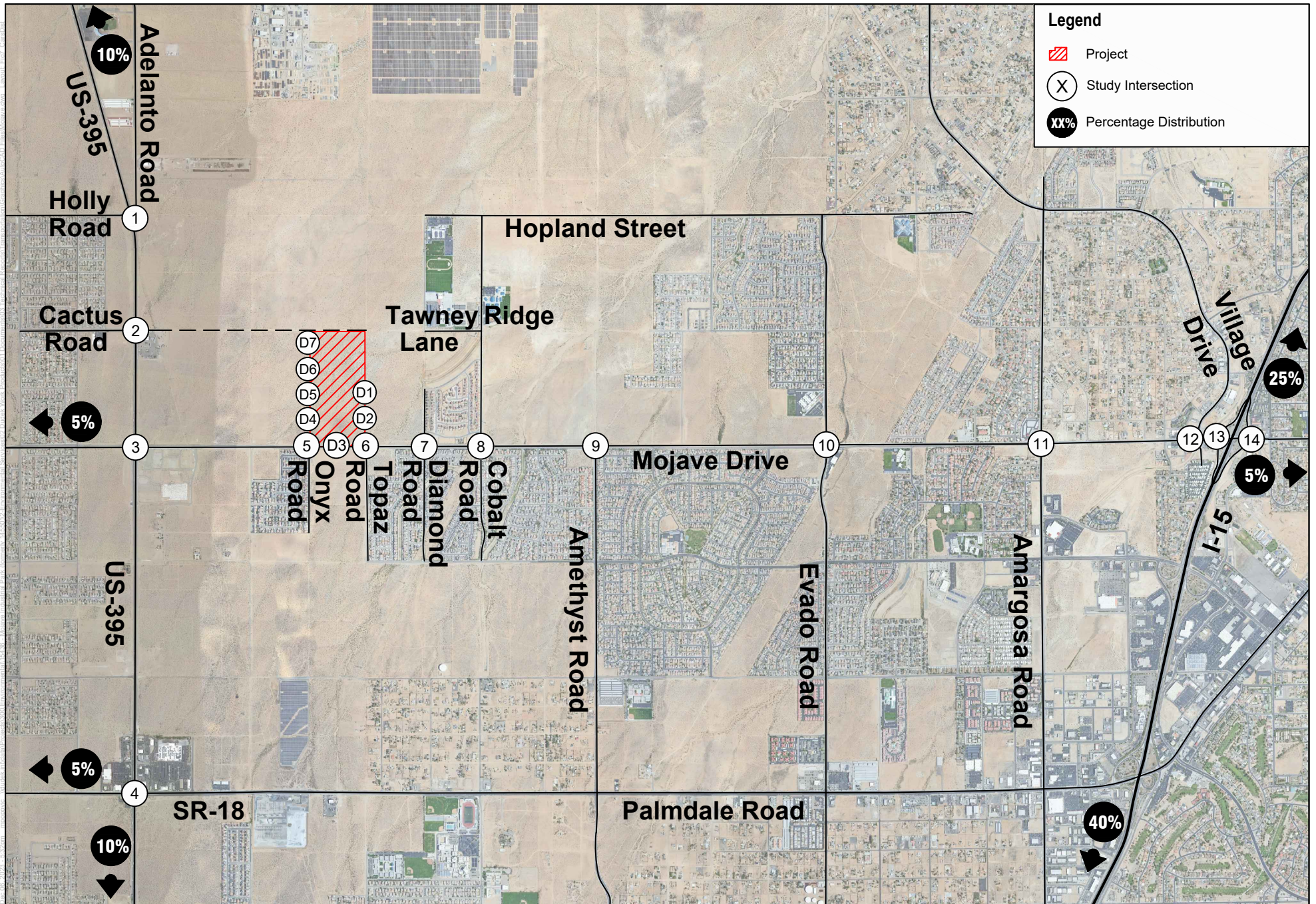
<sup>2</sup> Vehicle mix and percent from SCAQMD Warehouse Truck Trip Study Data Results and Usage, July 17, 2014.

<sup>3</sup> Vehicle Mix and Percent from the Fontana Truck Trip Generation Study, August, 2004

<sup>4</sup> Passenger Car Equivalent (PCE) factors from the San Bernardino County CMP, Appendix B - Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, 2016.

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SOURCE: Google Earth 2022

FIGURE 7

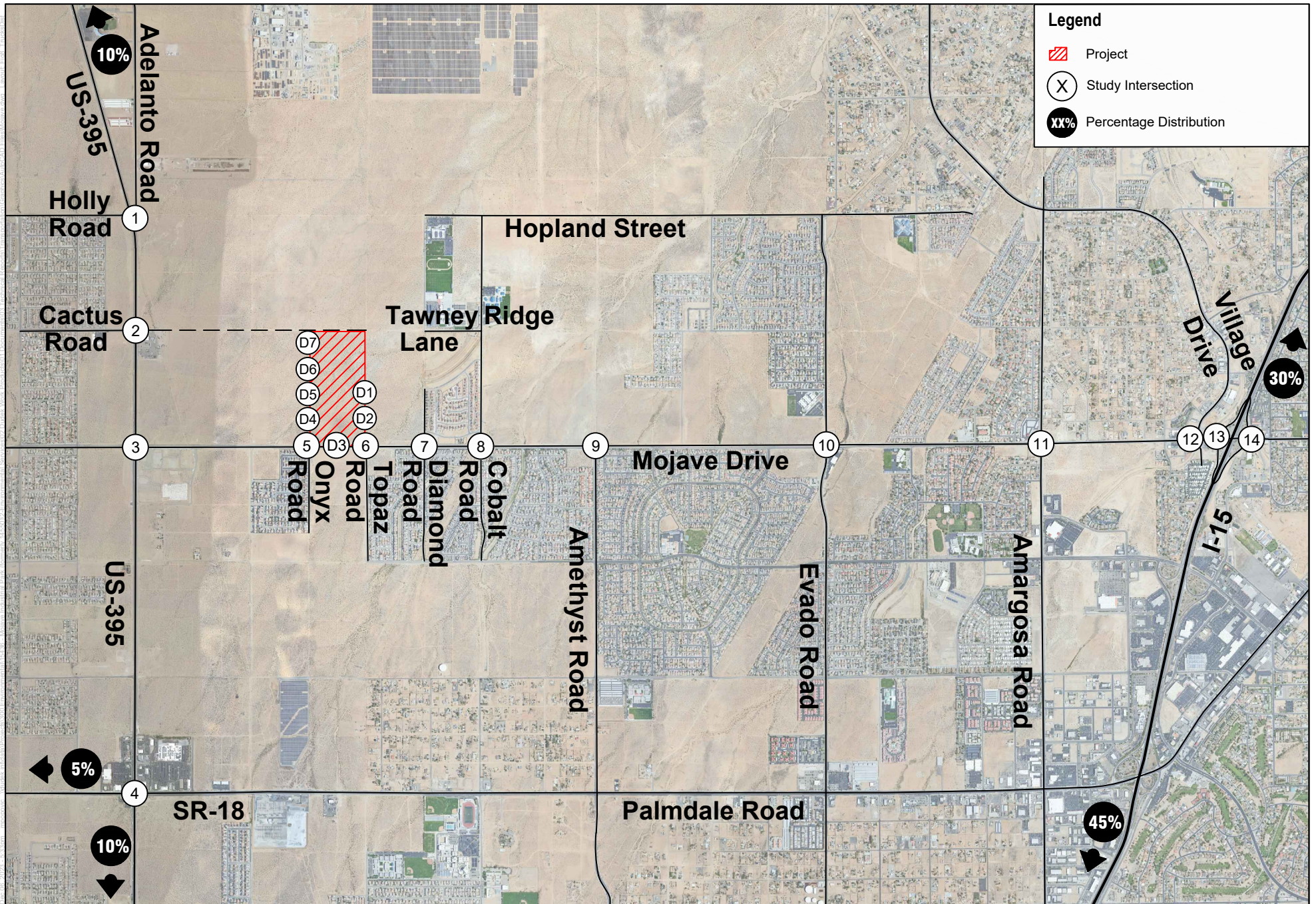
Project Passenger Vehicle Trip Distribution

Mojave Industrial Park Project



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SOURCE: Google Earth 2022

FIGURE 8

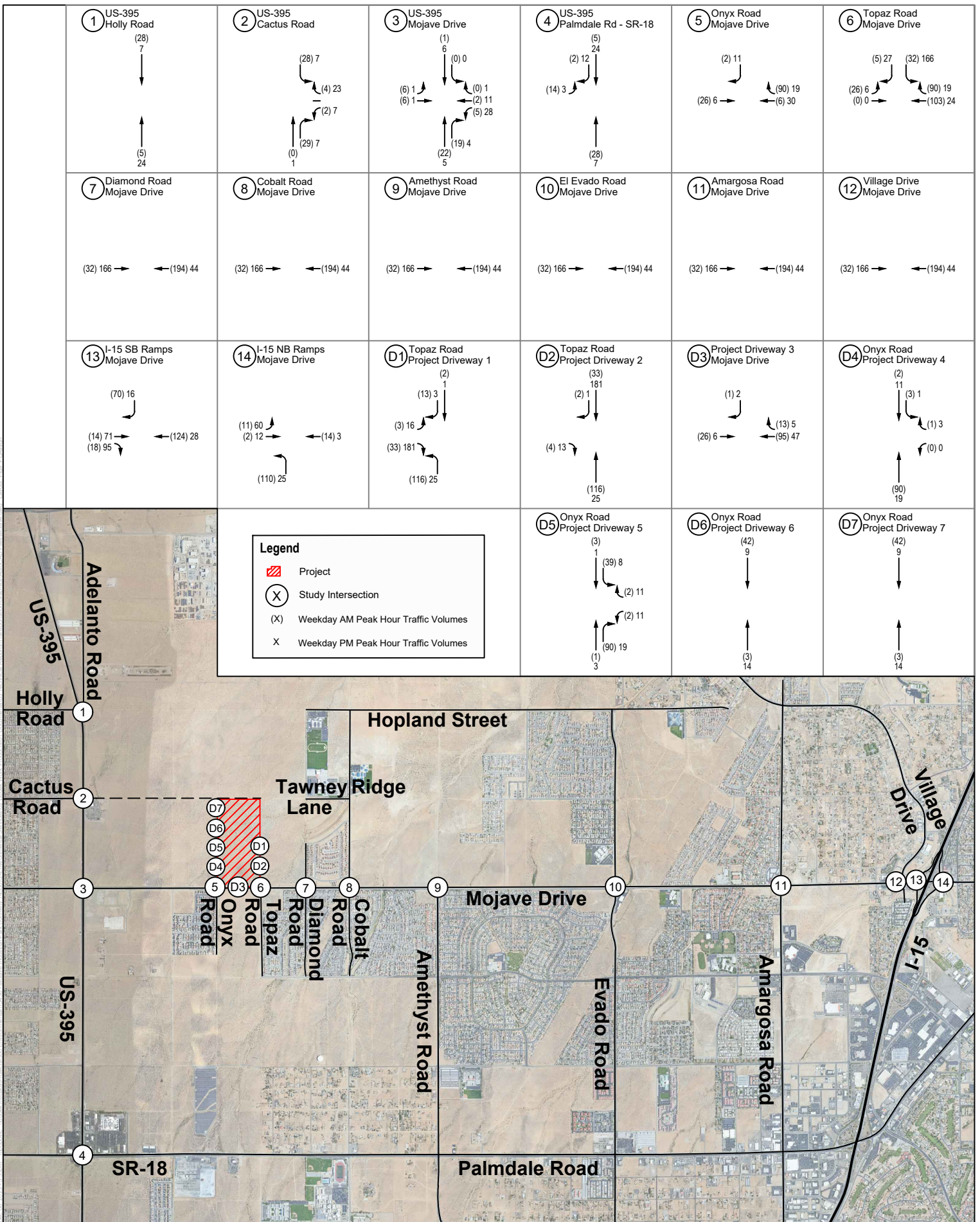
Project Truck Trip Distribution

Mojave Industrial Park Project



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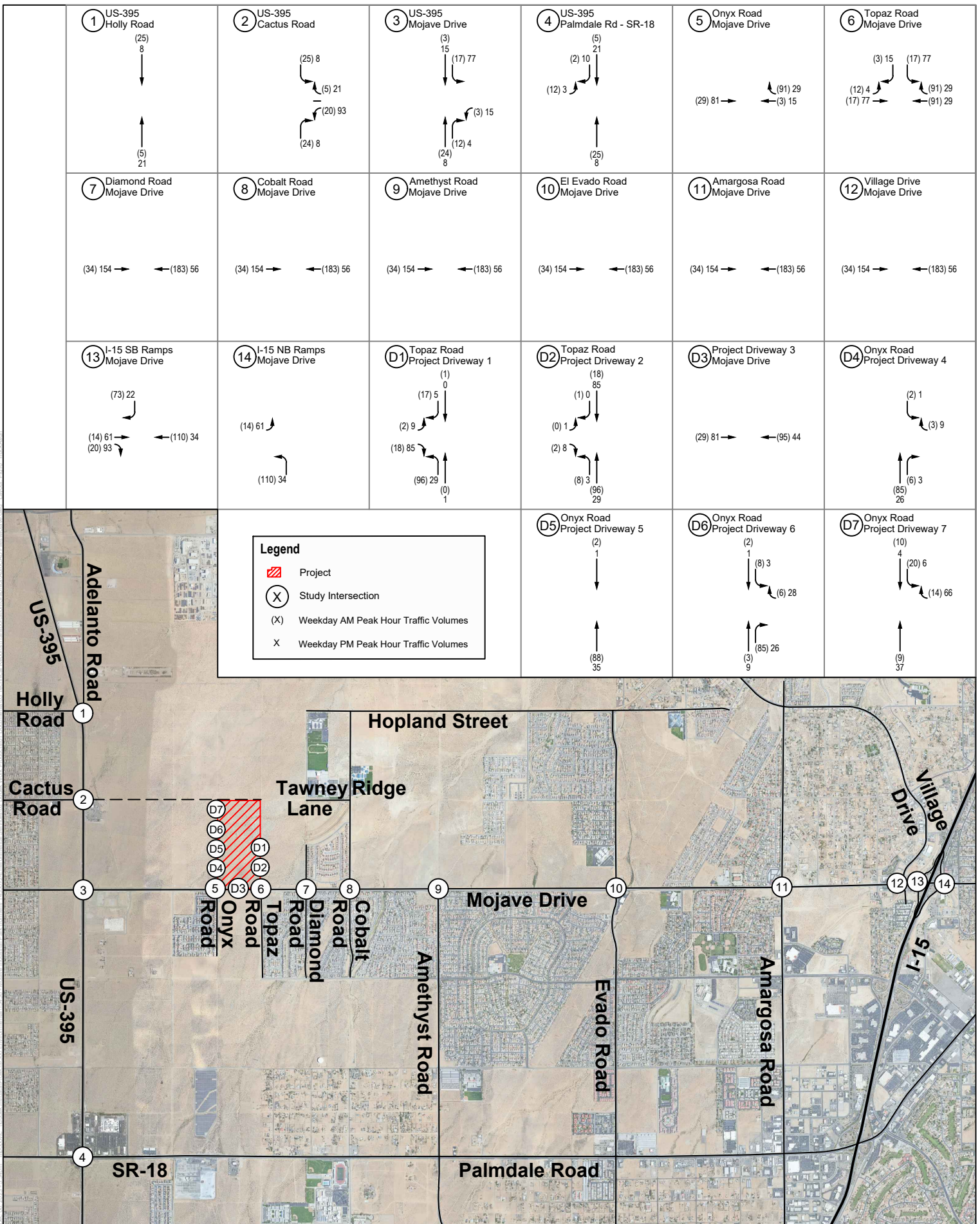
SOURCE: Google Earth 2022

Figure 9

Project Passenger Vehicle Trip Assignment

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SOURCE: Google Earth 2022

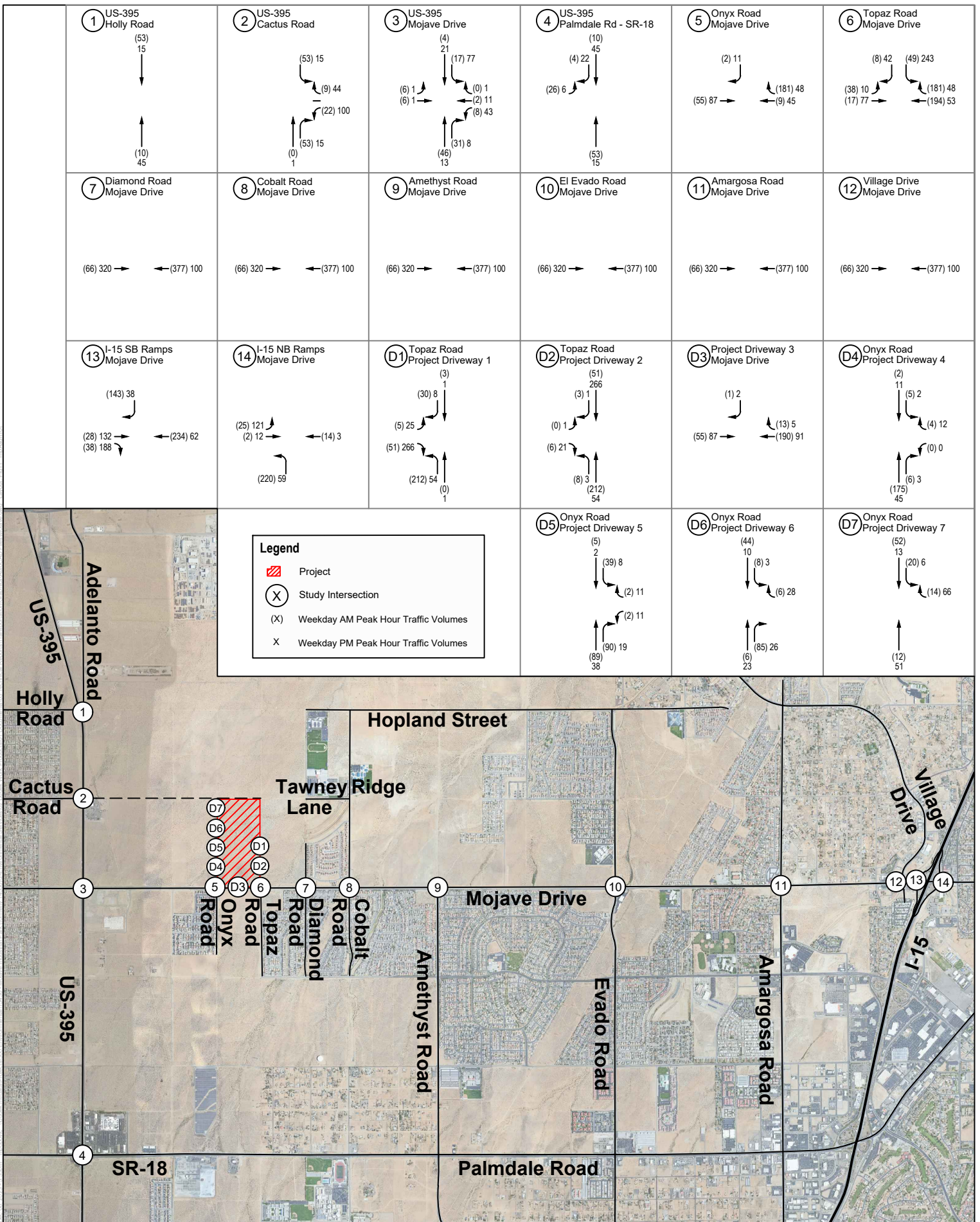
Figure 10

Project Truck Trip Assignment (PCE)

Mojave Industrial Park Project

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SOURCE: Google Earth 2022

Figure 11  
Project Total Trip Assignment (PCE)  
Mojave Industrial Park Project

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# 4 Level of Service (LOS) Methodology and Thresholds

The City of Victorville has vehicle LOS policies to ensure that proposed developments are consistent with the City's General Plan. Therefore, an LOS analysis has been prepared to evaluate the Project's consistency with the City's policies. The study intersections and roadway segments, analysis scenarios, traffic volumes, and LOS methodology and impact criteria are presented in the following section.

## 4.1 Study Intersections and Roadway Segments

The following study intersections and roadways segments are included in the LOS analysis:

### Study Intersections

- |  |  |
|--|--|
| 1. U.S. Highway 395/Adelanto Road/Holly Road | 12. Village Drive/Mojave Drive         |
| 2. U.S. Highway 395/Cactus Road              | 13. I-15 Southbound Ramps/Mojave Drive |
| 3. U.S. Highway 395/Mojave Drive             | 14. I-15 Northbound Ramps/Mojave Drive |
| 4. U.S. Highway 395/State Route 18           | D1. Topaz Road/Project Driveway 1      |
| 5. Onyx Road (new)/Mojave Drive              | D2. Topaz Road/Project Driveway 2      |
| 6. Topaz Road (new)/Mojave Drive             | D3. Mojave Drive/Project Driveway 3    |
| 7. Diamond Road/Mojave Drive                 | D4. Onyx Road/Project Driveway 4       |
| 8. Cobalt Road/Mojave Drive                  | D5. Onyx Road/Project Driveway 5       |
| 9. Amethyst Road/Mojave Drive                | D6. Onyx Road/Project Driveway 6       |
| 10. El Evado Road/Mojave Drive               | D7. Onyx Road/Project Driveway 7       |
| 11. Amargosa Road/Mojave Drive               |  |

### Roadway Segments

1. U.S. Highway 395, between Cactus Road and Mojave Drive
2. U.S. Highway 395, between Mojave Drive and Seneca Road
3. Mojave Drive, between U.S. Highway 395 and Onyx Road
4. Mojave Drive, between Onyx Road and Cobalt Road

## 4.2 Analysis Scenarios

Consistent with the City Guidelines, intersection LOS analyses were prepared for the weekday AM and PM peak hours at the study area intersections and road segments listed above for the following analysis scenarios:

- Existing Condition (2023)
- Project Opening Year (2026) (future short-term year with cumulative projects and ambient growth)
- Project Opening Year (2026) Plus Project



- Horizon Year (2040)
- Horizon Year (2040) plus Project

### 4.3 Traffic Volumes

Daily, AM and PM peak hour turning movements counts were collected at the study intersections on August 23, 2023. The raw traffic data is provided as Appendix B. Traffic counts were adjusted to passenger car equivalents (PCE) to reflect truck traffic according to the standards set forth in the San Bernardino County CMP, as shown below:

- Light-duty trucks (2-axle): 1.5 PCE
- Medium-duty trucks (3-axle): 2.0 PCE
- Heavy-duty trucks (4+-axle): 3.0 PCE

The 2026 Opening Year condition represents a short-term horizon period (less than 5 years) where the proposed Project is constructed and fully occupied. The peak hour traffic forecasts for the Year 2026 have been projected by increasing the traffic volumes by an annual growth rate of 2%, per the City’s Guidelines, and adding traffic volumes generated by pending projects. These approved or pending projects are developments in the review process, but not fully approved; or, projects that have been approved, but not fully constructed or occupied. A list of cumulative projects was provided by the City on August 28, 2023, further discussed in Section 6.1.

The Horizon Year (2040) condition includes analysis of traffic operations under General Plan Year (2040) conditions with project-related traffic added to the AM and PM peak hour traffic volumes. The 2040 volumes were obtained from the San Bernardino Transportation Analysis Model (SBTAM). The traffic impacts specific to the project under this condition were used as the basis for determining the project’s contribution to cumulative impacts.

### 4.4 Analysis Methodology

The Highway Capacity Manual, 6<sup>th</sup> Edition (HCM 6) methodology (Transportation Research Board 2016) was used to analyze the operation of signalized and unsignalized study intersections. Detailed LOS calculation worksheets, for each scenario analyzed, are included in Appendix C.

The HCM analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding control delay experienced per vehicle for unsignalized intersections. The Synchro 11 LOS software was used to determine intersection LOS. Synchro is consistent with the HCM 6 methodology. Table 2 shows the LOS values by delay ranges for unsignalized and signalized intersections under the HCM methodology.

**Table 2. Levels of Service for Intersections using HCM Methodology**

Level of Service	Unsignalized Intersections Control Delay (in seconds per vehicle)	Signalized Intersections Control Delay (in seconds per vehicle)
A	≤ 10.0	≤ 10.0
B	> 10.0 to < 15.0	> 10.0 to < 20.0
C	> 15.0 to < 25.0	> 20.0 to < 35.0
D	> 25.0 to < 35.0	> 35.0 to < 55.0

**Table 2. Levels of Service for Intersections using HCM Methodology**

Level of Service	Unsignalized Intersections Control Delay (in seconds per vehicle)	Signalized Intersections Control Delay (in seconds per vehicle)
E	> 35.0 to < 50.0	> 55.0 to < 80.0
F	> 50.0	> 80.0

Source: HCM 6 (Transportation Research Board 2016).

Additionally, roadway segments are analyzed in the General Plan to determine their operating conditions based on a volume to capacity (V/C) ratio. Table 3 identifies the daily roadway capacities for various roadway classifications. The City’s policy documents do not identify roadway capacities, therefore the roadway capacities are based on the San Bernardino County Policy Plan Transportation Impact Analysis (Fehr & Peers 2019).

**Table 3. Daily Roadway Capacity Values**

Facility	Number of Lanes	Speed (mph)	Maximum Two-Way Volume (ADT)		
			LOS C	LOS D	LOS E
Divided Highway	6	55	72,000	81,000	100,000
	4	55	57,600	64,800	72,000
	2	55	28,800	32,400	36,000
Major Arterial / Major Highway	6	55	48,000	54,000	60,000
		45	31,900	54,000	54,300
		40	26,700	51,500	54,300
		35	21,500	48,900	54,300
	4	45	21,400	37,200	37,900
		40	18,000	35,300	37,900
		35	14,700	33,300	37,900
	2	45	10,700	18,600	19,000
		40	9,000	17,700	19,000
35		7,400	16,700	19,000	
Controlled/Limited Access Collector	4	35	6,800	14,100	34,800
	2	35	3,400	7,000	17,400

Source: San Bernardino County Policy Plan Transportation Impact Analysis (Fehr & Peers 2019)

## 4.5 City of Victorville General Plan Consistency Requirements

Compliance criteria identified in the City’s General Plan Circulation Element (City of Victorville 2008) were used to evaluate the project’s potential impacts on intersection and roadway LOS. The City’s General Plan Circulation Element contains the following policies related to transportation compliance and LOS requirements:

- Objective 1.1. Provide sufficient traffic carrying capacity at intersections throughout the roadway network, to achieve level of service performance standards.

Policy 1.1.1. Maintain LOS “D” or better at intersections (as defined in the most current version of the Highway Capacity Manual), except in certain high activity areas designated by the Planning Commission, where a LOS E is acceptable.

Policy 1.1.2: If a development project would worsen an intersection peak hour LOS to E or worse, it is considered a significant impact that must be mitigated. If a development project would worsen an already deficient intersection by two percent or more, it is considered a significant impact that must be mitigated.

Policy 1.1.3: Require new development and redevelopment projects to bear responsibility for traffic system improvements necessary to mitigate the project’s significant impacts at affected intersections, concurrently with construction of such projects.

Implementation Measure 1.1.3.1: Typically, developers will construct necessary traffic system improvements. Alternately, in lieu of developer-provided improvements, the City will impose exactions, dedications and/ or fees on new development and redevelopment projects to fund improvements that mitigate significant safety and/or congestion impacts on the roadway network. These shall be based on a clear and proportional nexus between the level of project impact and the estimated cost of providing the improvements required to mitigate the impact.

## Fair Share Contribution

Project improvements may include a combination of fee payments to established programs (e.g., Development Impact Fee program), construction of specific improvements, payment of a fair share contribution toward future improvements or a combination of these approaches. When off-site improvements are identified with a minor share of responsibility assigned to the proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the development to construct improvements. The project’s fair share cost is calculated based on the following formula:

$$\text{Project Fair Share \%} = \text{Project Traffic} / (\text{Horizon Year 2040 plus Project Traffic} - \text{Existing Year 2023 Traffic})$$

## 4.6 Caltrans Transportation Impact Study Guide

As the owner and operator of the State Highway System, Caltrans, implements established state planning priorities in all functional plans, programs, and activities. Caltrans has the responsibility to coordinate and consult with local jurisdictions when proposed local land use planning and development may impact state highway facilities. To comply with SB 743 implementation, the Caltrans Transportation Impact Study Guide (May 2020), replaced the Guide for the Preparation of Traffic Impact Studies (Caltrans 2002). Per the 2020 Transportation Impact Study Guide, Caltrans’ primary review focus is VMT, replacing LOS as the metric used in CEQA transportation analyses. Caltrans recommends use of OPR’s recommended thresholds and guidance on methods of VMT assessment found in OPR’s Technical Advisory (OPR 2018). Caltrans has also developed an Interim Land Development and Intergovernmental Review Safety Review Practitioners Guidance (July 2020) which may request a targeted operational and safety analysis to address a specific geometric or operational issue related to the State Highway System and connections with the State Highway System (Caltrans 2020). To comply with this requirement, an assessment of queuing at the I-15 off-ramps in the project study area has been included in this TIS.

# 5 Existing (2023) Conditions Analysis

This section details the existing intersection and roadway segment operations within the study area, without the project-added traffic. Existing traffic controls and geometrics at all study intersections are shown in Figure 12 and existing peak hour traffic volumes are shown in Figure 13.

## 5.1 Intersection Operations

Table 4 summarizes the results of the intersection analysis for the AM and PM peak hours for existing conditions. As shown in the table, with the exception of two intersections, all of the study intersections are currently operating at satisfactory levels of service (LOS D). The Diamond Road/Mojave Drive intersection and the Cobalt Road/Mojave Drive intersection both operate at LOS F during the morning peak hour.

**Table 4. Existing Weekday Peak Hour Intersection LOS**

No.	Intersection	Traffic Control <sup>1</sup>	Existing			
			AM Peak		PM Peak	
			Delay <sup>2</sup>	LOS	Delay <sup>2</sup>	LOS
1	U.S. Hwy 395/Adelanto Rd./Holly Rd.	OWSC	11.7	B	13.2	B
2	U.S. Hwy 395/Cactus Rd.	Signal	9.4	A	11.2	B
3	U.S. Hwy 395/Mojave Dr.	Signal	33.0	C	31.2	C
4	U.S. Hwy 395/SR 18	Signal	51.5	D	53.3	D
5	Onyx Road (new)/Mojave Dr.	OWSC	14.6	B	11.5	B
6	Topaz Road (new)/Mojave Dr.	OWSC	22.8	C	16.2	C
7	Diamond Rd./Mojave Dr.	TWSC	<b>80.0</b>	<b>F</b>	29.2	D
8	Cobalt Rd./Mojave Dr.	Signal	<b>82.5</b>	<b>F</b>	54.0	D
9	Amethyst Rd./Mojave Dr.	Signal	13.3	B	8.0	A
10	El Evado Rd./Mojave Dr.	Signal	38.8	D	32.9	C
11	Amargosa Rd./Mojave Dr.	Signal	35.5	D	35.6	D
12	Village Dr./Mojave Dr.	Signal	38.9	D	31.5	C
13	I-15 SB Ramps/Mojave Dr. <sup>3</sup>	Signal	11.2	B	10.4	B
14	I-15 NB Ramps/Mojave Dr. <sup>3</sup>	Signal	14.1	B	14.0	B
D1	Topaz Rd./Project Driveway 1	OWSC	Does Not Exist			
D2	Topaz Rd./ Project Driveway 2	OWSC	Does Not Exist			
D3	Project Driveway 3/ Mojave Dr.	OWSC	Does Not Exist			
D4	Onyx Rd./Project Driveway 4	OWSC	Does Not Exist			
D5	Onyx Rd./Project Driveway 5	OWSC	Does Not Exist			
D6	Onyx Rd./Project Driveway 6	OWSC	Does Not Exist			
D7	Onyx Rd./Project Driveway 7	OWSC	Does Not Exist			

**Notes:** SB = southbound; NB = northbound; LOS = Level of Service; **Bold:** Exceeds LOS D threshold

<sup>1</sup> OWSC = one-way stop control; TWSC = two-way stop control

<sup>2</sup> Delay in seconds per vehicle; highest movement delay is reported for TWSC intersections; Increases in project-related traffic may not affect critical movements; therefore, slight decreases in delay may occur with the addition of project traffic.



<sup>3</sup> LOS presented for informational purposes. Caltrans intersections evaluated based on Caltrans guidelines for safety (e.g., vehicular queuing) as presented in Section 9.

## 5.2 Roadway Segment Operations

Table 5 shows the results of the roadway segment LOS analysis. As shown below, the study area roadway segments are operating at acceptable conditions under Existing conditions.

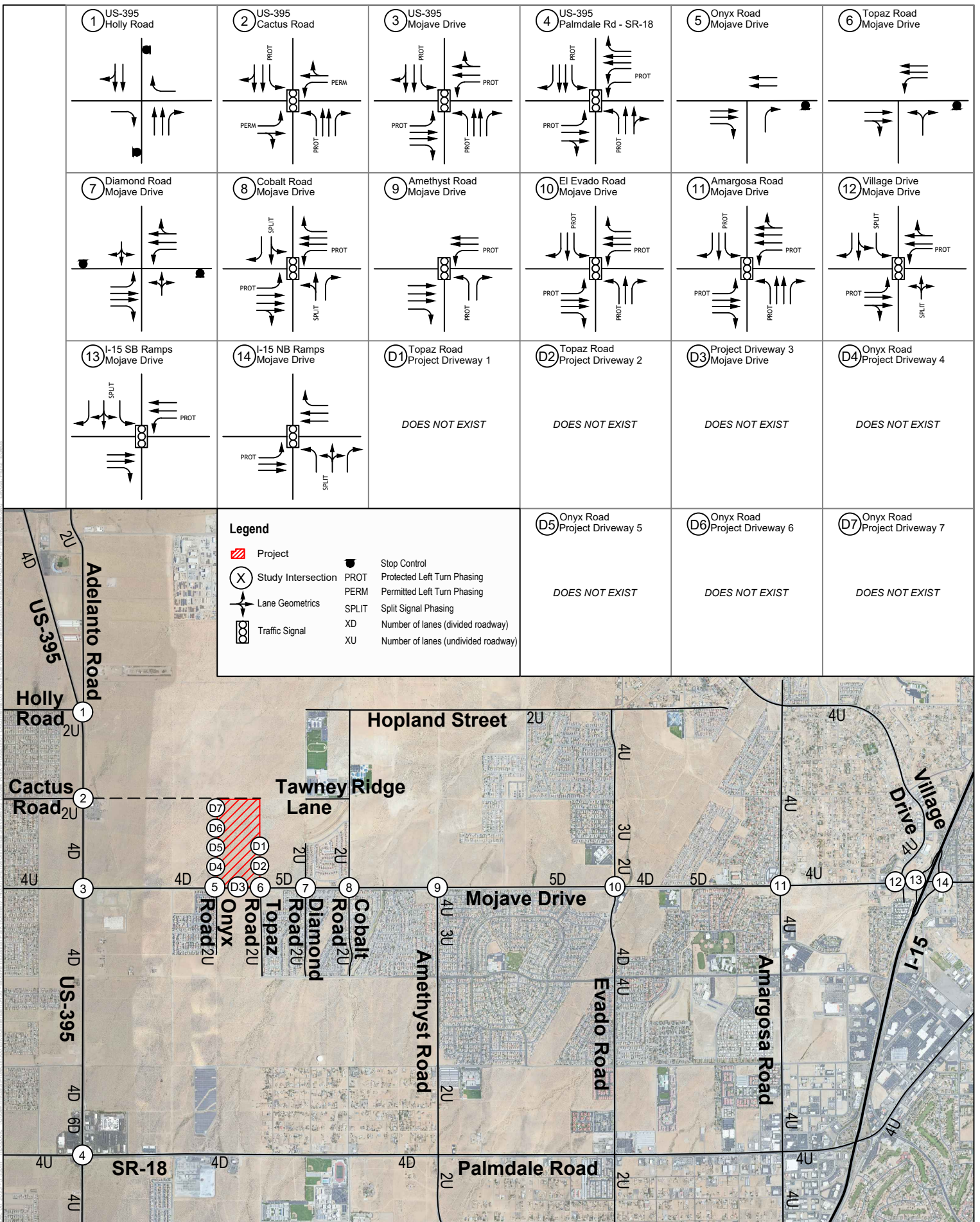
**Table 5. Existing ADT Roadway Segment Level of Service**

Roadway Segment	Classification	Speed (MPH)	No. of Lanes	LOS D Capacity <sup>1</sup>	Existing ADT <sup>2</sup>	Exceeds Acceptable Capacity?
1 U.S. Hwy 395, between Cactus Rd. and Mojave Dr.	Super Arterial	60	4D	64,800	26,536	No
2 U.S. Hwy 395, between Mojave Dr. and Seneca Rd.	Super Arterial	60	4D	64,800	26,667	No
3 Mojave Dr., between U.S. Hwy 395, and Onyx Rd.	Super Arterial	60	4D	64,800	22,117	No
4 Mojave Dr., between Onyx Rd. and Cobalt Rd.	Super Arterial	60	4D	64,800	22,452	No

**Notes:** XD = # of lanes Divided; **Bold:** Exceeds “Acceptable” threshold

<sup>1</sup> Capacity determined from Table 3 in Section 4.4, Analysis Methodology. The study roadways are classified as Super Arterials in the General Plan, and this classification most directly correlates to the Divided Highway facility identified in Table 3.

<sup>2</sup> Volume provided from average daily traffic (ADT) counts conducted on August 23, 2023

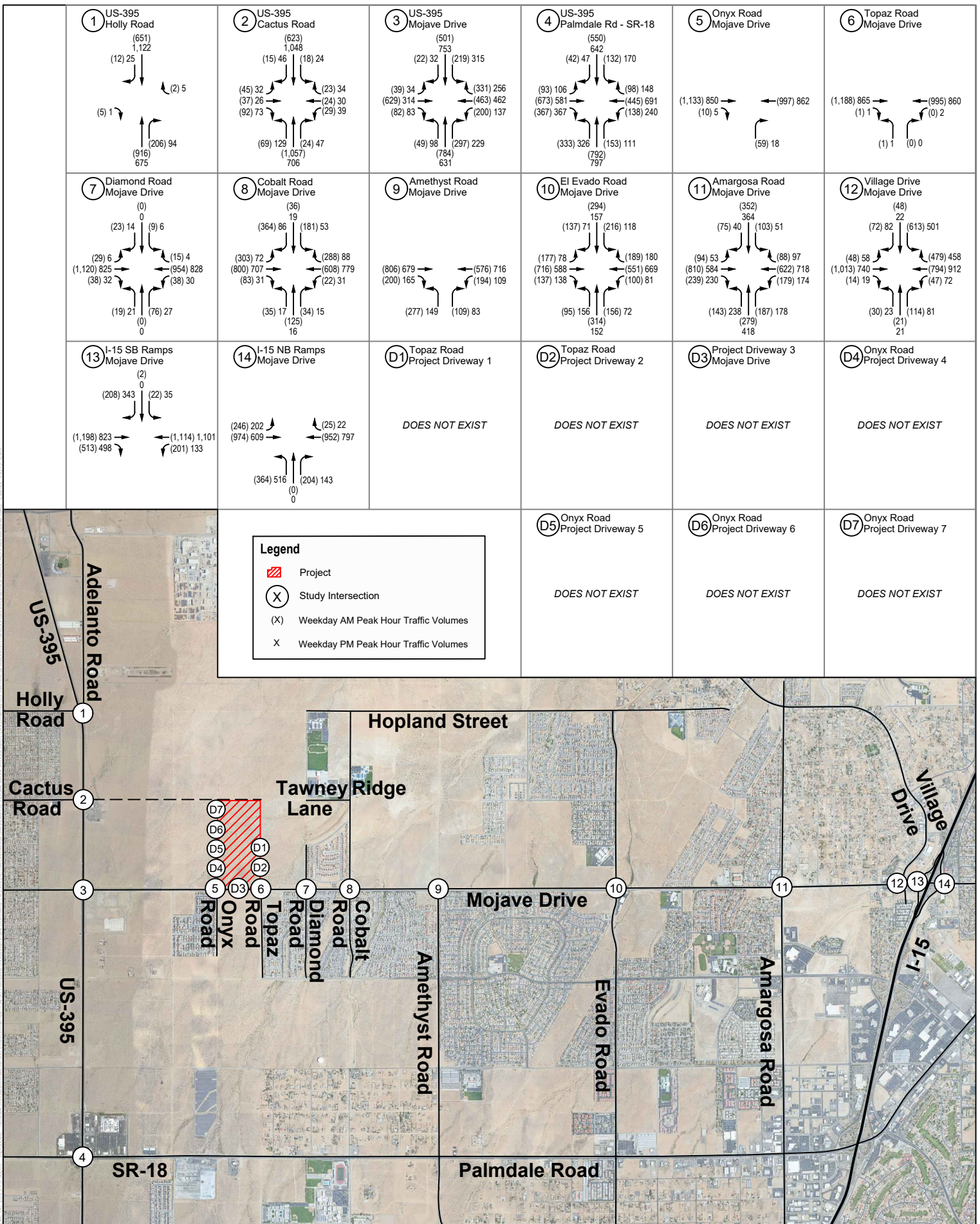


SOURCE: Google Earth 2022

Figure 12  
Existing Intersection Controls and Geometrics  
Mojave Industrial Park Project

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SOURCE: Google Earth 2022

Figure 13  
Existing Peak Hour Traffic Volumes  
Mojave Industrial Park Project



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# 6 Opening Year (2026) Analysis

This section presents the results of a cumulative condition analysis that was conducted for a short-term horizon year (Year 2026) assuming the proposed project is constructed and fully occupied.

## 6.1 Cumulative Projects

Cumulative projects are projects that are proposed and in the development review process, but not yet fully approved; or projects that have been approved, but not fully constructed or occupied. The following projects listed in Table 6 were provided per communication with City staff and are included in the Opening Year analysis.

**Table 6. Cumulative Projects**

No	Name	Location	Description
1	PLAN23-00010	Palmdale Rd. and Cantina St.	Development of a 30,840 square foot medical office
2	PLAN23-00015	Northeast corner of Braceo St and Dos Palmas Rd.	Tentative Tract Map to allow for 132 single family lots within two phases
3	PLAN23-00014	Southwest corner of Dos Palmas Rd. and Topaz Rd.	Tentative Tract Map to allow for 83 single family lots within the Talon Ranch Specific Plan
4	PLAN23-00009	North of Hopland St. and west of Cordova Rd.	Tentative Tract Map to allow for 109 single family lots
5	PLAN23-00007	141495 Mcart Rd.	24 multi-family complex on an approximately 1-acre parcel within the Civic Center Specific Plan
6	PLAN23-00003	Southwest corner of Cactus Rd. and Mesa Linda Ave.	New 406,000 square foot warehouse
7	N/A	Northwest corner of Cactus Rd. and Mesa Linda Ave.	New 176,000 square foot warehouse
8	N/A	Southeast corner of Mojave Dr. and Onyx Rd.	Residential subdivision with 79 single family dwellings
9	PLAN22-00015	Northeast corner of Mojave Dr. and Amethyst Rd.	Residential subdivision with 112 single family dwellings
10	PLAN22-00023 (Mojave 68)	Northwest corner of Mojave Dr. and Mesa Linda Ave.	New 1,097,300 square foot warehouse

**Source:** Email correspondence with the City of Victorville, 2023

Project trip generation for the cumulative projects were estimated using trip generation rates provided by the ITE *Trip Generation Handbook*, 11th Edition, or derived from traffic impact analyses, where available. As shown in Table 7, the cumulative projects are forecast to generate approximately 11,446 daily trips, 880 AM peak hour trips, and 1,112 PM peak hour trips. Figure 14 shows the locations of all cumulative projects, and Figure 15 shows the cumulative traffic volumes distributed throughout the network.

**Table 7. Cumulative Projects Trip Generation**

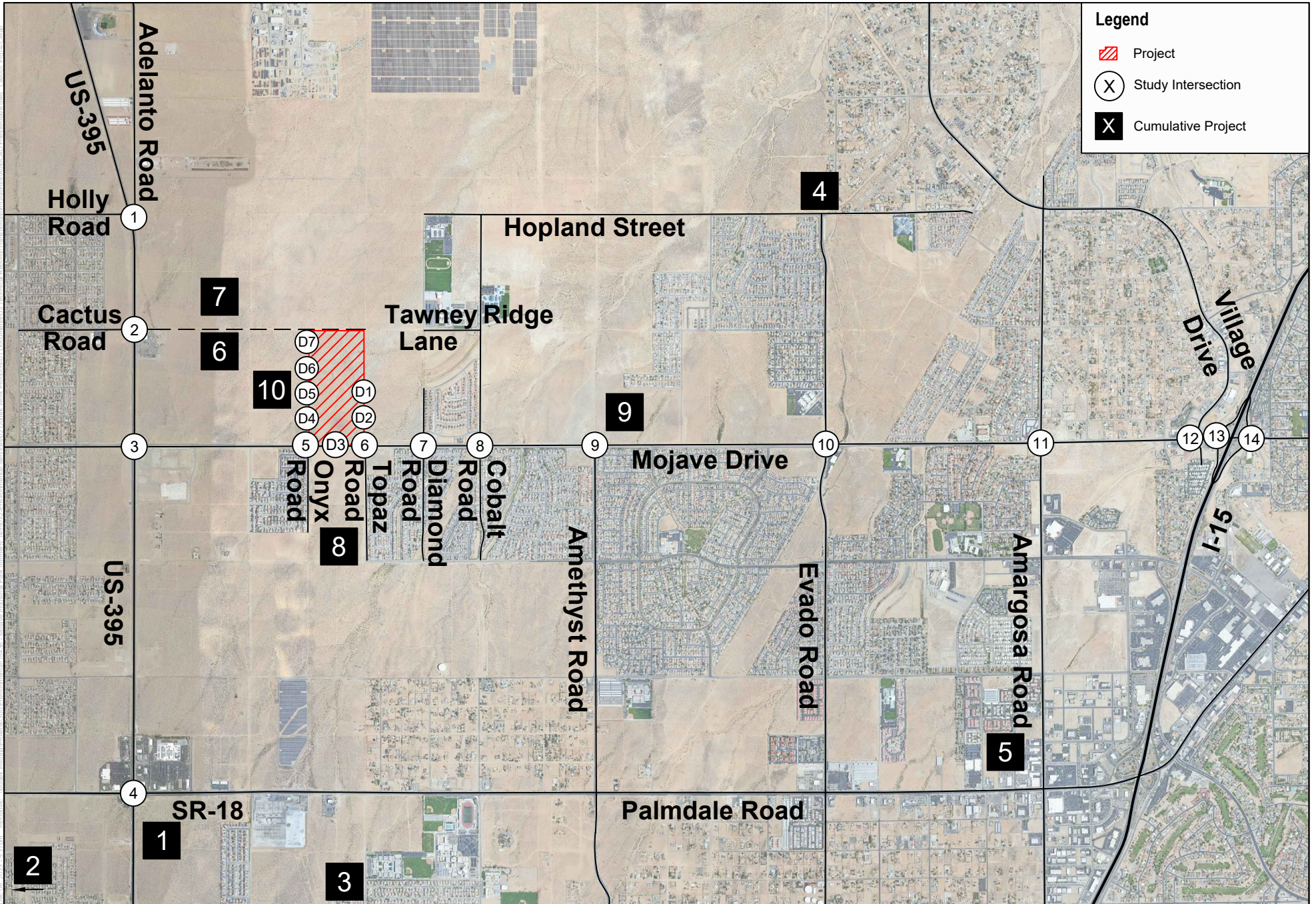
Land Use	ITE Code	Size/Units	Daily	AM Peak Hour			PM Peak Hour					
				In	Out	Total	In	Out	Total			
<b>Trip Rates<sup>1</sup></b>												
Warehousing	150	per TSF	1.71	0.13	0.04	0.17	0.05	0.13	0.18			
Single-Family Detached Housing	210	per DU	9.43	0.18	0.52	0.70	0.59	0.35	0.94			
Multifamily Housing (Low-Rise)	220	per DU	6.74	0.10	0.30	0.40	0.32	0.19	0.51			
Medical Office	720	per TSF	36.00	2.45	0.65	3.10	1.18	2.75	3.93			
<b>No.</b>	<b>Trip Generation</b>											
1	PLAN23-00010	Medical Office	720	30.840	TSF	1,110	76	20	96	36	85	121
2	PLAN23-00015	SFD	210	132	DU	1,245	24	68	92	78	46	124
3	PLAN23-00014	SFD	210	83	DU	783	15	43	58	49	29	78
4	PLAN23-00009	SFD	210	109	DU	1,028	20	56	76	65	38	102
5	PLAN23-00007	Multi-family	220	24	DU	162	2	7	10	8	5	12
6	PLAN23-00003	Warehouse	150	406	TSF	694	53	16	69	20	53	73
7	—	Warehouse	150	176	TSF	301	23	7	30	9	23	32
8	—	SFD	210	79	DU	2,844	193	51	245	93	217	310
9	PLAN22-00015	SFD	210	112	DU	1,056	20	58	78	66	39	105
10	PLAN22-00023	Warehouse	Scope <sup>2</sup>	1,097.3	TSF	2,223	96	30	126	41	112	153
<b>Total Cumulative Project Trip Generation</b>						<b>11,446</b>	<b>523</b>	<b>357</b>	<b>880</b>	<b>466</b>	<b>646</b>	<b>1,112</b>

**Notes:** DU = dwelling unit; TSF = thousand square feet; Cumulative projects provided by email correspondence with the City of Victorville 2023.

<sup>1</sup> Trip rates from *Trip Generation Handbook*, 11th Edition, Institute of Transportation Engineers (ITE), 2021.

<sup>2</sup> Trip generation is provided from the Mojave 68 Traffic Study Scope and Vehicle Miles Traveled (VMT) Screening for Proposed Warehouse (2023).



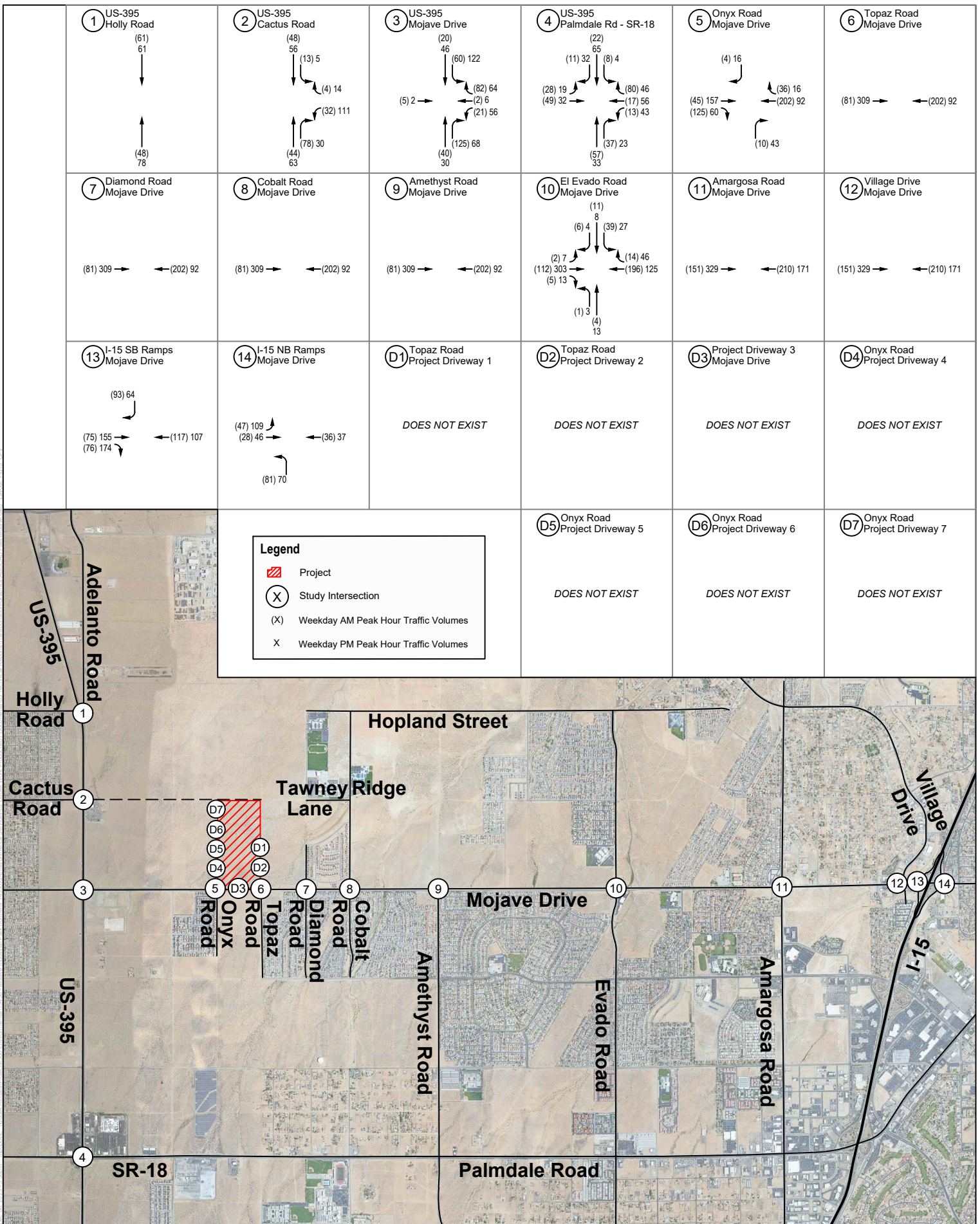


SOURCE: Google Earth 2022; City of Victorville Planning Department 2023

**FIGURE 14**  
**Cumulative Project Locations**  
 Mojave Industrial Park Project



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SOURCE: Google Earth 2022

**Figure 15**  
 Cumulative Projects Peak Hour Traffic Volumes  
 Mojave Industrial Park Project

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## 6.2 Intersection Operations

The existing intersection configurations have been assumed to be preserved under the Opening Year (2026) conditions. Figure 16 illustrates the Opening Year (2026) (no project) traffic volumes for the peak hour conditions and Figure 17 illustrates the Opening Year (2026) (with project) traffic volumes for the peak hour conditions.

Table 8 summarizes the results of the Opening Year (2026) intersection analysis for the AM and PM peak hours, with and without the project. As shown in the table, the project would result in a significant impact at the following intersections. The project would either worsen the intersection peak hour LOS to E or worse (below acceptable standards) and/or worsen an already deficient intersection by two percent or more.

### Opening Year (with Project)

- **#3:** U.S. Hwy 395/Mojave Drive (signalized, LOS E AM peak hour, LOS F PM peak hour)
- **#4:** U.S. Hwy 395/SR-18 (signalized, LOS E AM peak hour)
- **#6:** Topaz Road/Mojave Drive (TWSC, LOS F both peak hours)
- **#7:** Diamond Road/Mojave Drive (TWSC, LOS F both peak hours)
- **#8:** Cobalt Road/Mojave Drive (signalized, LOS F AM peak hour, LOS E PM peak hour)
- **#10:** El Evado Road/Mojave Drive (signalized, LOS E both peak hours)
- **#11:** Amargosa Road/Mojave Drive (signalized, LOS F PM peak hour)
- **#12:** Village Drive/Mojave Drive (signalized, LOS F AM peak hour, LOS E PM peak hour)

Recommended improvements related to signalization and/or lane geometrics are identified in Section 10.

In addition, peak hour signal warrants per the CA MUTCD (Warrant 3) were reviewed under AM and PM peak hour Opening Year (2026) conditions to determine whether the installation of a traffic signal may be warranted at the intersections of Topaz Road/Mojave Drive and Diamond Road/Mojave Drive. It should be noted that the project is proposing to install a signal at the intersection of Topaz Road and Mojave Drive. All signal warrants are provided in Appendix E. Based on the analysis, the signal warrant is met for the following analysis scenarios:

- **#6:** Topaz Road/Mojave Drive
  - Opening Year (2026) plus Project (PM peak hour)
  - Horizon Year (2040) (PM peak hour)
  - Horizon Year (2040) plus Project (both peak hours)
- **#7:** Diamond Road/Mojave Drive
  - Existing (AM peak hour)
  - Opening Year (2026) (AM peak hour)
  - Opening Year (2026) plus Project (AM peak hour)
  - Horizon Year (2040) (AM peak hour)
  - Horizon Year (2040) plus Project (AM peak hour)



## 6.3 Roadway Segment Operations

Table 9 shows the results of the roadway segment LOS analysis. As shown below, the study area roadway segments are forecast to operate at acceptable conditions under Opening Year (2026) conditions, with and without the project traffic.

**Table 8. Opening Year (2026) Weekday Peak Hour Intersection LOS (with and without Project)**

No.	Intersection	Traffic Control <sup>1</sup>	Opening Year (2026)				Opening Year (2026) Plus Project				% Change in Delay		Threshold Exceeded?	
			AM Peak		PM Peak		AM Peak		PM Peak		AM	PM	AM	PM
			Delay <sup>2</sup>	LOS	Delay <sup>2</sup>	LOS	Delay <sup>2</sup>	LOS	Delay <sup>2</sup>	LOS				
1	U.S. Hwy 395/Adelanto Rd./ Holly Rd.	OWSC	12.2	B	14.2	B	12.3	B	14.3	B	0.8%	0.7%	No	No
2	U.S. Hwy 395/Cactus Rd.	Signal	10.7	B	16.2	B	12.3	B	22.5	C	15.0%	38.9%	No	No
3	U.S. Hwy 395/Mojave Dr.	Signal	49.7	D	<b>61.9</b>	<b>E</b>	<b>55.9</b>	<b>E</b>	<b>83.1</b>	<b>F</b>	12.5%	34.2%	<b>Yes</b>	<b>Yes</b>
4	U.S. Hwy 395/SR 18	Signal	<b>65.7</b>	<b>E</b>	<b>65.8</b>	<b>E</b>	<b>67.4</b>	<b>E</b>	<b>66.5</b>	<b>E</b>	2.6%	1.1%	<b>Yes</b>	No
5	Onyx Road (new)/Mojave Dr.	OWSC	16.2	C	13.4	B	16.9	C	14.1	B	4.3%	5.2%	No	No
6	Topaz Road (new)/Mojave Dr.	OWSC	27.1	D	21.9	C	<b>1808.7</b>	<b>F</b>	<b>2039.9</b>	<b>F</b>	6574.2%	9214.6%	<b>Yes</b>	<b>Yes</b>
7	Diamond Rd./Mojave Dr.	TWSC	<b>244.7</b>	<b>F</b>	<b>76.0</b>	<b>F</b>	<b>573.3</b>	<b>F</b>	<b>242.1</b>	<b>F</b>	134.3%	218.6%	<b>Yes</b>	<b>Yes</b>
8	Cobalt Rd./Mojave Dr.	Signal	<b>121.9</b>	<b>F</b>	<b>74.2</b>	<b>E</b>	<b>214.2</b>	<b>F</b>	<b>77.7</b>	<b>E</b>	75.7%	4.7%	<b>Yes</b>	<b>Yes</b>
9	Amethyst Rd./Mojave Dr.	Signal	14.2	B	8.4	A	14.1	B	8.6	A	-0.7%	2.4%	No	No
10	El Evado Rd./Mojave Dr.	Signal	49.5	D	38.2	D	<b>71.0</b>	<b>E</b>	<b>56.2</b>	<b>E</b>	43.4%	47.1%	<b>Yes</b>	<b>Yes</b>
11	Amargosa Rd./Mojave Dr.	Signal	44.6	D	47.2	D	50.6	D	<b>86.3</b>	<b>F</b>	13.5%	82.8%	No	<b>Yes</b>
12	Village Dr./Mojave Dr.	Signal	<b>70.0</b>	<b>E</b>	52.7	D	<b>125.4</b>	<b>F</b>	<b>66.6</b>	<b>E</b>	79.1%	26.4%	<b>Yes</b>	<b>Yes</b>
13	I-15 SB Ramps/Mojave Dr. <sup>3</sup>	Signal	15.2	B	15.0	B	20.3	C	24.5	C	33.6%	63.3%	No	No
14	I-15 NB Ramps/Mojave Dr. <sup>3</sup>	Signal	19.3	B	20.9	C	28.1	C	36.4	D	45.6%	74.2%	No	No
D1	Topaz Rd./Project Driveway 1	OWSC	—	—	—	—	8.9	A	9.9	A	N/A	N/A	No	No
D2	Topaz Rd./ Project Driveway 2	OWSC	—	—	—	—	8.6	A	10.0	B	N/A	N/A	No	No
D3	Project Driveway 3/ Mojave Dr.	OWSC	—	—	—	—	9.6	A	8.8	A	N/A	N/A	No	No
D4	Onyx Rd./Project Driveway 4	OWSC	—	—	—	—	9.4	A	8.6	A	N/A	N/A	No	No
D5	Onyx Rd./Project Driveway 5	OWSC	—	—	—	—	9.6	A	8.8	A	N/A	N/A	No	No
D6	Onyx Rd./Project Driveway 6	OWSC	—	—	—	—	8.6	A	8.6	A	N/A	N/A	No	No
D7	Onyx Rd./Project Driveway 7	OWSC	—	—	—	—	8.4	A	9.0	A	N/A	N/A	No	No

**Notes:** SB = southbound; NB = northbound; LOS = Level of Service; **Bold:** Exceeds LOS D threshold

<sup>1</sup> OWSC = one-way stop control; TWSC = two-way stop control

<sup>2</sup> Delay in seconds per vehicle; highest movement delay is reported for TWSC intersections; Increases in project-related traffic may not affect critical movements; therefore, slight decreases in delay may occur with the addition of project traffic.

<sup>3</sup> LOS presented for informational purposes. Caltrans intersections evaluated based on Caltrans guidelines for safety (e.g., vehicular queuing) as presented in Section 9.

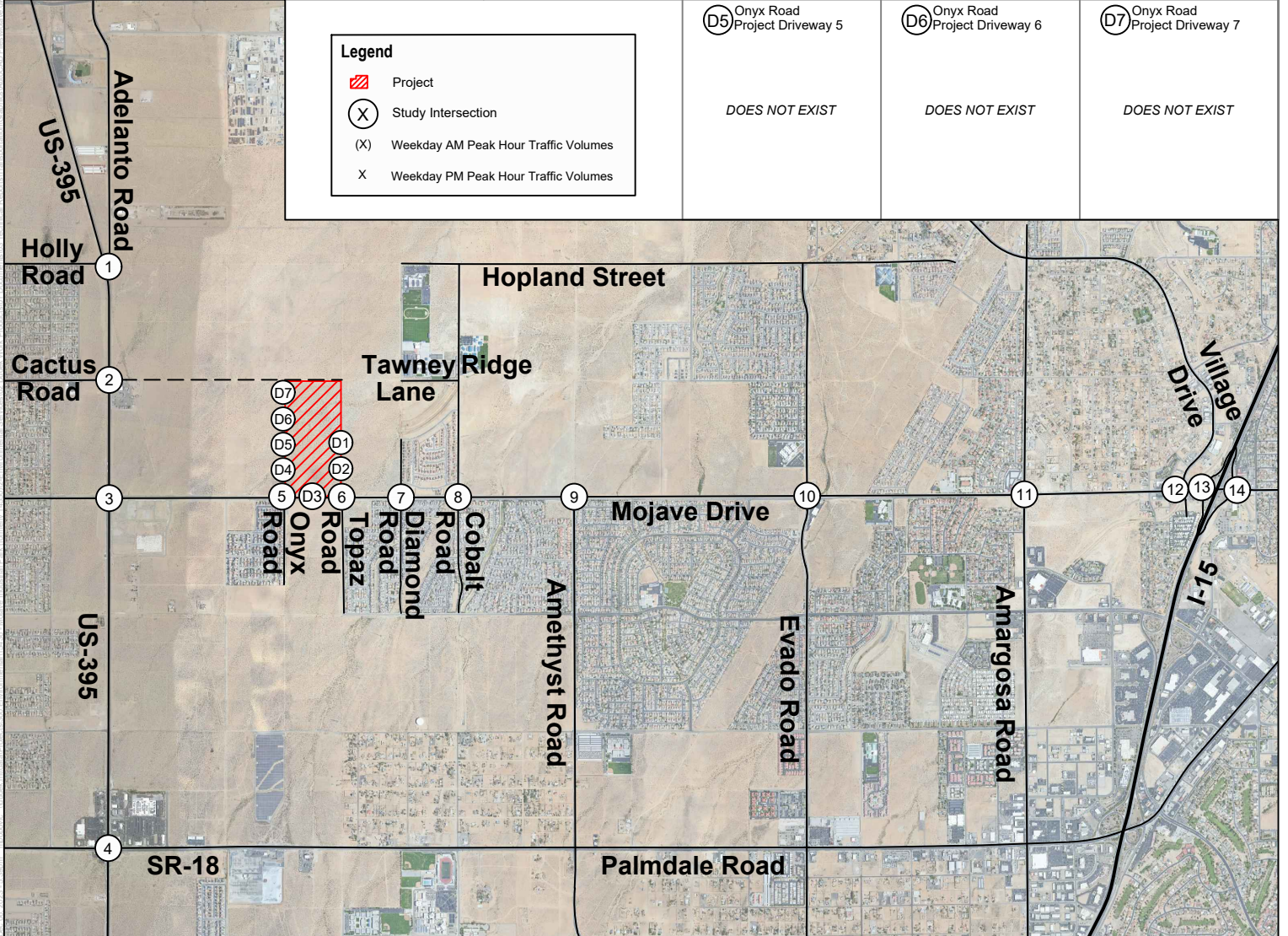
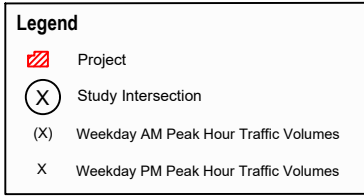
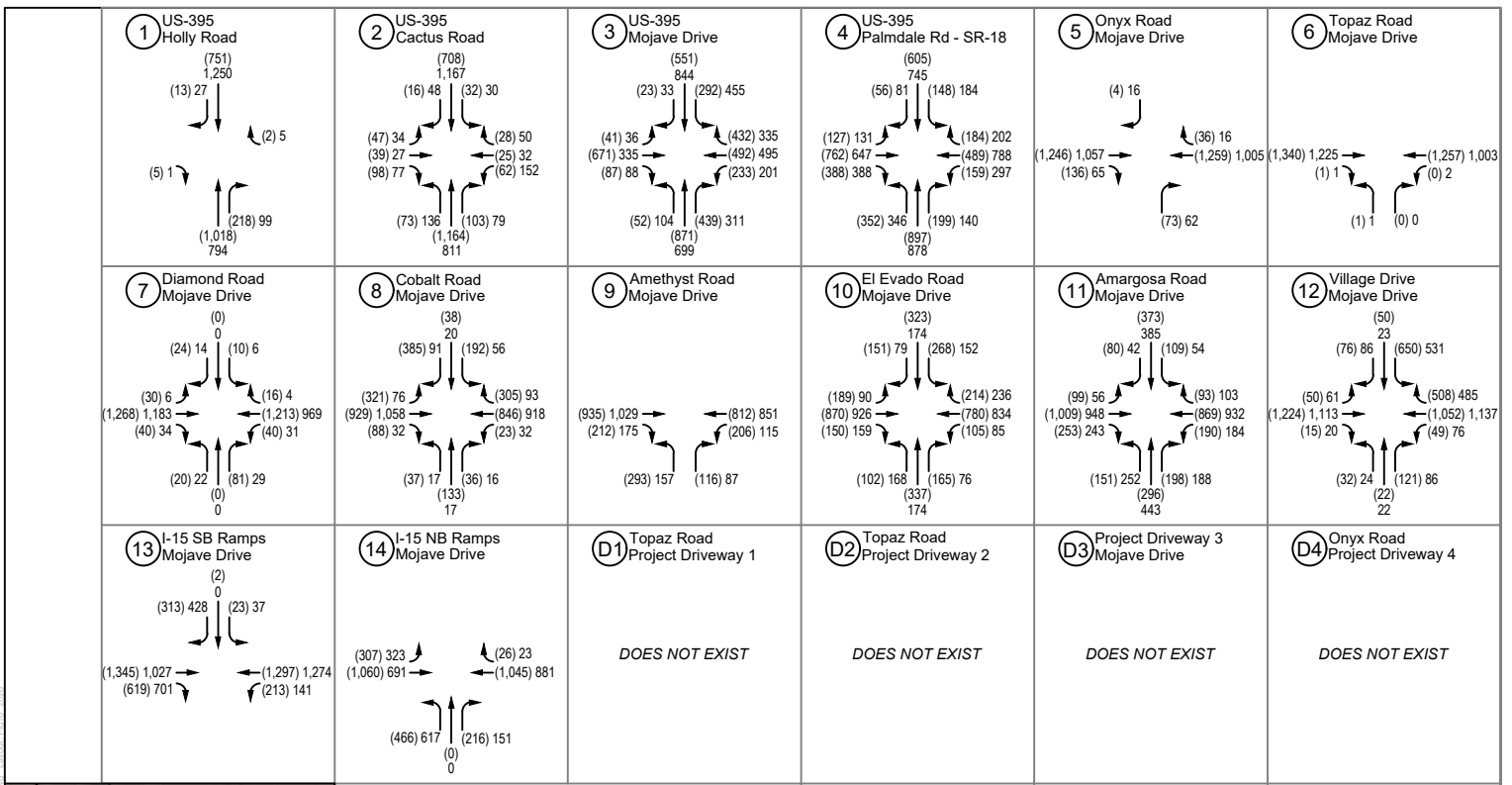
**Table 9. Opening Year (2026) ADT Roadway Segment Level of Service**

Roadway Segment	Classification	Speed (MPH)	No. of Lanes	LOS D Capacity <sup>1</sup>	Average Daily Traffic <sup>2</sup>		Exceeds Acceptable Capacity?
					Opening Year (2026)	Opening Year (2026) Plus Project	
1   U.S. Hwy 395, between Cactus Rd. and Mojave Dr.	Super Arterial	60	4D	64,800	30,798	31,701	No
2   U.S. Hwy 395, between Mojave Dr. and Seneca Rd.	Super Arterial	60	4D	64,800	30,547	31,323	No
3   Mojave Dr., between U.S. Hwy 395, and Onyx Rd.	Super Arterial	60	4D	64,800	26,963	27,962	No
4   Mojave Dr., between Onyx Rd. and Cobalt Rd.	Super Arterial	60	4D	64,800	27,812	31,566	No

**Notes:** XD = # of lanes Divided; **Bold:** Exceeds “Acceptable” threshold

<sup>1</sup> Capacity determined from Table 3 in Section 4.4, Analysis Methodology. The study roadways are classified as Super Arterials in the General Plan, and this classification most directly correlates to the Divided Highway facility identified in Table 3.

<sup>2</sup> Volume provided from average daily traffic (ADT) counts conducted on August 23, 2023

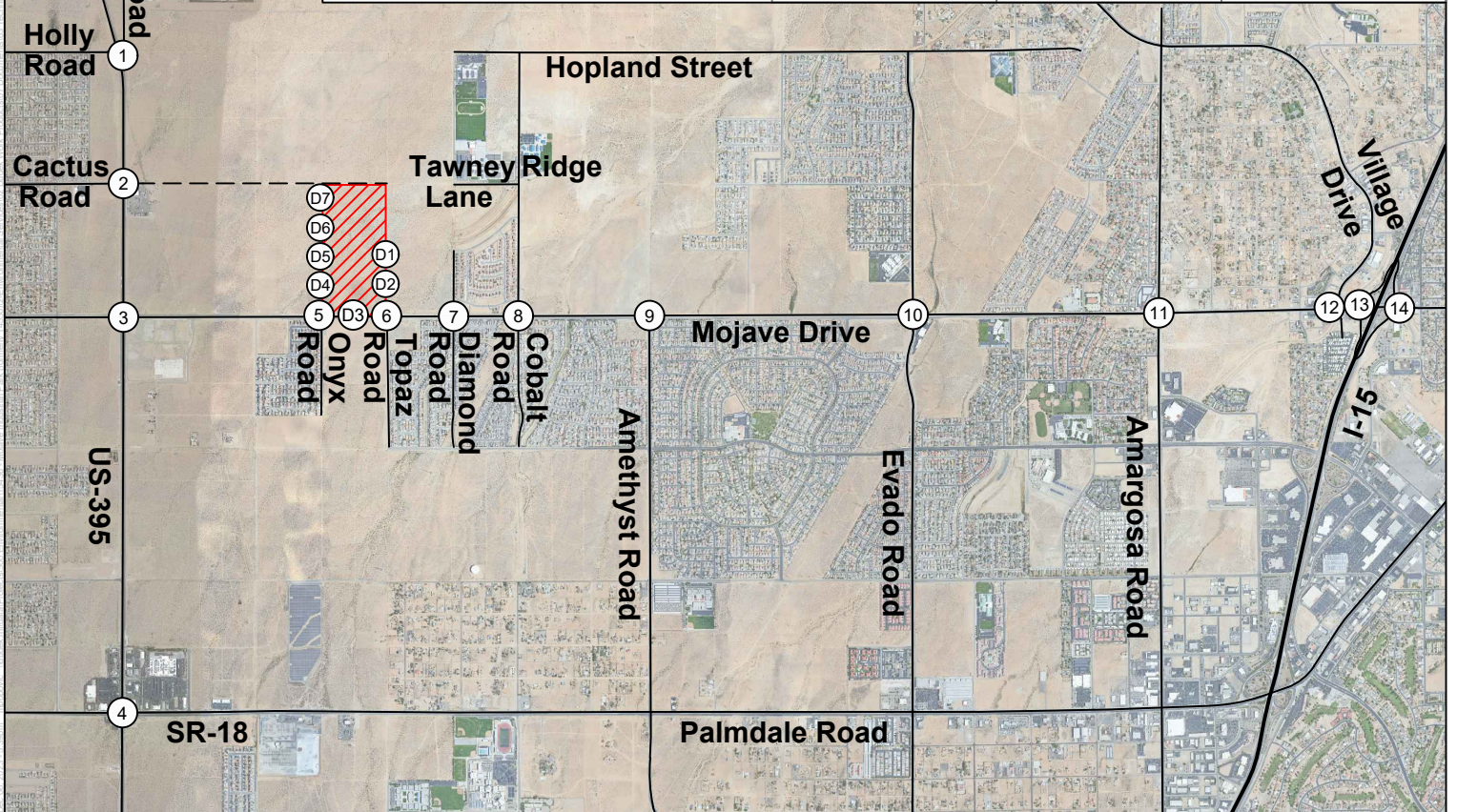
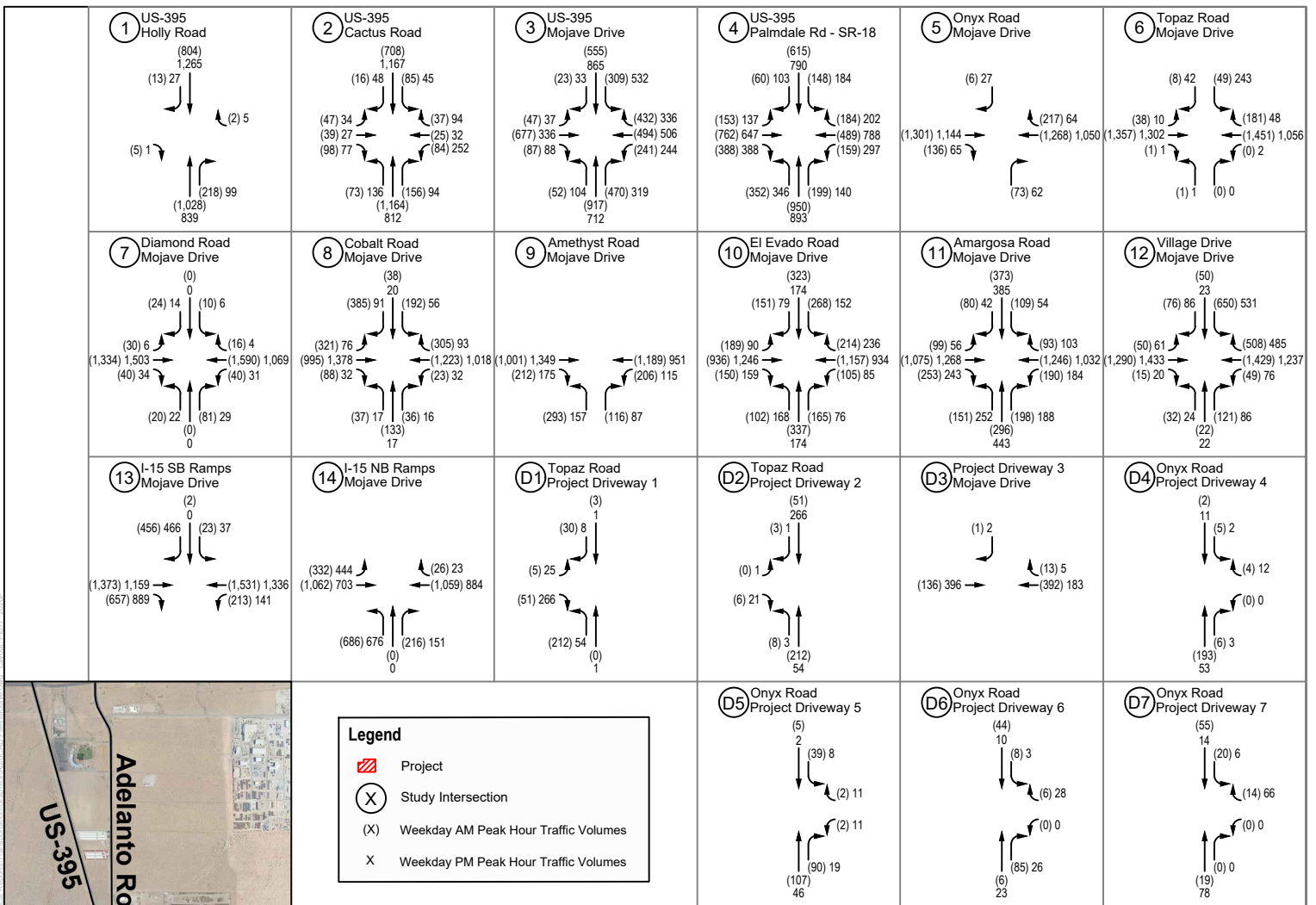


SOURCE: Google Earth 2022

Figure 16  
Opening Year (2026) Traffic Volumes  
Mojave Industrial Park Project



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SOURCE: Google Earth 2022

Figure 17  
Opening Year (2026) plus Project Traffic Volumes  
Mojave Industrial Park Project

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# 7 Horizon Year (2040)

This section presents the results of the Horizon Year 2040 analysis.

## 7.1 Intersection Operations

Figure 18 illustrates the Horizon Year (2040) (no project) traffic volumes for the peak hour conditions and Figure 19 illustrates the Horizon Year (2040) (with project) traffic volumes for the peak hour conditions. Table 10 summarizes the results of the Horizon Year (2040) intersection analysis for the AM and PM peak hours, with and without the project. As shown in the table, the project would result in a significant impact at the following intersections. The project would either worsen the intersection peak hour LOS to E or worse (below acceptable standards) and/or worsen an already deficient intersection by two percent or more.

### Horizon Year (with Project)

- **#3:** U.S. Hwy 395/Mojave Drive (signalized, LOS F both peak hours)
- **#4:** U.S. Hwy 395/SR-18 (signalized, LOS F AM peak hour)
- **#7:** Diamond Road/Mojave Drive (TWSC, LOS F both peak hours)
- **#8:** Cobalt Road/Mojave Drive (signalized, LOS F AM peak hour)
- **#10:** El Evado Road/Mojave Drive (signalized, LOS F AM peak hour, LOS E PM peak hour)
- **#11:** Amargosa Road/Mojave Drive (signalized, LOS F PM peak hour)
- **#12:** Village Drive/Mojave Drive (signalized, LOS F both peak hours)

Recommended improvements related to signalization and/or lane geometrics are identified in Section 10. In addition, as previously discussed, peak hour signal warrants were met for the following Horizon Year conditions at Topaz Road and Mojave Drive and Diamond Road and Mojave Drive. It should also be noted that the project is proposing to install a signal at the intersection of Topaz Road and Mojave Drive, when warrants are met.

- **#6:** Topaz Road/Mojave Drive
  - Horizon Year (2040) (PM peak hour)
  - Horizon Year (2040) plus Project (both peak hours)
- **#7:** Diamond Road/Mojave Drive
  - Horizon Year (2040) (AM peak hour)
  - Horizon Year (2040) plus Project (AM peak hour)

## 7.2 Roadway Segment Operations

Table 11 shows the results of the roadway segment LOS analysis. As shown below, the study area roadway segments are forecast to operate at acceptable conditions under Horizon Year conditions, with and without the project-added traffic.



**Table 10. Horizon Year (2040) Weekday Peak Hour Intersection LOS (with and without Project)**

No.	Intersection	Traffic Control <sup>1</sup>	Horizon Year (2040)				Horizon Year (2040) Plus Project				% Change in Delay		Threshold Exceeded?	
			AM Peak		PM Peak		AM Peak		PM Peak		AM	PM	AM	PM
			Delay <sup>2</sup>	LOS	Delay <sup>2</sup>	LOS	Delay <sup>2</sup>	LOS	Delay <sup>2</sup>	LOS				
1	U.S. Hwy 395/Adelanto Rd./Holly Rd.	OWSC	20.4	C	22.8	C	21.2	C	23.1	C	3.9%	1.3%	No	No
2	U.S. Hwy 395/Cactus Rd.	Signal	17.4	B	36.1	D	21.5	C	44.4	D	23.6%	23.0%	No	No
3	U.S. Hwy 395/Mojave Dr.	Signal	<b>116.8</b>	F	<b>191.6</b>	F	<b>128.9</b>	F	<b>225.9</b>	F	10.4%	17.9%	Yes	Yes
4	U.S. Hwy 395/SR 18	Signal	<b>138.0</b>	F	<b>166.8</b>	F	<b>141.6</b>	F	<b>168.3</b>	F	2.6%	0.9%	Yes	No
5	Onyx Road (new)/Mojave Dr.	OWSC	19.7	C	17.0	C	20.6	C	18.1	C	4.6%	6.5%	No	No
6	Topaz Road (new)/Mojave Dr. <sup>3</sup>	Signal	8.2	A	14.3	B	10.3	B	26.1	C	25.6%	82.5%	No	No
7	Diamond Rd./Mojave Dr.	TWSC	<b>865.1</b>	F	<b>325.7</b>	F	<b>1477.9</b>	F	<b>921.0</b>	F	70.8%	182.8%	Yes	Yes
8	Cobalt Rd./Mojave Dr.	Signal	<b>77.1</b>	E	38.8	D	<b>135.4</b>	F	44.2	D	75.6%	13.9%	Yes	No
9	Amethyst Rd./Mojave Dr.	Signal	27.8	C	17.1	B	34.1	C	18.4	B	22.7%	7.6%	No	No
10	El Evado Rd./Mojave Dr.	Signal	<b>60.6</b>	E	43.4	D	<b>112.8</b>	F	<b>68.4</b>	E	86.1%	57.6%	Yes	Yes
11	Amargosa Rd./Mojave Dr.	Signal	50.8	D	<b>60.7</b>	E	54.2	D	<b>100.6</b>	F	6.7%	65.7%	No	Yes
12	Village Dr./Mojave Dr.	Signal	<b>118.6</b>	F	<b>72.9</b>	E	<b>179.2</b>	F	<b>89.7</b>	F	51.1%	23.0%	Yes	Yes
13	I-15 SB Ramps/Mojave Dr. <sup>4</sup>	Signal	21.7	C	33.9	C	30.3	C	<b>62.4</b>	E	39.6%	84.1%	No	Yes
14	I-15 NB Ramps/Mojave Dr. <sup>4</sup>	Signal	27.0	C	29.5	C	44.6	D	44.8	D	65.2%	51.9%	No	No
D1	Topaz Rd./Project Driveway 1	OWSC	—	—	—	—	9.9	A	13.9	B	N/A	N/A	No	No
D2	Topaz Rd./ Project Driveway 2	OWSC	—	—	—	—	8.9	A	12.8	B	N/A	N/A	No	No
D3	Project Driveway 3/ Mojave Dr.	OWSC	—	—	—	—	9.8	A	8.9	A	N/A	N/A	No	No
D4	Onyx Rd./Project Driveway 4	OWSC	—	—	—	—	10.6	B	8.9	A	N/A	N/A	No	No
D5	Onyx Rd./Project Driveway 5	OWSC	—	—	—	—	11.1	B	9.3	A	N/A	N/A	No	No
D6	Onyx Rd./Project Driveway 6	OWSC	—	—	—	—	8.8	A	8.9	A	N/A	N/A	No	No
D7	Onyx Rd./Project Driveway 7	OWSC	—	—	—	—	8.5	A	9.7	A	N/A	N/A	No	No

**Notes:** SB = southbound; NB = northbound; LOS = Level of Service; **Bold:** Exceeds LOS D threshold

<sup>1</sup> OWSC = one-way stop control; TWSC = two-way stop control

<sup>2</sup> Delay in seconds per vehicle; highest movement delay is reported for TWSC intersections; Increases in project-related traffic may not affect critical movements; therefore, slight decreases in delay may occur with the addition of project traffic. LOS presented for informational purposes.

<sup>3</sup> Under the 2040 Horizon Year conditions, it is assumed that a signal would be installed at the intersection of Topaz Road/Mojave Drive (#6), as part of the project.

<sup>4</sup> Caltrans intersections evaluated based on Caltrans guidelines for safety (e.g., vehicular queuing) as presented in Section 9.

**Table 11. Horizon Year (2040) ADT Roadway Segment Level of Service**

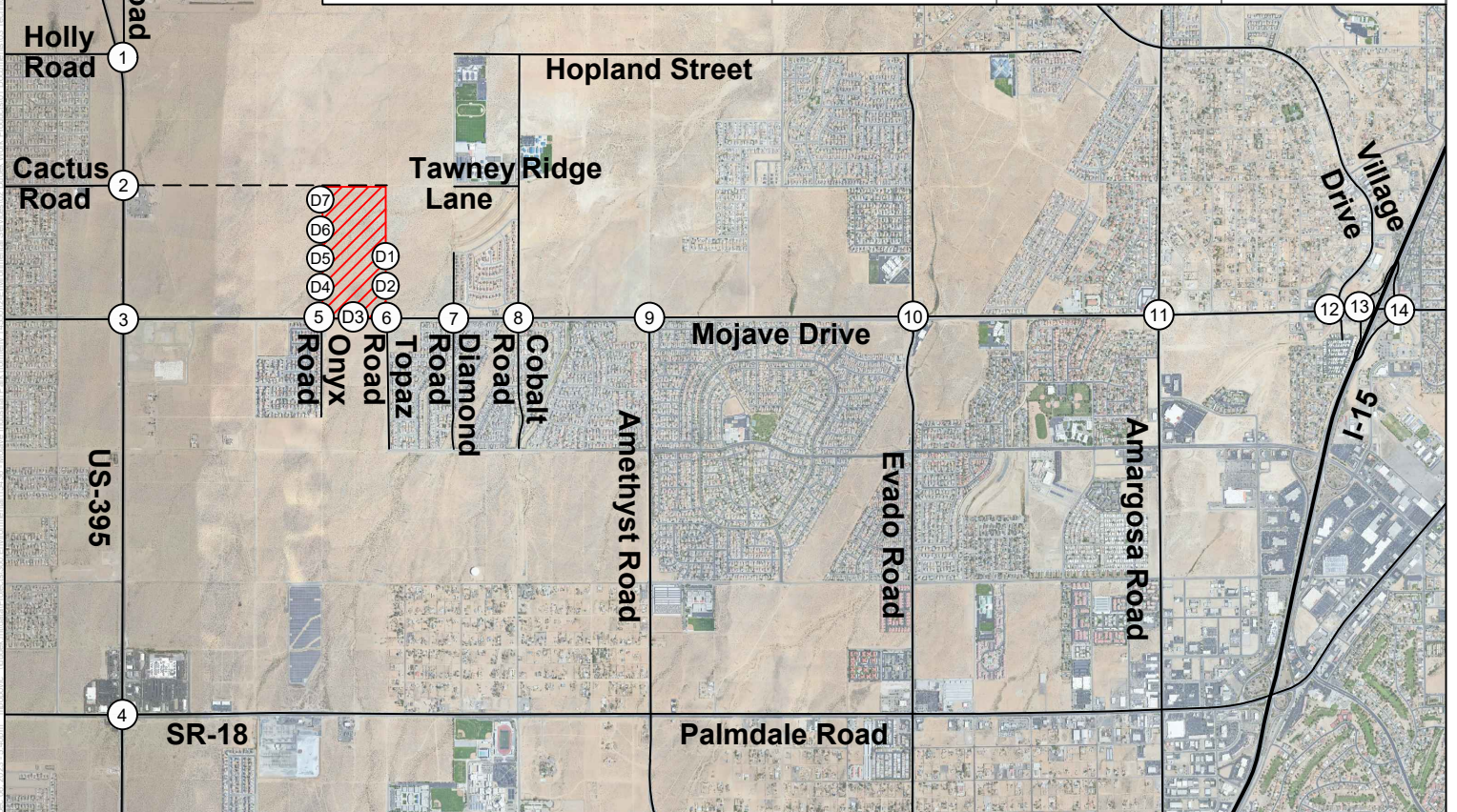
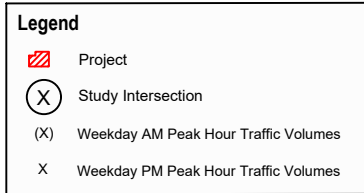
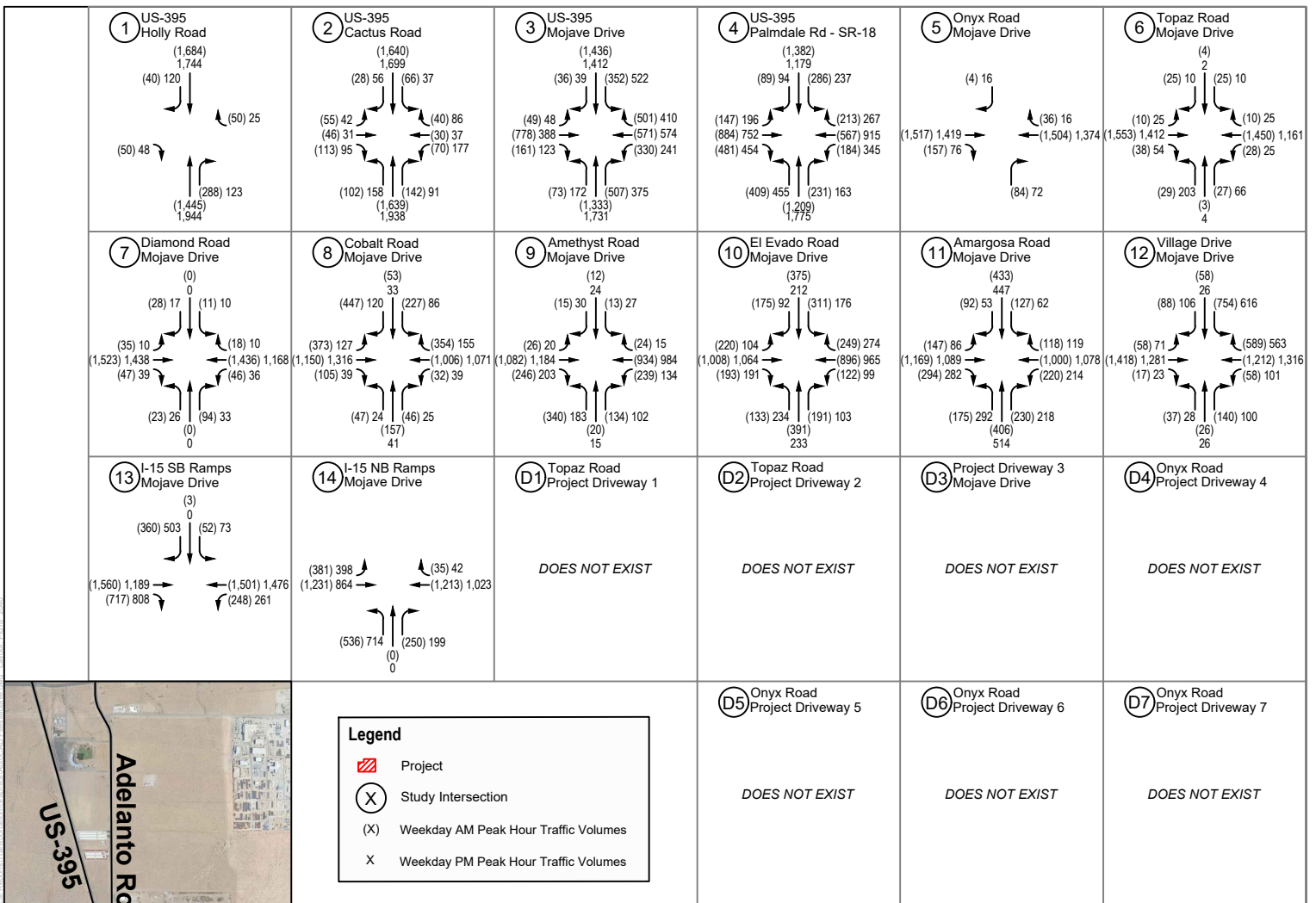
Roadway Segment	Classification	Speed (MPH)	No. of Lanes	LOS D Capacity <sup>1</sup>	Average Daily Traffic <sup>2</sup>		Exceeds Acceptable Capacity?
					Horizon Year (2040)	Horizon Year (2040) Plus Project	
1 U.S. Hwy 395, between Cactus Rd. and Mojave Dr.	Super Arterial	60	4D	64,800	52,357	53,260	No
2 U.S. Hwy 395, between Mojave Dr. and Seneca Rd.	Super Arterial	60	4D	64,800	51,930	52,706	No
3 Mojave Dr., between U.S. Hwy 395, and Onyx Rd.	Super Arterial	60	4D	64,800	36,400	37,399	No
4 Mojave Dr., between Onyx Rd. and Cobalt Rd.	Super Arterial	60	4D	64,800	37,546	41,300	No

**Notes:** XD = # of lanes Divided; **Bold:** Exceeds “Acceptable” threshold

<sup>1</sup> Capacity determined from Table 3 in Section 4.4, Analysis Methodology. The study roadways are classified as Super Arterials in the General Plan, and this classification most directly correlates to the Divided Highway facility identified in Table 3.

<sup>2</sup> Volume provided from average daily traffic (ADT) counts conducted on August 23, 2023

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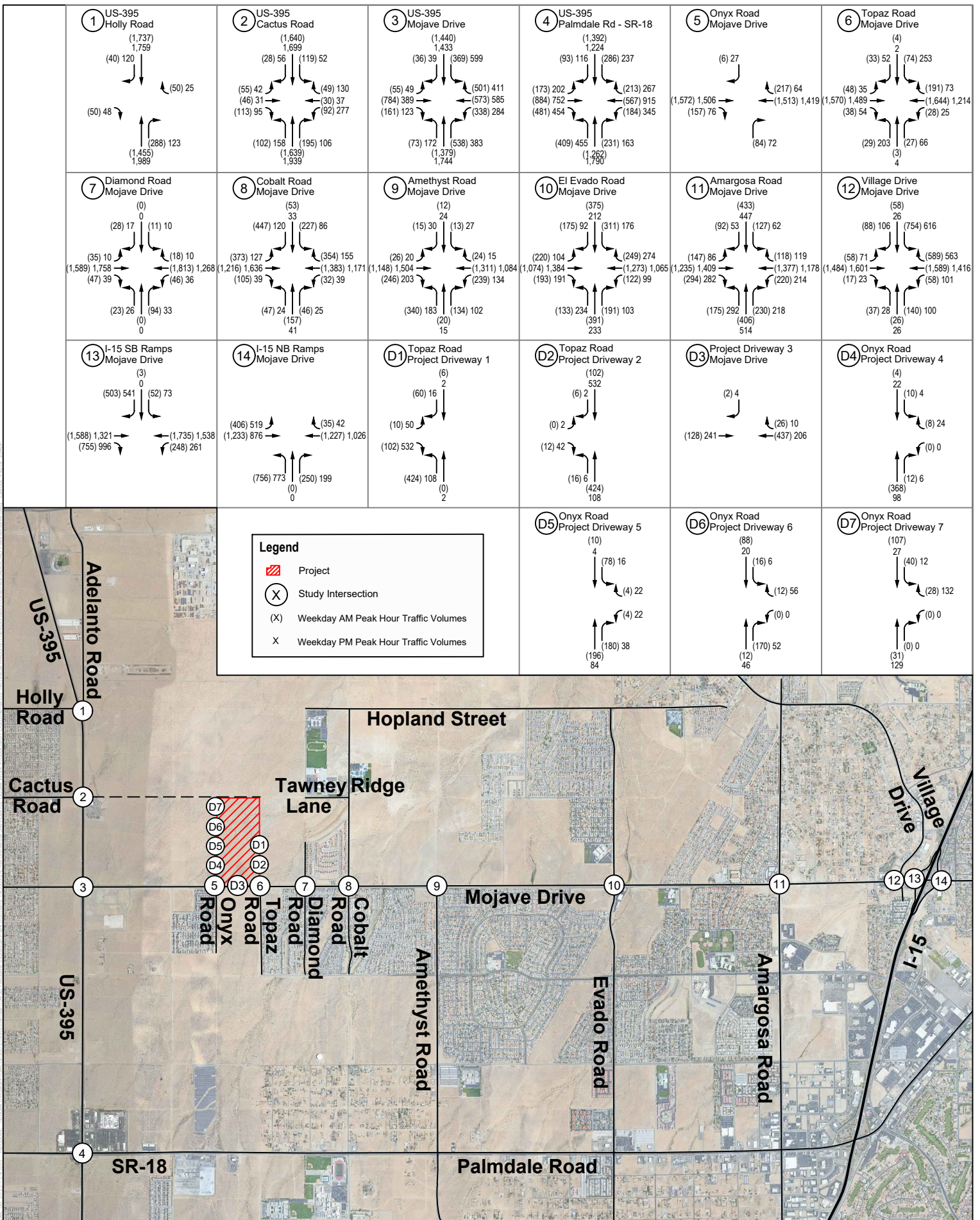


SOURCE: Google Earth 2022

Figure 18  
 Horizon Year (2040) Traffic Volumes  
 Mojave Industrial Park Project



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SOURCE: Google Earth 2022

Figure 19  
 Horizon Year (2040) plus Project Traffic Volumes  
 Mojave Industrial Park Project

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# 8 Project Site Access

This section describes the proposed site access and improvements, pedestrian and bicycle access, and emergency access, and presents the results of an off-site queuing analysis conducted at the project driveways. A summary of the driveway access locations is provided below:

- **D1:** Topaz Road/Driveway 1 - full access; trucks/passenger vehicles
- **D2:** Topaz Road/Project Driveway 2 - full access; trucks/passenger vehicles
- **D3:** Mojave Drive/ Project Driveway 3 - right in/right out only; passenger vehicles only
- **D4:** Onyx Road/Project Driveway 4 - full access; trucks/passenger vehicles
- **D5:** Onyx Road/Project Driveway 5 - full access; passenger vehicles only
- **D6:** Onyx Road/Project Driveway 6 - full access; trucks only
- **D7:** Onyx Road/Project Driveway 7 - full access; trucks only

A queuing analysis was prepared for all Project driveways to assess the adequacy of any off-site storage lanes into the Project site, as well as the adequacy of driveway throat lengths and space on-site for vehicles to queue without effecting the internal circulation on the Project site. All queuing analysis data and SimTraffic queuing worksheets are provided in Appendix D. As shown in Table 12, the proposed Project would not result in unacceptable queueing conditions into or out of the Project site.

**Table 12. Horizon Year (2040) plus Project Peak-Hour Queuing Summary**

No.	Intersection	Movement <sup>1</sup>	Pocket Length <sup>1</sup>	Horizon Year (2040) plus Project			
				AM Peak Hour		PM Peak Hour	
				95th Percentile Queue <sup>2</sup>	Exceeds Turn Pocket Length?	95th Percentile Queue <sup>2</sup>	Exceeds Turn Pocket Length?
D1	Topaz Road/Driveway 1	EBLR <sup>3</sup>	230	54	No	189	No
		NBL <sup>4</sup>	120	67	No	16	No
		NBT <sup>4</sup>	120	19	No	0	No
		SBTR <sup>4</sup>	12	3	No	0	No
D2	Topaz Road/Driveway	EBLR <sup>3</sup>	230	34	No	51	No
		NBL <sup>4</sup>	360	10	No	15	No
		SBTR <sup>4</sup>	120	0	No	72	No
D3	Mojave Drive/ Project Driveway 3	SBR <sup>3</sup>	100	16	No	22	No
D4	Onyx Road/Project Driveway 4	WBLR <sup>3</sup>	200	31	No	43	No
		SBLT <sup>4</sup>	175	22	No	6	No
D5	Onyx Road/Project Driveway 5	WBLR <sup>3</sup>	200	33	No	46	No
		NBTR <sup>4</sup>	175	7	No	0	No
		SBLT <sup>4</sup>	115	51	No	11	No
D6	Onyx Road/Project Driveway 6	WBLR <sup>3</sup>	330	36	No	48	No
		NBTR <sup>4</sup>	115	5	No	0	No
		SBLT <sup>4</sup>	1,725	22	No	4	No



**Table 12. Horizon Year (2040) plus Project Peak-Hour Queuing Summary**

No.	Intersection	Movement <sup>1</sup>	Pocket Length <sup>1</sup>	Horizon Year (2040) plus Project			
				AM Peak Hour		PM Peak Hour	
				95th Percentile Queue <sup>2</sup>	Exceeds Turn Pocket Length?	95th Percentile Queue <sup>2</sup>	Exceeds Turn Pocket Length?
D7	Onyx Road/Project Driveway 7	WBLR <sup>3</sup>	100	43	No	56	No
		SBLT <sup>4</sup>	175	13	No	9	No

Source: Appendix D

Notes: EBLR = eastbound left-turn lane; NBL = northbound left-turn lane; NBT = northbound through lane; SBTR = southbound through-right lane; SBR = southbound right-turn lane; WBLR = westbound left-right turn lane; SBLT = southbound left-through lane; NBTR = northbound through-right lane

<sup>1</sup> Measured in feet.

<sup>2</sup> Based on 95th percentile (design) queue length in SimTraffic 11

<sup>3</sup> Length is based on the estimated stacking distance to nearest project internal gate and/or parking area.

<sup>4</sup> Length is based on the estimated stacking distance to nearest project driveway or intersection.

### Proposed Site Access Improvements

The Project would include improvements along Cactus Road, Mojave Road, Onyx Road, and Topaz Road, including frontage landscaping, pedestrian improvements, and bicycle improvements as outlined by the Circulation Element in the General Plan. Figure 20 presents the proposed cross sections along these roads. All roadway improvements required as part of the Project, whether located on or off site, would be designed and constructed in accordance with all applicable local, state, and federal roadway standards and practices. As the Project continues through design review, detailed roadway improvements will continue to be developed in coordination with the City.

### Pedestrian and Bicycle Access

The Project would construct sidewalks along all Project frontages. Class II bike lanes are also proposed on Cactus Road, Mojave Road, Onyx Road, and Topaz Road, and will be constructed as future improvements when adopted by the City. The project’s proposed road geometry will accommodate the future bike lanes along these roads. The City of Victorville Non-Motorized Transportation Plan proposes a Class I bike trail/path along the Southern California Edison (SCE) Power Line Corridor, beginning near the intersection of Cactus Road and U.S. Highway 395 and continuing southeast to I-15. The applicant should work with the City to identify when the future bike lane should be installed. Additionally, as the adjacent areas surrounding the Project site continue to become developed, connectivity to other areas of the City will be realized.

### Emergency Access

All roadway, intersection and Project access improvements would be overseen by the applicable lead agency and their qualified traffic engineers. This approach would ensure compliance with all applicable roadway design requirements. In the event of an emergency all the site access driveways would enable vehicles to enter/exit the Project site. All street improvements will be designed with adequate width, turning radius, and grade to facilitate access by City’s firefighting apparatus, and to provide alternative emergency ingress and egress. The site plan would be subject to plan review by the City’s Fire Department to ensure proper access for fire and emergency response is provided and required fire suppression features are included. Therefore, the Project’s impact due to inadequate emergency access would be less than significant. As such, no hazardous design features would be part of the Project’s roadway improvements or site access.



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# 9 Caltrans Queuing Analysis

A queuing analysis was performed for the southbound and northbound I-15 ramps at Mojave Drive to assess vehicle queues for the off ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially “spill back” onto the I-15 mainline.

The queuing analysis was prepared for the Caltrans freeway ramps as part of the Caltrans safety analysis and to evaluate the intersections from a safety perspective. Queuing was analyzed utilizing the SimTraffic 11 software, which calculates the 95<sup>th</sup> percentile (design) queue. All queuing analysis data and SimTraffic queuing worksheets are provided in Appendix D.

Table 13 provides a summary of queuing results for the Horizon Year (2040) plus Project conditions.

**Table 13. Horizon Year (2040) plus Project Peak-Hour Freeway Queuing Summary**

No.	Intersection	Movement	Storage Capacity <sup>1</sup>	Horizon Year (2040) plus Project			
				AM Peak Hour		PM Peak Hour	
				95th Percentile Queue <sup>2</sup>	Exceeds Turn Pocket Length?	95th Percentile Queue <sup>2</sup>	Exceeds Turn Pocket Length?
13	I-15 SB Ramps/ Mojave Dr.	EBR	125	173	Yes	175	Yes
		WBL	370	514	Yes	501	Yes
		SBL	200	259	Yes	294	Yes
		SBLTR <sup>3</sup>	1,390	1,339	No	1,389	No
		SBR	200	236	Yes	249	Yes
14	I-15 NB Ramps/ Mojave Dr.	EBL	370	276	No	401	Yes
		WBR	125	159	Yes	166	Yes
		NBL	215	248	Yes	244	Yes
		NBLTR <sup>3</sup>	1,390	1,259	No	1,372	No
		NBR	215	336	Yes	336	Yes

Source: Appendix D

Notes: EBR = eastbound right-turn lane; WBL = westbound left-turn lane; SBL = southbound left-turn lane; SBLTR = southbound left-through-right lane; SBR = southbound right-turn lane; EBL = eastbound left-turn lane; WBR = westbound right-turn lane; NBL = northbound left-turn lane; NBLTR = northbound left-through-right lane; NBR = northbound right-turn lane

<sup>1</sup> Measured in feet.

<sup>2</sup> Based on 95th percentile (design) queue length in SimTraffic 11.

<sup>3</sup> Approximate length measured from the intersection to the gore point and auxiliary lane of the I-15 off-ramp.

As shown in Table 13, queues would exceed the storage capacities within the existing left and right turn pockets at both ramps. Recommended improvements are provided in Section 10, and would improve the functionality of allowing traffic to more efficiently move off of Caltrans facilities and onto Mojave Drive. Although, due to the constraints of each intersection, it may not be feasible to completely improve each intersection to provide instances where queues do not exceed turn pocket lengths for all available lanes. Future analysis should be completed to continually analyze the impact of future developments as additional projects are constructed and approved. Ultimately, the improvements listed in Section 10 would maintain the forecasted queuing and continue to alleviate the potential safety issue of off-ramp queuing impacting the mainline of I-15.



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# 10 Recommended Improvements and Fair Share Contribution

Table 14 identifies intersection improvements that would be necessary to bring the study intersections to acceptable operating conditions under Opening Year (2026) and Horizon Year (2040) plus Project conditions. Synchro worksheets are included in Appendix C. Based on the City's thresholds, the project would result in a "cumulative" project impact at the intersections, in which the project would be required to contribute a fair share payment toward reducing the impact. Table 15 provides a breakdown of the Project's fair share contributions to the above proposed improvements per the methodology provided in Chapter 4.5.

As shown in Table, 14, with implementation of the proposed improvements, all the study intersections would operate at LOS D or better under the Opening Year plus Project conditions. However, the following intersections would remain at unacceptable LOS under the Horizon Year plus Project conditions (with mitigation):

- **#4:** U.S. Hwy 395/SR-18 (LOS F, both peak hours)
- **#8:** Cobalt Road/Mojave Drive (LOS E AM peak hour)
- **#10:** El Evado Road/Mojave Drive (LOS E AM peak hour)
- **#12:** Village Drive/Mojave Drive (LOS F AM peak hour, LOS E PM peak hour)

Although these intersections would operate below the City's LOS standard with the proposed improvements, the project would not worsen the already deficient intersection by two percent or more. Therefore, the project would not result in any further impacts beyond what was already identified under the baseline Horizon Year conditions.

**Table 14. Proposed Improvement Measures**

Jurisdiction	Existing Traffic Control	Opening Year (2026) plus Project				Horizon Year (2040) plus Project					
		Improvement	LOS With Improvements				Improvement	LOS With Improvements			
			AM Peak Hour	PM Peak Hour				AM Peak Hour	PM Peak Hour		
<b>#3 U.S. Hwy 395/Mojave Dr.</b>											
Caltrans/Victorville	Signal	▪ Add (1) WB right-turn with overlap phasing	52.8	D	54.4	D	▪ Same	115.1	F	147.0	F
<b>#4 U.S. Hwy 395/SR 18</b>											
Caltrans	Signal	▪ Add (1) NB through lane	54.8	D	N/A	-	▪ Same	121.3	F	N/A	-
<b>#6 Topaz Road (new)/Mojave Dr.<sup>1</sup></b>											
Victorville	TWSC	▪ Signalize; meets warrants in AM peak hour. Protected EB/WB left-turn phasing; permitted NB/SB phasing	6.9	A	11.7	B	▪ N/A	-	-	-	-
<b>#7 Diamond Rd./Mojave Dr.</b>											
Victorville	TWSC	▪ Signalize; meets warrants in AM peak hour. Protected EB/WB left-turn phasing; permitted NB/SB phasing	9.5	A	4.4	A	▪ Same	11.3	B	7.7	A
<b>#8 Cobalt Rd./Mojave Dr.</b>											
Victorville	Signal	▪ Add (1) WB through lane	73.1	E	34.8	C	▪ Same	74.7	E	N/A	-
<b>#10 El Evado Rd./Mojave Dr.</b>											
Victorville	Signal	▪ Add (1) WB through lane	45.6	D	39.4	D	▪ Same	58.3	E	51.8	D
<b>#11 Amargosa Rd./Mojave Dr.</b>											
Victorville	Signal	▪ Add (1) EB through lane	N/A	-	42.9	D	▪ Same	N/A	-	54.5	D
<b>#12 Village Dr./Mojave Dr.</b>											
Victorville	Signal	▪ Widen and restripe NB approach to: (1) NB left-through lane and (1) NB right-turn lane	66.8	E	37.2	D	▪ Same	108.1	F	59.0	E

**Table 14. Proposed Improvement Measures**

Jurisdiction	Existing Traffic Control	Opening Year (2026) plus Project				Horizon Year (2040) plus Project					
		Improvement	LOS With Improvements		Improvement	LOS With Improvements					
			AM Peak Hour	PM Peak Hour		AM Peak Hour	PM Peak Hour				
<b>#13 I-15 SB Ramps/ Mojave Dr.</b>											
Caltrans/ Victorville	Signal	N/A	N/A	—	N/A	—	<ul style="list-style-type: none"> <li>Restripe SB approach to: (1) SB left-through lane and (2) SB right-turn lanes</li> </ul>	N/A	—	53.7	D

**Source:** Synchro Worksheets w/Improvements (Appendix C)

**Notes:** WB = westbound; SB = southbound; EB = eastbound; NB = northbound

<sup>1</sup> A signal would be installed at the intersection of Topaz Road/Mojave Drive (#6), as part of the project.



## 10.1 Fair Share Contribution

Table 15 provides a breakdown of the Project’s fair share contributions to the above recommended improvements per the methodology provided in Chapter 4.5. Appendix G provides the Project’s fair share cost estimates in detail.

**Table 15. Project Fair Share Summary**

No.	Intersection	Study Time Period	Existing Traffic	Project Traffic	Horizon Year (2040) plus Project	Net New Traffic	% Project Traffic of Net New Traffic <sup>1</sup>	Cost Estimate
3	U.S. Hwy 395/ Mojave Dr.	AM	3,614	120	6,248	2,634	4.56%	\$7,887
		PM	3,341	176	6,211	2,870	6.13%	
4	U.S. Hwy 395/ SR 18	AM	3,814	93	6,176	2,363	3.94%	\$10,139
		PM	4,222	88	6,919	2,698	3.26%	
6	Topaz Road (new)/Mojave Dr	AM	2,185	487	3,689	1,504	100% <sup>2</sup>	\$750,000
		PM	1,728	473	3,470	1,742	100% <sup>2</sup>	
7	Diamond Rd./ Mojave Dr.	AM	2,320	443	3,705	1,386	31.97%	\$750,000
		PM	1,791	420	3,208	1,417	29.64%	
8	Cobalt Road/ Mojave Dr.	AM	2,878	443	4,441	1,564	28.33%	\$72,904
		PM	1,911	420	3,495	1,584	26.51%	
10	El Evado Rd./ Mojave Dr.	AM	3,079	443	4,706	1,627	27.22%	\$70,048
		PM	2,457	420	4,167	1,710	24.56%	
11	Amargosa Rd./ Mojave Dr.	AM	3,169	443	4,854	1,686	26.28%	\$67,629
		PM	3,142	420	4,876	1,735	24.21%	
12	Village Dr./ Mojave Dr.	AM	3,291	443	4,900	1,610	27.52%	\$11,803
		PM	2,985	420	4,677	1,693	24.81%	
13	I-15 SB Ramps/ Mojave Dr.	AM	3,257	443	4,884	1,627	27.22%	\$11,803
		PM	2,932	420	4,730	1,798	23.35%	

**Notes**

- <sup>1</sup> Identifies either the project’s responsibility to construct an improvement or contribute fair share towards the implementation of improvements outside of payment to the TUMF program. Project responsibility and improvements will be determined in the project’s conditions of approval.
- <sup>2</sup> Although the project’s trips only represent a portion of the increase in traffic at the intersection of Topaz Road/Mojave Drive, the project is proposing to install a signal at this intersection as part of the proposed project improvements. Therefore, the project would pay 100% of the cost of the signal installation.

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# 11 Vehicle Miles Traveled Analysis

On September 27, 2013, Senate Bill (SB) 743 was signed into law, which creates a process to change the way that transportation impacts are analyzed under California Environmental Quality Act (CEQA). SB 743 required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. Under the new transportation guidelines, LOS, or vehicle delay, is no longer considered an environmental impact under CEQA. OPR recommended Vehicle Miles Traveled (VMT) as the most appropriate measure of project transportation impacts for land use projects and land use plans. The updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018.

In accordance with SB 743, the City of Victorville adopted the City of Victorville Vehicle Miles Traveled (VMT) Analysis Guidelines (Resolution No. 20-031; Attachment A), requiring that VMT replace LOS, and other similar measures for determining significant impacts under CEQA. A project-level VMT analysis has been completed for the project following the City's Resolution. Detailed calculations and model outputs are included in Appendix F.

## 11.1 Project Screening

The City's Guidelines (June 2020) identifies projects that can be screened from conducting a project-specific VMT analysis based on the following two screening criteria:

- **Daily Vehicle Thresholds:** The project results in a net increase of 1,285 or less weekday daily trips. The Institute of Transportation Engineers (ITE) Trip Generation Manual, latest edition will be used to estimate the daily trip generation. If the ITE Trip Generation Manual does not have specific studies to a land use, other trip generation traffic studies may be used. As previously shown in Table 1, the project would generate 5,171 daily trips and therefore does not meet this screening criterion.
- **Land Use Types:** The following land used types will be used for screening:
  - Single Family or Multifamily Residential- 136 dwelling units or less
  - Office- 227,000 square feet
  - Retail- 122,000 square feet
  - Warehousing- 829,000 square feet
  - Light Industrial- 296,000 square feet
  - K-12 Public schools
  - Day care/Childcare/Pre-K
  - Affordable housing
  - Student Housing
  - Community Institutions, Social Service and Public Buildings

While the project is a warehouse use, it exceeds the square footage used in the City's screening criterion for land uses. Therefore, the Project does not meet the screening criteria identified above and a project-specific VMT analysis was prepared.

## 11.2 VMT Approach

Project VMT has been calculated using the most current version of the SBTAM and Project generated VMT has been estimated using the Production/Attraction (PA) method. The City Guidelines states that for projects with a single land use type the PA method shall be used. Consistent with City Guidelines, VMT has been estimated based on PA Home-Based Work (HBW) VMT per employee. The Production/Attraction (PA) method for calculating VMT sums all weekday VMT generated by Home-Based (HB) and Home-Based Work (HBW) trips with at least one trip-end in the study area (i.e., Project Traffic Analysis Zone or TAZ) by trip purpose. Productions are land use types that generate trips (residences), and attractions are land use types that attract trips (employment). The PA method allows Project VMT to be evaluated based on trip purpose, which is consistent with OPR’s Technical Advisory (OPR 2018).

## 11.3 Impact Thresholds

The City of Victorville adopted Resolution No 20-031 identifies the following significance threshold for determining project impacts on VMT:

- A projects’ VMT generation per service population shall be less than the City’s VMT General Plan Buildout per service population. However, feasible mitigation measures may be identified to reduce the project VMT below the thresholds.

To establish the impact threshold for this analysis, published data from the San Bernardino County Transportation Authority (SBCTA) was used. SBCTA previously published HBW VMT per employee metrics from the SBTAM travel demand model for each of its member agencies. The City of Victorville’s General Plan buildout VMT per employee impact threshold as obtained from SBCTA is 17.1 VMT per employee (see Appendix F).

## 11.4 VMT Analysis

To estimate Project generated VMT, standard land use information such as building square footage must first be converted into a SBTAM compatible dataset. The SBTAM model utilizes socio-economic data (SED) (e.g., population, households, and employment) for the purposes of vehicle trip estimation. Table 16 summarizes the SED inputs used to represent the Project. Table 16 summarizes the Project’s HBW VMT, the resulting VMT per employee value and comparison to the City’s impact threshold.

**Table 16. Project VMT Summary**

Metric	Project
Employment	1,130
PA HBW VMT	14,169
VMT per Employee	12.5
City PA HBW VMT Threshold	17.1
PA HBW VMT Potentially Significant?	No

**Source:** SBTAM Model Results; Appendix F

**Note:** VMT = vehicle miles traveled;

As shown, the Project was found to generate PA HBW VMT (i.e., commute VMT) below the City’s adopted impact threshold and would result in a less than significant VMT impact.

## 11.5 Supplemental Truck VMT Analysis

While not required by CEQA, a supplemental VMT evaluation measuring project generated total VMT and total VMT per Service Population was conducted to fully disclose potential VMT impacts resulting from both automobiles and trucks. For purposes of this analysis, total VMT has been estimated from vehicle trip generation rates (per Table 1) and average trip length for each vehicle type. Average trip length information was obtained from the SBTAM for passenger cars and StreetLight™ Data’s Truck Volume Metrics for medium heavy-duty trucks (MDT) (2 and 3 axle trucks) and heavy heavy-duty trucks (HDT) (4+ axle trucks). Detailed information on the methodology can be found in Appendix F.

Table 17 presents an estimation of total VMT for the Project, which uses vehicle trip generation multiplied by the average trip length for each vehicle type.

**Table 17. Total Project VMT**

Vehicle Type	Vehicle Trips	Vehicle Trip Length	VMT
Automobile	2,544	9.7	24,677
Total Truck	1,122	62.1	69,676
<b>Total</b>	<b>3,666</b>	<b>—</b>	<b>94,353</b>

Source: Urban Crossroads, 2023; Appendix F

Table 18 presents the calculation of the efficiency metric total VMT per Service Population, which is the product of total VMT generated by the Project divided by its Service Population (employment). The table identifies a comparison between the Project’s total VMT per Service Population to the City’s adopted impact threshold. San Bernardino County Transit Authority (SBCTA) provides published VMT values for its member agencies and for the City of Victorville the General Plan buildout VMT per SP is as reported by SBCTA is 31.6.

**Table 18. Total Project VMT per Service Population**

Project	
Service Population	1,130
Total VMT	94,353
VMT per Service Population	83.5
Threshold	31.6
VMT Exceeds Threshold	Yes

Source: Urban Crossroads, 2023; Appendix F

As presented in Table 18, when accounting for both passenger vehicles and trucks, the Project is forecast to generate total VMT per Service Population of 83.5, which would exceed the City’s VMT impact threshold of 31.6 VMT per service population.



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# 12 Summary

Based on the results of the LOS, site access, and VMT analysis presented in this TIS, the following summarizes the key findings of the analysis:

## Project Trips

- The proposed project would generate 3,669 daily trips, 447 AM peak hour trips and 419 PM peak hour trips. Accounting for truck traffic from warehousing and industrial land uses, the proposed project would generate 5,176 daily PCE trips, 609 AM peak hour PCE trips, and 578 PM peak hour PCE trips.

## LOS and Queuing Analysis

- With the exception of two intersections, all of the study intersections are currently operating at satisfactory levels of service (LOS D). The Diamond Road/Mojave Drive intersection and the Cobalt Road/Mojave Drive intersection both operate at LOS F during the morning peak hour.
- Under the Opening Year (2026) conditions, the project would result in a significant impact at the following intersections. The project would either worsen the intersection peak hour LOS to E or worse (below acceptable standards) and/or worsen an already deficient intersection by two percent or more:
  - **#3:** U.S. Hwy 395/Mojave Drive (signalized, LOS E AM peak hour, LOS F PM peak hour)
  - **#4:** U.S. Hwy 395/SR-18 (signalized, LOS E AM peak hour)
  - **#6:** Topaz Road/Mojave Drive (TWSC, LOS F both peak hours)
  - **#7:** Diamond Road/Mojave Drive (TWSC, LOS F both peak hours)
  - **#8:** Cobalt Road/ Mojave Drive (signalized, LOS F AM peak hour, LOS E PM peak hour)
  - **#10:** El Evado Road/Mojave Drive (signalized, LOS E both peak hours)
  - **#11:** Amargosa Road/Mojave Drive (signalized, LOS F PM peak hour)
  - **#12:** Village Drive/ Mojave Drive (signalized, LOS F AM peak hour, LOS E PM peak hour)
- Under the Horizon Year (2040) conditions, the project would result in a significant impact at the following intersections. The project would either worsen the intersection peak hour LOS to E or worse (below acceptable standards) and/or worsen an already deficient intersection by two percent or more:
  - **#3:** U.S. Hwy 395/Mojave Drive (signalized, LOS F both peak hours)
  - **#4:** U.S. Hwy 395/SR-18 (signalized, LOS F AM peak hour)
  - **#7:** Diamond Road/Mojave Drive (TWSC, LOS F both peak hours)
  - **#8:** Cobalt Road/ Mojave Drive (signalized, LOS F AM peak hour)
  - **#10:** El Evado Road/Mojave Drive (signalized, LOS F AM peak hour, LOS E PM peak hour)
  - **#11:** Amargosa Road/Mojave Drive (signalized, LOS F PM peak hour)
  - **#12:** Village Drive/ Mojave Drive (signalized, LOS F both peak hours)
- The project would pay its fair share contribution to the recommended improvements, identified in Table 14.

- With implementation of the recommended improvements, all the study intersections would operate at LOS D or better under the Opening Year plus Project conditions. However, the following intersections would remain at unacceptable LOS under the Horizon Year plus Project conditions (with mitigation):
  - **#4:** U.S. Hwy 395/SR-18 (LOS F, both peak hours)
  - **#8:** Cobalt Road/Mojave Drive (LOS E AM peak hour)
  - **#10:** El Evado Road/Mojave Drive (LOS E AM peak hour)
  - **#12:** Village Drive/Mojave Drive (LOS F AM peak hour, LOS E PM peak hour)
- Although these intersections would continue to operate below the City's LOS standard with the proposed improvements, the project would not worsen the already deficient intersection by two percent or more. Therefore, the project would not result in any further impacts beyond what was already identified under the baseline Horizon Year conditions.

### Pedestrian and Bicycle Facilities

- The Project would include improvements along Cactus Road, Mojave Road, Onyx Road, and Topaz Road, including frontage landscaping, pedestrian improvements, and bicycle improvements as outlined by the Circulation Element in the General Plan. Figure 20 presents the proposed cross sections along these roads. All roadway improvements required as part of the Project, whether located on or off site, would be designed and constructed in accordance with all applicable local, state, and federal roadway standards and practices. As the Project continues through design review, detailed roadway improvements will continue to be developed in coordination with the City.

### VMT Analysis

- The Project was found to generate Production/Attraction Home-based work VMT (i.e., commute VMT) below the City's adopted impact threshold and would result in a less than significant VMT impact.
- While not required by CEQA, a supplemental VMT evaluation measuring project generated total VMT and total VMT per Service Population was conducted to fully disclose potential VMT impacts resulting from both automobiles and trucks. The analysis found that when accounting for both passenger vehicles and trucks, the Project is forecast to generate total VMT per Service Population of 83.5, which would exceed the City's VMT impact threshold of 31.6 VMT per service population.

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# **Appendix A**

## Scoping Memo



## MEMORANDUM

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**To:** Fredy Bonilla, City of Victorville Engineering Department  
**From:** Lisa Valdez, Senior Transportation Planner  
**Subject:** Mojave Industrial Project  
**Date:** June 2, 2023  
**cc:** Ronelle Candia, Project Manager, Dudek  
**Attachment(s):** Table 1: Project Trip Generation  
Figure 1: Project Location and Study Area  
Figure 2: Project Site Plan  
Figure 3: Project Passenger Vehicle Trip Distribution  
Figure 4: Project Truck Trip Distribution

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Dudek has prepared the following transportation scoping memorandum for the proposed Mojave Industrial Park (project) to be located on 195 acres of undeveloped land near the intersection of U.S. Highway 395 and Mojave Drive in the City of Victorville (City). This memo describes the anticipated trip generation and trip distribution of the proposed project and provides the proposed analysis methodology for the Transportation Impact Study (TIS) based on the requirements and policies from the City of Victorville Vehicle Miles Traveled (VMT) Analysis Guidelines (Resolution No. 20-031; Attachment A), the City of Victorville General Guidelines for Conducting Traffic Studies and Determination of Intersection Level of Service and Improvement Needs (January 2005), the San Bernardino County Transportation Authority's (SBCTA) *Congestion Management Program* (CMP), and the current CEQA guidelines which requires that transportation impacts, analyzed under CEQA, be based on Senate Bill 743 (SB 743).

## Project Description

The Project would include construction of three industrial/warehouse buildings and associated improvements on 195 acres of vacant land (see Figure 2, Site Plan). Building 1, would be approximately 100,000 square feet, Building 2 would be approximately 91,000 square feet, and Building 3 would be approximately 1,159,000 square feet. In the immediate vicinity, the project site is bordered by vacant land to the north, east, and west, and Mojave Drive to the south.

### On-Site and Off-Site Improvements

The Project would include improvements along Topaz Road, Cactus Road/Tawney Ridge Lane, Onyx Road, and Mojave Drive, including frontage landscaping and pedestrian improvements. A variety of trees, shrubs, plants, and land covers would be planted within the Project frontage's landscape setback area, as well as within the landscape areas found around the proposed industrial/warehouse buildings and throughout the Project site.



## Site Access and Circulation

Access to the Project site would be provided via six new driveways. Passenger vehicle parking for Building 1 would be provided along the north and east side of the building and will include 160 total stalls plus 15 loading zones along the west side of the building. No tractor trailer parking is proposed. Passenger vehicle parking for Building 2 would be provided along the north, south and east side of the building and will include 180 total stalls plus 14 dock loading zones along the west side of the building. No tractor trailer parking is proposed. Passenger vehicle parking for Building 3 would be provided along the east side of the building and will include 515 total stalls plus 100 dock loading zones along the north side of the building and 100 dock loading zones along the south side of the building. Tractor-trailer stalls would be provided in areas north, west, and south of the building for a total of 580 stalls.

## Operations

Tenants for the Project have not been identified and the three industrial warehouse buildings are considered speculative. Business operations would be expected to be conducted within the enclosed buildings, with the exception of trucks and passenger vehicles accessing the site, passenger and truck parking, the loading and unloading of trailers within designated truck courts/loading area, and the internal and external movement of materials around the Project site via forklifts, pallet jacks, yard hostlers, and similar equipment. It is anticipated that the facilities would be operated 24 hours a day, 7 days a week.

## Project Trip Generation

The Project would include construction of an approximately 414,700 SF industrial/warehouse building with associated office spaces, surface parking, and loading areas. Trip generation estimates for the proposed project are based on daily and AM and PM peak hour trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Handbook, 11<sup>th</sup> Edition* (2021). Additionally, Passenger car equivalent (PCE) factors were applied to the trip generation estimates to account for truck traffic. The San Bernardino County CMP indicates that projects with high truck percentages should convert project trips to PCE. A 1.5 PCE factor was applied to 2-axle trucks, 2.0 PCE for 3-axle trucks, and a 3.0 PCE factor was applied to 4-axle trucks per the San Bernardino County CMP. Trip generation rates, vehicle splits, and the resulting trip generation estimates for the project are summarized in Table 1 (attached).

The layout of Building 3 is most representative of a high-cube warehousing land use. However, as a specific end-user is not in place, a 35% General Light Industrial and 65% High-Cube Warehousing split of the total building square footage is applied to provide a conservative analysis. The General Light Industrial trip rate is approximately 5 times higher in the AM peak hour and 4 times higher in the PM peak hour than the High-Cube Fulfillment Center Warehouse trip rate. Thus, incorporation of the industrial trip rate split, in the event that a small portion of the building is converted to a more industrial-specific land use, increases the total trip generation estimate compared to a warehousing-only estimate, the expected sole land use of the facility. As such, the following vehicle-mix and land use assumptions provide a conservative analysis for Building 3:

- **General Light Industrial (ITE Code 110)** trip rates were used to obtain trip generation estimates for 35% of the building, totaling approximately 405,650 SF of the total estimated building area. As the ITE *Trip Generation Handbook* does not provide information regarding the type of vehicle generated for light

industrial uses, vehicle mixes data and percentages from the Fontana Truck Trip Generation Study (City of Fontana, 2003) for Light Industrial land use are utilized.

- **High-Cube Fulfillment Center Warehouse (ITE Code 155)** trip rates were used to obtain trip generation estimates for 65% of the building, totaling approximately 753,350 SF of the total estimated building area.

As shown in Table 1, the proposed project would generate 3,666 daily trips, 448 AM peak hour trips and 419 PM peak hour trips. Accounting for truck traffic from warehousing and industrial land uses, the proposed project would generate 5,171 daily PCE trips, 609 AM peak hour PCE trips, and 579 PM peak hour PCE trips.

## Project Trip Distribution

Project trip distribution percentages are based on the proposed driveway locations and configurations and logical travel paths to and from the project site, including City designated truck routes. The preliminary project trip distribution percentages are shown in Figures 3 and 4, for passenger vehicle and truck trips, respectively.

## Level of Service Analysis

Per the City's TIA Guidelines, intersections included in the analysis must consist of, at least, the intersections of Collector, or higher, roadways where the project would generate 50 or more peak hour trips through those intersections. Therefore, the following study intersections have been selected based on the trip distribution identified above, our professional judgment and knowledge of the existing area:

### Intersections

- |  |  |
|--|--|
| 1. U.S. Highway 395/Adelanto Road/Holly Road | 11. Village Drive/Mojave Drive         |
| 2. U.S. Highway 395/Cactus Road              | 12. I-15 Southbound Ramps/Mojave Drive |
| 3. U.S. Highway 395/Mojave Drive             | 13. I-15 Northbound Ramps/Mojave Drive |
| 4. U.S. Highway 395/State Route 18           | 14. Topaz Road/Driveway 1              |
| 5. Onyx Road (new)/Mojave Drive              | 15. Topaz Road/Driveway 2              |
| 6. Topaz Road/Mojave Drive                   | 16. Onyx Road/Driveway 3               |
| 7. Cobalt Road/Mojave Drive                  | 17. Onyx Road/Driveway 4               |
| 8. Amethyst Road/Mojave Drive                | 18. Onyx Road/Driveway 5               |
| 9. Evado Road/Mojave Drive                   | 19. Mojave Drive/Driveway 6            |
| 10. Amargosa Road/Mojave Drive               |  |

### Study Roadway Segments

In addition, the following road segments will be evaluated:

1. U.S. Highway 395, between Cactus Road and Mojave Drive
2. U.S. Highway 395, between Mojave Drive and Seneca Road
3. Mojave Drive, between US Highway 395 and Onyx Road
4. Mojave Drive, between Onyx Road and Cobalt Road

## Analysis Scenarios

Intersection and road segment LOS analyses will be prepared for the weekday daily and AM and PM peak hours at the study area locations for the following scenarios:

- Existing Condition (2023)
- Existing plus Project
- Project Opening Year (2025)
- Project Opening Year (2025) Plus Project
- Horizon Year (2040)
- Horizon Year (2040) plus Project

The LOS analyses will be prepared consistent with the required analysis methodology of the City and Caltrans, which is the *Highway Capacity Manual* methodology.

Project Opening Year baseline conditions are proposed to be developed from a “build-up” method based on the application of cumulative projects’ trip generation estimates and an ambient growth rate of 2 percent, added to the existing traffic volumes. **However, Dudek requests clarification from the City on this approach. Based on a review of recent traffic studies conducted in the area, other studies have applied a higher growth rate (e.g., 3.5%), without the addition of cumulative projects, to develop the cumulative traffic volumes.**

Trip generation estimates for cumulative projects in the Opening Year condition will be based on trip rates in ITE’s *Trip Generation, 11<sup>th</sup> Edition*, or from their respective TIAs and/or CEQA documents (if available). It is assumed that up to 20 cumulative projects may be analyzed. The list of cumulative projects will be provided by the City’s Planning Department.

Horizon Year (2040) traffic volumes will be obtained from the SBCTA’s San Bernardino Transportation Analysis Model (SBTAM). Baseline and Plus Project traffic volumes from SBTAM will be post-processed to model specifications.

## Traffic Counts

New daily, AM and PM peak hour intersection counts will be collected at the roadway segments and study intersections, and will include vehicular, bicycle, and pedestrian volumes. The counts will be collected on a typical weekday when school is in session unless the City allows for traffic counts to be collected during the summer months. **Dudek requests clarification on this approach.**

## Vehicle Miles Traveled

The project would not meet the City’s screening criteria threshold of generating less than 1,285 net daily trips. Therefore, a VMT analysis for the proposed Project will be prepared consistent with the City’s guidelines, current CEQA guidelines, and SB 743. The VMT of the proposed Project and the forecast regional VMT will be calculated using the SBTAM. The TAZ of the Project site will be modified with the land uses of the proposed Project, and a Select Zone model run will be performed. As part of the Select Zone run, the VMT estimate of the Project’s TAZ will be determined. Then, the regional VMT estimate for the study area region (extent to be determined by the City) will

also be provided from SBTAM. VMT estimates will be analyzed for the Baseline plus Project and Cumulative plus Project conditions.

The VMT analysis may be supplemented with guidance from the State Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (November 2017), and/or other approved sources by the City. If VMT impacts are found, Dudek will coordinate with the City to determine the appropriate VMT reduction strategies provided in their VMT guidelines, and other resources noted in the OPR and Caltrans Technical Advisories (or other approved sources) to mitigate Project impacts. The methodologies, findings, and recommendations of the VMT analysis will be provided in the TIS.

## Access, Circulation, and Safety

Dudek will qualitatively analyze the transit, pedestrian, and bicycle facilities that serve (or will serve) the project site. Project access and on-site circulation will be based on the City's Standard Plans/Drawings for access and on-site circulation design requirements. Vehicular queuing at the project's driveways will be analyzed for adequacy based on the 95th percentile (design) queues. For any significant project traffic impacts found, Dudek will determine appropriate and feasible mitigation measures to offset significant project impacts.



# Attachments

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**Table 1 - Mojave Industrial Project Trip Generation Summary (High-Cube Fulfillment Center & Warehousing)**

Land Use	ITE Code	Size/Units	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<b>TRIP RATES<sup>1</sup></b>									
Warehousing	150	TSF	1.71	0.13	0.04	0.17	0.05	0.13	0.18
High-Cube Fulfillment Center Warehouse (non-sort)	155	TSF	1.81	0.12	0.03	0.15	0.06	0.10	0.16
General Light Industrial	110	TSF	4.87	0.65	0.09	0.74	0.09	0.56	0.65
<b>TRIP GENERATION</b>									
Building 1	150	100.000 TSF	171	13	4	17	5	13	18
Building 2	150	91.000 TSF	156	12	4	15	5	12	16
Building 3	110	405.650 TSF	1,976	264	36	301	37	227	264
	155	753.350 TSF	1,364	92	21	114	47	74	121
	<b>Building 3 Total</b>	<b>1,159,000 TSF</b>	<b>3,339</b>	<b>356</b>	<b>57</b>	<b>415</b>	<b>84</b>	<b>300</b>	<b>385</b>
	<b>Mojave Industrial Project Total</b>	<b>1,350,000 TSF</b>	<b>3,666</b>	<b>381</b>	<b>65</b>	<b>448</b>	<b>94</b>	<b>326</b>	<b>420</b>
<b>TRIP GENERATION SUMMARY (Non-PCE, by Vehicle Classification)</b>									
<b>Building 1- ITE 150</b>									
<b>Vehicle Mix<sup>2</sup></b>	<b>%<sup>2</sup></b>								
Passenger Vehicles	72.5%		124	9	3	12	4	9	13
2-Axle Trucks	4.6%		8	1	0	1	0	1	1
3-Axle Trucks	5.7%		10	1	0	1	0	1	1
4+-Axle Trucks	17.2%		29	2	1	3	1	2	3
	<b>ITE 150 Total (Non-PCE)</b>			<b>171</b>	<b>13</b>	<b>4</b>	<b>17</b>	<b>5</b>	<b>13</b>
<b>Building 2- ITE 150</b>									
<b>Vehicle Mix<sup>2</sup></b>	<b>%<sup>2</sup></b>								
Passenger Vehicles	72.5%		113	9	3	11	3	9	12
2-Axle Trucks	4.6%		7	1	0	1	0	1	1
3-Axle Trucks	5.7%		9	1	0	1	0	1	1
4+-Axle Trucks	17.2%		27	2	1	3	1	2	3
	<b>ITE 150 Total (Non-PCE)</b>			<b>156</b>	<b>12</b>	<b>4</b>	<b>15</b>	<b>5</b>	<b>12</b>
<b>Building 3</b>									
<b>ITE 110- 35% split</b>									
<b>Vehicle Mix<sup>3</sup></b>	<b>%<sup>3</sup></b>								
Passenger Vehicles	78.6%		1,553	208	28	237	29	178	208
2-Axle Trucks	8.0%		158	22	3	25	3	18	21
3-Axle Trucks	3.9%		77	10	1	12	1	9	10
4+-Axle Trucks	9.5%		188	25	3	28	4	22	25
	<b>ITE 110 Total (Non-PCE)</b>			<b>1,976</b>	<b>265</b>	<b>36</b>	<b>302</b>	<b>36</b>	<b>227</b>
<b>ITE 155- 65% split</b>									
<b>Vehicle Mix<sup>2</sup></b>	<b>%<sup>2</sup></b>								
Passenger Vehicles	55.3%		754	51	12	63	26	41	67
2-Axle Trucks	15.5%		211	14	3	18	7	11	19
3-Axle Trucks	4.9%		67	4	1	6	2	4	6
4+-Axle Trucks	24.3%		331	22	5	28	11	18	29
	<b>ITE 155 Total (Non-PCE)</b>			<b>1,364</b>	<b>92</b>	<b>21</b>	<b>114</b>	<b>47</b>	<b>74</b>
	<b>Building 3 Total</b>			<b>3,339</b>	<b>357</b>	<b>58</b>	<b>416</b>	<b>83</b>	<b>300</b>
<b>Total by Vehicle Classification</b>									
		Passenger Vehicles	2,544	276	46	323	62	237	299
		Trucks	1,122	105	19	125	32	88	120
		<b>Total Trip Generation (Non-PCE)</b>	<b>3,666</b>	<b>382</b>	<b>65</b>	<b>448</b>	<b>94</b>	<b>325</b>	<b>419</b>
<b>TRIP GENERATION SUMMARY (PCE, by Vehicle Classification)</b>									
<b>Building 1</b>									
<b>Vehicle Mix</b>	<b>PCE<sup>4</sup></b>								
Passenger Vehicles	1.0		124	9	3	12	4	9	13
2-Axle Trucks	1.5		12	1	0	1	0	1	1
3-Axle Trucks	2.0		19	1	0	2	1	1	2
4+-Axle Trucks	3.0		88	7	2	9	3	7	9
	<b>Building 1 Total (PCE)</b>			<b>244</b>	<b>19</b>	<b>5</b>	<b>24</b>	<b>7</b>	<b>18</b>
<b>Building 2</b>									
<b>Vehicle Mix</b>	<b>PCE<sup>4</sup></b>								
Passenger Vehicles	1.0		113	9	3	11	3	9	12
2-Axle Trucks	1.5		11	1	0	1	0	1	1
3-Axle Trucks	2.0		18	1	0	2	1	1	2
4+-Axle Trucks	3.0		80	6	2	8	2	6	8
	<b>Building 2 Total (PCE)</b>			<b>222</b>	<b>17</b>	<b>5</b>	<b>23</b>	<b>7</b>	<b>17</b>
<b>Building 3</b>									
<b>Vehicle Mix</b>	<b>PCE<sup>4</sup></b>								
Passenger Vehicles	1.0		2,307	258	40	298	55	219	274
2-Axle Trucks	1.5		554	54	9	63	15	44	60
3-Axle Trucks	2.0		288	30	5	34	7	25	33
4+-Axle Trucks	3.0		1,557	142	26	168	45	118	163
	<b>Building 3 Total (PCE)</b>			<b>4,706</b>	<b>484</b>	<b>81</b>	<b>564</b>	<b>123</b>	<b>407</b>
<b>Total by Vehicle Classification</b>									
		Passenger Vehicles	2,544	276	46	322	62	237	298
		Trucks	2,627	243	45	288	74	205	281
		<b>Total Trip Generation (PCE)</b>	<b>5,171</b>	<b>520</b>	<b>91</b>	<b>609</b>	<b>136</b>	<b>442</b>	<b>579</b>

**Notes:** Rounding discrepancies may occur. TSF = Thousand Square Feet; PCE = Passenger Car Equivalent

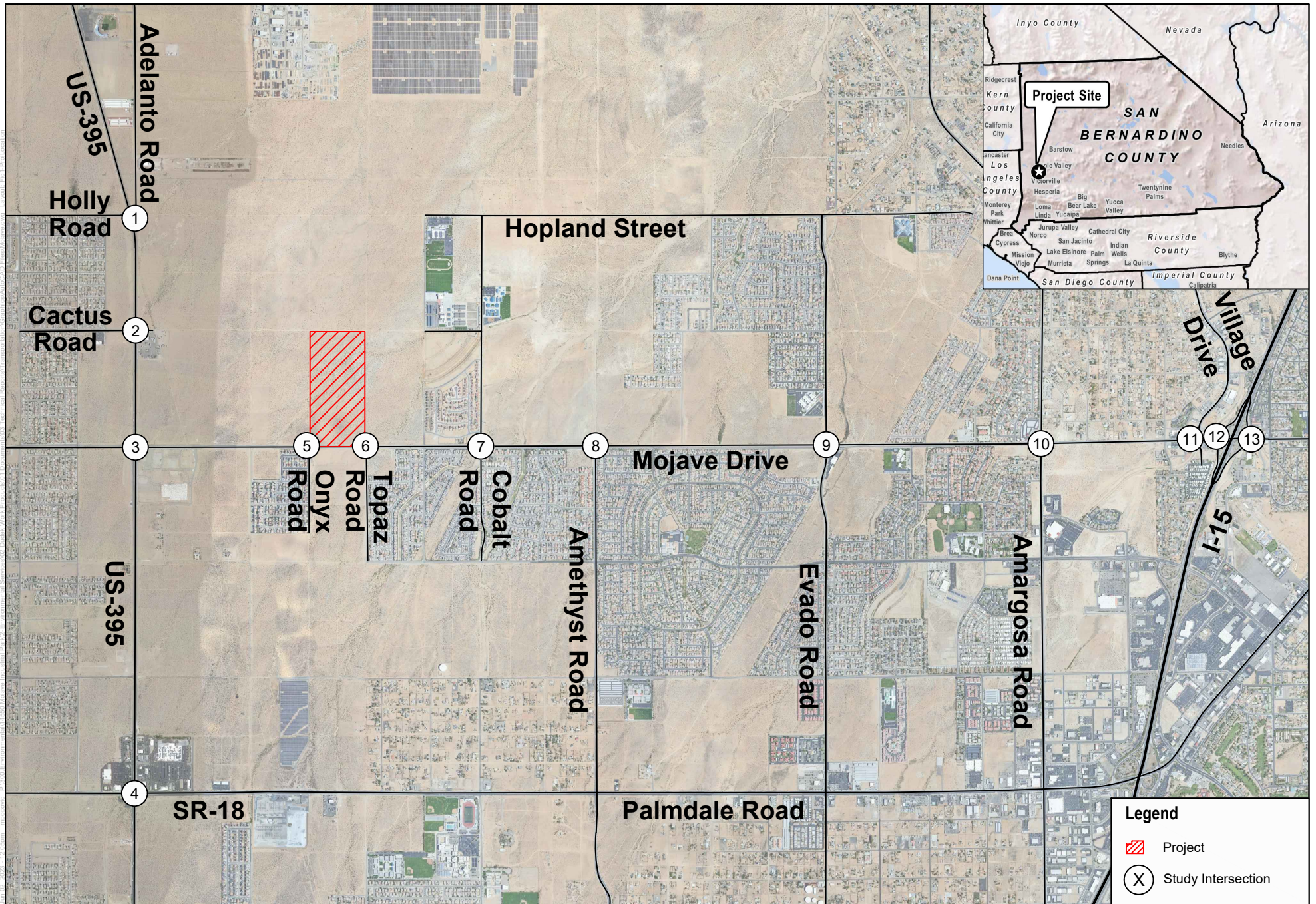
<sup>1</sup>Trip rates from the Institute of Transportation Engineers (ITE), *Trip Generation, 11th Edition, 2021*.

<sup>2</sup>Vehicle mix and percent from SCAQMD Warehouse Truck Trip Study Data Results and Usage, July 17, 2014.

<sup>3</sup>Vehicle Mix and Percent from the Fontana Truck Trip Generation Study, August, 2004.

<sup>4</sup>Passenger Car Equivalent (PCE) factors from the San Bernardino County CMP, Appendix B - Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, 2016.

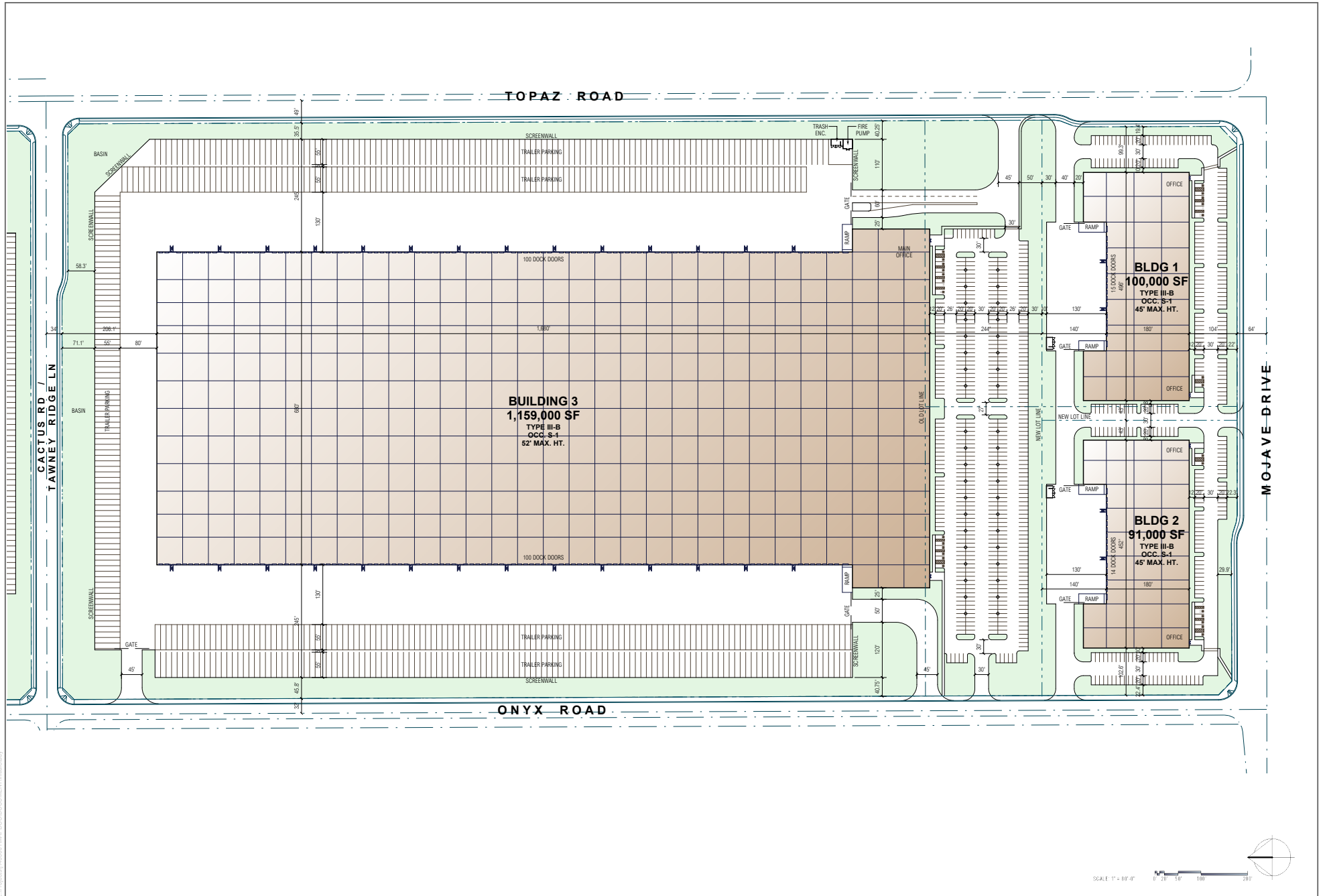




SOURCE: Google Earth 2022

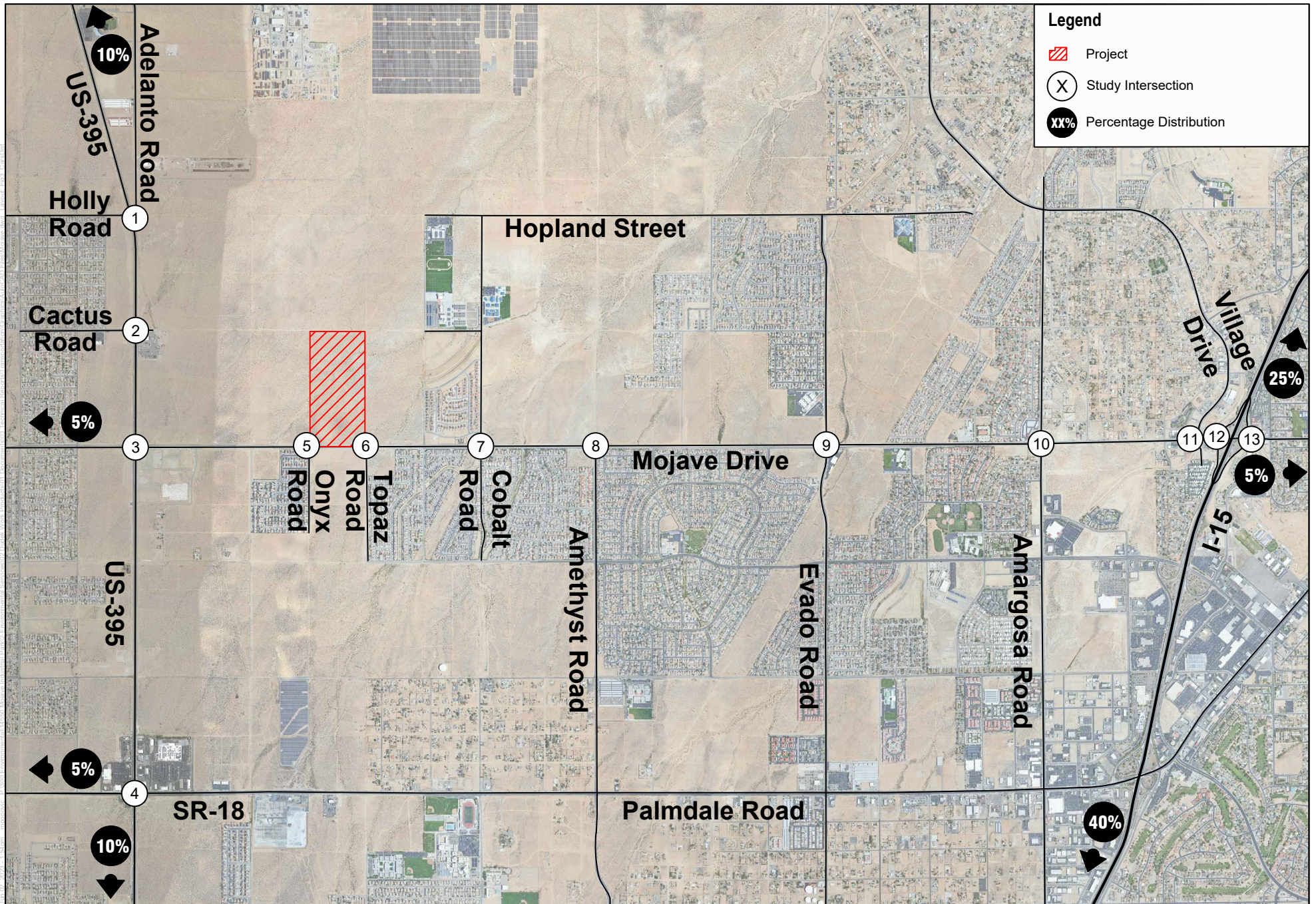
**FIGURE 1**  
Project Location and Study Area





SOURCE: RGA 2023; Covington Development Partners 2023





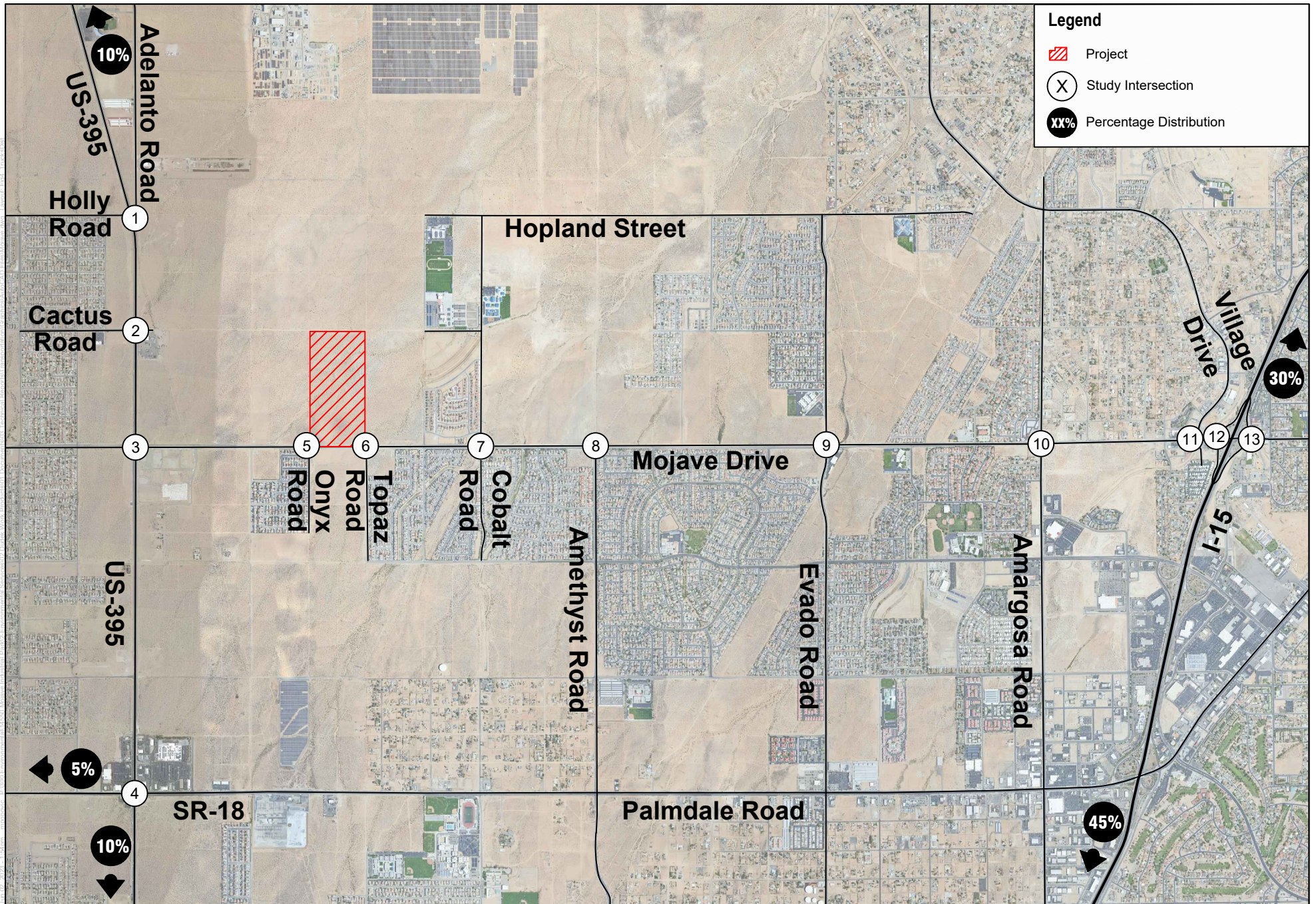
SOURCE: Google Earth 2022

FIGURE 3

Project Passenger Vehicle Trip Distribution

Mojave Industrial Park Project





SOURCE: Google Earth 2022

FIGURE 4

Project Truck Trip Distribution

Mojave Industrial Park Project



## Lisa Valdez

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**From:** Anwar Wagdy <awagdy@victorvilleca.gov>  
**Sent:** Monday, June 26, 2023 3:30 PM  
**To:** Lisa Valdez  
**Cc:** Ronelle Candia; Mladen Popovic; Fredy Bonilla; Stephan Longoria  
**Subject:** RE: Mojave Industrial Park project- Transportation Impact Study Scoping memo

Hi Lisa,

I have reviewed your draft scoping memo and offer the following comments:

- The study needs to include all future phases (building 4 to 7).
- Also, to include other proposed cumulative projects in the general area on top of a 2% annual growth.
- Include all intersections along Onyx and Topaz that intersect Cactus and Hopland/Holly Streets. Also, include Mojave at Diamond.
- Be aware that no median cut will be allowed at the driveway along Mojave Dr.
- Include for review your draft trip distribution/assignment.
- Conduct traffic signal warrants for every uncontrolled intersection.

Please advise if you have any question.

Thanks,



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

---

**From:** Lisa Valdez <lvaldez@dudek.com>  
**Sent:** Friday, June 23, 2023 10:51 AM  
**To:** Fredy Bonilla <fbonilla@victorvilleca.gov>; Anwar Wagdy <awagdy@victorvilleca.gov>  
**Cc:** Ronelle Candia <rcandia@dudek.com>; Mladen Popovic <mpopovic@dudek.com>  
**Subject:** RE: Mojave Industrial Park project- Transportation Impact Study Scoping memo

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

Good morning,

I am just following up on the transportation scoping memo for the Mojave Industrial project. Has the City had a chance to review it?

Thanks!

**Lisa Valdez**

Senior Transportation Planner

**DUDEK**

O: 805.308.8505 C: 805.450.2583

---

**From:** Fredy Bonilla <[fbonilla@victorvilleca.gov](mailto:fbonilla@victorvilleca.gov)>

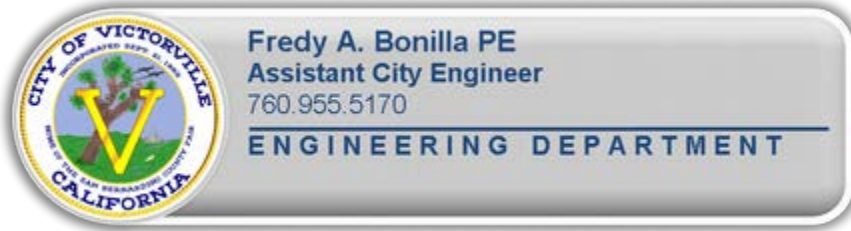
**Sent:** Monday, June 5, 2023 1:26 PM

**To:** Lisa Valdez <[lvaldez@dudek.com](mailto:lvaldez@dudek.com)>

**Cc:** Ronelle Candia <[rcandia@dudek.com](mailto:rcandia@dudek.com)>; Mladen Popovic <[mpopovic@dudek.com](mailto:mpopovic@dudek.com)>; Anwar Wagdy <[awagdy@victorvilleca.gov](mailto:awagdy@victorvilleca.gov)>

**Subject:** RE: Mojave Industrial Park project- Transportation Impact Study Scoping memo

Lisa: I was off on Friday, but I have received the scoping memo and it is currently being reviewed by the City's Traffic Engineer, Mr. Anwar Wagdy. Thank you.



---

**From:** Lisa Valdez <[lvaldez@dudek.com](mailto:lvaldez@dudek.com)>

**Sent:** Friday, June 2, 2023 3:13 PM

**To:** Fredy Bonilla <[fbonilla@victorvilleca.gov](mailto:fbonilla@victorvilleca.gov)>

**Cc:** Ronelle Candia <[rcandia@dudek.com](mailto:rcandia@dudek.com)>; Mladen Popovic <[mpopovic@dudek.com](mailto:mpopovic@dudek.com)>

**Subject:** Mojave Industrial Park project- Transportation Impact Study Scoping memo

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

Good afternoon,

Dudek has been retained to prepare the Transportation Impact Study (TIS) for the Mojave Industrial Park project (project) proposed to be located east of the intersection of U.S. Highway 395 and Mojave Drive. The project would include construction of three industrial/warehouse buildings, for a total of 414,700 square feet. We have prepared the attached transportation scoping memo which outlines our proposed methodology for conducting the TIS, including the project trip generation and distribution, study intersections and roadway segments, analysis scenarios, and approach to VMT. Please let us know if you need additional information. We are also available for a meeting to discuss the scope if needed. We look forward to hearing from you.

Thanks!

**Lisa Valdez**

Senior Transportation Planner

**DUDEK**

621 Chapala Street, Santa Barbara, CA 93101

O: 805.308.8505 C: 805.450.2583

[www.dudek.com](http://www.dudek.com)



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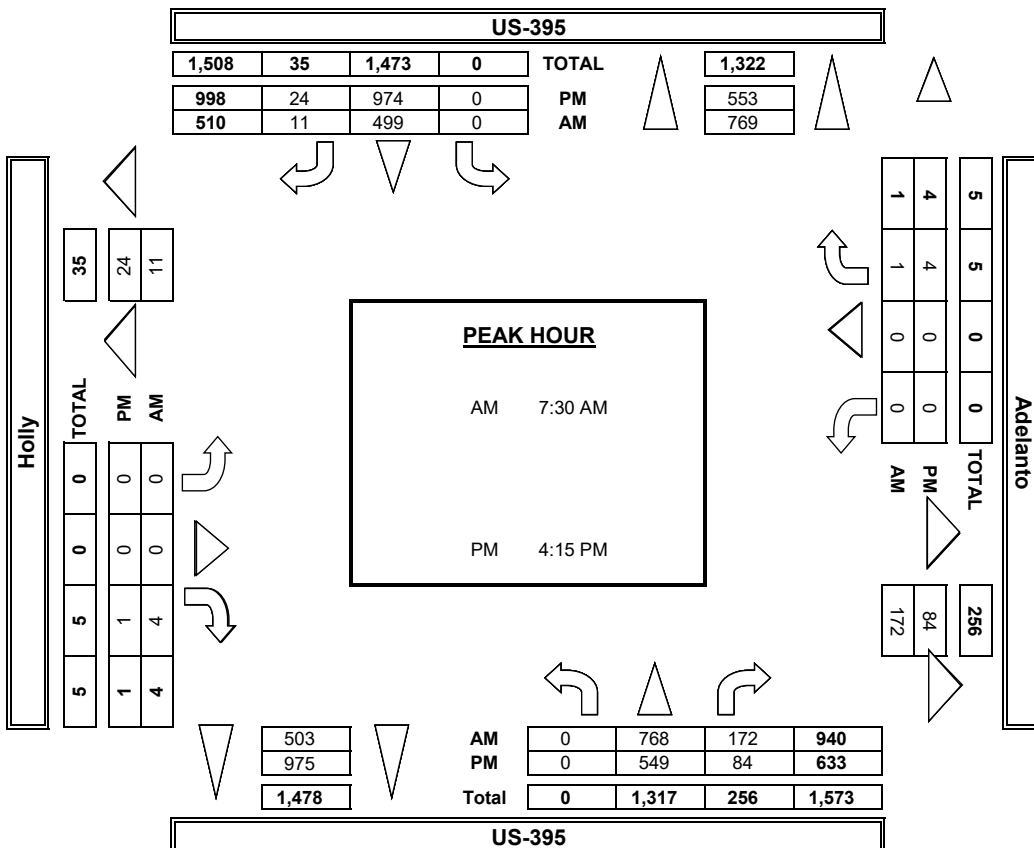
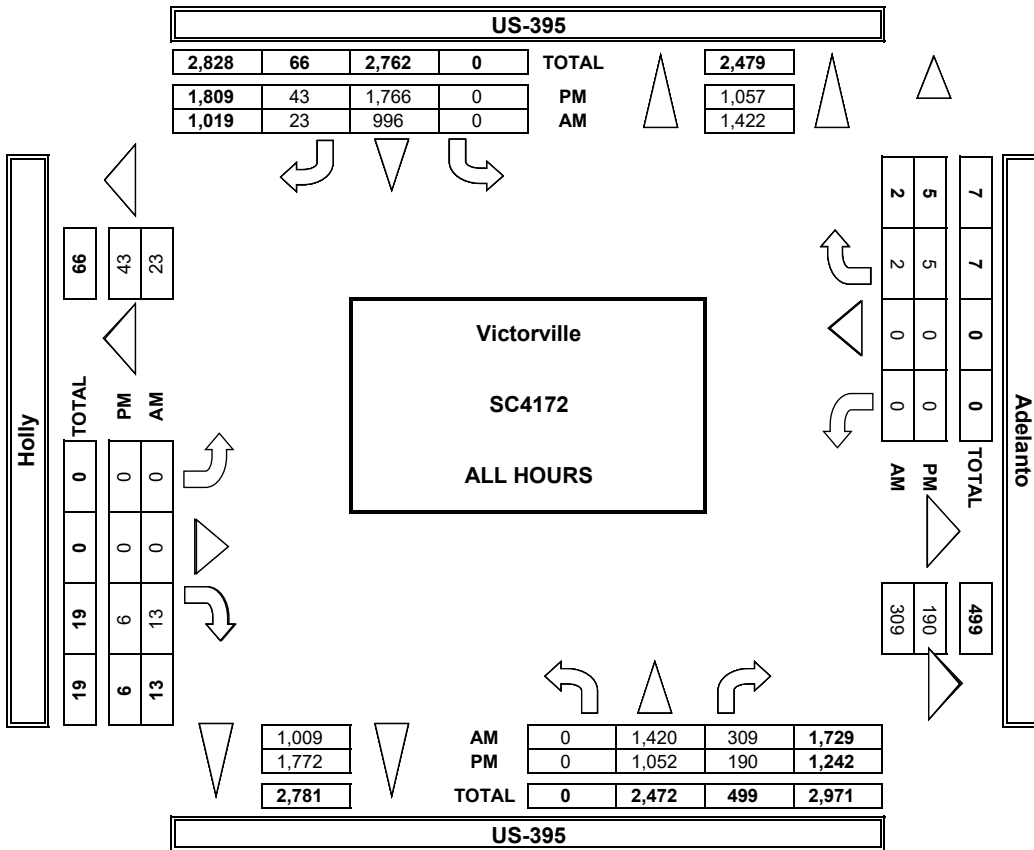
# **Appendix B**

## Raw Traffic Counts





**AimTD LLC**  
TURNING MOVEMENT COUNTS





# INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville US-395 Holly	PROJECT #: LOCATION #: CONTROL:	SC4172 1 STOP E/W
-------------------------------	---	--------------------------------	---------------------------------------	-------------------------

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

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	NL X	NT 2	NR 1	SL X	ST 2	SR 0	EL X	ET X	ER 1	WL X	WT X	WR 1		NB	SB	EB	WB	TTL

													TOTAL						
	US-395	US-395	US-395	Holly	Holly	Holly	Holly	Holly	Holly	Holly	Holly	Holly		NB	SB	EB	WB	TTL	
AM	7:00 AM	0	208	39	0	139	6	0	0	2	0	0	0	393					0
	7:15 AM	0	180	55	0	141	3	0	0	3	0	0	0	381					0
	7:30 AM	0	211	46	0	154	7	0	0	3	0	0	0	421					0
	7:45 AM	0	253	69	0	138	3	0	0	2	0	0	2	465					0
	8:00 AM	0	234	43	0	190	1	0	0	0	0	0	0	468					0
	8:15 AM	0	219	49	0	170	1	0	0	0	0	0	0	438					0
	8:30 AM	0	194	32	0	178	3	0	0	3	0	0	2	411					0
	8:45 AM	0	227	40	0	189	3	0	0	1	0	0	0	460					0
	VOLUMES	0	1,724	371	0	1,297	27	0	0	14	0	0	3	3,434	0	0	0	0	0
	APPROACH %	0%	82%	18%	0%	98%	2%	0%	0%	100%	0%	0%	100%						
	APP/DEPART	2,094	/	1,727	1,323	/	1,310	14	/	371	3	/	27	0					
	BEGIN PEAK HR	7:30 AM																	
	VOLUMES	0	916	206	0	651	12	0	0	5	0	0	2	1,791					
	APPROACH %	0%	82%	18%	0%	98%	2%	0%	0%	100%	0%	0%	100%						
	PEAK HR FACTOR	0.872			0.868			0.375			0.250			0.957					
	APP/DEPART	1,122	/	917	663	/	656	5	/	206	2	/	12	0					
PM	4:00 PM	0	127	31	0	246	6	0	0	1	0	0	1	412					0
	4:15 PM	0	154	17	0	298	8	0	0	0	0	0	0	476					0
	4:30 PM	0	163	22	0	296	3	0	0	1	0	0	3	488					0
	4:45 PM	0	219	34	0	261	5	0	0	0	0	0	1	519					0
	5:00 PM	0	141	21	0	267	10	0	0	0	0	0	1	439					0
	5:15 PM	0	158	37	0	241	5	0	0	1	0	0	0	442					0
	5:30 PM	0	166	36	0	257	7	0	0	3	0	0	0	468					0
	5:45 PM	0	149	26	0	190	2	0	0	0	0	0	0	367					0
	VOLUMES	0	1,275	223	0	2,055	45	0	0	6	0	0	6	3,609	0	0	0	0	0
	APPROACH %	0%	85%	15%	0%	98%	2%	0%	0%	100%	0%	0%	100%						
	APP/DEPART	1,498	/	1,281	2,099	/	2,061	6	/	223	6	/	45	0					
	BEGIN PEAK HR	4:15 PM																	
	VOLUMES	0	675	94	0	1,122	25	0	0	1	0	0	5	1,921					
	APPROACH %	0%	88%	12%	0%	98%	2%	0%	0%	100%	0%	0%	100%						
	PEAK HR FACTOR	0.762			0.938			0.250			0.417			0.926					
	APP/DEPART	769	/	680	1,147	/	1,123	1	/	94	5	/	25	0					



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Victorville US-395 Holly	<b>PROJECT #:</b> SC4172 <b>LOCATION #:</b> 1 <b>CONTROL:</b> STOP E/W
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<b>CLASS 1:</b> PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	◀ W	▲ N S ▼	E ▶
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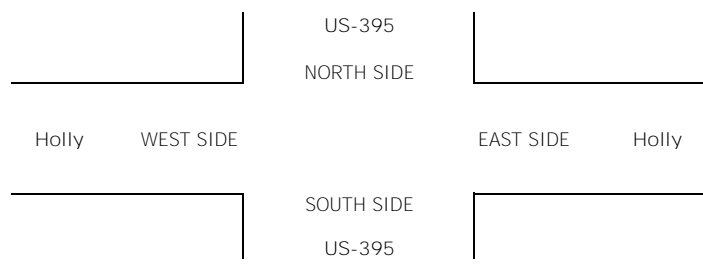
LANES:	NORTHBOUND US-395			SOUTHBOUND US-395			EASTBOUND Holly			WESTBOUND Holly			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	2	1	X	2	0	X	X	1	X	X	1	

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

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>AM</b>													
7:00 AM	0	144	27	0	76	1	0	0	2	0	0	0	250
7:15 AM	0	135	28	0	87	1	0	0	3	0	0	0	254
7:30 AM	0	146	29	0	90	5	0	0	3	0	0	0	273
7:45 AM	0	194	52	0	86	3	0	0	0	0	0	0	335
8:00 AM	0	167	31	0	106	1	0	0	0	0	0	0	305
8:15 AM	0	137	33	0	116	1	0	0	0	0	0	0	287
8:30 AM	0	121	27	0	109	3	0	0	3	0	0	0	263
8:45 AM	0	135	29	0	122	3	0	0	1	0	0	0	290
VOLUMES	0	1,179	256	0	792	18	0	0	12	0	0	0	2,257
APPROACH %	0%	82%	18%	0%	98%	2%	0%	0%	100%	0%	0%	0%	
APP/DEPART	1,435	/	1,179	810	/	804	12	/	256	0	/	18	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	0	644	145	0	398	10	0	0	3	0	0	0	1,200
APPROACH %	0%	82%	18%	0%	98%	2%	0%	0%	100%	0%	0%	0%	
PEAK HR FACTOR	0.802			0.872			0.250			0.000			0.896
APP/DEPART	789	/	644	408	/	401	3	/	145	0	/	10	0
<b>PM</b>													
4:00 PM	0	76	17	0	190	6	0	0	1	0	0	1	291
4:15 PM	0	98	14	0	205	8	0	0	0	0	0	0	325
4:30 PM	0	106	20	0	243	3	0	0	1	0	0	1	374
4:45 PM	0	161	24	0	211	3	0	0	0	0	0	1	400
5:00 PM	0	97	18	0	215	8	0	0	0	0	0	1	339
5:15 PM	0	116	23	0	187	5	0	0	1	0	0	0	332
5:30 PM	0	120	29	0	184	5	0	0	3	0	0	0	341
5:45 PM	0	123	21	0	135	2	0	0	0	0	0	0	281
VOLUMES	0	897	166	0	1,570	40	0	0	6	0	0	4	2,683
APPROACH %	0%	84%	16%	0%	98%	2%	0%	0%	100%	0%	0%	100%	
APP/DEPART	1,063	/	901	1,610	/	1,576	6	/	166	4	/	40	0
BEGIN PEAK HR	4:15 PM												
VOLUMES	0	462	76	0	874	22	0	0	1	0	0	3	1,438
APPROACH %	0%	86%	14%	0%	98%	2%	0%	0%	100%	0%	0%	100%	
PEAK HR FACTOR	0.727			0.911			0.250			0.750			0.899
APP/DEPART	538	/	465	896	/	875	1	/	76	3	/	22	0

0	0	0	0	0
0	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

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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



## INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville US-395 Holly	PROJECT #: LOCATION #: CONTROL:	SC4172 1 STOP E/W
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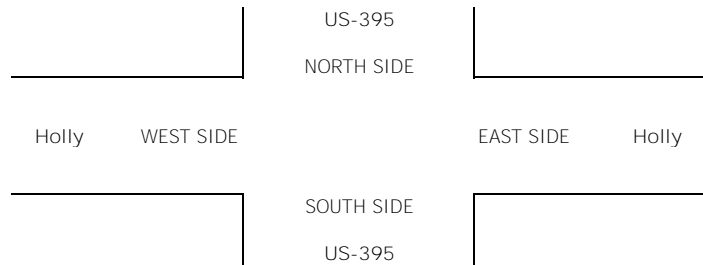
<b>CLASS 2:</b> 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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LANES:	NORTHBOUND US-395			SOUTHBOUND US-395			EASTBOUND Holly			WESTBOUND Holly			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	2	1	X	2	0	X	X	1	X	X	1	

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

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
AM	7:00 AM	0	9	3	0	3	2	0	0	0	0	0	0	17
	7:15 AM	0	8	5	0	5	1	0	0	0	0	0	0	19
	7:30 AM	0	16	3	0	8	0	0	0	0	0	0	0	27
	7:45 AM	0	13	4	0	9	0	0	0	1	0	0	1	28
	8:00 AM	0	9	0	0	4	0	0	0	0	0	0	0	13
	8:15 AM	0	11	3	0	5	0	0	0	0	0	0	0	19
	8:30 AM	0	9	3	0	8	0	0	0	0	0	0	1	21
	8:45 AM	0	14	2	0	13	0	0	0	0	0	0	0	29
	VOLUMES	0	89	23	0	55	3	0	0	1	0	0	2	173
	APPROACH %	0%	79%	21%	0%	95%	5%	0%	0%	100%	0%	0%	100%	
	APP/DEPART	112	/	91	58	/	56	1	/	23	2	/	3	0
	BEGIN PEAK HR	7:30 AM												
	VOLUMES	0	49	10	0	26	0	0	0	1	0	0	1	87
	APPROACH %	0%	83%	17%	0%	100%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.776			0.722			0.250			0.250			0.777
	APP/DEPART	59	/	50	26	/	27	1	/	10	1	/	0	0
PM	4:00 PM	0	2	2	0	8	0	0	0	0	0	0	0	12
	4:15 PM	0	5	0	0	11	0	0	0	0	0	0	0	16
	4:30 PM	0	7	0	0	4	0	0	0	0	0	0	0	11
	4:45 PM	0	3	1	0	6	1	0	0	0	0	0	0	11
	5:00 PM	0	1	2	0	6	1	0	0	0	0	0	0	10
	5:15 PM	0	10	0	0	8	0	0	0	0	0	0	0	18
	5:30 PM	0	6	1	0	5	1	0	0	0	0	0	0	13
	5:45 PM	0	4	0	0	3	0	0	0	0	0	0	0	7
	VOLUMES	0	38	6	0	51	3	0	0	0	0	0	0	98
	APPROACH %	0%	86%	14%	0%	94%	6%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	44	/	38	54	/	51	0	/	6	0	/	3	0
	BEGIN PEAK HR	4:15 PM												
	VOLUMES	0	16	3	0	27	2	0	0	0	0	0	0	48
	APPROACH %	0%	84%	16%	0%	93%	7%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.679			0.659			0.000			0.000			0.750
	APP/DEPART	19	/	16	29	/	27	0	/	3	0	/	2	0

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



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville US-395 Holly	PROJECT #: LOCATION #: CONTROL:	SC4172 1 STOP E/W
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<b>CLASS 3:</b> 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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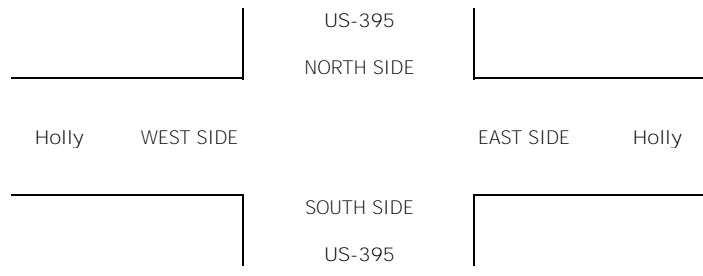
LANES:	NORTHBOUND US-395			SOUTHBOUND US-395			EASTBOUND Holly			WESTBOUND Holly			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	5
	7:15 AM	0	3	2	0	2	0	0	0	0	0	0	0	7
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
	8:00 AM	0	0	1	0	2	0	0	0	0	0	0	0	3
	8:15 AM	0	1	1	0	2	0	0	0	0	0	0	0	4
	8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	8:45 AM	0	4	1	0	1	0	0	0	0	0	0	0	6
	VOLUMES	0	12	8	0	7	0	0	0	0	0	0	0	27
	APPROACH %	0%	60%	40%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	20	/	12	7	/	7	0	/	8	0	/	0	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	1	3	0	4	0	0	0	0	0	0	0	8	
APPROACH %	0%	25%	75%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.500			0.500			0.000			0.000			0.500	
APP/DEPART	4	/	1	4	/	4	0	/	3	0	/	0	0	
PM	4:00 PM	0	1	0	0	2	0	0	0	0	0	0	0	3
	4:15 PM	0	2	0	0	3	0	0	0	0	0	0	0	5
	4:30 PM	0	0	0	0	3	0	0	0	0	0	1	0	4
	4:45 PM	0	5	0	0	1	0	0	0	0	0	0	0	6
	5:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
	5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
	5:30 PM	0	1	1	0	2	0	0	0	0	0	0	0	4
	5:45 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
	VOLUMES	0	11	2	0	15	0	0	0	0	0	0	1	29
	APPROACH %	0%	85%	15%	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%
APP/DEPART	13	/	12	15	/	15	0	/	2	1	/	0	0	
BEGIN PEAK HR	4:15 PM													
VOLUMES	0	9	0	0	8	0	0	0	0	0	1	0	18	
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%	
PEAK HR FACTOR	0.450			0.667			0.000			0.250			0.750	
APP/DEPART	9	/	10	8	/	8	0	/	0	1	/	0	0	

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





# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: Victorville NORTH & SOUTH: US-395 EAST & WEST: Holly	PROJECT #: SC4172 LOCATION #: 1 CONTROL: STOP E/W
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N E ►	◀ W S ▼
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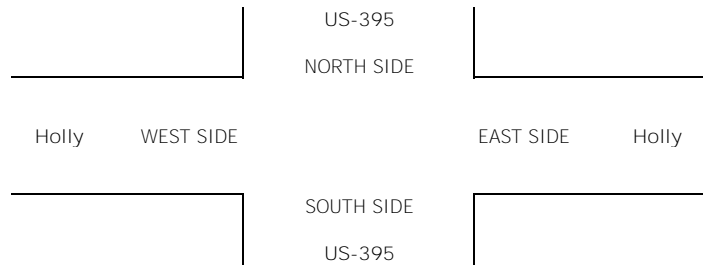
LANES:	NORTHBOUND US-395			SOUTHBOUND US-395			EASTBOUND Holly			WESTBOUND Holly			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	2	1	X	2	0	X	X	1	X	X	1	

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

	NORTHBOUND US-395			SOUTHBOUND US-395			EASTBOUND Holly			WESTBOUND Holly			TOTAL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
AM	7:00 AM	0	14	1	0	16	0	0	0	0	0	0	31	
	7:15 AM	0	9	5	0	10	0	0	0	0	0	0	24	
	7:30 AM	0	9	4	0	16	0	0	0	0	0	0	29	
	7:45 AM	0	11	3	0	12	0	0	0	0	0	0	26	
	8:00 AM	0	15	2	0	22	0	0	0	0	0	0	39	
	8:15 AM	0	13	3	0	14	0	0	0	0	0	0	30	
	8:30 AM	0	17	0	0	19	0	0	0	0	0	0	36	
	8:45 AM	0	19	2	0	15	0	0	0	0	0	0	36	
	VOLUMES	0	107	20	0	124	0	0	0	0	0	0	251	
	APPROACH %	0%	84%	16%	0%	100%	0%	0%	0%	0%	0%	0%		
	APP/DEPART	127	/	107	124	/	124	0	/	20	0	/	0	
	BEGIN PEAK HR	7:30 AM												
	VOLUMES	0	48	12	0	64	0	0	0	0	0	0	124	
	APPROACH %	0%	80%	20%	0%	100%	0%	0%	0%	0%	0%	0%		
	PEAK HR FACTOR	0.882			0.727			0.000			0.000			0.795
	APP/DEPART	60	/	48	64	/	64	0	/	12	0	/	0	
PM	4:00 PM	0	14	3	0	12	0	0	0	0	0	0	29	
	4:15 PM	0	12	1	0	22	0	0	0	0	0	0	35	
	4:30 PM	0	12	0	0	13	0	0	0	0	0	0	25	
	4:45 PM	0	11	2	0	13	0	0	0	0	0	0	26	
	5:00 PM	0	12	0	0	13	0	0	0	0	0	0	25	
	5:15 PM	0	9	4	0	14	0	0	0	0	0	0	27	
	5:30 PM	0	11	1	0	17	0	0	0	0	0	0	29	
	5:45 PM	0	6	1	0	14	0	0	0	0	0	0	21	
	VOLUMES	0	87	12	0	118	0	0	0	0	0	0	217	
	APPROACH %	0%	88%	12%	0%	100%	0%	0%	0%	0%	0%	0%		
	APP/DEPART	99	/	87	118	/	118	0	/	12	0	/	0	
	BEGIN PEAK HR	4:15 PM												
	VOLUMES	0	47	3	0	61	0	0	0	0	0	0	111	
	APPROACH %	0%	94%	6%	0%	100%	0%	0%	0%	0%	0%	0%		
	PEAK HR FACTOR	0.962			0.693			0.000			0.000			0.793
	APP/DEPART	50	/	47	61	/	61	0	/	3	0	/	0	

0	0	0	0	0
0	0	0	0	0
0	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



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville US-395 Holly	PROJECT #: LOCATION #: CONTROL:	SC4172 1 STOP E/W
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<b>CLASS 5:</b> RV	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W      E ▶ S ▼
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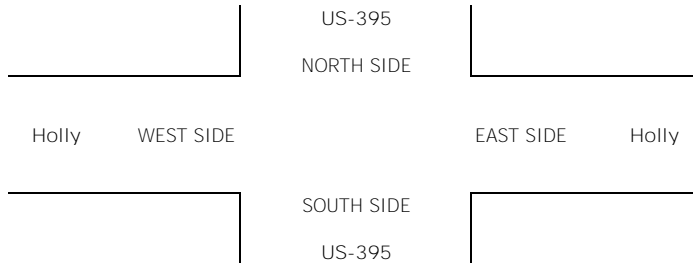
LANES:	NORTHBOUND US-395			SOUTHBOUND US-395			EASTBOUND Holly			WESTBOUND Holly			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	2	1	X	2	0	X	X	1	X	X	1	

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

	NORTHBOUND US-395			SOUTHBOUND US-395			EASTBOUND Holly			WESTBOUND Holly			TOTAL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
AM	7:00 AM	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	
	7:30 AM	0	1	0	0	0	0	0	0	0	0	0	1	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	1	0	0	0	0	0	0	0	0	0	1	
	8:15 AM	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	
	8:45 AM	0	1	0	0	0	0	0	0	0	0	0	1	
	VOLUMES	0	3	0	0	0	0	0	0	0	0	0	0	3
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	3	/	3	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	2	0	0	0	0	0	0	0	0	0	0	2	
APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.500			0.000			0.000			0.000			0.500	
APP/DEPART	2	/	2	0	/	0	0	/	0	0	/	0	0	
PM	4:00 PM	0	0	0	0	1	0	0	0	0	0	0	1	
	4:15 PM	0	1	0	0	0	0	0	0	0	0	0	1	
	4:30 PM	0	2	0	0	0	0	0	0	0	0	0	2	
	4:45 PM	0	2	0	0	0	0	0	0	0	0	0	2	
	5:00 PM	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	
	5:30 PM	0	0	0	0	1	0	0	0	0	0	0	1	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	5	0	0	2	0	0	0	0	0	0	0	7
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	5	/	5	2	/	2	0	/	0	0	/	0	0	
BEGIN PEAK HR	4:15 PM													
VOLUMES	0	5	0	0	0	0	0	0	0	0	0	0	5	
APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.625			0.000			0.000			0.000			0.625	
APP/DEPART	5	/	5	0	/	0	0	/	0	0	/	0	0	

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



## INTERSECTION TURNING MOVEMENT COUNTS

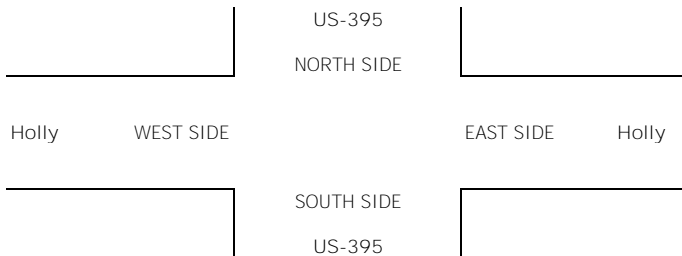
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville US-395 Holly	PROJECT #: SC4172	LOCATION #: 1	CONTROL: STOP E/W
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CLASS 6:  BUSES	NOTES:	AM PM MD OTHER OTHER	◀ W	▲ N ▼ S	E ▶
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LANES:	NORTHBOUND <small>US-395</small>			SOUTHBOUND <small>US-395</small>			EASTBOUND <small>Holly</small>			WESTBOUND <small>Holly</small>			TOTAL	U-TURNS				
	NL X	NT 2	NR 1	SL X	ST 2	SR 0	EL X	ET X	ER 1	WL X	WT X	WR 1		NB	SB	EB	WB	TTL

AM	7:00 AM	0	1	0	0	5	1	0	0	0	0	0	0	7	0	0	0	0	0
	7:15 AM	0	0	0	0	6	0	0	0	0	0	0	0	6	0	0	0	0	0
	7:30 AM	0	6	0	0	2	1	0	0	0	0	0	0	9	0	0	0	0	0
	7:45 AM	0	3	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0
	8:00 AM	0	3	2	0	4	0	0	0	0	0	0	0	9	0	0	0	0	0
	8:15 AM	0	12	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0
	8:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	0	30	2	0	18	2	0	0	0	0	0	0	52	0	0	0	0	0
	APPROACH %	0%	94%	6%	0%	90%	10%	0%	0%	0%	0%	0%	0%		0	0	0	0	0
APP/DEPART	32	/	30	20	/	18	0	/	2	0	/	2	0		0	0	0	0	
BEGIN PEAK HR	7:30 AM																		
VOLUMES	0	24	2	0	7	1	0	0	0	0	0	0	34	0	0	0	0	0	
APPROACH %	0%	92%	8%	0%	88%	13%	0%	0%	0%	0%	0%	0%		0	0	0	0	0	
PEAK HR FACTOR	0.542			0.500			0.000			0.000			0.708						
APP/DEPART	26	/	24	8	/	7	0	/	2	0	/	1	0		0	0	0	0	
PM	4:00 PM	0	2	1	0	1	0	0	0	0	0	0	4	0	0	0	0	0	
	4:15 PM	0	3	0	0	2	0	0	0	0	0	0	5	0	0	0	0	0	
	4:30 PM	0	3	1	0	1	0	0	0	0	0	0	5	0	0	0	0	0	
	4:45 PM	0	3	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	
	5:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	1	0	0	4	0	0	0	0	0	0	5	0	0	0	0	0	
	5:45 PM	0	1	1	0	1	0	0	0	0	0	0	3	0	0	0	0	0	
	VOLUMES	0	14	4	0	10	0	0	0	0	0	0	28	0	0	0	0	0	
	APPROACH %	0%	78%	22%	0%	100%	0%	0%	0%	0%	0%	0%		0	0	0	0	0	
APP/DEPART	18	/	14	10	/	10	0	/	4	0	/	0	0		0	0	0		
BEGIN PEAK HR	4:15 PM																		
VOLUMES	0	10	2	0	4	0	0	0	0	0	0	16	0	0	0	0	0		
APPROACH %	0%	83%	17%	0%	100%	0%	0%	0%	0%	0%	0%		0	0	0	0	0		
PEAK HR FACTOR	0.750			0.500			0.000			0.000			0.800						
APP/DEPART	12	/	10	4	/	4	0	/	2	0	/	0	0		0	0	0		



INTERSECTION TURNING MOVEMENT COUNTS

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

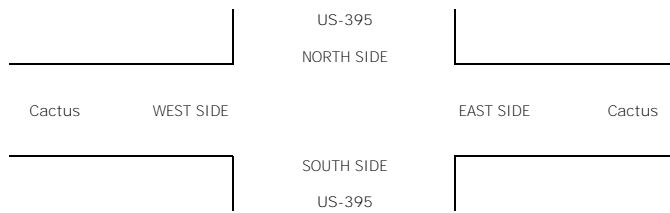
DATE: Wed, Aug 23, 23	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville US-395 Cactus	PROJECT #: SC4172 LOCATION #: 2 CONTROL: SIGNAL
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NOTES:	<table border="1"> <tr> <td>AM</td> <td></td> <td>▲</td> <td></td> </tr> <tr> <td>PM</td> <td></td> <td>N</td> <td></td> </tr> <tr> <td>MD</td> <td>◀ W</td> <td></td> <td>E ▶</td> </tr> <tr> <td>OTHER</td> <td></td> <td>S</td> <td></td> </tr> <tr> <td>OTHER</td> <td></td> <td>▼</td> <td></td> </tr> </table>	AM		▲		PM		N		MD	◀ W		E ▶	OTHER		S		OTHER		▼	
AM		▲																			
PM		N																			
MD	◀ W		E ▶																		
OTHER		S																			
OTHER		▼																			

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL 1	US-395 NT 2	NR 1	SL 1	US-395 ST 2	SR 0	EL 1	Cactus ET 1	ER 0	WL 1	Cactus WT 1	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL

7:00 AM	13	190	4	2	98	2	9	4	19	4	3	5	353	0	0	0	0	0
7:15 AM	11	181	6	0	112	1	11	8	21	2	5	6	364	0	0	0	0	0
7:30 AM	12	199	4	0	116	2	12	14	36	8	6	4	413	0	0	0	0	0
7:45 AM	18	263	5	2	106	0	15	10	22	2	8	4	455	0	0	0	0	0
8:00 AM	18	221	6	4	129	5	5	5	13	6	6	5	423	0	0	0	0	0
8:15 AM	17	199	8	5	126	8	10	8	21	10	4	6	422	0	0	0	0	0
8:30 AM	16	168	5	5	129	4	9	8	20	6	1	4	375	0	0	0	0	0
8:45 AM	14	198	5	2	141	8	9	3	10	7	6	2	405	0	0	0	0	0
VOLUMES	119	1,619	43	20	957	30	80	60	162	45	39	36	3,210	0	0	0	0	0
APPROACH %	7%	91%	2%	2%	95%	3%	26%	20%	54%	38%	33%	30%						
APP/DEPART	1,781	/	1,735	1,007	/	1,164	302	/	123	120	/	188	0					
BEGIN PEAK HR	7:30 AM																	
VOLUMES	65	882	23	11	477	15	42	37	92	26	24	19	1,713					
APPROACH %	7%	91%	2%	2%	95%	3%	25%	22%	54%	38%	35%	28%						
PEAK HR FACTOR	0.848																	
APP/DEPART	970	/	943	503	/	595	171	/	71	69	/	104	0					
4:00 PM	18	107	9	5	196	14	6	9	9	4	4	7	388	0	0	0	0	0
4:15 PM	29	124	6	6	227	9	6	7	21	10	10	7	462	0	0	0	0	0
4:30 PM	37	143	9	4	243	16	5	10	19	9	5	5	505	0	0	0	0	0
4:45 PM	34	199	14	4	221	5	9	4	17	8	8	5	528	0	0	0	0	0
5:00 PM	26	113	6	6	214	15	11	3	15	7	6	9	431	0	0	0	0	0
5:15 PM	35	155	4	2	195	13	7	4	21	5	1	2	444	0	0	0	0	0
5:30 PM	33	162	7	4	198	15	9	1	15	6	3	2	455	0	0	0	0	0
5:45 PM	33	149	8	3	148	5	5	3	13	8	3	4	382	0	0	0	0	0
VOLUMES	245	1,152	63	34	1,642	92	58	41	130	57	40	41	3,595	0	0	0	0	0
APPROACH %	17%	79%	4%	2%	93%	5%	25%	18%	57%	41%	29%	30%						
APP/DEPART	1,460	/	1,251	1,768	/	1,829	229	/	138	138	/	377	0					
BEGIN PEAK HR	4:15 PM																	
VOLUMES	126	579	35	20	905	45	31	24	72	34	29	26	1,926					
APPROACH %	17%	78%	5%	2%	93%	5%	24%	19%	57%	38%	33%	29%						
PEAK HR FACTOR	0.749																	
APP/DEPART	740	/	636	970	/	1,011	127	/	79	89	/	200	0					



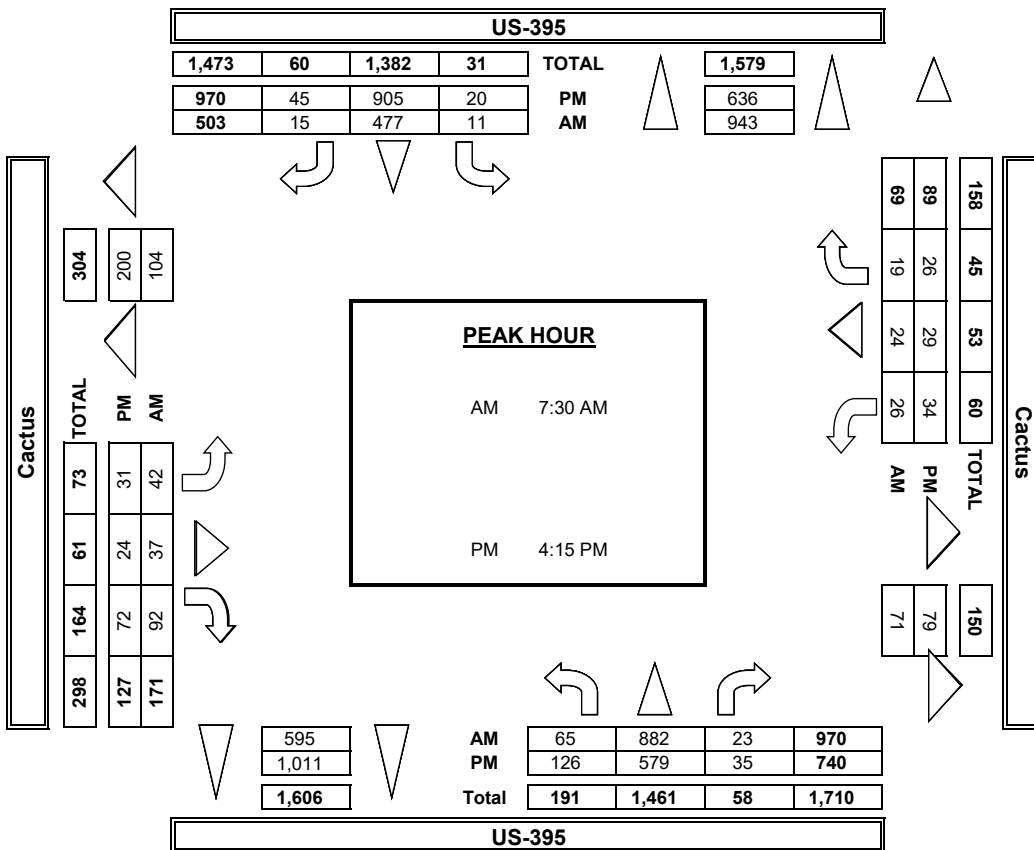
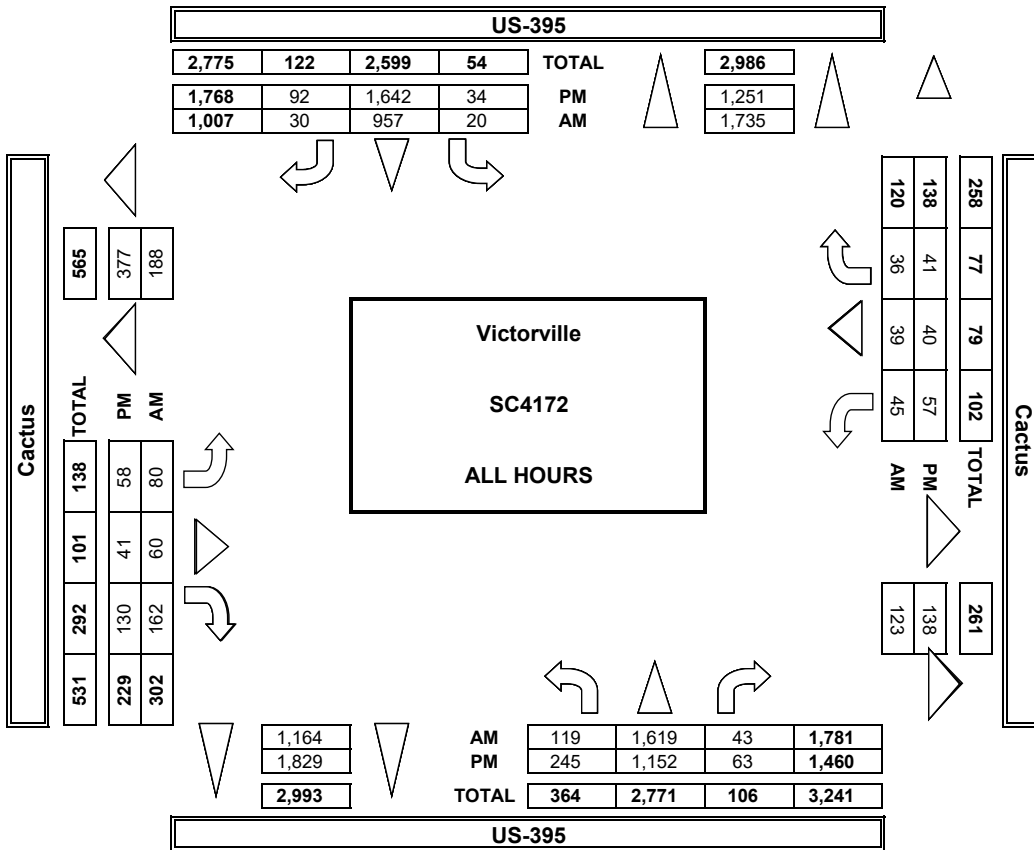
	ALL PED AND BIKE				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	0	0	2	0	2
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	1	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	2	1	3
4:00 PM	0	1	0	0	1
4:15 PM	0	1	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	1	0	0	1
5:45 PM	0	1	0	0	1
TOTAL	0	4	0	0	4

	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	0	0	2	0	2
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	0	0	2	0	2
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	1	0	0	1
5:45 PM	0	1	0	0	1
TOTAL	0	2	0	0	2

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL
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	1	1
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	0	0	0	1	1
4:00 PM	0	1	0	0	1
4:15 PM	0	1	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	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	2	0	0	2



**AimTD LLC**  
TURNING MOVEMENT COUNTS





## INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville US-395 Cactus	PROJECT #: LOCATION #: CONTROL:	SC4172 2 SIGNAL
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	◀ W	▲ N S ▼	E ▶
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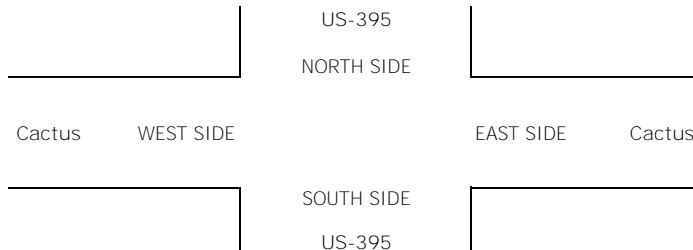
LANES:	NORTHBOUND US-395			SOUTHBOUND US-395			EASTBOUND Cactus			WESTBOUND Cactus			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	1	1	2	0	1	1	0	1	1	0	

U-TURNS				
NB	SB	EB	WB	TTL

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>AM</b>													
7:00 AM	13	161	1	1	75	2	8	4	17	2	3	2	289
7:15 AM	10	152	6	0	89	1	11	8	21	2	5	3	308
7:30 AM	10	161	4	0	90	2	11	14	36	8	6	4	346
7:45 AM	17	230	5	1	84	0	14	10	22	2	8	3	396
8:00 AM	18	189	6	3	98	5	4	5	13	6	6	5	358
8:15 AM	15	156	7	2	108	8	10	8	21	8	4	5	352
8:30 AM	16	136	3	4	103	4	9	7	17	5	1	3	308
8:45 AM	13	154	5	1	114	7	9	3	10	5	6	1	328
VOLUMES	112	1,339	37	12	761	29	76	59	157	38	39	26	2,685
APPROACH %	8%	90%	2%	1%	95%	4%	26%	20%	54%	37%	38%	25%	
APP/DEPART	1,488	/	1,441	802	/	956	292	/	108	103	/	180	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	60	736	22	6	380	15	39	37	92	24	24	17	1,452
APPROACH %	7%	90%	3%	1%	95%	4%	23%	22%	55%	37%	37%	26%	
PEAK HR FACTOR	0.812			0.850			0.689			0.903			0.917
APP/DEPART	818	/	792	401	/	496	168	/	65	65	/	99	0
<b>PM</b>													
4:00 PM	18	86	6	5	172	14	5	9	9	3	3	4	334
4:15 PM	29	104	4	5	190	9	6	6	21	9	9	3	395
4:30 PM	37	120	7	4	222	16	4	8	19	9	5	4	455
4:45 PM	31	172	10	4	201	5	9	4	17	7	7	4	471
5:00 PM	25	96	5	5	195	14	11	3	14	6	6	8	388
5:15 PM	35	133	3	2	173	13	5	4	21	5	1	2	397
5:30 PM	30	142	6	3	170	15	7	1	15	4	3	2	398
5:45 PM	33	136	6	3	127	5	5	3	13	7	3	4	345
VOLUMES	238	989	47	31	1,450	91	52	38	129	50	37	31	3,183
APPROACH %	19%	78%	4%	2%	92%	6%	24%	17%	59%	42%	31%	26%	
APP/DEPART	1,274	/	1,072	1,572	/	1,629	219	/	116	118	/	366	0
BEGIN PEAK HR	4:15 PM												
VOLUMES	122	492	26	18	808	44	30	21	71	31	27	19	1,709
APPROACH %	19%	77%	4%	2%	93%	5%	25%	17%	58%	40%	35%	25%	
PEAK HR FACTOR	0.751			0.899			0.924			0.917			0.907
APP/DEPART	640	/	541	870	/	910	122	/	65	77	/	193	0

0	0	0	0	0
0	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
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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



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville US-395 Cactus	PROJECT #: LOCATION #: CONTROL:	SC4172 2 SIGNAL
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<b>CLASS 2:</b> 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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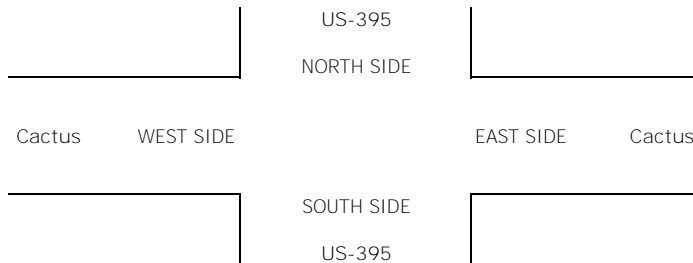
LANES:	NORTHBOUND US-395			SOUTHBOUND US-395			EASTBOUND Cactus			WESTBOUND Cactus			TOTAL
	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	11	0	0	3	0	0	0	1	1	0	1	17
	7:15 AM	0	13	0	0	5	0	0	0	0	0	0	0	18
	7:30 AM	1	18	0	0	8	0	1	0	0	0	0	0	28
	7:45 AM	1	17	0	1	9	0	0	0	0	0	0	0	28
	8:00 AM	0	9	0	0	4	0	0	0	0	0	0	0	13
	8:15 AM	1	14	1	1	4	0	0	0	0	1	0	0	22
	8:30 AM	0	11	1	0	8	0	0	0	0	0	0	1	21
	8:45 AM	0	16	0	1	12	0	0	0	0	1	0	0	30
	VOLUMES	3	109	2	3	53	0	1	0	1	3	0	2	177
	APPROACH %	3%	96%	2%	5%	95%	0%	50%	0%	50%	60%	0%	40%	
APP/DEPART	114	/	112	56	/	57	2	/	5	5	/	3	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	3	58	1	2	25	0	1	0	0	1	0	0	91	
APPROACH %	5%	94%	2%	7%	93%	0%	100%	0%	0%	100%	0%	0%		
PEAK HR FACTOR	0.816			0.675			0.250			0.250			0.813	
APP/DEPART	62	/	59	27	/	26	1	/	3	1	/	3	0	
PM	4:00 PM	0	3	1	0	8	0	0	0	0	0	1	13	
	4:15 PM	0	4	0	0	11	0	0	1	0	0	1	18	
	4:30 PM	0	6	1	0	4	0	0	2	0	0	1	14	
	4:45 PM	3	4	1	0	6	0	0	0	0	1	1	0	16
	5:00 PM	0	3	1	0	5	1	0	0	1	0	0	0	11
	5:15 PM	0	9	1	0	8	0	1	0	0	0	0	0	19
	5:30 PM	2	6	1	0	5	0	1	0	0	1	0	0	16
	5:45 PM	0	4	0	0	3	0	0	0	0	1	0	0	8
	VOLUMES	5	39	6	0	50	1	2	3	1	3	2	3	115
	APPROACH %	10%	78%	12%	0%	98%	2%	33%	50%	17%	38%	25%	38%	
APP/DEPART	50	/	44	51	/	54	6	/	9	8	/	8	0	
BEGIN PEAK HR	4:15 PM													
VOLUMES	3	17	3	0	26	1	0	3	1	1	2	2	59	
APPROACH %	13%	74%	13%	0%	96%	4%	0%	75%	25%	20%	40%	40%		
PEAK HR FACTOR	0.719			0.614			0.500			0.625			0.819	
APP/DEPART	23	/	19	27	/	28	4	/	6	5	/	6	0	

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

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





## INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville US-395 Cactus	PROJECT #: LOCATION #: CONTROL:	SC4172 2 SIGNAL
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<b>CLASS 3:</b> 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
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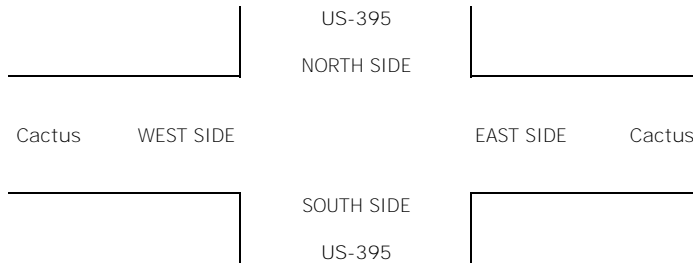
LANES:	NORTHBOUND US-395			SOUTHBOUND US-395			EASTBOUND Cactus			WESTBOUND Cactus			TOTAL
	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
AM	7:00 AM	0	4	0	0	0	0	1	0	0	0	0	0	5
	7:15 AM	0	4	0	0	2	0	0	0	0	0	0	1	7
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	8:00 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
	8:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	4
	8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	8:45 AM	1	5	0	0	1	0	0	0	0	0	0	0	7
	VOLUMES	1	18	0	0	7	0	1	0	0	0	0	1	28
	APPROACH %	5%	95%	0%	0%	100%	0%	100%	0%	0%	0%	0%	100%	
APP/DEPART	19	/	20	7	/	7	1	/	0	1	/	1	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	4	0	0	4	0	0	0	0	0	0	0	8	
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.500			0.500			0.000			0.000			0.500	
APP/DEPART	4	/	4	4	/	4	0	/	0	0	/	0	0	
PM	4:00 PM	0	1	0	0	2	0	0	0	0	1	0	4	
	4:15 PM	0	1	0	0	3	0	0	0	0	0	1	5	
	4:30 PM	0	0	0	0	3	0	0	0	0	0	0	3	
	4:45 PM	0	5	1	0	1	0	0	0	0	0	0	7	
	5:00 PM	1	1	0	0	1	0	0	0	0	0	1	4	
	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	1	
	5:30 PM	0	2	0	0	2	0	0	0	0	0	0	4	
	5:45 PM	0	0	0	0	3	0	0	0	0	0	0	3	
	VOLUMES	1	11	1	0	15	0	0	0	0	0	1	2	31
	APPROACH %	8%	85%	8%	0%	100%	0%	0%	0%	0%	33%	67%		
APP/DEPART	13	/	13	15	/	15	0	/	1	3	/	2	0	
BEGIN PEAK HR	4:15 PM													
VOLUMES	1	7	1	0	8	0	0	0	0	0	0	2	19	
APPROACH %	11%	78%	11%	0%	100%	0%	0%	0%	0%	0%	0%	100%		
PEAK HR FACTOR	0.375			0.667			0.000			0.500			0.679	
APP/DEPART	9	/	9	8	/	8	0	/	1	2	/	1	0	

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



**INTERSECTION TURNING MOVEMENT COUNTS**

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

<b>DATE:</b> 8/23/23 WEDNESDAY	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	<b>Victorville</b> US-395 Cactus	<b>PROJECT #:</b> <b>LOCATION #:</b> <b>CONTROL:</b>	<b>SC4172</b> 2 SIGNAL
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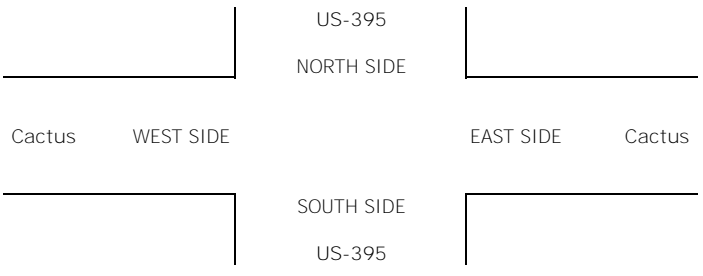
<b>CLASS 4:</b> 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ▼ S	◀ W E ▶
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	NORTHBOUND US-395			SOUTHBOUND US-395			EASTBOUND Cactus			WESTBOUND Cactus			TOTAL
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	13	3	1	15	0	0	0	0	1	0	2	35
	7:15 AM	1	12	0	0	10	0	0	0	0	0	0	2	25
	7:30 AM	0	13	0	0	16	0	0	0	0	0	0	0	29
	7:45 AM	0	13	0	0	12	0	0	0	0	0	0	1	26
	8:00 AM	0	17	0	1	21	0	0	0	0	0	0	0	39
	8:15 AM	0	15	0	2	12	0	0	0	0	1	0	1	31
	8:30 AM	0	17	1	1	18	0	0	1	1	1	0	0	40
	8:45 AM	0	20	0	0	14	1	0	0	0	1	0	1	37
	VOLUMES	1	120	4	5	118	1	0	1	1	4	0	7	262
	APPROACH %	1%	96%	3%	4%	95%	1%	0%	50%	50%	36%	0%	64%	
	APP/DEPART	125	/	127	124	/	123	2	/	10	11	/	2	0
	BEGIN PEAK HR	VOLUMES	7:30 AM			3	61	0	0	0	0	0	2	125
APPROACH %		0%	58%	0%	5%	95%	0%	0%	0%	33%	0%	67%		
PEAK HR FACTOR		0.853			0.727			0.000			0.375			0.801
APP/DEPART		58	/	60	64	/	62	0	/	3	3	/	0	0
PM	4:00 PM	0	15	2	0	12	0	0	0	0	1	0	2	32
	4:15 PM	0	11	2	1	21	0	0	0	0	1	0	2	38
	4:30 PM	0	12	0	0	13	0	0	0	0	0	0	0	25
	4:45 PM	0	13	2	0	13	0	0	0	0	0	0	0	28
	5:00 PM	0	12	0	1	12	0	0	0	0	1	0	0	26
	5:15 PM	0	12	0	0	14	0	1	0	0	0	0	0	27
	5:30 PM	1	12	0	1	16	0	0	0	0	1	0	0	31
	5:45 PM	0	7	1	0	14	0	0	0	0	0	0	0	22
	VOLUMES	1	94	7	3	115	0	1	0	0	4	0	4	229
	APPROACH %	1%	92%	7%	3%	97%	0%	100%	0%	0%	50%	0%	50%	
	APP/DEPART	102	/	99	118	/	119	1	/	10	8	/	1	0
	BEGIN PEAK HR	VOLUMES	4:15 PM			2	59	0	0	0	0	2	0	2
APPROACH %		0%	92%	8%	3%	97%	0%	0%	0%	50%	0%	50%		
PEAK HR FACTOR		0.867			0.693			0.000			0.333			0.770
APP/DEPART		52	/	50	61	/	61	0	/	6	4	/	0	0

0	0	0	0	0
0	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



## INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville US-395 Cactus	PROJECT #: LOCATION #: CONTROL:	SC4172 2 SIGNAL
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CLASS 5: RV	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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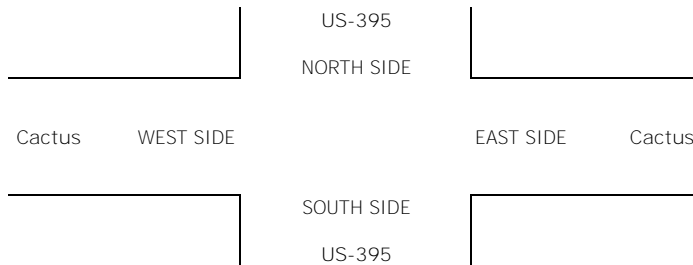
LANES:	NORTHBOUND US-395			SOUTHBOUND US-395			EASTBOUND Cactus			WESTBOUND Cactus			TOTAL
	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	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	1	0	0	0	0	0	0	0	0	0	0	1
	VOLUMES	0	3	0	0	0	0	0	0	0	0	0	0	3
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	3	/	3	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	2	0	0	0	0	0	0	0	0	0	0	2	
APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.500			0.000			0.000			0.000			0.500	
APP/DEPART	2	/	2	0	/	0	0	/	0	0	/	0	0	
PM	4:00 PM	0	0	0	0	1	0	0	0	0	0	0	1	
	4:15 PM	0	1	0	0	0	0	0	0	0	0	0	1	
	4:30 PM	0	2	1	0	0	0	0	0	0	0	0	3	
	4:45 PM	0	1	0	0	0	0	0	0	0	0	1	2	
	5:00 PM	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	
	5:30 PM	0	0	0	0	1	0	0	0	0	0	0	1	
	5:45 PM	0	0	1	0	0	0	0	0	0	0	0	1	
	VOLUMES	0	4	2	0	2	0	0	0	0	0	1	9	
	APPROACH %	0%	67%	33%	0%	100%	0%	0%	0%	0%	0%	100%	0%	
APP/DEPART	6	/	5	2	/	2	0	/	2	1	/	0	0	
BEGIN PEAK HR	4:15 PM													
VOLUMES	0	4	1	0	0	0	0	0	0	0	1	6		
APPROACH %	0%	80%	20%	0%	0%	0%	0%	0%	0%	0%	100%	0%		
PEAK HR FACTOR	0.417			0.000			0.000			0.250			0.500	
APP/DEPART	5	/	5	0	/	0	0	/	1	1	/	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



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville US-395 Cactus	PROJECT #: LOCATION #: CONTROL:	SC4172 2 SIGNAL
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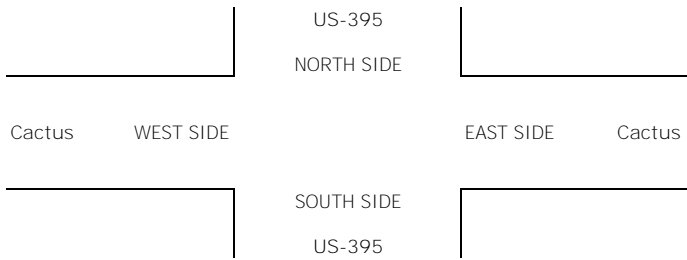
<b>CLASS 6:</b>  BUSES	NOTES:	AM PM MD OTHER OTHER	◀ W	▲ N ▼ S	E ▶
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		NB	SB	EB	WB	TTL

AM	7:00 AM	0	1	0	0	5	0	0	0	1	0	0	0	7	0	0	0	0	0
	7:15 AM	0	0	0	0	6	0	0	0	0	0	0	0	6	0	0	0	0	0
	7:30 AM	1	6	0	0	2	0	0	0	0	0	0	0	9	0	0	0	0	0
	7:45 AM	0	2	0	0	1	0	1	0	0	0	0	0	4	0	0	0	0	0
	8:00 AM	0	4	0	0	4	0	1	0	0	0	0	0	9	0	0	0	0	0
	8:15 AM	1	12	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0
	8:30 AM	0	3	0	0	0	0	0	0	2	0	0	0	5	0	0	0	0	0
	8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	2	30	0	0	18	0	2	0	3	0	0	0	55	0	0	0	0	0
	APPROACH %	6%	94%	0%	0%	100%	0%	40%	0%	60%	0%	0%	0%		0	0	0	0	0
APP/DEPART	32	/	32	18	/	21	5	/	0	0	/	2	0						
BEGIN PEAK HR	7:30 AM																		
VOLUMES	2	24	0	0	7	0	2	0	0	0	0	0	35	0	0	0	0	0	
APPROACH %	8%	92%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%		0	0	0	0	0	
PEAK HR FACTOR	0.500			0.438			0.500			0.000			0.673						
APP/DEPART	26	/	26	7	/	7	2	/	0	0	/	2	0						
PM	4:00 PM	0	2	0	0	1	0	1	0	0	0	0	4	0	0	0	0	0	
	4:15 PM	0	3	0	0	2	0	0	0	0	0	0	5	0	0	0	0	0	
	4:30 PM	0	3	0	0	1	0	1	0	0	0	0	5	0	0	0	0	0	
	4:45 PM	0	4	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	
	5:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	4	0	1	0	0	0	0	5	0	0	0	0	0	
	5:45 PM	0	2	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	
	VOLUMES	0	15	0	0	10	0	3	0	0	0	0	28	0	0	0	0	0	
	APPROACH %	0%	100%	0%	0%	100%	0%	100%	0%	0%	0%	0%		0	0	0	0	0	
APP/DEPART	15	/	18	10	/	10	3	/	0	0	/	0	0						
BEGIN PEAK HR	4:15 PM																		
VOLUMES	0	11	0	0	4	0	1	0	0	0	0	16	0	0	0	0	0	0	
APPROACH %	0%	100%	0%	0%	100%	0%	100%	0%	0%	0%	0%		0	0	0	0	0	0	
PEAK HR FACTOR	0.688			0.500			0.250			0.000			0.800						
APP/DEPART	11	/	12	4	/	4	1	/	0	0	/	0	0						

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

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



INTERSECTION TURNING MOVEMENT COUNTS

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

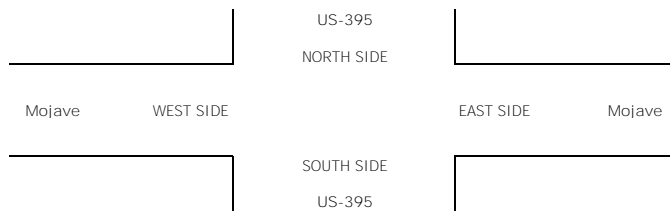
DATE: Wed, Aug 23, 23	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville US-395 Mojave	PROJECT #: SC4172 LOCATION #: 3 CONTROL: SIGNAL
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NOTES:	AM	
	PM	
	MD	
	OTHER	

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL 1	US-395 NT 2	NR 1	SL 1	US-395 ST 1	SR 1	EL 1	Mojave ET 2	ER 0	WL 1	Mojave WT 2	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	11	143	28	31	80	4	5	77	21	23	37	56	516	0	0	0	0	0		
	7:15 AM	9	140	47	40	89	9	4	103	27	19	49	50	586	0	0	0	0	0		
	7:30 AM	7	145	73	60	94	5	5	163	17	35	95	74	773	0	0	0	0	0		
	7:45 AM	17	171	62	49	90	4	10	159	17	54	123	100	856	0	0	0	0	0		
	8:00 AM	11	158	65	41	88	4	15	156	25	58	135	73	829	0	0	0	0	0		
	8:15 AM	11	154	82	50	102	8	7	129	21	44	91	62	761	0	0	0	0	0		
	8:30 AM	11	130	50	53	94	3	7	142	25	43	70	62	690	0	0	0	0	0		
	8:45 AM	13	142	56	37	112	10	12	80	18	52	59	64	655	0	0	0	0	0		
	VOLUMES	90	1,183	463	361	749	47	65	1,009	171	328	659	541	5,666							
	APPROACH %	5%	68%	27%	31%	65%	4%	5%	81%	14%	21%	43%	35%								
	APP/DEPART	1,736	/	1,789	1,157	/	1,248	1,245	/	1,833	1,528	/	796	0							
	BEGIN PEAK HR	7:30 AM																			
	VOLUMES	46	628	282	200	374	21	37	607	80	191	444	309	3,219							
	APPROACH %	5%	66%	29%	34%	63%	4%	5%	84%	11%	20%	47%	33%								
	PEAK HR FACTOR	0.956			0.930					0.923					0.940						
	APP/DEPART	956	/	974	595	/	645	724	/	1,089	944	/	511	0							
PM	4:00 PM	20	96	65	75	129	8	0	77	14	37	108	47	676	0	0	0	0	0		
	4:15 PM	35	116	58	79	148	12	4	73	17	38	99	44	723	0	0	0	0	0		
	4:30 PM	24	131	58	79	170	9	7	72	20	37	101	51	759	0	0	0	0	0		
	4:45 PM	27	147	53	90	173	12	9	86	25	25	115	80	842	0	0	0	0	0		
	5:00 PM	21	102	55	64	130	7	6	77	20	33	119	57	691	0	0	0	0	0		
	5:15 PM	22	131	57	73	163	3	8	76	17	36	114	54	754	0	0	0	0	0		
	5:30 PM	28	108	57	75	132	10	9	66	26	37	90	66	704	0	0	0	0	0		
	5:45 PM	33	115	45	52	123	8	8	90	29	41	102	58	704	0	0	0	0	0		
	VOLUMES	210	946	448	587	1,168	69	51	617	168	284	848	457	5,853							
	APPROACH %	13%	59%	28%	32%	64%	4%	6%	74%	20%	18%	53%	29%								
	APP/DEPART	1,604	/	1,454	1,824	/	1,620	836	/	1,652	1,589	/	1,127	0							
	BEGIN PEAK HR	4:30 PM																			
	VOLUMES	94	511	223	306	636	31	30	311	82	131	449	242	3,046							
	APPROACH %	11%	62%	27%	31%	65%	3%	7%	74%	19%	16%	55%	29%								
	PEAK HR FACTOR	0.912			0.885					0.881					0.904						
	APP/DEPART	828	/	783	973	/	849	423	/	840	822	/	574	0							



	AM	ALL PED AND BIKE				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
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	1	1	
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	1	0	0	1	
TOTAL	0	1	0	1	2	
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	1	0	0	1	
5:30 PM	0	0	0	0	0	
5:45 PM	0	0	0	0	0	
TOTAL	0	1	0	0	1	

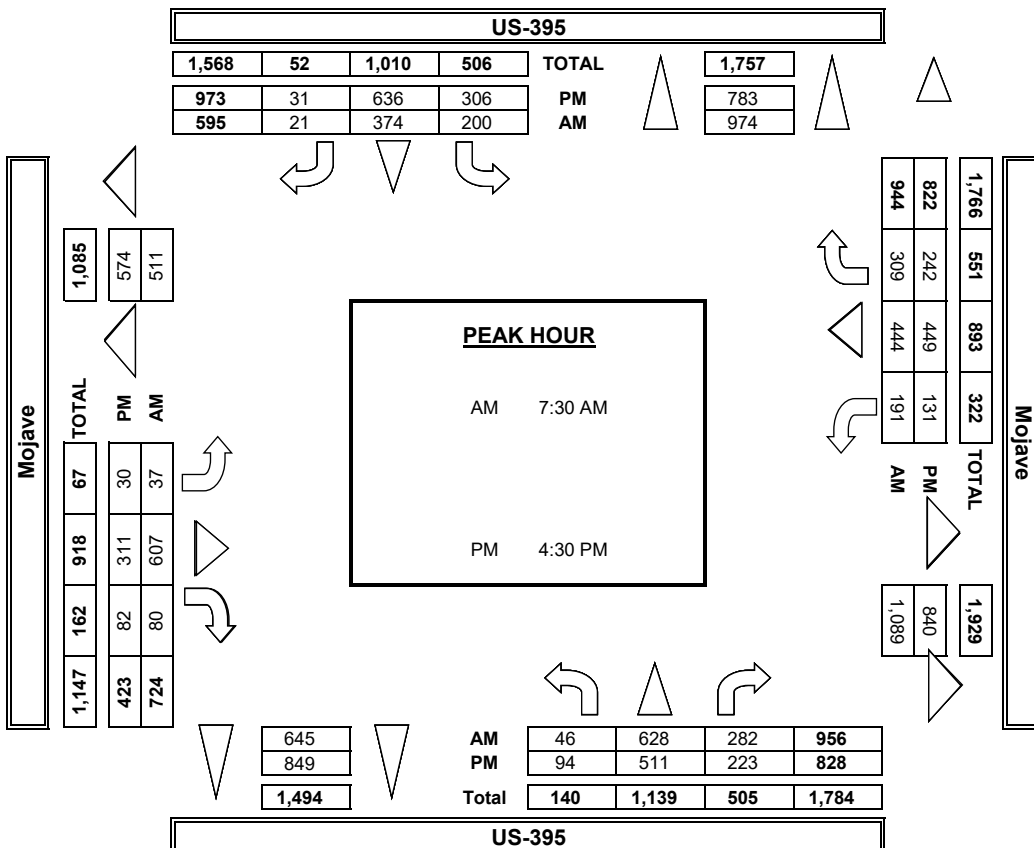
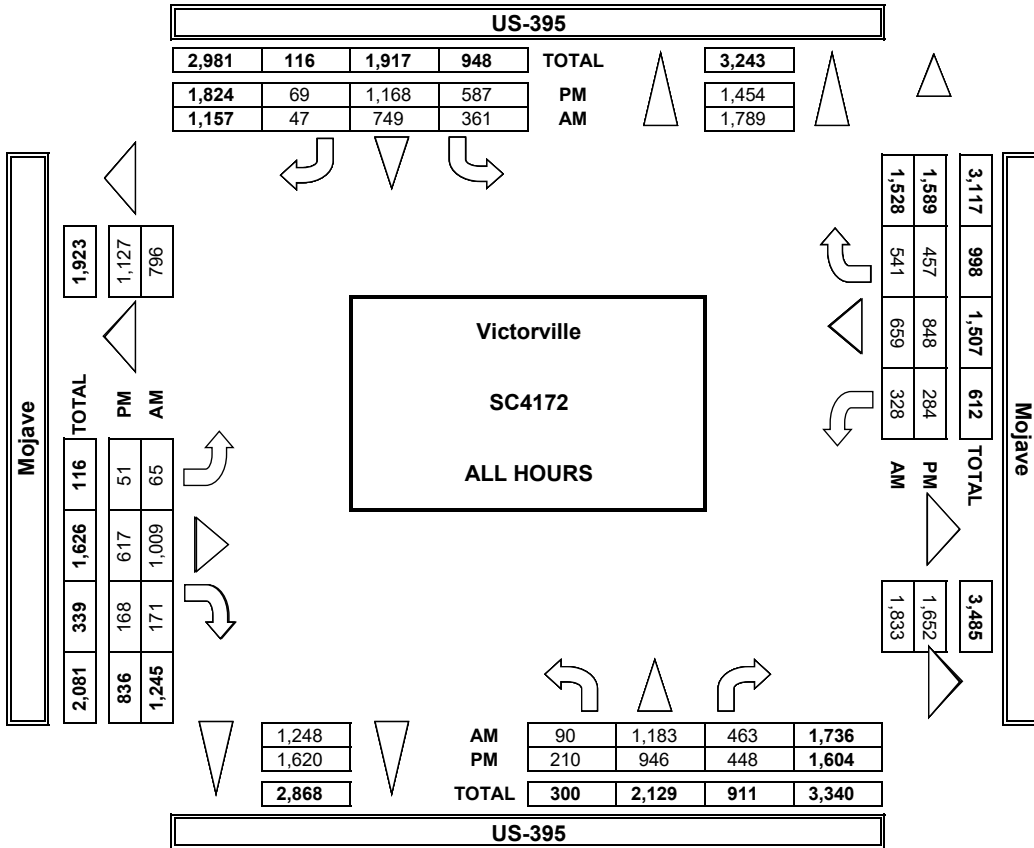
	PM	ALL PED AND BIKE				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	0	0	0	0	0	
7:15 AM	0	0	0	0	0	
7:30 AM	0	0	0	0	0	
7:45 AM	0	0	0	0	0	
8:00 AM	0	0	0	0	0	
8:15 AM	0	0	0	0	0	
8:30 AM	0	0	0	0	0	
8:45 AM	0	1	0	0	1	
TOTAL	0	1	0	0	1	
4:00 PM	0	0	0	0	0	
4:15 PM	0	0	0	0	0	
4:30 PM	0	0	0	0	0	
4:45 PM	0	0	0	0	0	
5:00 PM	0	0	0	0	0	
5:15 PM	0	1	0	0	1	
5:30 PM	0	0	0	0	0	
5:45 PM	0	0	0	0	0	
TOTAL	0	1	0	0	1	

	AM	PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
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	1	0	0	1	
TOTAL	0	1	0	0	1	
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	1	0	0	1	
5:30 PM	0	0	0	0	0	
5:45 PM	0	0	0	0	0	
TOTAL	0	1	0	0	1	

	AM	BICYCLE CROSSINGS				
		NS	SS	ES	WS	TOTAL
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	1	1	
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	0	0	0	1	1	
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	0	0	0	0	0	



**AimTD LLC**  
TURNING MOVEMENT COUNTS



## INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville US-395 Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 3 SIGNAL
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PCE Adjusted	NOTES:										AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
	Class	1	2	3	4	5	6	7	8	9		
	Factor	1	1.5	2	3	2	2					

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	NL 1	NT 2	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0		NB	SB	EB	WB	TTL

AM	7:00 AM	13	182	29	37	109	6	5	79	23	26	39	59	606	
		7:15 AM	9	170	48	46	121	10	4	105	28	19	50	55	663
	7:30 AM	7	185	78	62	129	6	5	170	17	37	99	78	872	
	7:45 AM	18	205	66	55	115	4	10	163	18	56	127	105	940	
	8:00 AM	13	198	67	49	124	4	17	164	25	61	139	75	934	
	8:15 AM	11	197	87	53	134	8	7	133	22	47	98	74	869	
	8:30 AM	12	172	54	59	135	4	7	150	25	44	73	69	801	
	8:45 AM	14	197	58	42	140	11	13	84	18	52	63	68	757	
	VOLUMES	97	1,504	485	402	1,005	53	68	1,046	175	341	686	581	6,440	
	APPROACH %	5%	72%	23%	28%	69%	4%	5%	81%	14%	21%	43%	36%		
	APP/DEPART	2,085	/	2,152	1,459	/	1,521	1,289	/	1,932	1,608	/	835	0	
	BEGIN PEAK HR	7:30 AM													
	VOLUMES	49	784	297	219	501	22	39	629	82	200	463	331	3,614	
	APPROACH %	4%	69%	26%	30%	68%	3%	5%	84%	11%	20%	47%	33%		
	PEAK HR FACTOR	0.960			0.942			0.912			0.865			0.962	
	APP/DEPART	1,129	/	1,153	742	/	783	750	/	1,144	993	/	534	0	
PM	4:00 PM	21	132	68	79	156	8	0	81	14	39	110	54	760	
	4:15 PM	36	143	59	90	195	12	5	76	17	40	103	51	824	
	4:30 PM	25	164	61	84	202	9	8	72	20	37	106	52	839	
	4:45 PM	27	177	54	91	203	12	11	86	25	25	117	86	913	
	5:00 PM	21	133	56	66	153	8	6	80	21	36	123	61	763	
	5:15 PM	25	158	58	75	195	3	9	76	17	39	116	57	827	
	5:30 PM	28	131	58	79	162	11	9	67	27	38	91	69	767	
	5:45 PM	37	138	47	56	164	8	8	91	29	42	104	59	782	
		VOLUMES	219	1,174	460	618	1,429	70	56	629	170	295	869	487	6,473
		APPROACH %	12%	63%	25%	29%	68%	3%	7%	74%	20%	18%	53%	30%	
		APP/DEPART	1,852	/	1,717	2,116	/	1,893	855	/	1,706	1,651	/	1,157	0
		BEGIN PEAK HR	4:30 PM												
	VOLUMES	98	631	229	315	753	32	34	314	83	137	462	256	3,341	
	APPROACH %	10%	66%	24%	29%	69%	3%	8%	73%	19%	16%	54%	30%		
	PEAK HR FACTOR	0.928			0.900			0.883			0.938			0.915	
	APP/DEPART	958	/	921	1,099	/	972	431	/	858	854	/	591	0	

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







## INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville US-395 Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 3 SIGNAL
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<b>CLASS 3:</b> 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
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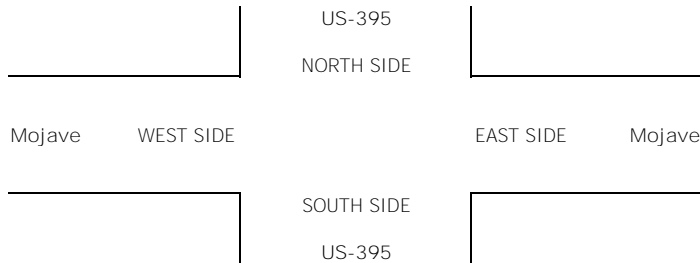
LANES:	NORTHBOUND US-395			SOUTHBOUND US-395			EASTBOUND Mojave			WESTBOUND Mojave			TOTAL
	NL 1	NT 2	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	1	4	0	0	0	1	0	0	0	0	1	0	7
	7:15 AM	0	2	0	0	1	0	0	0	0	0	0	2	5
	7:30 AM	0	0	0	0	1	0	0	1	0	1	0	0	3
	7:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
	8:00 AM	2	0	0	1	0	0	0	0	0	0	1	1	4
	8:15 AM	0	2	0	0	1	0	0	0	0	1	1	0	5
	8:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	2
	8:45 AM	0	4	0	0	1	0	0	0	0	0	0	2	7
	VOLUMES	3	13	0	2	4	1	0	1	0	2	2	6	34
	APPROACH %	19%	81%	0%	29%	57%	14%	0%	100%	0%	20%	20%	60%	
APP/DEPART	16	/	19	7	/	6	1	/	3	10	/	6	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	2	2	0	1	2	0	0	1	0	2	1	2	13	
APPROACH %	50%	50%	0%	33%	67%	0%	0%	100%	0%	40%	20%	40%		
PEAK HR FACTOR	0.500			0.750			0.250			0.625			0.650	
APP/DEPART	4	/	4	3	/	4	1	/	2	5	/	3	0	
PM	4:00 PM	0	0	0	0	2	0	0	4	0	0	1	1	8
	4:15 PM	0	1	0	2	2	0	0	1	0	0	0	0	6
	4:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	2
	4:45 PM	0	4	0	0	1	0	0	0	0	0	0	0	5
	5:00 PM	0	2	0	0	1	0	0	3	1	0	0	0	7
	5:15 PM	0	1	0	0	0	0	0	0	0	0	1	1	2
	5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
	5:45 PM	1	2	0	0	4	0	0	0	0	0	0	0	7
	VOLUMES	1	11	0	3	12	0	0	8	1	0	1	2	39
	APPROACH %	8%	92%	0%	20%	80%	0%	0%	89%	11%	0%	33%	67%	
APP/DEPART	12	/	13	15	/	13	9	/	11	3	/	2	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	0	7	0	1	3	0	0	3	1	0	0	1	16	
APPROACH %	0%	100%	0%	25%	75%	0%	0%	75%	25%	0%	0%	100%		
PEAK HR FACTOR	0.438			0.500			0.250			0.250			0.571	
APP/DEPART	7	/	8	4	/	4	4	/	4	1	/	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
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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





# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville US-395 Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 3 SIGNAL
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<b>CLASS 4:</b> 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ▼	◀ W E ▶
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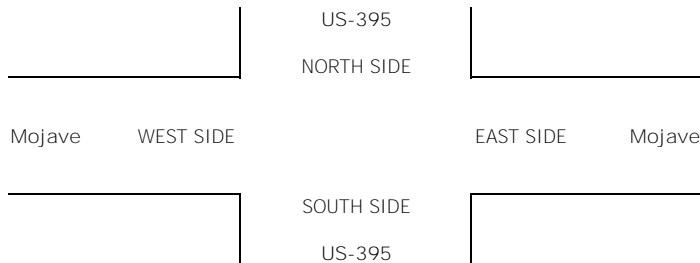
LANES:	NORTHBOUND US-395			SOUTHBOUND US-395			EASTBOUND Mojave			WESTBOUND Mojave			TOTAL
	NL 1	NT 2	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	15	0	1	13	0	0	0	0	0	0	1	30
	7:15 AM	0	12	0	1	13	0	0	0	0	0	0	0	26
	7:30 AM	0	13	1	0	16	0	0	0	0	0	0	0	30
	7:45 AM	0	13	0	3	10	0	0	0	0	0	0	0	26
	8:00 AM	0	16	0	3	15	0	0	0	0	1	0	0	35
	8:15 AM	0	16	2	1	14	0	0	0	0	1	1	0	35
	8:30 AM	0	17	1	1	19	0	0	1	0	0	0	1	40
	8:45 AM	0	22	0	2	11	0	0	0	0	0	0	0	35
	VOLUMES	0	124	4	12	111	0	0	1	0	2	1	2	257
	APPROACH %	0%	97%	3%	10%	90%	0%	0%	100%	0%	40%	20%	40%	
APP/DEPART	128	/	126	123	/	113	1	/	17	5	/	1	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	58	3	7	55	0	0	0	0	2	1	0	126	
APPROACH %	0%	95%	5%	11%	89%	0%	0%	0%	0%	67%	33%	0%		
PEAK HR FACTOR	0.847			0.861			0.000			0.375			0.900	
APP/DEPART	61	/	58	62	/	57	0	/	10	3	/	1	0	
PM	4:00 PM	0	16	1	2	10	0	0	0	0	1	0	2	32
	4:15 PM	0	11	0	4	19	0	0	0	0	1	0	2	37
	4:30 PM	0	12	1	1	14	0	0	0	0	0	1	0	29
	4:45 PM	0	11	0	0	13	0	0	0	0	0	0	2	26
	5:00 PM	0	14	0	0	10	0	0	0	0	1	0	1	26
	5:15 PM	1	12	0	0	15	0	0	0	0	1	0	0	29
	5:30 PM	0	10	0	1	13	0	0	0	0	0	0	0	24
	5:45 PM	1	9	0	1	16	0	0	0	0	0	0	0	27
	VOLUMES	2	95	2	9	110	0	0	0	0	4	1	7	230
	APPROACH %	2%	96%	2%	8%	92%	0%	0%	0%	0%	33%	8%	58%	
APP/DEPART	99	/	102	119	/	114	0	/	11	12	/	3	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	1	49	1	1	52	0	0	0	0	2	1	3	110	
APPROACH %	2%	96%	2%	2%	98%	0%	0%	0%	0%	33%	17%	50%		
PEAK HR FACTOR	0.911			0.883			0.000			0.750			0.948	
APP/DEPART	51	/	52	53	/	54	0	/	2	6	/	2	0	

0	0	0	0	0
0	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



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville US-395 Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 3 SIGNAL
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CLASS 5: RV	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W      E ▶ S ▼
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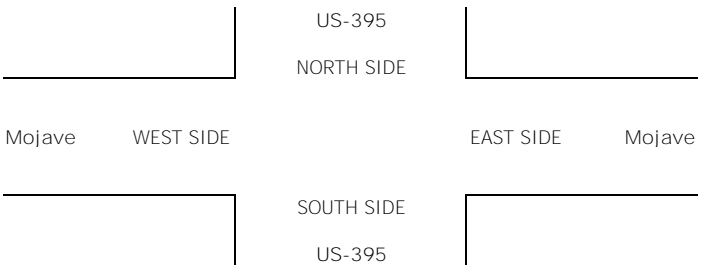
LANES:	NORTHBOUND US-395			SOUTHBOUND US-395			EASTBOUND Mojave			WESTBOUND Mojave			TOTAL
	NL 1	NT 2	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
	8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	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	1	0	0	0	0	0	0	0	0	0	0	1
	VOLUMES	0	3	1	0	0	0	0	0	0	0	0	0	4
	APPROACH %	0%	75%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	4	/	3	0	/	0	0	/	1	0	/	0	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	2	1	0	0	0	0	0	0	0	0	0	3	
APPROACH %	0%	67%	33%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.750			0.000			0.000			0.000			0.750	
APP/DEPART	3	/	2	0	/	0	0	/	1	0	/	0	0	
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	1	0	0	1	0	1	0	0	0	0	3	
	4:30 PM	0	3	0	0	0	0	0	0	0	0	0	3	
	4:45 PM	0	1	0	0	0	0	0	0	0	0	0	1	
	5:00 PM	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	
	5:30 PM	0	0	0	0	1	0	0	0	0	0	0	1	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	5	0	0	2	0	1	0	0	0	0	0	8
	APPROACH %	0%	100%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%	0%
APP/DEPART	5	/	6	2	/	2	1	/	0	0	/	0	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	0	4	0	0	0	0	0	0	0	0	0	0	4	
APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.333			0.000			0.000			0.000			0.333	
APP/DEPART	4	/	4	0	/	0	0	/	0	0	/	0	0	

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

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



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Victorville US-395 Mojave	<b>PROJECT #:</b> SC4172	<b>LOCATION #:</b> 3	<b>CONTROL:</b> SIGNAL
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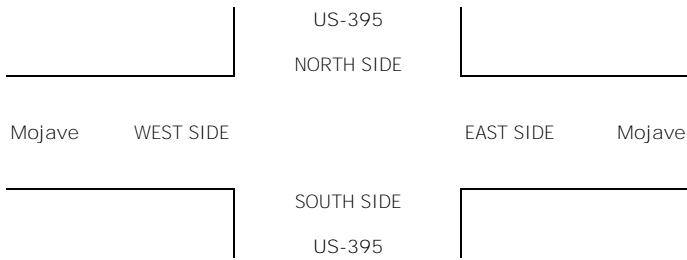
<b>CLASS 6:</b> BUSES	<b>NOTES:</b>	AM PM MD OTHER OTHER	◀ W	▲ N ▼ S	E ▶
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	US-395			US-395			Mojave			Mojave				NB	SB	EB	WB	TTL
	NL 1	NT 2	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0						

AM	7:00 AM	1	0	1	2	2	1	0	1	0	2	0	1	11
	7:15 AM	0	0	0	3	3	1	0	2	0	0	1	0	10
	7:30 AM	0	5	3	1	0	1	0	3	0	1	1	2	17
	7:45 AM	1	0	1	0	1	0	0	2	1	1	3	2	12
	8:00 AM	0	2	1	0	3	0	2	6	0	0	4	1	19
	8:15 AM	0	2	0	1	0	0	0	3	1	0	2	10	19
	8:30 AM	0	0	1	1	0	1	0	5	0	0	2	4	14
	8:45 AM	1	0	0	0	0	0	0	3	0	0	3	1	8
	VOLUMES	3	9	7	8	9	4	2	25	2	4	16	21	110
	APPROACH %	16%	47%	37%	38%	43%	19%	7%	86%	7%	10%	39%	51%	
APP/DEPART	19	/	32	21	/	15	29	/	40	41	/	23	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	1	9	5	2	4	1	2	14	2	2	10	15	67	
APPROACH %	7%	60%	33%	29%	57%	14%	11%	78%	11%	7%	37%	56%		
PEAK HR FACTOR	0.469			0.583			0.563			0.563			0.882	
APP/DEPART	15	/	26	7	/	8	18	/	21	27	/	12	0	
PM	4:00 PM	0	2	1	0	1	0	0	0	0	0	1	5	
	4:15 PM	0	1	0	0	2	0	0	0	0	1	2	6	
	4:30 PM	0	2	0	1	0	0	1	0	0	2	0	6	
	4:45 PM	0	0	0	0	0	0	2	0	0	0	1	3	
	5:00 PM	0	0	0	0	1	0	0	0	0	1	1	3	
	5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	
	5:30 PM	0	0	0	1	0	0	0	1	0	0	0	2	
	5:45 PM	0	1	0	1	3	0	0	0	0	1	0	1	7
	VOLUMES	0	6	1	3	7	0	3	1	0	1	5	6	33
	APPROACH %	0%	86%	14%	30%	70%	0%	75%	25%	0%	8%	42%	50%	
APP/DEPART	7	/	15	10	/	8	4	/	5	12	/	5	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	0	2	0	1	1	0	3	0	0	0	4	2	13	
APPROACH %	0%	100%	0%	50%	50%	0%	100%	0%	0%	0%	67%	33%		
PEAK HR FACTOR	0.250			0.500			0.375			0.750			0.542	
APP/DEPART	2	/	7	2	/	1	3	/	1	6	/	4	0	

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

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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Wed, Aug 23, 23	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville US-395 Palmdale	PROJECT #: SC4172 LOCATION #: 4 CONTROL: SIGNAL
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NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL 1	US-395 NT 2	NR 0	SL 1	US-395 ST 2	SR 1	EL 1	ET 2	ER 0	WL 2	WT 2	WR 1	

U-TURNS				
NB	SB	EB	WB	TTL

7:00 AM	59	145	33	21	115	8	15	92	98	33	63	13	695
7:15 AM	73	198	35	24	112	7	22	113	105	29	98	15	831
7:30 AM	79	177	36	31	109	8	21	143	83	32	104	21	844
7:45 AM	76	141	38	42	106	10	17	175	81	33	102	22	843
8:00 AM	68	136	37	25	104	7	18	166	84	29	95	24	793
8:15 AM	56	138	31	24	103	8	13	139	76	31	74	21	714
8:30 AM	51	142	26	27	98	8	17	123	49	29	82	23	675
8:45 AM	48	121	25	26	101	7	19	119	61	30	79	19	655
VOLUMES	510	1,198	261	220	848	63	142	1,070	637	246	697	158	6,054
APPROACH %	26%	61%	13%	19%	75%	6%	8%	58%	34%	22%	63%	14%	
APP/DEPART	1,969	/	1,499	1,132	/	1,731	1,849	/	1,554	1,104	/	1,270	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	296	652	146	122	431	32	78	597	353	123	399	82	3,313
APPROACH %	27%	60%	13%	21%	74%	5%	8%	58%	34%	20%	66%	14%	
PEAK HR FACTOR	0.894												
APP/DEPART	1,094	/	813	586	/	907	1,028	/	866	605	/	727	0
4:00 PM	78	161	22	41	122	7	27	132	78	59	164	34	925
4:15 PM	77	177	21	45	124	8	25	138	91	53	169	36	964
4:30 PM	81	174	24	43	118	9	26	136	93	59	154	28	945
4:45 PM	76	161	27	39	135	15	22	129	88	61	151	35	939
5:00 PM	79	173	29	31	137	11	24	122	77	58	177	37	955
5:15 PM	76	189	26	34	132	12	22	119	61	64	179	32	946
5:30 PM	80	185	25	41	123	14	23	124	56	59	168	29	927
5:45 PM	75	164	23	39	129	10	19	117	53	56	152	26	863
VOLUMES	622	1,384	197	313	1,020	86	188	1,017	597	469	1,314	257	7,476
APPROACH %	28%	63%	9%	22%	72%	6%	10%	56%	33%	23%	64%	13%	
APP/DEPART	2,203	/	1,834	1,424	/	2,086	1,803	/	1,533	2,046	/	2,023	0
BEGIN PEAK HR	4:15 PM												
VOLUMES	313	685	101	158	514	43	97	525	349	231	651	136	3,808
APPROACH %	28%	62%	9%	22%	72%	6%	10%	54%	36%	23%	64%	13%	
PEAK HR FACTOR	0.978												
APP/DEPART	1,099	/	920	717	/	1,094	971	/	787	1,021	/	1,007	0

0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	1	0	0	1
0	0	0	1	1
0	0	0	1	1
0	1	0	3	4

0	1	0	1	2
0	1	0	3	4
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	1	1	1	3
0	0	0	0	0
0	1	0	1	2
0	5	1	6	12



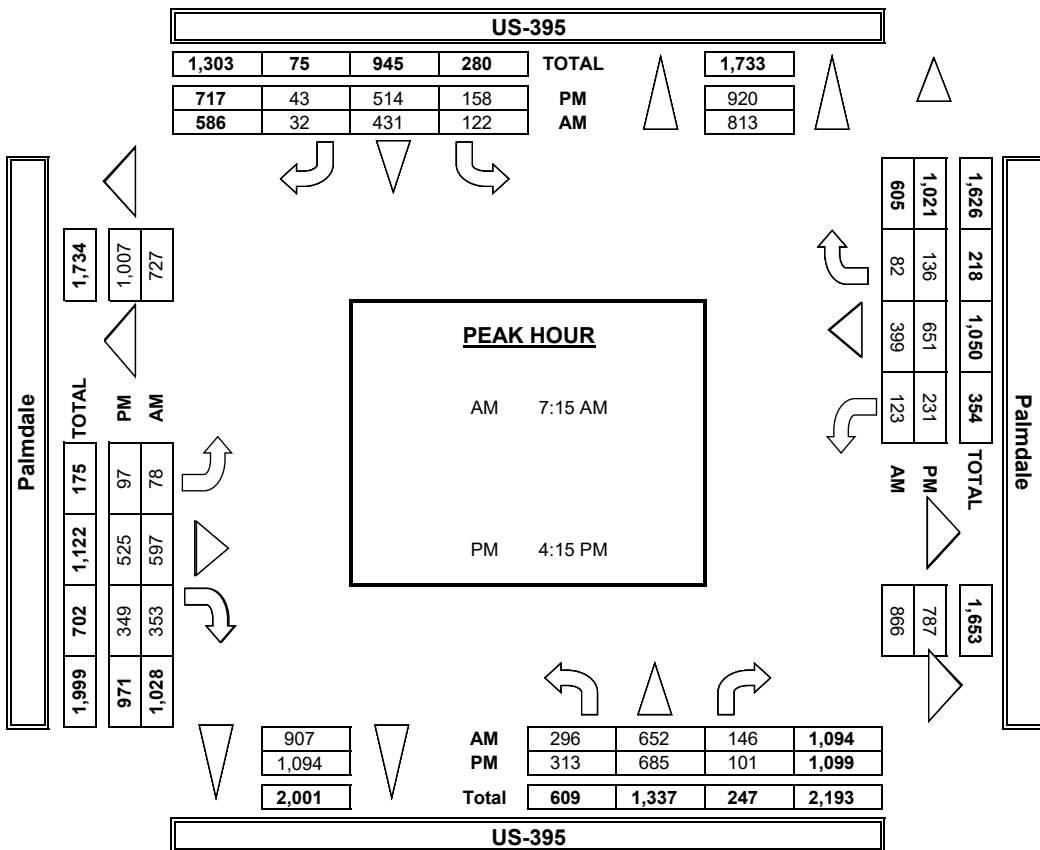
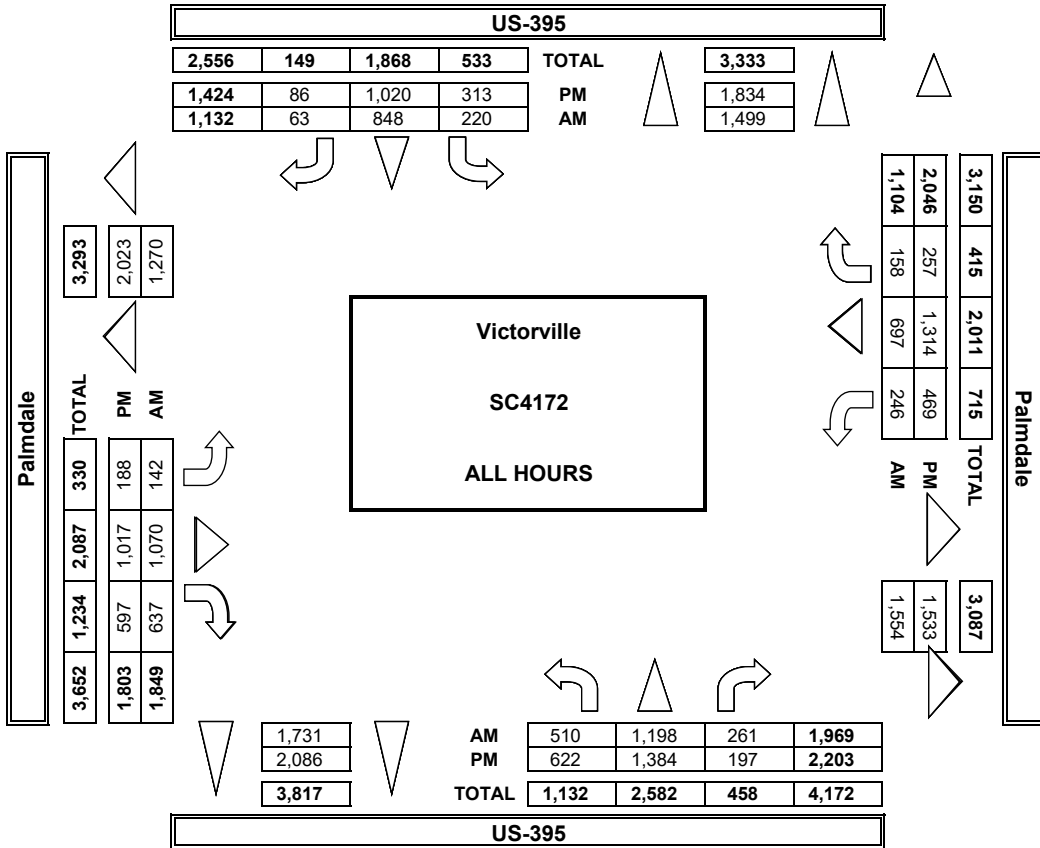
	ALL PED AND BIKE				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL

7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	3	3
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	1	0	0	3	4
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	1	1
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	0	0	0	1	1

	PEDESTRIAN CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL

	BICYCLE CROSSINGS				
	NS	SS	ES	WS	TOTAL

**AimTD LLC**  
TURNING MOVEMENT COUNTS





## INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville US-395 Palmdale	PROJECT #: LOCATION #: CONTROL:	SC4172 4 SIGNAL
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PCE Adjusted	NOTES:										AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
	Class	1	2	3	4	5	6	7	8	9		
	Factor	1	1.5	2	3	2	2	2	2	2		

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 2	ER 0	WL 2	WT 2	WR 1		NB	SB	EB	WB	TTL

	US-395												TOTAL
	US-395			US-395			Palmdale			Palmdale			
7:00 AM	64	183	33	22	145	11	17	103	100	36	72	13	798
7:15 AM	82	227	38	25	140	11	23	126	111	33	112	18	943
7:30 AM	92	218	38	34	144	10	27	166	84	33	114	27	985
7:45 AM	86	174	39	47	128	12	24	195	86	38	114	27	967
8:00 AM	74	174	38	27	139	10	20	187	87	34	106	27	920
8:15 AM	65	179	34	28	133	12	14	153	78	35	87	25	840
8:30 AM	55	176	26	30	136	10	22	143	53	32	97	28	805
8:45 AM	53	162	26	26	126	8	26	129	66	36	89	20	763
VOLUMES	568	1,492	271	237	1,089	82	171	1,201	663	275	789	183	7,018
APPROACH %	24%	64%	12%	17%	77%	6%	8%	59%	33%	22%	63%	15%	
APP/DEPART	2,331	/	1,846	1,408	/	2,026	2,034	/	1,708	1,246	/	1,439	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	333	792	153	132	550	42	93	673	367	138	445	98	3,814
APPROACH %	26%	62%	12%	18%	76%	6%	8%	59%	32%	20%	65%	14%	
PEAK HR FACTOR	0.919			0.968			0.932			0.950			0.968
APP/DEPART	1,277	/	983	724	/	1,054	1,132	/	957	681	/	820	0
4:00 PM	79	199	24	42	149	7	29	145	80	61	175	35	1,022
4:15 PM	79	202	23	49	171	10	27	155	97	55	181	39	1,086
4:30 PM	86	204	28	48	146	10	31	148	96	61	161	32	1,048
4:45 PM	79	188	30	40	164	16	23	140	95	64	161	39	1,037
5:00 PM	83	204	30	34	161	12	25	138	79	61	189	39	1,052
5:15 PM	78	212	28	39	162	13	25	131	66	66	186	36	1,040
5:30 PM	83	204	28	42	153	14	27	141	58	62	180	32	1,021
5:45 PM	76	186	26	39	167	12	19	132	55	57	159	27	952
VOLUMES	641	1,598	216	331	1,271	92	204	1,129	625	485	1,390	277	8,255
APPROACH %	26%	65%	9%	20%	75%	5%	10%	58%	32%	23%	65%	13%	
APP/DEPART	2,454	/	2,078	1,694	/	2,380	1,957	/	1,675	2,151	/	2,122	0
BEGIN PEAK HR	4:15 PM												
VOLUMES	326	797	111	170	642	47	106	581	367	240	691	148	4,222
APPROACH %	26%	65%	9%	20%	75%	5%	10%	55%	35%	22%	64%	14%	
PEAK HR FACTOR	0.973			0.935			0.945			0.937			0.972
APP/DEPART	1,234	/	1,050	858	/	1,248	1,053	/	861	1,078	/	1,063	0

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



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville US-395 Palmdale	PROJECT #: LOCATION #: CONTROL:	SC4172 4 SIGNAL
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	◀ W	▲ N S ▼	E ▶
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LANES:	NORTHBOUND US-395			SOUTHBOUND US-395			EASTBOUND Palmdale			WESTBOUND Palmdale			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	1	1	2	0	2	2	1	

U-TURNS				
NB	SB	EB	WB	TTL

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>AM</b>													
7:00 AM	54	117	33	20	97	6	14	83	95	31	56	13	619
7:15 AM	64	177	33	23	94	4	21	104	100	26	86	13	745
7:30 AM	68	142	33	29	87	5	15	127	81	31	96	17	731
7:45 AM	65	114	36	38	89	8	12	161	76	30	92	18	739
8:00 AM	62	108	36	23	81	5	17	150	81	24	85	22	694
8:15 AM	47	108	29	21	84	5	11	127	73	27	64	17	613
8:30 AM	47	114	26	24	77	5	14	110	46	27	70	20	580
8:45 AM	44	89	24	26	86	6	15	112	56	26	72	18	574
VOLUMES	451	969	250	204	695	44	119	974	608	222	621	138	5,299
APPROACH %	27%	58%	15%	22%	74%	5%	7%	57%	36%	23%	63%	14%	
APP/DEPART	1,670	/	1,227	944	/	1,525	1,701	/	1,431	984	/	1,116	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	259	541	138	113	351	22	65	542	338	111	359	70	2,911
APPROACH %	28%	58%	15%	23%	72%	5%	7%	57%	36%	21%	66%	13%	
PEAK HR FACTOR	0.856			0.902			0.949			0.933			0.977
APP/DEPART	938	/	677	487	/	800	945	/	794	541	/	640	0
<b>PM</b>													
4:00 PM	76	138	20	40	104	7	25	120	75	56	154	33	848
4:15 PM	73	161	18	41	94	6	24	125	84	51	159	33	869
4:30 PM	76	153	19	40	100	7	21	126	88	58	148	25	861
4:45 PM	72	142	25	38	117	14	20	120	82	59	142	33	864
5:00 PM	76	154	27	29	122	10	23	108	73	54	166	35	877
5:15 PM	73	174	24	30	115	11	20	109	56	61	172	29	874
5:30 PM	76	172	22	40	105	14	20	113	53	57	159	27	858
5:45 PM	74	150	21	39	106	8	19	106	50	55	145	25	798
VOLUMES	596	1,244	176	297	863	77	172	927	561	451	1,245	240	6,861
APPROACH %	30%	62%	9%	24%	69%	6%	10%	56%	34%	23%	64%	12%	
APP/DEPART	2,016	/	1,661	1,242	/	1,875	1,661	/	1,406	1,942	/	1,919	0
BEGIN PEAK HR	4:15 PM												
VOLUMES	297	610	89	148	433	37	88	479	327	222	615	126	3,476
APPROACH %	30%	61%	9%	24%	70%	6%	10%	54%	37%	23%	64%	13%	
PEAK HR FACTOR	0.969			0.917			0.951			0.947			0.990
APP/DEPART	996	/	826	620	/	982	894	/	719	966	/	949	0

0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	1	1
0	0	0	1	1
0	1	0	3	4

0	1	0	1	2
0	1	0	3	4
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	1	1	1	3
0	0	0	0	0
0	1	0	1	2
0	5	1	6	12



**INTERSECTION TURNING MOVEMENT COUNTS**

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

<b>DATE:</b> 8/23/23 WEDNESDAY	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Victorville US-395 Palmdale	<b>PROJECT #:</b> <b>LOCATION #:</b> <b>CONTROL:</b>	SC4172 4 SIGNAL
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<b>CLASS 2:</b> 2-AXLE WORK VEHICLES/ TRUCKS	<b>NOTES:</b>	AM PM MD OTHER OTHER	▲ N E ▶ S ▼
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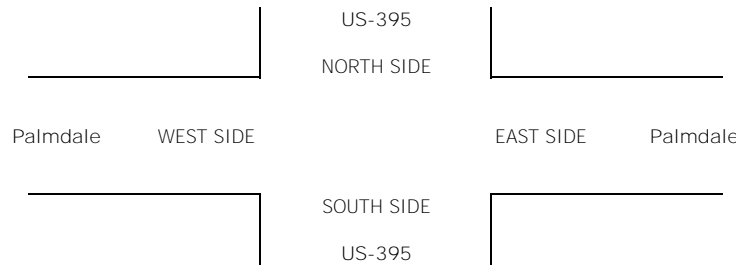
LANES:	NORTHBOUND US-395			SOUTHBOUND US-395			EASTBOUND Palmdale			WESTBOUND Palmdale			TOTAL
	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 2	ER 0	WL 2	WT 2	WR 1	

U-TURNS				
NB	SB	EB	WB	TTL

	NORTHBOUND US-395			SOUTHBOUND US-395			EASTBOUND Palmdale			WESTBOUND Palmdale			TOTAL
	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 2	ER 0	WL 2	WT 2	WR 1	
<b>AM</b>													
7:00 AM	2	10	0	1	3	0	0	4	2	1	2	0	25
7:15 AM	4	9	1	0	4	1	1	3	1	0	4	1	29
7:30 AM	3	14	2	1	5	2	2	4	2	1	3	0	39
7:45 AM	7	13	2	2	7	1	1	5	3	0	4	2	47
8:00 AM	3	8	0	1	6	0	0	7	1	2	5	1	34
8:15 AM	5	10	1	1	4	1	2	4	2	1	3	3	37
8:30 AM	3	12	0	2	3	2	1	4	1	1	5	0	34
8:45 AM	1	12	1	0	3	1	1	2	3	1	3	1	29
VOLUMES	28	88	7	8	35	8	8	33	15	7	29	8	274
APPROACH %	23%	72%	6%	16%	69%	16%	14%	59%	27%	16%	66%	18%	
APP/DEPART	123	/	104	51	/	57	56	/	48	44	/	65	0
BEGIN PEAK HR	7:15 AM												
VOLUMES	17	44	5	4	22	4	4	19	7	3	16	4	149
APPROACH %	26%	67%	8%	13%	73%	13%	13%	63%	23%	13%	70%	17%	
PEAK HR FACTOR	0.750			0.750			0.833			0.719			0.793
APP/DEPART	66	/	52	30	/	32	30	/	28	23	/	37	0
<b>PM</b>													
4:00 PM	2	4	1	1	5	0	1	6	3	2	5	1	31
4:15 PM	4	4	2	2	6	1	0	6	5	1	4	1	36
4:30 PM	3	7	4	1	4	2	1	5	4	0	3	1	35
4:45 PM	2	6	1	1	4	1	2	4	2	1	5	0	29
5:00 PM	1	5	2	0	3	1	0	6	4	3	5	1	31
5:15 PM	2	4	0	2	3	1	1	5	2	2	4	0	26
5:30 PM	3	4	2	1	3	0	1	3	2	1	3	0	23
5:45 PM	1	3	1	0	2	1	0	4	3	1	4	1	21
VOLUMES	18	37	13	8	30	7	6	39	25	11	33	5	232
APPROACH %	26%	54%	19%	18%	67%	16%	9%	56%	36%	22%	67%	10%	
APP/DEPART	68	/	48	45	/	66	70	/	60	49	/	58	0
BEGIN PEAK HR	4:15 PM												
VOLUMES	10	22	9	4	17	5	3	21	15	5	17	3	131
APPROACH %	24%	54%	22%	15%	65%	19%	8%	54%	38%	20%	68%	12%	
PEAK HR FACTOR	0.732			0.722			0.886			0.694			0.910
APP/DEPART	41	/	28	26	/	37	39	/	34	25	/	32	0

0	0	0	0	0
0	0	0	0	0
0	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



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville US-395 Palmdale	PROJECT #: LOCATION #: CONTROL:	SC4172 4 SIGNAL
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<b>CLASS 3:</b> 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
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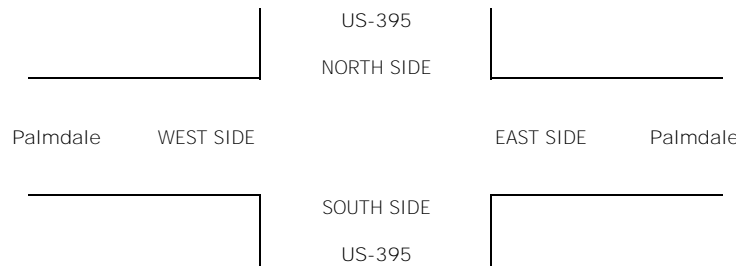
LANES:	NORTHBOUND US-395			SOUTHBOUND US-395			EASTBOUND Palmdale			WESTBOUND Palmdale			TOTAL
	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 2	ER 0	WL 2	WT 2	WR 1	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	1	0	0	0	0	0	0	0	0	1	0	2
	7:15 AM	1	0	0	0	1	0	0	0	1	1	2	0	6
	7:30 AM	2	2	0	0	1	1	1	1	0	0	0	1	9
	7:45 AM	1	1	0	0	0	0	0	1	0	0	2	0	5
	8:00 AM	1	2	0	0	0	1	0	0	0	1	0	0	5
	8:15 AM	1	2	0	1	1	0	0	1	0	2	1	0	9
	8:30 AM	0	3	0	0	0	0	0	0	1	0	1	1	6
	8:45 AM	1	3	0	0	1	0	0	1	0	1	0	0	7
	VOLUMES	7	14	0	1	4	2	1	4	2	5	7	2	49
	APPROACH %	33%	67%	0%	14%	57%	29%	14%	57%	29%	36%	50%	14%	
APP/DEPART	21	/	17	7	/	11	7	/	5	16	/	16	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	5	5	0	0	2	2	1	2	1	2	4	1	25	
APPROACH %	50%	50%	0%	0%	50%	50%	25%	50%	25%	29%	57%	14%		
PEAK HR FACTOR	0.625			0.500			0.500			0.583			0.694	
APP/DEPART	10	/	7	4	/	5	4	/	2	7	/	11	0	
PM	4:00 PM	0	1	1	0	1	0	0	1	0	1	2	0	7
	4:15 PM	0	0	0	1	2	0	0	0	0	1	1	1	6
	4:30 PM	0	0	0	0	1	0	1	0	0	0	0	1	3
	4:45 PM	1	0	0	0	1	0	0	1	1	0	1	0	5
	5:00 PM	1	0	0	1	1	0	1	2	0	1	2	1	10
	5:15 PM	0	1	1	0	0	0	0	0	1	0	0	2	5
	5:30 PM	0	1	0	0	1	0	0	0	0	0	1	1	4
	5:45 PM	0	1	0	0	3	0	0	1	0	0	1	0	6
	VOLUMES	2	4	2	2	10	0	2	5	2	3	8	6	46
	APPROACH %	25%	50%	25%	17%	83%	0%	22%	56%	22%	18%	47%	35%	
APP/DEPART	8	/	12	12	/	15	9	/	9	17	/	10	0	
BEGIN PEAK HR	4:15 PM													
VOLUMES	2	0	0	2	5	0	2	3	1	2	4	3	24	
APPROACH %	100%	0%	0%	29%	71%	0%	33%	50%	17%	22%	44%	33%		
PEAK HR FACTOR	0.500			0.583			0.500			0.563			0.600	
APP/DEPART	2	/	5	7	/	8	6	/	5	9	/	6	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
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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



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville US-395 Palmdale	PROJECT #: LOCATION #: CONTROL:	SC4172 4 SIGNAL
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ▼	◀ W E ▶
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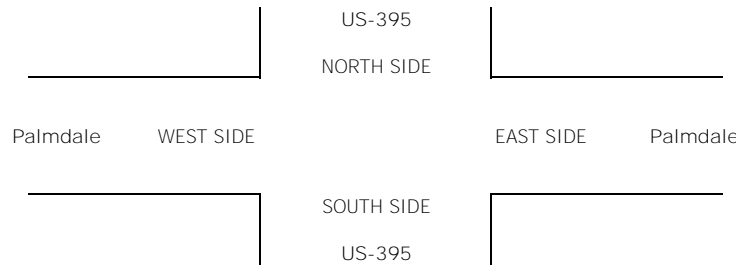
LANES:	NORTHBOUND US-395			SOUTHBOUND US-395			EASTBOUND Palmdale			WESTBOUND Palmdale			TOTAL
	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 2	ER 0	WL 2	WT 2	WR 1	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	1	15	0	0	13	1	1	4	0	1	3	0	39
	7:15 AM	2	12	1	0	12	1	0	5	1	1	4	1	40
	7:30 AM	3	13	0	1	15	0	1	9	0	0	3	2	47
	7:45 AM	2	12	0	2	8	0	2	8	1	2	4	2	43
	8:00 AM	1	14	0	0	15	1	1	8	0	1	3	1	45
	8:15 AM	2	16	1	1	13	1	0	4	0	0	4	1	43
	8:30 AM	1	12	0	1	18	0	2	9	1	1	5	2	52
	8:45 AM	1	15	0	0	11	0	3	4	1	2	4	0	41
	VOLUMES	13	109	2	5	105	4	10	51	4	8	30	9	350
	APPROACH %	10%	88%	2%	4%	92%	4%	15%	78%	6%	17%	64%	19%	
APP/DEPART	124	/	128	114	/	117	65	/	58	47	/	47	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	8	51	1	3	50	2	4	30	2	4	14	6	175	
APPROACH %	13%	85%	2%	5%	91%	4%	11%	83%	6%	17%	58%	25%		
PEAK HR FACTOR	0.938			0.859			0.818			0.750			0.931	
APP/DEPART	60	/	61	55	/	56	36	/	34	24	/	24	0	
PM	4:00 PM	0	17	0	0	11	0	0	4	0	0	3	0	35
	4:15 PM	0	11	0	1	20	0	1	7	1	0	4	0	45
	4:30 PM	1	12	1	2	12	0	0	4	0	1	2	1	36
	4:45 PM	0	11	1	0	13	0	0	4	2	1	3	2	37
	5:00 PM	1	14	0	1	10	0	0	5	0	0	3	0	34
	5:15 PM	0	10	0	2	14	0	1	4	1	0	2	1	35
	5:30 PM	0	8	1	0	13	0	1	7	0	1	4	1	36
	5:45 PM	0	9	1	0	16	0	0	6	0	0	2	0	34
	VOLUMES	2	92	4	6	109	0	3	41	4	3	23	5	292
	APPROACH %	2%	94%	4%	5%	95%	0%	6%	85%	8%	10%	74%	16%	
APP/DEPART	98	/	100	115	/	116	48	/	51	31	/	25	0	
BEGIN PEAK HR	4:15 PM													
VOLUMES	2	48	2	4	55	0	1	20	3	2	12	3	152	
APPROACH %	4%	92%	4%	7%	93%	0%	4%	83%	13%	12%	71%	18%		
PEAK HR FACTOR	0.867			0.702			0.667			0.708			0.844	
APP/DEPART	52	/	52	59	/	60	24	/	26	17	/	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
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0





# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville US-395 Palmdale	PROJECT #: LOCATION #: CONTROL:	SC4172 4 SIGNAL
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CLASS 5: RV	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W      E ▶ S ▼
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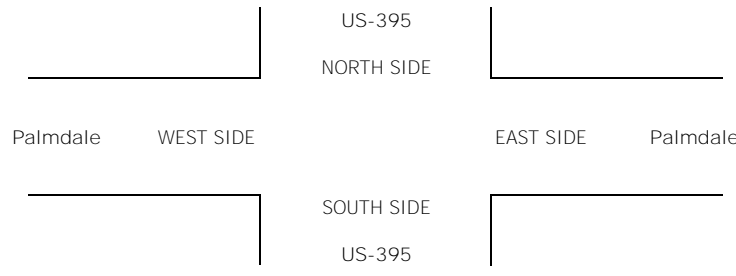
LANES:	NORTHBOUND US-395			SOUTHBOUND US-395			EASTBOUND Palmdale			WESTBOUND Palmdale			TOTAL
	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1	ET 2	ER 0	WL 2	WT 2	WR 1	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
	7:30 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
	7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
	8:00 AM	0	1	0	0	0	0	0	0	1	0	0	0	2
	8:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	2
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	VOLUMES	0	3	0	0	0	0	1	2	1	1	1	0	9
	APPROACH %	0%	100%	0%	0%	0%	0%	25%	50%	25%	50%	50%	0%	
APP/DEPART	3	/	4	0	/	2	4	/	2	2	/	1	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	0	2	0	0	0	0	1	1	1	0	1	0	6	
APPROACH %	0%	100%	0%	0%	0%	0%	33%	33%	33%	0%	100%	0%		
PEAK HR FACTOR	0.500			0.000			0.750			0.250			0.750	
APP/DEPART	2	/	3	0	/	1	3	/	1	1	/	1	0	
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	1	0	0	1	0	0	0	0	1	0	3	
	4:30 PM	0	1	0	0	0	0	2	1	0	0	0	4	
	4:45 PM	1	1	0	0	0	0	0	0	1	0	0	3	
	5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	
	5:15 PM	0	0	1	0	0	0	0	0	0	1	0	2	
	5:30 PM	0	0	0	0	1	0	0	1	0	0	0	2	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	1	3	1	0	2	0	2	2	1	1	2	0	15
	APPROACH %	20%	60%	20%	0%	100%	0%	40%	40%	20%	33%	67%	0%	
APP/DEPART	5	/	5	2	/	4	5	/	3	3	/	3	0	
BEGIN PEAK HR	4:15 PM													
VOLUMES	1	3	0	0	1	0	2	1	1	0	2	0	11	
APPROACH %	25%	75%	0%	0%	100%	0%	50%	25%	25%	0%	100%	0%		
PEAK HR FACTOR	0.500			0.250			0.333			0.500			0.688	
APP/DEPART	4	/	5	1	/	2	4	/	1	2	/	3	0	

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# INTERSECTION TURNING MOVEMENT COUNTS

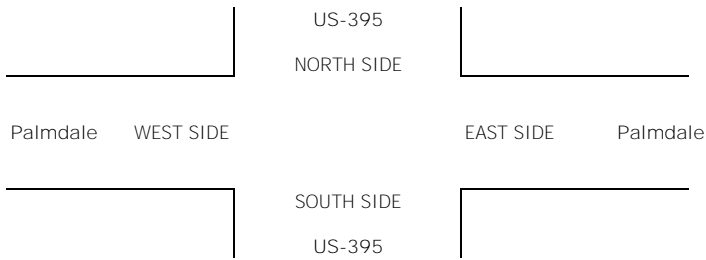
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> 8/23/23 WEDNESDAY	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Victorville US-395 Palmdale	<b>PROJECT #:</b> SC4172	<b>LOCATION #:</b> 4	<b>CONTROL:</b> SIGNAL
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<b>CLASS 6:</b>  BUSES	<b>NOTES:</b>	AM PM MD OTHER OTHER	◀ W	▲ N ▼ S	E ▶
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	US-395			US-395			Palmdale			Palmdale				NB	SB	EB	WB	TTL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR						

AM	7:00 AM	2	2	0	0	2	1	0	1	1	0	1	0	10	0	0	0	0	0					
	7:15 AM	2	0	0	1	1	1	0	1	2	1	1	0	10						0	0	0	0	0
	7:30 AM	3	5	1	0	1	0	2	1	0	0	2	1	16						0	0	0	0	0
	7:45 AM	1	1	0	0	2	1	1	0	1	1	0	0	8						0	0	0	0	0
	8:00 AM	1	3	1	1	2	0	0	1	1	1	2	0	13						0	0	0	0	0
	8:15 AM	1	2	0	0	1	1	0	2	1	0	2	0	10						0	0	0	0	0
	8:30 AM	0	1	0	0	0	0	0	0	0	0	1	0	3						0	0	0	0	0
	8:45 AM	1	1	0	0	0	0	0	0	1	0	0	0	3						0	0	0	0	0
	VOLUMES	11	15	2	2	9	5	3	6	7	3	9	1	73						0	0	0	0	0
	APPROACH %	39%	54%	7%	13%	56%	31%	19%	38%	44%	23%	69%	8%							0	0	0	0	0
APP/DEPART	28	/	19	16	/	19	16	/	10	13	/	25	0											
BEGIN PEAK HR	7:15 AM																							
VOLUMES	7	9	2	2	6	2	3	3	4	3	5	1	47											
APPROACH %	39%	50%	11%	20%	60%	20%	30%	30%	40%	33%	56%	11%												
PEAK HR FACTOR	0.500			0.833			0.833			0.750			0.734											
APP/DEPART	18	/	13	10	/	13	10	/	7	9	/	14	0											
PM	4:00 PM	0	1	0	0	1	0	1	1	0	0	0	4	0	0	0	0	0						
	4:15 PM	0	0	1	0	1	1	0	0	1	0	0	1						5	0	0	0	0	0
	4:30 PM	1	1	0	0	1	0	1	0	1	0	1	0						6	0	0	0	0	0
	4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0						1	0	0	0	0	0
	5:00 PM	0	0	0	0	1	0	0	1	0	0	0	0						2	0	0	0	0	0
	5:15 PM	1	0	0	0	0	0	0	1	1	0	1	0						4	0	0	0	0	0
	5:30 PM	1	0	0	0	0	0	1	0	1	0	1	0						4	0	0	0	0	0
	5:45 PM	0	1	0	0	2	1	0	0	0	0	0	0						4	0	0	0	0	0
	VOLUMES	3	4	1	0	6	2	3	3	4	0	3	1						30	0	0	0	0	0
	APPROACH %	38%	50%	13%	0%	75%	25%	30%	30%	40%	0%	75%	25%											
APP/DEPART	8	/	8	8	/	10	10	/	4	4	/	8	0											
BEGIN PEAK HR	4:15 PM																							
VOLUMES	1	2	1	0	3	1	1	1	2	0	1	1	14											
APPROACH %	25%	50%	25%	0%	75%	25%	25%	25%	50%	0%	50%	50%												
PEAK HR FACTOR	0.500			0.500			0.500			0.500			0.583											
APP/DEPART	4	/	4	4	/	5	4	/	2	2	/	3	0											



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Wed, Aug 23, 23

LOCATION: NORTH & SOUTH: EAST & WEST:

Victorville Onyx Mojave

PROJECT #: SC4172 LOCATION #: 5 CONTROL: STOP N

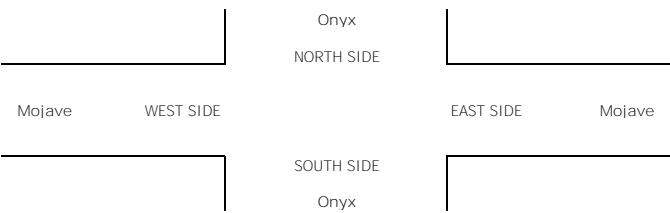
NOTES table with AM, PM, MD, OTHER, OTHER categories and directional arrows for N, S, E, W.

Summary table with columns: NORTHBOUND (NL, NT, NR), SOUTHBOUND (SL, ST, SR), EASTBOUND (EL, ET, ER), WESTBOUND (WL, WT, WR), and TOTAL.

U-TURNS table with columns: NB, SB, EB, WB, TTL.

Main data table showing turning movement counts by time of day (AM and PM) and lane. Includes summary rows for VOLUMES, APPROACH %, APP/DEPART, and BEG/DEPART.

U-TURNS data table showing counts for NB, SB, EB, WB, and TTL across various time intervals.



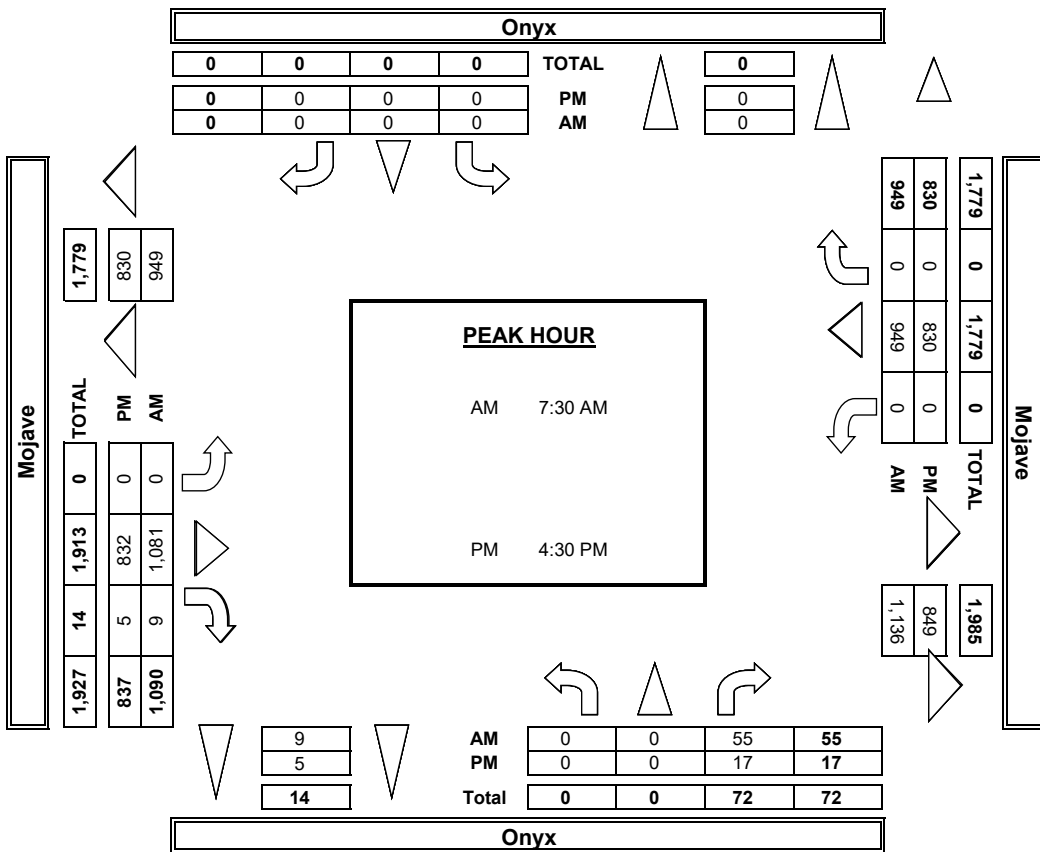
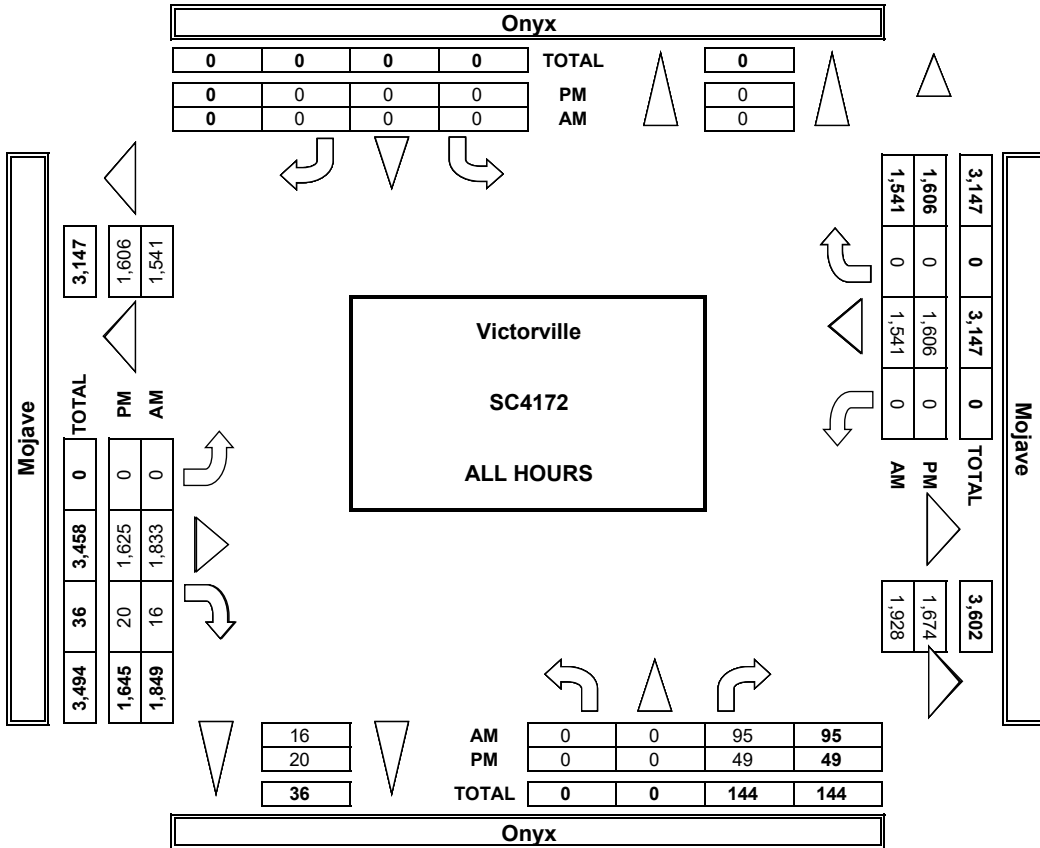
Summary table for AM and PM peak periods, listing time intervals and corresponding volume counts.

ALL PED AND BIKE table with columns: N SIDE, S SIDE, E SIDE, W SIDE, TOTAL.

PEDESTRIAN CROSSINGS table with columns: N SIDE, S SIDE, E SIDE, W SIDE, TOTAL.

BICYCLE CROSSINGS table with columns: NS, SS, ES, WS, TOTAL.

**AimTD LLC**  
TURNING MOVEMENT COUNTS



## INTERSECTION TURNING MOVEMENT COUNTS

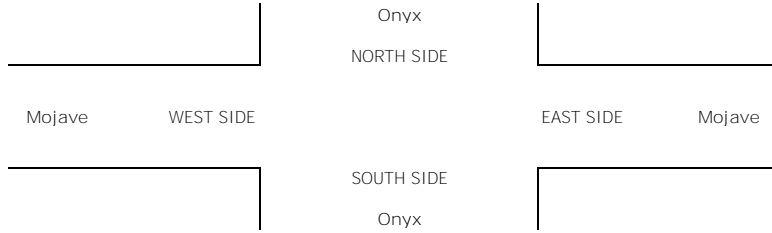
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Onyx Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 5 STOP N
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PCE Adjusted	NOTES:										AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
	Class	1	2	3	4	5	6	7	8	9		
	Factor	1	1.5	2	3	2	2					

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	NL X	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 1	WL X	WT 2	WR X		NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	10	0	0	0	0	137	0	0	116	0	263					0
	7:15 AM	0	0	12	0	0	0	0	191	1	0	135	0	338					0
	7:30 AM	0	0	13	0	0	0	0	329	5	0	210	0	557					0
	7:45 AM	0	0	16	0	0	0	0	281	1	0	299	0	596					0
	8:00 AM	0	0	21	0	0	0	0	245	2	0	264	0	532					0
	8:15 AM	0	0	9	0	0	0	0	279	2	0	225	0	514					0
	8:30 AM	0	0	13	0	0	0	0	268	4	0	184	0	468					0
	8:45 AM	0	0	9	0	0	0	0	203	2	0	190	0	403					0
	VOLUMES	0	0	103	0	0	0	0	1,931	17	0	1,620	0	3,670	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	99%	1%	0%	100%	0%	0	0	0	0	0	0
APP/DEPART	103	/	0	0	/	17	1,948	/	2,033	1,620	/	1,620	0	0					
BEGIN PEAK HR	7:30 AM												0						
VOLUMES	0	0	59	0	0	0	0	1,133	10	0	997	0	2,199						
APPROACH %	0%	0%	100%	0%	0%	0%	0%	99%	1%	0%	100%	0%	0						
PEAK HR FACTOR	0.702			0.000			0.856			0.835			0.922						
APP/DEPART	59	/	0	0	/	10	1,143	/	1,192	997	/	997	0						
PM	4:00 PM	0	0	8	0	0	0	0	219	4	0	192	0	423					0
	4:15 PM	0	0	5	0	0	0	0	224	4	0	184	0	417					0
	4:30 PM	0	0	6	0	0	0	0	214	0	0	215	0	435					0
	4:45 PM	0	0	2	0	0	0	0	229	2	0	212	0	444					0
	5:00 PM	0	0	8	0	0	0	0	203	2	0	217	0	430					0
	5:15 PM	0	0	2	0	0	0	0	205	1	0	218	0	426					0
	5:30 PM	0	0	13	0	0	0	0	187	5	0	213	0	418					0
	5:45 PM	0	0	7	0	0	0	0	201	2	0	217	0	426					0
	VOLUMES	0	0	51	0	0	0	0	1,679	20	0	1,668	0	3,417	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	99%	1%	0%	100%	0%	0					
APP/DEPART	51	/	0	0	/	20	1,699	/	1,730	1,668	/	1,668	0						
BEGIN PEAK HR	4:30 PM												0						
VOLUMES	0	0	18	0	0	0	0	850	5	0	862	0	1,734						
APPROACH %	0%	0%	100%	0%	0%	0%	0%	99%	1%	0%	100%	0%	0						
PEAK HR FACTOR	0.563			0.000			0.927			0.988			0.976						
APP/DEPART	18	/	0	0	/	5	855	/	868	862	/	862	0						





## INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: Victorville NORTH & SOUTH: Onyx EAST & WEST: Mojave	PROJECT #: SC4172 LOCATION #: 5 CONTROL: STOP N
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	◀ W E ▶	▲ N S ▼
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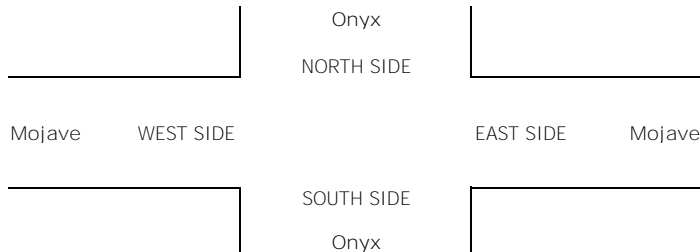
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Onyx			Onyx			Mojave			Mojave			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	X	1	X	X	X	X	2	1	X	2	X	

U-TURNS				
NB	SB	EB	WB	TTL

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Onyx			Onyx			Mojave			Mojave			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>AM</b>													
7:00 AM	0	0	8	0	0	0	0	117	0	0	103	0	228
7:15 AM	0	0	10	0	0	0	0	176	1	0	113	0	300
7:30 AM	0	0	9	0	0	0	0	302	3	0	188	0	502
7:45 AM	0	0	16	0	0	0	0	249	1	0	276	0	542
8:00 AM	0	0	19	0	0	0	0	222	2	0	248	0	491
8:15 AM	0	0	7	0	0	0	0	254	2	0	181	0	444
8:30 AM	0	0	11	0	0	0	0	232	4	0	167	0	414
8:45 AM	0	0	7	0	0	0	0	180	2	0	172	0	361
VOLUMES	0	0	87	0	0	0	0	1,732	15	0	1,448	0	3,282
APPROACH %	0%	0%	100%	0%	0%	0%	0%	99%	1%	0%	100%	0%	
APP/DEPART	87	/	0	0	/	15	1,747	/	1,819	1,448	/	1,448	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	0	0	51	0	0	0	0	1,027	8	0	893	0	1,979
APPROACH %	0%	0%	100%	0%	0%	0%	0%	99%	1%	0%	100%	0%	
PEAK HR FACTOR	0.671			0.000			0.848			0.809			0.913
APP/DEPART	51	/	0	0	/	8	1,035	/	1,078	893	/	893	0
<b>PM</b>													
4:00 PM	0	0	8	0	0	0	0	199	4	0	169	0	380
4:15 PM	0	0	5	0	0	0	0	193	4	0	165	0	367
4:30 PM	0	0	6	0	0	0	0	199	0	0	200	0	405
4:45 PM	0	0	2	0	0	0	0	224	2	0	201	0	429
5:00 PM	0	0	6	0	0	0	0	188	2	0	192	0	388
5:15 PM	0	0	2	0	0	0	0	197	1	0	199	0	399
5:30 PM	0	0	13	0	0	0	0	178	5	0	201	0	397
5:45 PM	0	0	5	0	0	0	0	188	2	0	207	0	402
VOLUMES	0	0	47	0	0	0	0	1,566	20	0	1,534	0	3,167
APPROACH %	0%	0%	100%	0%	0%	0%	0%	99%	1%	0%	100%	0%	
APP/DEPART	47	/	0	0	/	20	1,586	/	1,613	1,534	/	1,534	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	0	0	16	0	0	0	0	808	5	0	792	0	1,621
APPROACH %	0%	0%	100%	0%	0%	0%	0%	99%	1%	0%	100%	0%	
PEAK HR FACTOR	0.667			0.000			0.899			0.985			0.945
APP/DEPART	16	/	0	0	/	5	813	/	824	792	/	792	0

0	0	0	0	0
0	0	0	0	0
0	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
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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



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Onyx Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 5 STOP N
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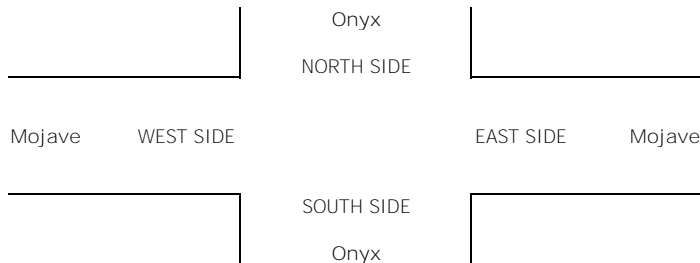
CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM PM	▲ N	E ►
		◀ W	S	▼
		OTHER		

LANES:	NORTHBOUND <small>Onyx</small>			SOUTHBOUND <small>Onyx</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	X	1	X	X	X	X	2	1	X	2	X	

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

	NORTHBOUND <small>Onyx</small>			SOUTHBOUND <small>Onyx</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
AM	7:00 AM	0	0	0	0	0	0	6	0	0	3	0	9	
	7:15 AM	0	0	0	0	0	0	1	0	0	5	0	6	
	7:30 AM	0	0	0	0	0	0	8	0	0	8	0	16	
	7:45 AM	0	0	0	0	0	0	7	0	0	7	0	14	
	8:00 AM	0	0	0	0	0	0	4	0	0	2	0	6	
	8:15 AM	0	0	0	0	0	0	3	0	0	5	0	8	
	8:30 AM	0	0	0	0	0	0	7	0	0	5	0	12	
	8:45 AM	0	0	1	0	0	0	5	0	0	3	0	9	
	VOLUMES	0	0	1	0	0	0	41	0	0	38	0	80	
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	1	/	0	0	/	0	41	/	42	38	/	38	
	BEGIN PEAK HR	7:30 AM			0	0	0	0	22	0	0	22	0	44
	VOLUMES	0	0	0	0	0	0	0	22	0	0	22	0	44
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%
	PEAK HR FACTOR	0.000			0.000			0.688			0.688			0.688
	APP/DEPART	0	/	0	0	/	0	22	/	22	22	/	22	0
PM	4:00 PM	0	0	0	0	0	0	2	0	0	4	0	6	
	4:15 PM	0	0	0	0	0	0	7	0	0	6	0	13	
	4:30 PM	0	0	0	0	0	0	3	0	0	4	0	7	
	4:45 PM	0	0	0	0	0	0	3	0	0	5	0	8	
	5:00 PM	0	0	0	0	0	0	6	0	0	8	0	14	
	5:15 PM	0	0	0	0	0	0	5	0	0	8	0	13	
	5:30 PM	0	0	0	0	0	0	1	0	0	8	0	9	
	5:45 PM	0	0	1	0	0	0	5	0	0	2	0	8	
	VOLUMES	0	0	1	0	0	0	32	0	0	45	0	78	
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	APP/DEPART	1	/	0	0	/	0	32	/	33	45	/	45	0
	BEGIN PEAK HR	4:30 PM			0	0	0	0	17	0	0	25	0	42
	VOLUMES	0	0	0	0	0	0	0	17	0	0	25	0	42
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%
	PEAK HR FACTOR	0.000			0.000			0.708			0.781			0.750
	APP/DEPART	0	/	0	0	/	0	17	/	17	25	/	25	0

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



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Onyx Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 5 STOP N
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<b>CLASS 3:</b> 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
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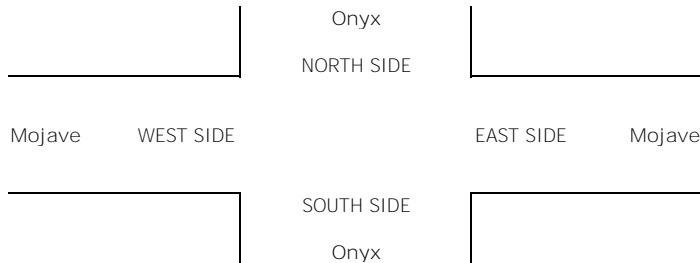
LANES:	NORTHBOUND <small>Onyx</small>			SOUTHBOUND <small>Onyx</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	X	1	X	X	X	X	2	1	X	2	X	

U-TURNS				
NB	SB	EB	WB	TTL

	NORTHBOUND <small>Onyx</small>			SOUTHBOUND <small>Onyx</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>AM</b>													
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	1	0	0	0	0	0	0	0	2	0	3
8:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
VOLUMES	0	0	2	0	0	0	0	3	0	0	9	0	14
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	2	/	0	0	/	0	3	/	5	9	/	9	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	0	0	2	0	0	0	0	2	0	0	4	0	8
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.500			0.000			0.250			0.500			0.667
APP/DEPART	2	/	0	0	/	0	2	/	4	4	/	4	0
<b>PM</b>													
4:00 PM	0	0	0	0	0	0	0	3	0	0	2	0	5
4:15 PM	0	0	0	0	0	0	0	4	0	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	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
VOLUMES	0	0	0	0	0	0	0	11	0	0	3	0	14
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	0	/	0	0	/	0	11	/	11	3	/	3	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	0	0	0	0	0	0	0	4	0	0	1	0	5
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.000			0.000			0.333			0.250			0.417
APP/DEPART	0	/	0	0	/	0	4	/	4	1	/	1	0

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

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



## INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: Victorville NORTH & SOUTH: Onyx EAST & WEST: Mojave	PROJECT #: SC4172 LOCATION #: 5 CONTROL: STOP N
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<b>CLASS 4:</b> 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ▼	◀ W E ▶
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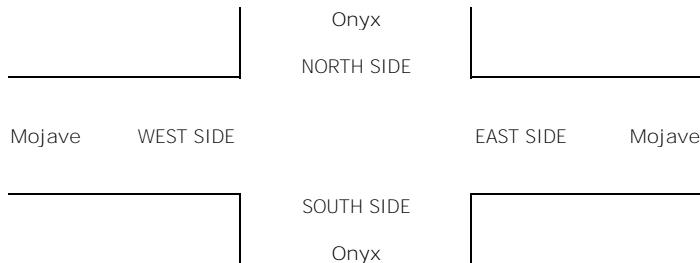
LANES:	NORTHBOUND <small>Onyx</small>			SOUTHBOUND <small>Onyx</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	3	0	0	0	0	3
	8:00 AM	0	0	0	0	0	0	0	3	0	0	1	0	4
	8:15 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
	8:30 AM	0	0	0	0	0	0	0	3	0	0	1	0	4
	8:45 AM	0	0	0	0	0	0	0	3	0	0	1	0	4
	VOLUMES	0	0	0	0	0	0	0	17	0	0	5	0	22
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	0	/	0	0	/	0	17	/	17	5	/	5	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	0	0	0	0	0	0	9	0	0	3	0	12	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%		
PEAK HR FACTOR	0.000			0.000			0.750			0.375			0.750	
APP/DEPART	0	/	0	0	/	0	9	/	9	3	/	3	0	
PM	4:00 PM	0	0	0	0	0	0	3	0	0	3	0	6	
	4:15 PM	0	0	0	0	0	0	4	0	0	2	0	6	
	4:30 PM	0	0	0	0	0	0	2	0	0	1	0	3	
	4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	
	5:00 PM	0	0	0	0	0	0	0	0	0	3	0	3	
	5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	
	5:45 PM	0	0	0	0	0	0	0	1	0	0	1	2	
	VOLUMES	0	0	0	0	0	0	0	11	0	0	12	0	23
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	0	/	0	0	/	0	11	/	11	12	/	12	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	0	0	0	0	0	0	0	2	0	0	6	0	8	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%		
PEAK HR FACTOR	0.000			0.000			0.250			0.500			0.667	
APP/DEPART	0	/	0	0	/	0	2	/	2	6	/	6	0	

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

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



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Onyx Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 5 STOP N
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<b>CLASS 5:</b> RV	<b>NOTES:</b>	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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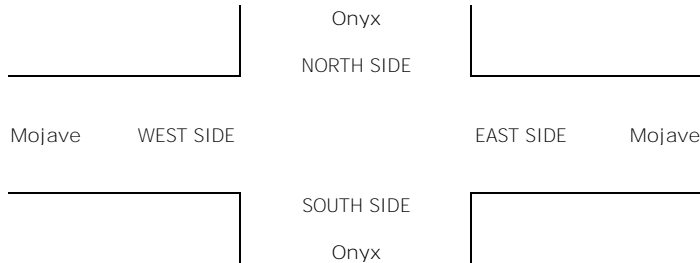
LANES:	NORTHBOUND <small>Onyx</small>			SOUTHBOUND <small>Onyx</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	X	1	X	X	X	X	2	1	X	2	X	

U-TURNS				
NB	SB	EB	WB	TTL

	NORTHBOUND <small>Onyx</small>			SOUTHBOUND <small>Onyx</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>AM</b>													
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	1	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%
PEAK HR FACTOR	0.000			0.000			0.250			0.000			0.250
APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0
<b>PM</b>													
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

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

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





# INTERSECTION TURNING MOVEMENT COUNTS

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

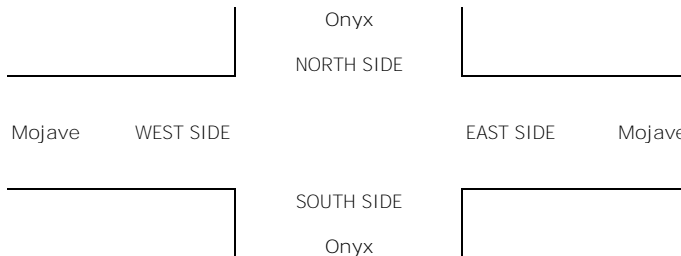
DATE: 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Onyx Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 5 STOP N
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CLASS 6: BUSES	NOTES:	AM PM MD OTHER	▲ N ◀ W S ▶ E
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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	NL X	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 1	WL X	WT 2	WR X		NB	SB	EB	WB	TTL
LANES:																		
7:00 AM	0	0	1	0	0	0	0	4	0	0	3	0	8	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	5	0	0	4	0	10	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	6	1	0	5	0	13	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	5	0	0	5	0	10	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	4	0	0	3	0	7	0	0	0	0	0
8:15 AM	0	0	1	0	0	0	0	5	0	0	14	0	20	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	7	0	0	3	0	11	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	3	0	0	4	0	7	0	0	0	0	0
VOLUMES	0	0	5	0	0	0	0	39	1	0	41	0	86	0	0	0	0	0
APPROACH %	0%	0%	100%	0%	0%	0%	0%	98%	3%	0%	100%	0%		0	0	0	0	0
APP/DEPART	5	/	0	0	/	1	40	/	44	41	/	41	0					

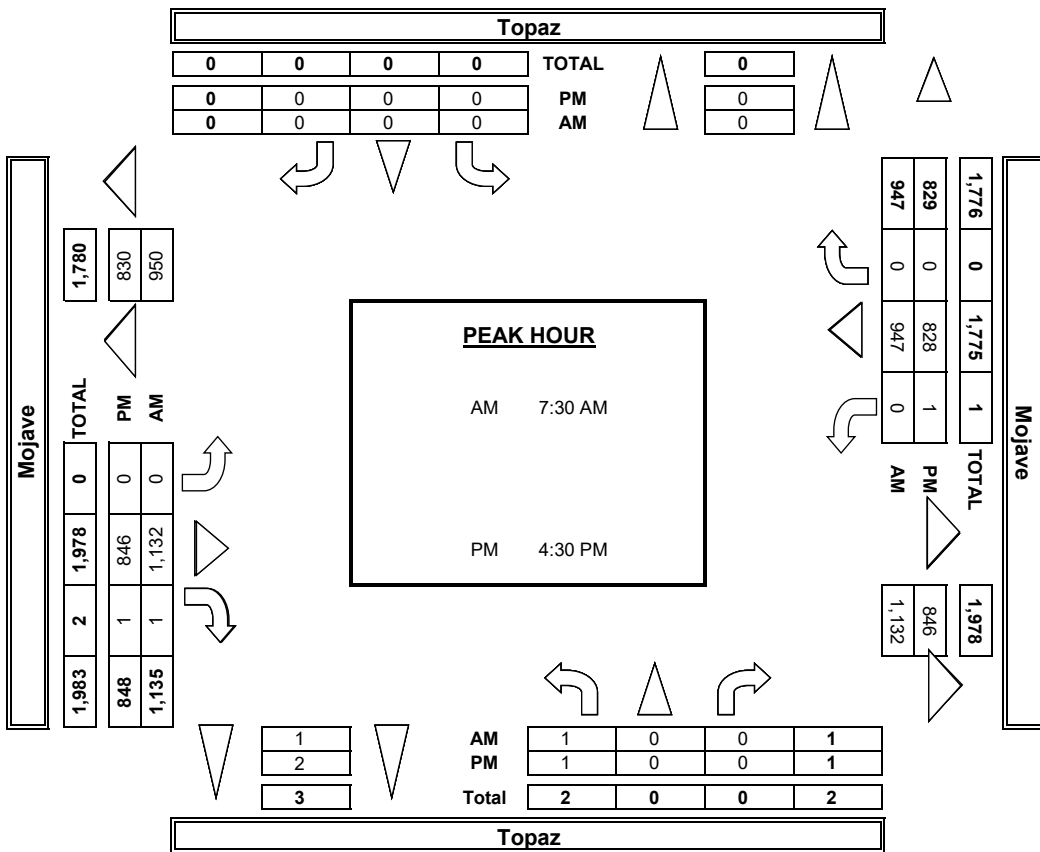
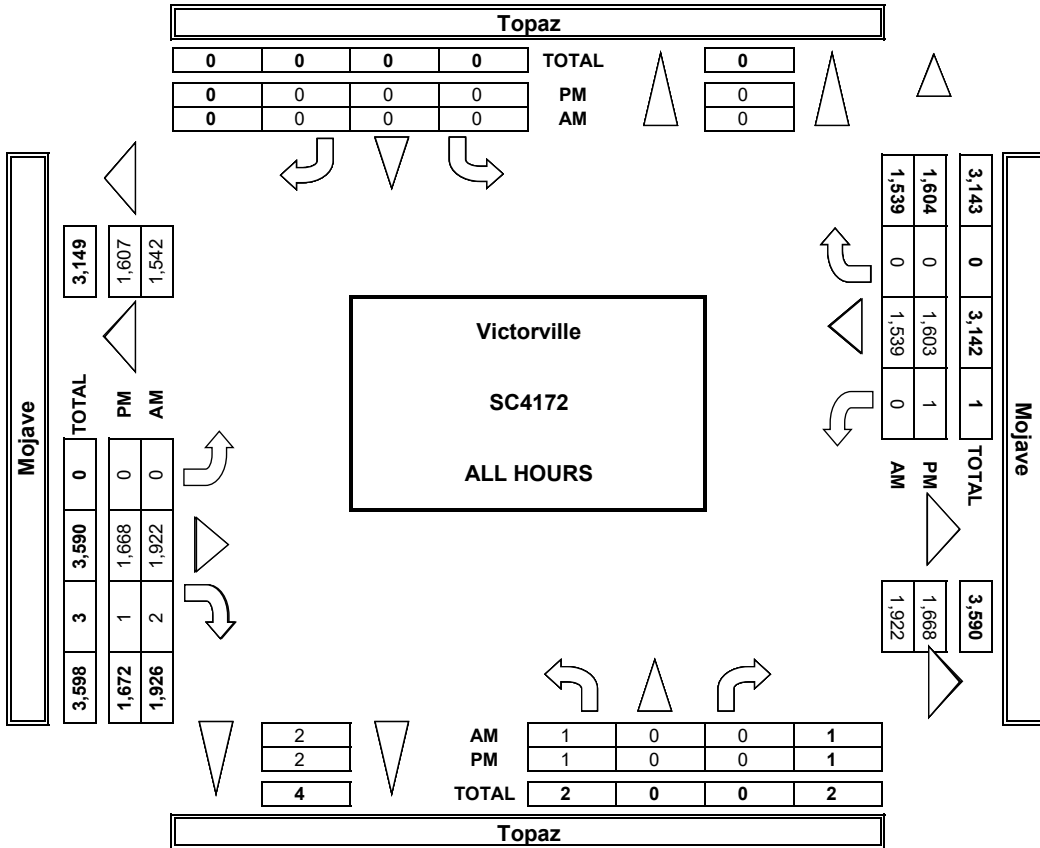
BEGIN PEAK HR	7:30 AM																		
VOLUMES	0	0	2	0	0	0	0	20	1	0	27	0	50						
APPROACH %	0%	0%	100%	0%	0%	0%	0%	95%	5%	0%	100%	0%							
PEAK HR FACTOR	0.500			0.000			0.750			0.482			0.625						
APP/DEPART	2	/	0	0	/	1	21	/	22	27	/	27	0						

4:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	1	0	0	3	0	4	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	1	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0	
VOLUMES	0	0	1	0	0	0	0	5	0	0	12	0	18	0	0	0	0	0	
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%		0	0	0	0	0	
APP/DEPART	1	/	0	0	/	0	5	/	6	12	/	12	0						
BEGIN PEAK HR	4:30 PM																		
VOLUMES	0	0	1	0	0	0	0	1	0	0	6	0	8						
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%							
PEAK HR FACTOR	0.250			0.000			0.250			0.500			0.500						
APP/DEPART	1	/	0	0	/	0	1	/	2	6	/	6	0						





**AimTD LLC**  
TURNING MOVEMENT COUNTS



## INTERSECTION TURNING MOVEMENT COUNTS

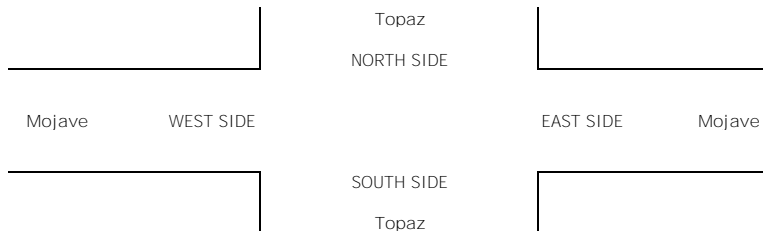
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Topaz Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 6 STOP N
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PCE Adjusted	NOTES:										AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
	Class	1	2	3	4	5	6	7	8	9		
	Factor	1	1.5	2	3	2	2					

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 0	WT 2	WR X		NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	147	0	0	116	0	263					0
	7:15 AM	0	0	0	0	0	0	203	0	0	135	0	337					0
	7:30 AM	0	0	0	0	0	0	342	0	0	210	0	552					0
	7:45 AM	1	0	0	0	0	0	295	0	0	296	0	591					0
	8:00 AM	0	0	0	0	0	0	265	0	0	265	0	530					0
	8:15 AM	0	0	0	0	0	0	287	1	0	225	0	512					0
	8:30 AM	0	0	0	0	0	0	280	1	0	184	0	464					0
	8:45 AM	0	0	0	0	0	0	210	0	0	190	0	400					0
	VOLUMES	1	0	0	0	0	0	2,027	2	0	1,618	0	3,648	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	0	0	0	0	0	0
APP/DEPART	1	/	0	0	/	2	2,029	/	2,027	1,618	/	1,619	0					
BEGIN PEAK HR	7:30 AM																	
VOLUMES	1	0	0	0	0	0	1,188	1	0	995	0	2,185						
APPROACH %	100%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	0	0	0	0	0	0	
PEAK HR FACTOR	0.250			0.000			0.869			0.842			0.924					
APP/DEPART	1	/	0	0	/	1	1,189	/	1,188	995	/	996	0					
PM	4:00 PM	0	0	0	0	0	0	227	0	0	192	0	419					0
	4:15 PM	0	0	0	0	0	0	229	0	0	185	0	414					0
	4:30 PM	1	0	0	0	0	0	218	0	0	213	0	432					0
	4:45 PM	0	0	0	0	0	0	231	0	0	212	0	442					0
	5:00 PM	0	0	0	0	0	0	211	0	2	217	0	430					0
	5:15 PM	0	0	0	0	0	0	206	1	0	218	0	425					0
	5:30 PM	0	0	0	0	0	0	197	0	0	211	0	408					0
	5:45 PM	0	0	0	0	0	0	207	0	0	217	0	424					0
	VOLUMES	1	0	0	0	0	0	1,724	1	2	1,665	0	3,392	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	0	0	0	0	0	0
APP/DEPART	1	/	0	0	/	3	1,725	/	1,724	1,666	/	1,666	0					
BEGIN PEAK HR	4:30 PM																	
VOLUMES	1	0	0	0	0	0	865	1	2	860	0	1,728						
APPROACH %	100%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	0	0	0	0	0	0	
PEAK HR FACTOR	0.250			0.000			0.939			0.985			0.977					
APP/DEPART	1	/	0	0	/	3	866	/	865	861	/	861	0					



## INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: Victorville NORTH & SOUTH: Topaz EAST & WEST: Mojave	PROJECT #: SC4172 LOCATION #: 6 CONTROL: STOP N
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	◀ W E ▶	▲ N S ▼
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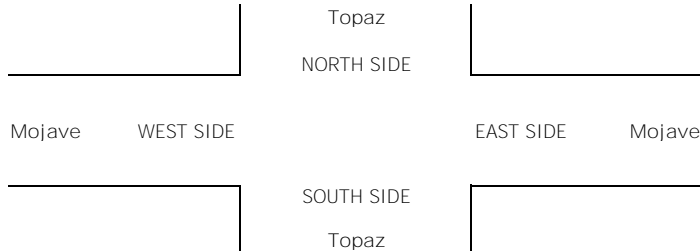
LANES:	NORTHBOUND <small>Topaz</small>			SOUTHBOUND <small>Topaz</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	X	0	X	X	X	X	2	0	0	2	X	

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

AM	7:00 AM	0	0	0	0	0	0	0	125	0	0	103	0	228
	7:15 AM	0	0	0	0	0	0	0	186	0	0	113	0	299
	7:30 AM	0	0	0	0	0	0	0	311	0	0	188	0	499
	7:45 AM	1	0	0	0	0	0	0	263	0	0	273	0	537
	8:00 AM	0	0	0	0	0	0	0	240	0	0	249	0	489
	8:15 AM	0	0	0	0	0	0	0	260	1	0	181	0	442
	8:30 AM	0	0	0	0	0	0	0	242	1	0	167	0	410
	8:45 AM	0	0	0	0	0	0	0	186	0	0	172	0	358
	VOLUMES	1	0	0	0	0	0	0	1,813	2	0	1,446	0	3,264
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%
APP/DEPART	1	/	0	0	/	2	1,817	/	1,813	1,446	/	1,449	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	1	0	0	0	0	0	0	1,074	1	0	891	0	1,969	
APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	
PEAK HR FACTOR	0.250			0.000			0.866			0.816			0.913	
APP/DEPART	1	/	0	0	/	1	1,077	/	1,074	891	/	894	0	
PM	4:00 PM	0	0	0	0	0	0	0	207	0	0	169	0	376
	4:15 PM	0	0	0	0	0	0	0	198	0	0	166	0	364
	4:30 PM	1	0	0	0	0	0	0	203	0	0	198	0	402
	4:45 PM	0	0	0	0	0	0	0	226	0	0	201	0	427
	5:00 PM	0	0	0	0	0	0	0	194	0	0	192	0	386
	5:15 PM	0	0	0	0	0	0	0	198	1	0	199	0	398
	5:30 PM	0	0	0	0	0	0	0	188	0	0	199	0	387
	5:45 PM	0	0	0	0	0	0	0	193	0	0	207	0	400
	VOLUMES	1	0	0	0	0	0	0	1,607	1	0	1,531	0	3,143
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%
APP/DEPART	1	/	0	0	/	1	1,611	/	1,607	1,531	/	1,535	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	1	0	0	0	0	0	0	821	1	0	790	0	1,614	
APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	
PEAK HR FACTOR	0.250			0.000			0.910			0.983			0.945	
APP/DEPART	1	/	0	0	/	1	823	/	821	790	/	792	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	2	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	2	0	2
0	0	0	0	0
0	0	2	0	2

0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	2	0	2
0	0	0	0	0
0	0	3	0	3





# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Victorville Topaz Mojave	<b>PROJECT #:</b> <b>LOCATION #:</b> <b>CONTROL:</b>	SC4172 6 STOP N
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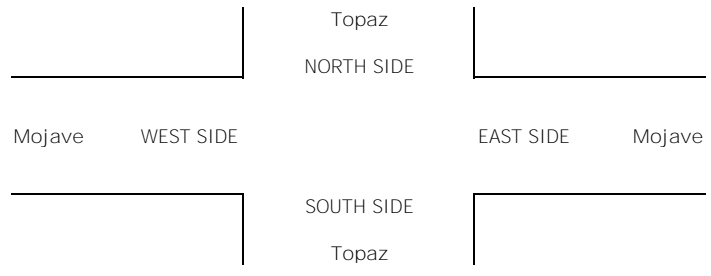
<b>CLASS 2:</b> 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:		▲ N
		◀ W	E ▶
		S	▼

LANES:	NORTHBOUND <small>Topaz</small>			SOUTHBOUND <small>Topaz</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL	U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		NB	SB	EB	WB	TTL
	0	X	0	X	X	X	X	2	0	0	2	X						

	NORTHBOUND <small>Topaz</small>			SOUTHBOUND <small>Topaz</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
AM	7:00 AM	0	0	0	0	0	0	6	0	0	3	0	9
	7:15 AM	0	0	0	0	0	0	1	0	0	5	0	6
	7:30 AM	0	0	0	0	0	0	8	0	0	8	0	16
	7:45 AM	0	0	0	0	0	0	7	0	0	7	0	14
	8:00 AM	0	0	0	0	0	0	4	0	0	2	0	6
	8:15 AM	0	0	0	0	0	0	3	0	0	5	0	8
	8:30 AM	0	0	0	0	0	0	7	0	0	5	0	12
	8:45 AM	0	0	0	0	0	0	6	0	0	3	0	9
	VOLUMES	0	0	0	0	0	0	42	0	0	38	0	80
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%
APP/DEPART	0	/	0	0	/	0	42	/	42	38	/	38	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	0	0	0	0	0	0	0	22	0	0	22	0	44
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.000			0.000			0.688			0.688			0.688
APP/DEPART	0	/	0	0	/	0	22	/	22	22	/	22	0
PM	4:00 PM	0	0	0	0	0	0	2	0	0	4	0	6
	4:15 PM	0	0	0	0	0	0	7	0	0	6	0	13
	4:30 PM	0	0	0	0	0	0	3	0	0	4	0	7
	4:45 PM	0	0	0	0	0	0	3	0	0	5	0	8
	5:00 PM	0	0	0	0	0	0	6	0	1	8	0	15
	5:15 PM	0	0	0	0	0	0	5	0	0	8	0	13
	5:30 PM	0	0	0	0	0	0	1	0	0	8	0	9
	5:45 PM	0	0	0	0	0	0	6	0	0	2	0	8
	VOLUMES	0	0	0	0	0	0	33	0	1	45	0	79
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	2%	98%	0%
APP/DEPART	0	/	0	0	/	1	33	/	33	46	/	45	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	0	0	0	0	0	0	0	17	0	1	25	0	43
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	4%	96%	0%	
PEAK HR FACTOR	0.000			0.000			0.708			0.722			0.717
APP/DEPART	0	/	0	0	/	1	17	/	17	26	/	25	0

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

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



## INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: Victorville EAST & WEST: Topaz Mojave	PROJECT #: SC4172	LOCATION #: 6 CONTROL: STOP N
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<b>CLASS 3:</b> 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
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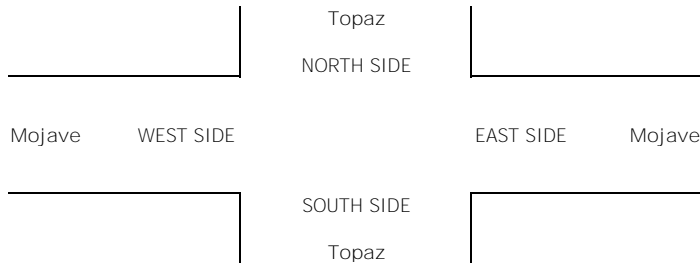
LANES:	NORTHBOUND <small>Topaz</small>			SOUTHBOUND <small>Topaz</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	X	0	X	X	X	X	2	0	0	2	X	

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

	NORTHBOUND <small>Topaz</small>			SOUTHBOUND <small>Topaz</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>AM</b>													
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
8:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
VOLUMES	0	0	0	0	0	0	0	5	0	0	9	0	14
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	0	/	0	0	/	0	5	/	5	9	/	9	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	0	0	0	0	0	0	0	4	0	0	4	0	8
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.000			0.000			0.500			0.500			0.667
APP/DEPART	0	/	0	0	/	0	4	/	4	4	/	4	0
<b>PM</b>													
4:00 PM	0	0	0	0	0	0	0	3	0	0	2	0	5
4:15 PM	0	0	0	0	0	0	0	4	0	0	0	0	4
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	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
VOLUMES	0	0	0	0	0	0	0	11	0	0	3	0	14
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	0	/	0	0	/	0	11	/	11	3	/	3	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	0	0	0	0	0	0	0	4	0	0	1	0	5
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.000			0.000			0.333			0.250			0.417
APP/DEPART	0	/	0	0	/	0	4	/	4	1	/	1	0

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



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: Victorville NORTH & SOUTH: Topaz EAST & WEST: Mojave	PROJECT #: SC4172 LOCATION #: 6 CONTROL: STOP N
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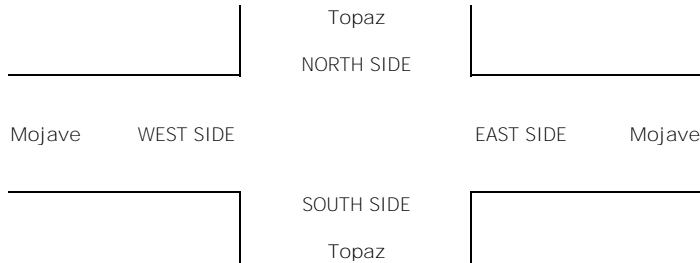
CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ▼ S	◀ W E ▶
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LANES:	NORTHBOUND <small>Topaz</small>			SOUTHBOUND <small>Topaz</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	X	0	X	X	X	X	2	0	0	2	X	

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

AM	7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	3	0	0	0	0	3
	8:00 AM	0	0	0	0	0	0	0	3	0	0	1	0	4
	8:15 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
	8:30 AM	0	0	0	0	0	0	0	3	0	0	1	0	4
	8:45 AM	0	0	0	0	0	0	0	3	0	0	1	0	4
	VOLUMES	0	0	0	0	0	0	0	17	0	0	5	0	22
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	0	/	0	0	/	0	17	/	17	5	/	5	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	0	0	0	0	0	0	9	0	0	3	0	12	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%		
PEAK HR FACTOR	0.000			0.000			0.750			0.375			0.750	
APP/DEPART	0	/	0	0	/	0	9	/	9	3	/	3	0	
PM	4:00 PM	0	0	0	0	0	0	0	3	0	0	3	0	6
	4:15 PM	0	0	0	0	0	0	0	4	0	0	2	0	6
	4:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
	5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	5:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
	VOLUMES	0	0	0	0	0	0	0	11	0	0	12	0	23
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	0	/	0	0	/	0	11	/	11	12	/	12	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	0	0	0	0	0	0	0	2	0	0	6	0	8	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%		
PEAK HR FACTOR	0.000			0.000			0.250			0.500			0.667	
APP/DEPART	0	/	0	0	/	0	2	/	2	6	/	6	0	

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



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Topaz Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 6 STOP N
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<b>CLASS 5:</b> RV	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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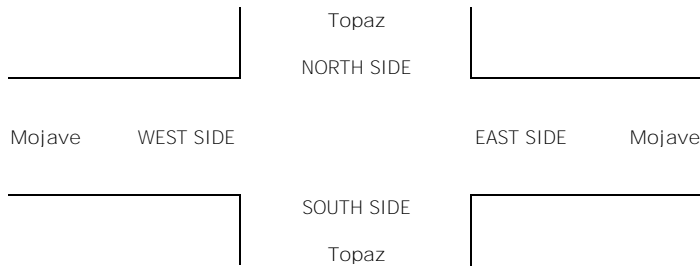
LANES:	NORTHBOUND <small>Topaz</small>			SOUTHBOUND <small>Topaz</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	X	0	X	X	X	X	2	0	0	2	X	

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

	NORTHBOUND <small>Topaz</small>			SOUTHBOUND <small>Topaz</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
AM	7:00 AM	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	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	1	0	0	0	0	1	
	8:00 AM	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	
	8:30 AM	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	
	VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.250			0.000			0.250	
APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0	
PM	4:00 PM	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	
	4:30 PM	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	
	5:00 PM	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	
	5:30 PM	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	
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

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



# INTERSECTION TURNING MOVEMENT COUNTS

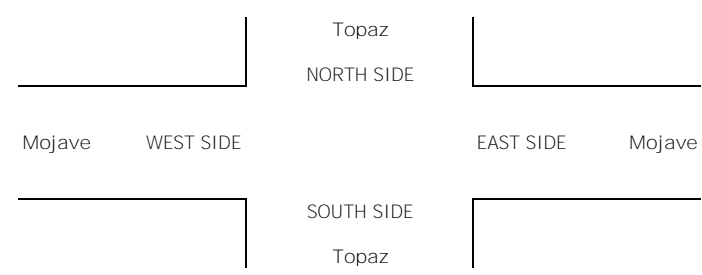
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> 8/23/23 WEDNESDAY	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Victorville Topaz Mojave	<b>PROJECT #:</b> SC4172 <b>LOCATION #:</b> 6 <b>CONTROL:</b> STOP N	
<b>CLASS 6:</b>  BUSES	<b>NOTES:</b>			
			AM PM MD OTHER OTHER	▲ N ◀ W      E ▶ ▼ S

LANES:	NORTHBOUND <small>Topaz</small>			SOUTHBOUND <small>Topaz</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL	U-TURNS				
	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 0	WT 2	WR X		NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	5	0	0	3	0	8	U-TURNS	
	7:15 AM	0	0	0	0	0	0	6	0	0	4	0	10		
	7:30 AM	0	0	0	0	0	0	7	0	0	5	0	12		
	7:45 AM	0	0	0	0	0	0	5	0	0	5	0	10		
	8:00 AM	0	0	0	0	0	0	4	0	0	3	0	7		
	8:15 AM	0	0	0	0	0	0	6	0	0	14	0	20		
	8:30 AM	0	0	0	0	0	0	8	0	0	3	0	11		
	8:45 AM	0	0	0	0	0	0	3	0	0	4	0	7		
	VOLUMES	0	0	0	0	0	0	44	0	0	41	0	85		
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%		
	APP/DEPART	0	/	0	0	/	0	44	/	44	41	/	41		0
BEGIN PEAK HR	7:30 AM														
VOLUMES	0	0	0	0	0	0	0	22	0	0	27	0	49		
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%			
PEAK HR FACTOR	0.000			0.000			0.786			0.482			0.613		
APP/DEPART	0	/	0	0	/	0	22	/	22	27	/	27	0		
PM	4:00 PM	0	0	0	0	0	0	1	0	0	2	0	3	U-TURNS	
	4:15 PM	0	0	0	0	0	0	0	0	0	2	0	2		
	4:30 PM	0	0	0	0	0	0	1	0	0	3	0	4		
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 PM	0	0	0	0	0	0	1	0	0	2	0	3		
	5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1		
	5:30 PM	0	0	0	0	0	0	2	0	0	0	0	2		
	5:45 PM	0	0	0	0	0	0	1	0	0	2	0	3		
	VOLUMES	0	0	0	0	0	0	6	0	0	12	0	18		
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%		
	APP/DEPART	0	/	0	0	/	0	6	/	6	12	/	12		0
BEGIN PEAK HR	4:30 PM														
VOLUMES	0	0	0	0	0	0	0	2	0	0	6	0	8		
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%			
PEAK HR FACTOR	0.000			0.000			0.500			0.500			0.500		
APP/DEPART	0	/	0	0	/	0	2	/	2	6	/	6	0		

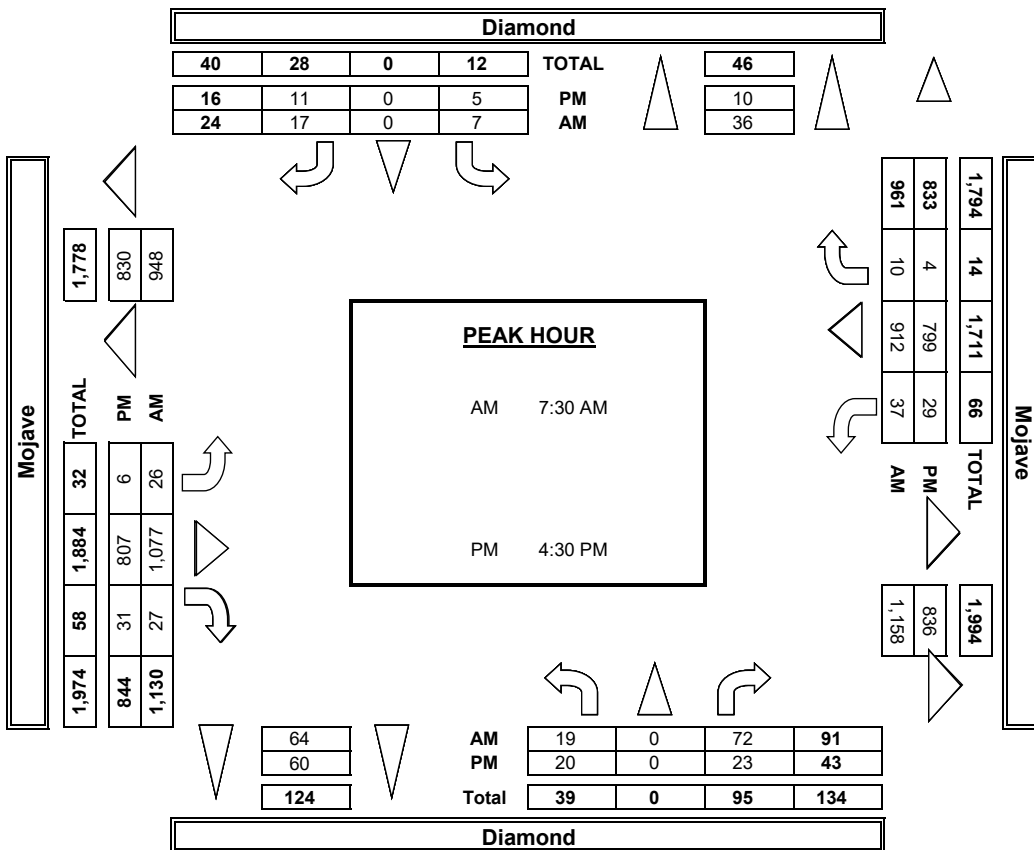
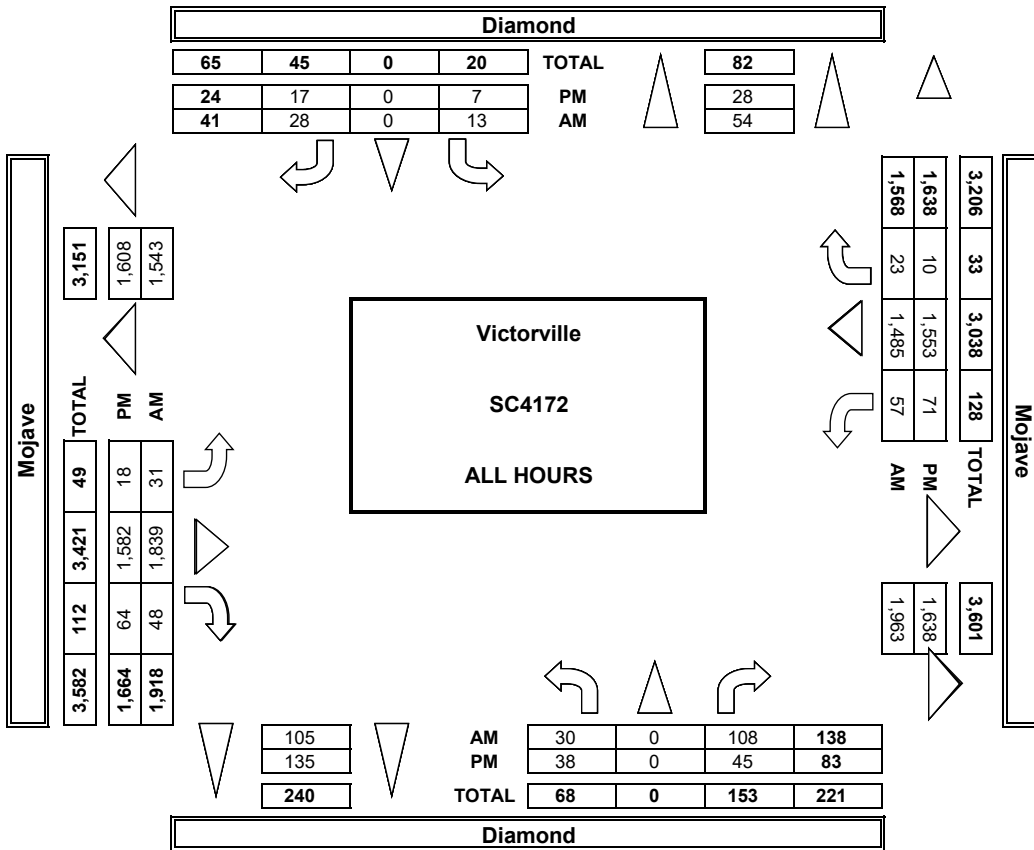
NB	SB	EB	WB	TTL
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0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0







**AimTD LLC**  
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:  
8/23/23  
WEDNESDAY

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Victorville  
Diamond  
Mojave

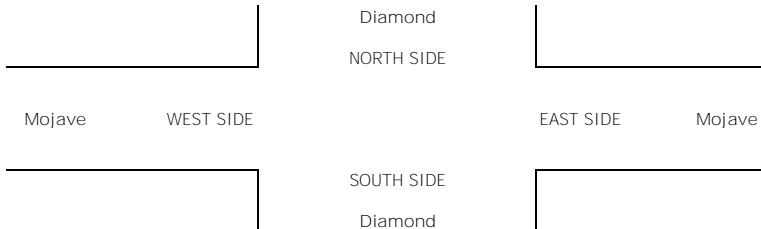
PROJECT #:  
LOCATION #:  
CONTROL:

SC4172  
7  
STOP N/S

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

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		NB	SB	EB	WB	TTL
	0	1	0	0	1	0	1	2	1	1	2	1						

AM	7:00 AM	3	0	9	2	0	3	1	143	2	2	111	9	284								0
	7:15 AM	2	0	11	0	0	4	3	196	4	5	129	5	358								0
	7:30 AM	7	0	25	4	0	4	9	320	14	6	198	4	589								0
	7:45 AM	7	0	22	3	0	7	13	272	9	14	283	1	630								0
	8:00 AM	4	0	16	0	0	4	4	254	6	8	258	6	560								0
	8:15 AM	1	0	13	2	0	9	4	274	9	10	216	5	542								0
	8:30 AM	5	0	14	1	0	2	4	260	15	6	178	1	485								0
	8:45 AM	1	0	6	3	0	5	0	205	5	7	185	0	417								0
	VOLUMES	30	0	116	15	0	37	36	1,923	64	58	1,555	30	3,863	0	0	0	0	0			0
	APPROACH %	21%	0%	79%	29%	0%	71%	2%	95%	3%	4%	95%	2%									
	APP/DEPART	146	/	66	52	/	122	2,023	/	2,054	1,643	/	1,622	0								
	BEGIN PEAK HR	7:30 AM																				
VOLUMES	19	0	76	9	0	23	29	1,120	38	38	954	15	2,320									
APPROACH %	20%	0%	80%	28%	0%	72%	2%	94%	3%	4%	95%	1%										
PEAK HR FACTOR	0.742			0.762			0.867			0.846			0.920									
APP/DEPART	95	/	44	32	/	76	1,186	/	1,205	1,007	/	996	0									
PM	4:00 PM	5	0	4	0	0	2	2	212	12	9	186	2	433								0
	4:15 PM	4	0	4	2	0	1	7	207	14	7	181	3	429								0
	4:30 PM	4	0	10	3	0	4	1	205	11	5	207	0	448								0
	4:45 PM	7	0	2	1	0	5	2	224	5	10	201	0	456								0
	5:00 PM	7	0	7	0	0	4	1	201	9	7	207	4	446								0
	5:15 PM	4	0	8	3	0	1	2	196	7	8	214	0	442								0
	5:30 PM	4	0	8	1	0	1	1	191	5	12	207	1	430								0
	5:45 PM	5	0	8	0	0	3	5	197	6	16	210	0	448								0
	VOLUMES	39	0	50	9	0	20	21	1,630	69	73	1,611	10	3,531	0	0	0	0	0			0
	APPROACH %	44%	0%	56%	30%	0%	70%	1%	95%	4%	4%	95%	1%									
	APP/DEPART	89	/	31	29	/	142	1,720	/	1,689	1,694	/	1,670	0								
	BEGIN PEAK HR	4:30 PM																				
VOLUMES	21	0	27	6	0	14	6	825	32	30	828	4	1,791									
APPROACH %	44%	0%	56%	31%	0%	69%	1%	96%	4%	3%	96%	0%										
PEAK HR FACTOR	0.889			0.750			0.935			0.972			0.982									
APP/DEPART	48	/	10	20	/	62	863	/	858	861	/	862	0									



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Diamond Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 7 STOP N/S
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	◀ W E ▶	▲ N S ▼
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LANES:	NORTHBOUND <small>Diamond</small>			SOUTHBOUND <small>Diamond</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	1	2	1	1	2	1	

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

	NORTHBOUND <small>Diamond</small>			SOUTHBOUND <small>Diamond</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>AM</b>													
7:00 AM	3	0	5	2	0	1	1	123	0	2	100	6	243
7:15 AM	2	0	11	0	0	2	0	184	2	5	109	2	317
7:30 AM	7	0	21	1	0	2	7	301	3	6	177	0	525
7:45 AM	7	0	18	3	0	2	9	250	3	14	265	1	572
8:00 AM	4	0	16	0	0	2	4	229	6	6	244	1	512
8:15 AM	1	0	13	2	0	4	2	253	5	10	177	3	470
8:30 AM	5	0	10	1	0	2	2	230	9	6	161	1	427
8:45 AM	1	0	6	3	0	3	0	181	5	7	169	0	375
VOLUMES	30	0	100	12	0	18	25	1,751	33	56	1,402	14	3,444
APPROACH %	23%	0%	77%	40%	0%	60%	1%	97%	2%	4%	95%	1%	
APP/DEPART	130	/	39	30	/	89	1,809	/	1,866	1,475	/	1,450	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	19	0	68	6	0	10	22	1,033	17	36	863	5	2,081
APPROACH %	22%	0%	78%	38%	0%	63%	2%	96%	2%	4%	95%	1%	
PEAK HR FACTOR	0.777			0.667			0.862			0.809			0.910
APP/DEPART	87	/	27	16	/	53	1,072	/	1,109	906	/	892	0
<b>PM</b>													
4:00 PM	5	0	4	0	0	0	2	197	7	9	164	2	390
4:15 PM	4	0	4	0	0	1	4	181	12	7	162	3	378
4:30 PM	2	0	5	1	0	4	1	192	9	5	193	0	412
4:45 PM	7	0	2	1	0	2	2	219	5	10	193	0	441
5:00 PM	5	0	5	0	0	2	1	184	9	7	183	4	400
5:15 PM	4	0	8	1	0	1	2	188	7	6	195	0	412
5:30 PM	4	0	6	1	0	1	1	182	5	10	195	1	406
5:45 PM	5	0	6	0	0	3	3	184	6	14	200	0	421
VOLUMES	36	0	40	4	0	14	16	1,527	60	68	1,485	10	3,264
APPROACH %	47%	0%	53%	22%	0%	78%	1%	95%	4%	4%	95%	1%	
APP/DEPART	76	/	26	18	/	128	1,603	/	1,575	1,567	/	1,535	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	18	0	20	3	0	9	6	783	30	28	764	4	1,666
APPROACH %	47%	0%	53%	25%	0%	75%	1%	96%	4%	4%	96%	1%	
PEAK HR FACTOR	0.792			0.600			0.906			0.977			0.942
APP/DEPART	38	/	10	12	/	58	819	/	807	797	/	791	0

0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	1	1
0	0	0	3	3
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	1	1
0	0	0	4	4



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Diamond Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 7 STOP N/S
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CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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LANES:	NORTHBOUND <small>Diamond</small>			SOUTHBOUND <small>Diamond</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	1	2	1	1	2	1	

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

	NORTHBOUND <small>Diamond</small>			SOUTHBOUND <small>Diamond</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>AM</b>													
7:00 AM	0	0	1	0	0	0	0	6	0	0	3	2	12
7:15 AM	0	0	0	0	0	0	0	1	0	0	5	2	8
7:30 AM	0	0	0	0	0	1	1	7	0	0	7	1	17
7:45 AM	0	0	0	0	0	2	1	6	0	0	5	0	14
8:00 AM	0	0	0	0	0	0	0	4	0	1	2	0	7
8:15 AM	0	0	0	0	0	1	1	2	0	0	4	1	9
8:30 AM	0	0	0	0	0	0	1	6	0	0	5	0	12
8:45 AM	0	0	0	0	0	0	0	6	0	0	3	0	9
VOLUMES	0	0	1	0	0	4	4	38	0	1	34	6	88
APPROACH %	0%	0%	100%	0%	0%	100%	10%	90%	0%	2%	83%	15%	
APP/DEPART	1	/	10	4	/	1	42	/	39	41	/	38	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	0	0	0	0	0	4	3	19	0	1	18	2	47
APPROACH %	0%	0%	0%	0%	0%	100%	14%	86%	0%	5%	86%	10%	
PEAK HR FACTOR	0.000			0.500			0.688			0.656			0.691
APP/DEPART	0	/	5	4	/	1	22	/	19	21	/	22	0
<b>PM</b>													
4:00 PM	0	0	0	0	0	1	0	2	0	0	3	0	6
4:15 PM	0	0	0	1	0	0	0	7	0	0	6	0	14
4:30 PM	1	0	0	1	0	0	0	3	0	0	3	0	8
4:45 PM	0	0	0	0	0	0	0	3	0	0	5	0	8
5:00 PM	1	0	0	0	0	1	0	6	0	0	7	0	15
5:15 PM	0	0	0	1	0	0	0	5	0	1	8	0	15
5:30 PM	0	0	1	0	0	0	0	1	0	1	8	0	11
5:45 PM	0	0	1	0	0	0	1	5	0	1	2	0	10
VOLUMES	2	0	2	3	0	2	1	32	0	3	42	0	87
APPROACH %	50%	0%	50%	60%	0%	40%	3%	97%	0%	7%	93%	0%	
APP/DEPART	4	/	1	5	/	3	33	/	37	45	/	46	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	2	0	0	2	0	1	0	17	0	1	23	0	46
APPROACH %	100%	0%	0%	67%	0%	33%	0%	100%	0%	4%	96%	0%	
PEAK HR FACTOR	0.500			0.750			0.708			0.667			0.767
APP/DEPART	2	/	0	3	/	1	17	/	19	24	/	26	0

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

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



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Diamond Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 7 STOP N/S
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<b>CLASS 3:</b> 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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LANES:	NORTHBOUND <small>Diamond</small>			SOUTHBOUND <small>Diamond</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	1	2	1	1	2	1	

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

	NORTHBOUND <small>Diamond</small>			SOUTHBOUND <small>Diamond</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>AM</b>													
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
7:30 AM	0	0	1	0	0	0	0	0	1	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
8:15 AM	0	0	0	0	0	0	0	1	1	0	1	0	3
8:30 AM	0	0	1	0	0	0	0	0	1	0	0	0	2
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
VOLUMES	0	0	2	0	0	1	0	2	3	0	8	0	16
APPROACH %	0%	0%	100%	0%	0%	100%	0%	40%	60%	0%	100%	0%	
APP/DEPART	2	/	0	1	/	3	5	/	4	8	/	9	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	0	0	1	0	0	0	0	2	2	0	4	0	9
APPROACH %	0%	0%	100%	0%	0%	0%	0%	50%	50%	0%	100%	0%	
PEAK HR FACTOR	0.250			0.000			0.500			0.500			0.750
APP/DEPART	1	/	0	0	/	2	4	/	3	4	/	4	0
<b>PM</b>													
4:00 PM	0	0	0	0	0	0	0	3	0	0	2	0	5
4:15 PM	0	0	0	0	0	0	0	3	1	0	0	0	4
4:30 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
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	3	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	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
VOLUMES	0	0	1	0	0	0	0	10	1	0	3	0	15
APPROACH %	0%	0%	100%	0%	0%	0%	0%	91%	9%	0%	100%	0%	
APP/DEPART	1	/	0	0	/	1	11	/	11	3	/	3	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	0	0	1	0	0	0	0	4	0	0	1	0	6
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.250			0.000			0.333			0.250			0.500
APP/DEPART	1	/	0	0	/	0	4	/	5	1	/	1	0

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





# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	<b>LOCATION:</b> Victorville <b>NORTH &amp; SOUTH:</b> Diamond <b>EAST &amp; WEST:</b> Mojave	<b>PROJECT #:</b> SC4172 <b>LOCATION #:</b> 7 <b>CONTROL:</b> STOP N/S																					
<b>CLASS 4:</b> 4 OR MORE AXLE TRUCKS	<b>NOTES:</b>		<table border="1" style="margin: auto;"> <tr><td>AM</td><td></td><td>▲</td><td></td></tr> <tr><td>PM</td><td></td><td>N</td><td></td></tr> <tr><td>MD</td><td>◀ W</td><td></td><td>E ▶</td></tr> <tr><td>OTHER</td><td></td><td>S</td><td></td></tr> <tr><td>OTHER</td><td></td><td>▼</td><td></td></tr> </table>	AM		▲		PM		N		MD	◀ W		E ▶	OTHER		S		OTHER		▼	
AM		▲																					
PM		N																					
MD	◀ W		E ▶																				
OTHER		S																					
OTHER		▼																					

LANES:	NORTHBOUND <small>Diamond</small>			SOUTHBOUND <small>Diamond</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	1	2	1	1	2	1	

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

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>AM</b>													
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	1	0	0	0	0	1	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	3	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	3	0	0	1	1	5
8:15 AM	0	0	0	0	0	1	0	2	0	0	1	0	4
8:30 AM	0	0	0	0	0	0	0	3	0	0	1	0	4
8:45 AM	0	0	0	0	0	0	0	3	0	0	1	0	4
VOLUMES	0	0	0	1	0	1	1	15	1	0	4	1	24
APPROACH %	0%	0%	0%	50%	0%	50%	6%	88%	6%	0%	80%	20%	
APP/DEPART	0	/	2	2	/	1	17	/	16	5	/	5	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	0	0	0	1	0	1	0	8	1	0	2	1	14
APPROACH %	0%	0%	0%	50%	0%	50%	0%	89%	11%	0%	67%	33%	
PEAK HR FACTOR	0.000			0.500			0.750			0.375			0.700
APP/DEPART	0	/	1	2	/	1	9	/	9	3	/	3	0
<b>PM</b>													
4:00 PM	0	0	0	0	0	0	0	2	1	0	3	0	6
4:15 PM	0	0	0	0	0	0	1	3	0	0	2	0	6
4:30 PM	0	0	1	0	0	0	0	2	0	0	1	0	4
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
VOLUMES	0	0	1	0	0	1	1	9	1	0	11	0	24
APPROACH %	0%	0%	100%	0%	0%	100%	9%	82%	9%	0%	100%	0%	
APP/DEPART	1	/	1	1	/	1	11	/	10	11	/	12	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	0	0	1	0	0	1	0	2	0	0	5	0	9
APPROACH %	0%	0%	100%	0%	0%	100%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.250			0.250			0.250			0.417			0.563
APP/DEPART	1	/	0	1	/	0	2	/	3	5	/	6	0

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

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



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Diamond Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 7 STOP N/S										
<b>CLASS 5:</b> RV	<b>NOTES:</b>		<table border="1" style="margin: auto;"> <tr> <td style="padding: 2px;">AM</td> <td style="padding: 2px;">▲</td> </tr> <tr> <td style="padding: 2px;">PM</td> <td style="padding: 2px;">N</td> </tr> <tr> <td style="padding: 2px;">MD</td> <td style="padding: 2px;">◀ W      E ▶</td> </tr> <tr> <td style="padding: 2px;">OTHER</td> <td style="padding: 2px;">S</td> </tr> <tr> <td style="padding: 2px;">OTHER</td> <td style="padding: 2px;">▼</td> </tr> </table>		AM	▲	PM	N	MD	◀ W      E ▶	OTHER	S	OTHER	▼
AM	▲													
PM	N													
MD	◀ W      E ▶													
OTHER	S													
OTHER	▼													

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Diamond			Diamond			Mojave			Mojave			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	1	2	1	1	2	1	

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

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>AM</b>													
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	1	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%
PEAK HR FACTOR	0.000			0.000			0.250			0.000			0.250
APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0
<b>PM</b>													
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

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

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



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Diamond Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 7 STOP N/S
<b>CLASS 6:</b>	<b>NOTES:</b>		AM PM MD OTHER OTHER	
BUSES				

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	Diamond			Diamond			Mojave			Mojave				NB	SB	EB	WB	TTL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR						

AM	7:00 AM	0	0	1	0	0	1	0	4	1	0	2	0	9					
	7:15 AM	0	0	0	0	0	1	0	5	1	0	3	0	10					
	7:30 AM	0	0	1	0	0	0	0	4	3	0	5	1	14					
	7:45 AM	0	0	2	0	0	1	1	1	3	0	4	0	12					
	8:00 AM	0	0	0	0	0	1	0	4	0	0	2	1	8					
	8:15 AM	0	0	0	0	0	0	0	5	1	0	14	0	20					
	8:30 AM	0	0	1	0	0	0	0	6	2	0	3	0	12					
	8:45 AM	0	0	0	0	0	0	0	3	0	0	4	0	7					
	VOLUMES	0	0	5	0	0	4	1	32	11	0	37	2	92					
	APPROACH %	0%	0%	100%	0%	0%	100%	2%	73%	25%	0%	95%	5%						
	APP/DEPART	5	/	3	4	/	11	44	/	37	39	/	41	0					
	BEGIN PEAK HR	7:30 AM																	
VOLUMES	0	0	3	0	0	2	1	14	7	0	25	2	54						
APPROACH %	0%	0%	100%	0%	0%	100%	5%	64%	32%	0%	93%	7%							
PEAK HR FACTOR	0.375			0.500			0.786			0.482			0.675						
APP/DEPART	3	/	3	2	/	7	22	/	17	27	/	27	0						
PM	4:00 PM	0	0	0	0	0	0	0	1	0	2	0	3						
	4:15 PM	0	0	0	0	0	0	0	0	0	2	0	2						
	4:30 PM	0	0	0	0	0	0	0	0	1	0	3	0	4					
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					
	5:00 PM	0	0	1	0	0	0	0	1	0	0	2	0	4					
	5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1					
	5:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2					
	5:45 PM	0	0	0	0	0	0	0	1	0	0	2	0	3					
	VOLUMES	0	0	1	0	0	0	0	4	2	0	12	0	19					
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	67%	33%	0%	100%	0%						
	APP/DEPART	1	/	0	0	/	2	6	/	5	12	/	12	0					
	BEGIN PEAK HR	4:30 PM																	
VOLUMES	0	0	1	0	0	0	0	1	1	0	6	0	9						
APPROACH %	0%	0%	100%	0%	0%	0%	0%	50%	50%	0%	100%	0%							
PEAK HR FACTOR	0.250			0.000			0.500			0.500			0.563						
APP/DEPART	1	/	0	0	/	1	2	/	2	6	/	6	0						

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

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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Wed, Aug 23, 23	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Cobalt Mojave	PROJECT #: SC4172 LOCATION #: 8 CONTROL: SIGNAL
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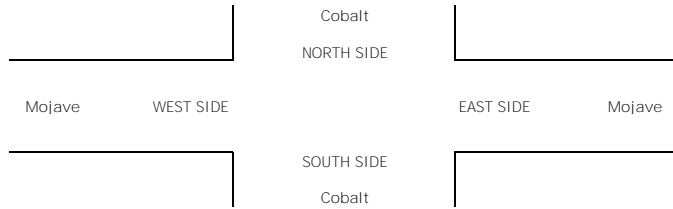
NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	9	1	5	6	2	5	14	136	5	3	98	21	305	0	0	0	0	0
	7:15 AM	9	2	10	16	1	10	47	158	4	1	111	23	392	0	0	0	0	0
	7:30 AM	6	31	9	28	3	59	89	184	24	7	130	63	633	0	0	0	0	0
	7:45 AM	12	51	5	62	5	104	78	183	31	8	179	116	834	0	0	0	0	0
	8:00 AM	6	27	12	58	15	123	74	185	14	1	140	69	724	0	0	1	0	1
	8:15 AM	6	10	5	30	13	58	57	207	12	4	135	32	569	0	0	0	1	1
	8:30 AM	5	15	2	28	5	60	73	177	12	2	127	26	532	0	0	0	0	0
	8:45 AM	4	17	3	42	15	74	60	158	6	9	95	24	507	0	0	0	0	0
	VOLUMES	57	154	51	270	59	493	492	1,388	108	35	1,015	374	4,498	0	0	1	1	2
	APPROACH %	22%	59%	19%	33%	7%	60%	25%	70%	5%	2%	71%	26%						
APP/DEPART	262	/	1,020	822	/	202	1,989	/	1,710	1,425	/	1,566	0						
BEGIN PEAK HR	7:30 AM																		
VOLUMES	30	119	31	178	36	344	298	759	81	20	584	280	2,762						
APPROACH %	17%	66%	17%	32%	6%	62%	26%	67%	7%	2%	66%	32%							
PEAK HR FACTOR	0.662			0.712			0.959			0.730			0.828						
APP/DEPART	180	/	697	558	/	137	1,139	/	969	885	/	959	0						
PM	4:00 PM	4	4	5	19	2	10	13	184	7	6	168	13	435	0	0	1	0	1
	4:15 PM	6	2	4	11	5	14	8	181	7	3	172	15	428	0	0	1	0	1
	4:30 PM	10	2	6	17	2	10	22	183	13	5	196	10	476	0	0	1	0	1
	4:45 PM	4	3	7	11	4	18	9	214	7	3	165	15	460	0	0	1	1	2
	5:00 PM	3	2	3	5	2	17	11	181	7	11	195	19	456	0	0	1	0	1
	5:15 PM	2	3	0	7	1	16	16	169	7	8	173	19	421	0	0	1	0	1
	5:30 PM	5	10	8	19	10	24	32	172	6	3	194	27	510	0	0	0	0	0
	5:45 PM	6	1	3	22	6	27	12	165	8	8	189	21	468	0	0	1	0	1
	VOLUMES	40	27	36	111	32	136	123	1,449	62	47	1,452	139	3,662					
	APPROACH %	39%	26%	35%	40%	11%	49%	7%	88%	4%	3%	89%	8%						
APP/DEPART	103	/	289	279	/	141	1,641	/	1,597	1,639	/	1,635	0						
BEGIN PEAK HR	5:00 PM																		
VOLUMES	16	16	14	53	19	84	71	687	28	30	751	86	1,858						
APPROACH %	35%	35%	30%	34%	12%	54%	9%	87%	4%	3%	87%	10%							
PEAK HR FACTOR	0.500			0.709			0.939			0.963			0.911						
APP/DEPART	46	/	173	156	/	77	789	/	754	867	/	854	0						

0	0	1	0	1
0	0	1	0	1
0	0	1	0	1
0	0	1	1	2
0	0	1	0	1
0	0	1	0	1
0	0	0	0	0
0	0	1	0	1
0	0	7	1	8



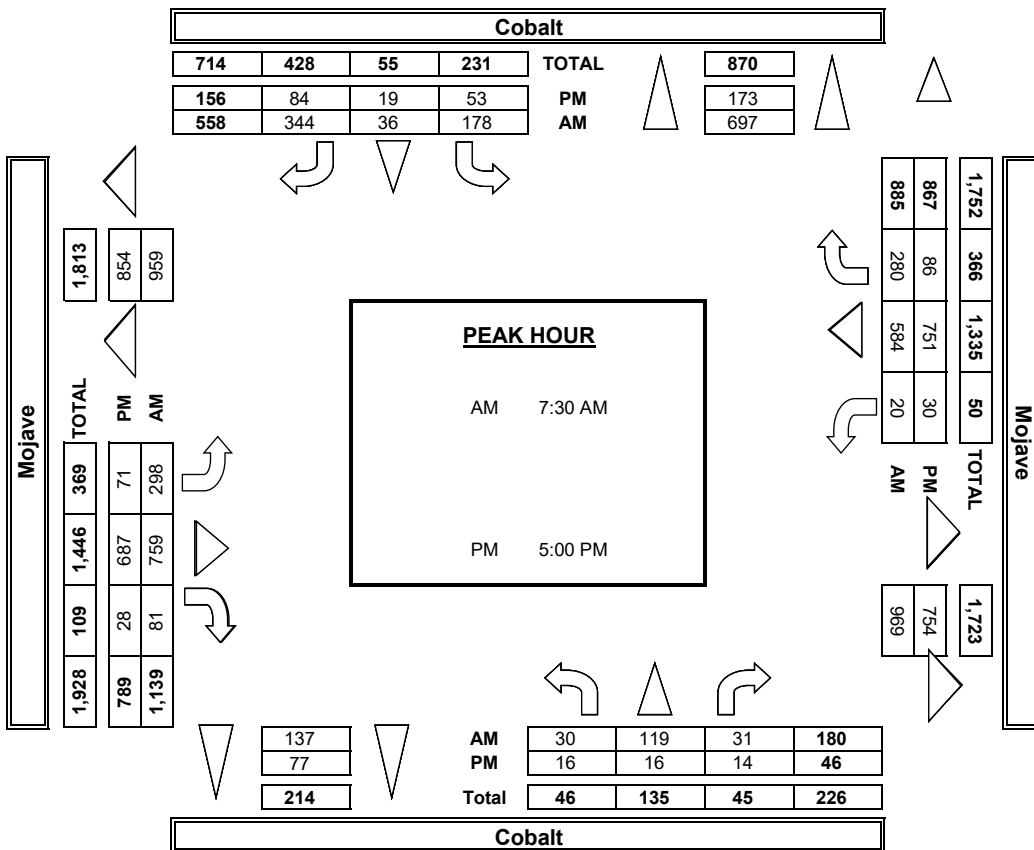
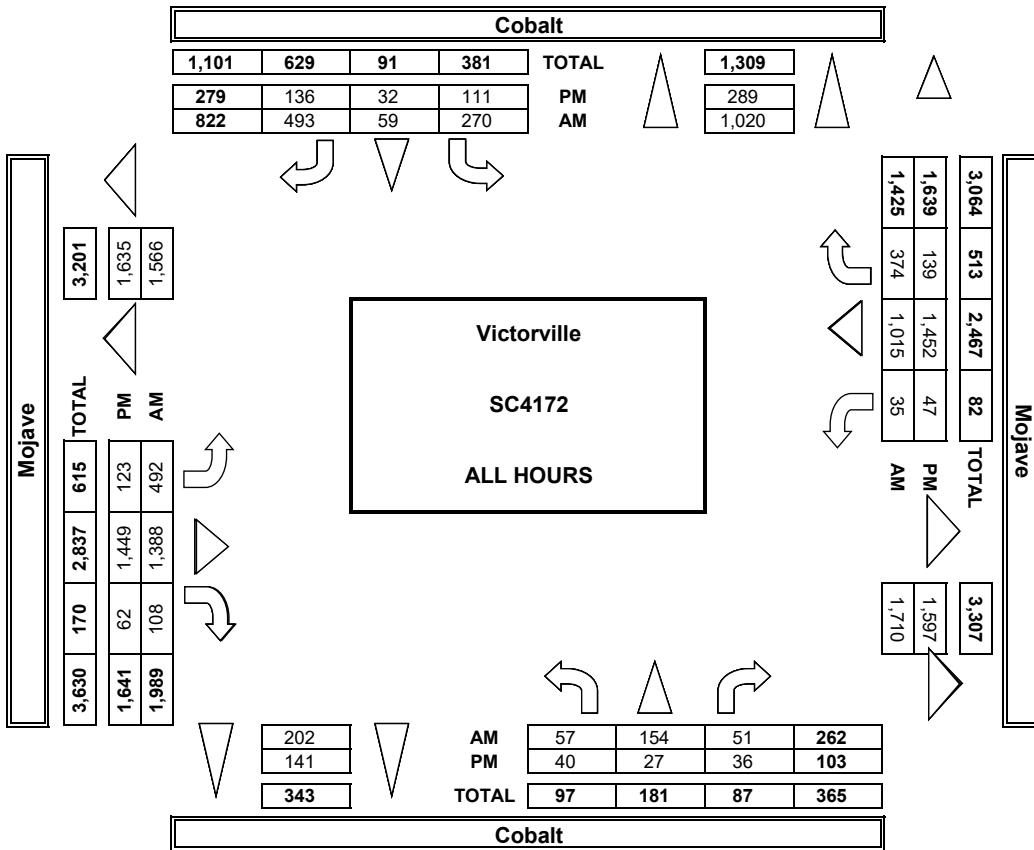
AM	7:00 AM	0	0	0	0	0
	7:15 AM	0	2	0	0	2
	7:30 AM	0	2	0	2	4
	7:45 AM	0	0	0	0	0
	8:00 AM	0	0	0	0	0
	8:15 AM	0	1	0	1	2
	8:30 AM	0	1	0	0	1
	8:45 AM	0	0	0	0	0
TOTAL	0	6	0	3	9	
PM	4:00 PM	0	0	0	0	0
	4:15 PM	0	0	0	0	0
	4:30 PM	0	0	0	0	0
	4:45 PM	0	0	0	0	0
	5:00 PM	0	0	0	0	0
	5:15 PM	0	1	0	0	1
	5:30 PM	0	0	0	0	0
	5:45 PM	0	1	0	0	1
TOTAL	0	2	0	0	2	

ALL PED AND BIKE				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL

**AimTD LLC**  
TURNING MOVEMENT COUNTS



## INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Cobalt Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 8 SIGNAL
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PCE Adjusted	NOTES:										AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
	Class	1	2	3	4	5	6	7	8	9		
	Factor	1	1.5	2	3	2	2	2	2	2		

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 2	WR 1		NB	SB	EB	WB	TTL

	AM												U-TURNS									
	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	VOLUMES	APPROACH %	APP/DEPART	BEGIN PEAK HR	VOLUMES	APPROACH %	PEAK HR FACTOR	APP/DEPART	0	0	0	0	0	
	10	1	5	7	2	5	17	143	6	3	102	24	324									
	11	2	11	16	1	11	49	161	5	2	118	25	410									
	6	34	9	29	3	63	93	190	25	7	136	66	661									
	15	53	5	63	5	108	78	196	31	10	184	120	867									
	6	28	14	58	15	124	75	198	14	1	146	70	748									
	8	10	6	31	13	69	58	217	13	4	143	32	602									
	5	15	2	29	5	61	78	187	12	2	134	29	558									
	5	18	3	43	15	78	62	171	6	11	99	24	534									
	66	161	55	276	59	519	509	1,461	112	40	1,059	389	4,703	0	0	0	0	0				
	23%	57%	19%	32%	7%	61%	24%	70%	5%	3%	71%	26%										
	281	/	1,059	853	/	211	2,081	/	1,791	1,488	/	1,643	0									
	7:30 AM																					
	35	125	34	181	36	364	303	800	83	22	608	288	2,878									
	18%	65%	17%	31%	6%	63%	26%	67%	7%	2%	66%	31%										
	0.663			0.737			0.964			0.732			0.830									
	194	/	716	581	/	141	1,186	/	1,015	918	/	1,006	0									
	PM												U-TURNS									
	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	VOLUMES	APPROACH %	APP/DEPART	BEGIN PEAK HR	VOLUMES	APPROACH %	PEAK HR FACTOR	APP/DEPART	0	0	0	0	0	
	6	4	5	22	2	10	13	195	7	6	177	14	460									
	6	3	5	11	5	15	8	194	7	3	180	15	451									
	11	3	6	18	2	11	24	188	13	5	202	10	491									
	4	3	7	11	4	18	9	216	7	3	168	15	465									
	3	2	3	5	2	17	11	189	8	11	206	20	476									
	2	3	0	7	1	16	16	172	8	8	181	19	432									
	5	10	9	19	10	25	33	175	7	4	199	28	522									
	7	1	3	22	6	28	12	172	8	8	195	22	482									
	44	28	38	115	32	139	126	1,498	65	48	1,506	141	3,777	0	0	0	0	0				
	40%	26%	35%	40%	11%	49%	7%	89%	4%	3%	89%	8%										
	110	/	295	285	/	144	1,689	/	1,651	1,694	/	1,688	0									
	5:00 PM																					
	17	16	15	53	19	86	72	707	31	31	779	88	1,911									
	35%	34%	32%	34%	12%	54%	9%	87%	4%	3%	87%	10%										
	0.495			0.703			0.941			0.950			0.915									
	48	/	176	158	/	80	809	/	775	897	/	881	0									





# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Cobalt Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 8 SIGNAL
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	◀ W	▲ N S ▼	E ▶
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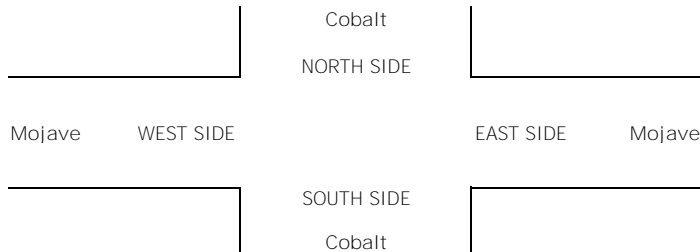
LANES:	NORTHBOUND <small>Cobalt</small>			SOUTHBOUND <small>Cobalt</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	1	3	0	1	2	1	

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

	NORTHBOUND <small>Cobalt</small>			SOUTHBOUND <small>Cobalt</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>AM</b>													
7:00 AM	8	1	5	5	2	5	12	127	4	3	92	17	281
7:15 AM	7	2	9	16	1	9	45	154	3	0	102	21	369
7:30 AM	6	28	9	26	3	55	85	177	23	7	120	60	599
7:45 AM	9	49	5	61	5	101	78	171	31	6	172	113	801
8:00 AM	6	26	10	58	15	122	73	172	14	1	134	68	699
8:15 AM	4	10	4	29	13	47	56	199	11	4	126	32	535
8:30 AM	5	15	2	27	5	59	69	167	12	2	119	24	506
8:45 AM	3	16	3	41	15	70	58	145	6	7	90	24	478
VOLUMES	48	147	47	263	59	468	476	1,312	104	30	955	359	4,270
APPROACH %	20%	61%	19%	33%	7%	59%	25%	69%	5%	2%	71%	27%	
APP/DEPART	242	/	982	790	/	193	1,893	/	1,623	1,345	/	1,472	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	25	113	28	174	36	325	292	719	79	18	552	273	2,636
APPROACH %	15%	68%	17%	33%	7%	61%	27%	66%	7%	2%	65%	32%	
PEAK HR FACTOR	0.659			0.686			0.957			0.725			0.823
APP/DEPART	166	/	678	535	/	133	1,091	/	922	844	/	903	0
<b>PM</b>													
4:00 PM	2	4	5	16	2	10	13	175	7	6	160	12	412
4:15 PM	6	1	3	11	5	13	8	167	7	3	164	15	403
4:30 PM	9	1	6	16	2	9	21	179	13	5	190	10	461
4:45 PM	4	3	7	11	4	18	9	211	7	3	162	15	454
5:00 PM	3	2	3	5	2	17	11	170	6	11	181	18	429
5:15 PM	2	3	0	7	1	16	16	164	6	8	162	19	404
5:30 PM	5	10	7	19	10	23	31	169	5	2	185	26	492
5:45 PM	5	1	3	22	6	26	12	156	8	8	185	20	452
VOLUMES	36	25	34	107	32	132	121	1,391	59	46	1,389	135	3,515
APPROACH %	38%	26%	36%	39%	12%	49%	8%	88%	4%	3%	88%	9%	
APP/DEPART	95	/	281	271	/	137	1,578	/	1,533	1,571	/	1,564	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	15	16	13	53	19	82	70	659	25	29	713	83	1,780
APPROACH %	34%	36%	30%	34%	12%	53%	9%	87%	3%	4%	86%	10%	
PEAK HR FACTOR	0.500			0.713			0.923			0.968			0.904
APP/DEPART	44	/	169	154	/	73	757	/	725	825	/	813	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	1	1	2
0	0	1	0	1
0	0	1	0	1
0	0	0	0	0
0	0	1	0	1
0	0	1	1	2
0	0	7	1	8

0	0	1	0	1
0	0	1	0	1
0	0	1	0	1
0	0	1	1	2
0	0	1	0	1
0	0	1	0	1
0	0	0	0	0
0	0	1	0	1
0	0	1	0	1
0	0	7	1	8



## INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Cobalt Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 8 SIGNAL
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CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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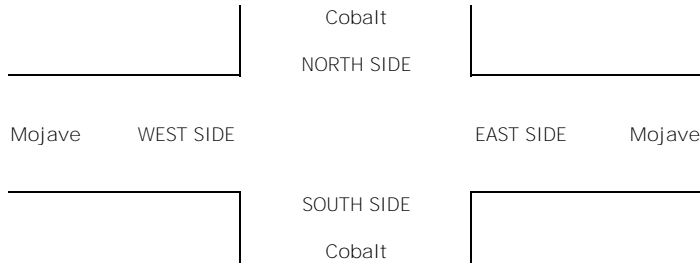
LANES:	NORTHBOUND <small>Cobalt</small>			SOUTHBOUND <small>Cobalt</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	1	3	0	1	2	1	

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

AM	7:00 AM	0	0	0	0	0	0	5	0	0	5	3	13	
	7:15 AM	1	0	0	0	0	0	3	0	0	5	1	10	
	7:30 AM	0	0	0	2	0	0	1	4	0	0	8	15	
	7:45 AM	0	0	0	0	0	0	0	5	0	0	5	10	
	8:00 AM	0	0	1	0	0	0	0	6	0	0	3	10	
	8:15 AM	0	0	0	0	0	1	1	1	0	0	5	8	
	8:30 AM	0	0	0	1	0	0	1	4	0	0	5	11	
	8:45 AM	0	0	0	0	0	0	0	7	0	1	4	12	
	VOLUMES	1	0	1	3	0	1	3	35	0	1	40	4	89
	APPROACH %	50%	0%	50%	75%	0%	25%	8%	92%	0%	2%	89%	9%	
APP/DEPART	2	/	7	4	/	1	38	/	39	45	/	42	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	0	1	2	0	1	2	16	0	0	21	0	43	
APPROACH %	0%	0%	100%	67%	0%	33%	11%	89%	0%	0%	100%	0%		
PEAK HR FACTOR	0.250			0.375			0.750			0.656			0.717	
APP/DEPART	1	/	2	3	/	0	18	/	19	21	/	22	0	
PM	4:00 PM	0	0	0	2	0	0	0	3	0	0	4	1	10
	4:15 PM	0	1	0	0	0	1	0	8	0	0	4	0	14
	4:30 PM	0	1	0	1	0	1	0	1	0	0	3	0	7
	4:45 PM	0	0	0	0	0	0	0	3	0	0	2	0	5
	5:00 PM	0	0	0	0	0	0	0	7	0	0	9	1	17
	5:15 PM	0	0	0	0	0	0	0	5	1	0	9	0	15
	5:30 PM	0	0	0	0	0	1	0	2	0	1	9	1	14
	5:45 PM	1	0	0	0	0	0	0	7	0	0	1	1	10
	VOLUMES	1	2	0	3	0	3	0	36	1	1	41	4	92
	APPROACH %	33%	67%	0%	50%	0%	50%	0%	97%	3%	2%	89%	9%	
APP/DEPART	3	/	6	6	/	2	37	/	39	46	/	45	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	1	0	0	0	0	1	0	21	1	1	28	3	56	
APPROACH %	100%	0%	0%	0%	0%	100%	0%	95%	5%	3%	88%	9%		
PEAK HR FACTOR	0.250			0.250			0.786			0.727			0.824	
APP/DEPART	1	/	3	1	/	2	22	/	21	32	/	30	0	

0	0	0	0	0
0	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

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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



## INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Cobalt Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 8 SIGNAL
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<b>CLASS 3:</b> 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
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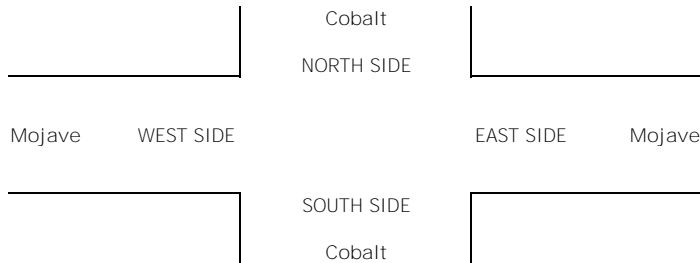
LANES:	NORTHBOUND <small>Cobalt</small>			SOUTHBOUND <small>Cobalt</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	1	3	0	1	2	1	

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

	NORTHBOUND <small>Cobalt</small>			SOUTHBOUND <small>Cobalt</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>AM</b>													
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
7:15 AM	0	0	0	0	0	1	0	0	0	0	2	0	3
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
8:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	0	1	0	0	1	0	0	1	0	0	4
VOLUMES	1	0	0	1	0	1	1	3	0	1	6	1	15
APPROACH %	100%	0%	0%	50%	0%	50%	25%	75%	0%	13%	75%	13%	
APP/DEPART	1	/	2	2	/	1	4	/	4	8	/	8	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	0	0	0	0	0	0	0	3	0	0	4	0	7
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.000			0.000			0.750			0.500			0.875
APP/DEPART	0	/	0	0	/	0	3	/	3	4	/	4	0
<b>PM</b>													
4:00 PM	1	0	0	0	0	0	0	3	0	0	0	0	4
4:15 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
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	3	0	0	1	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	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
VOLUMES	1	0	0	0	0	0	0	11	0	0	2	0	14
APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	1	/	0	0	/	0	11	/	11	2	/	3	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	0	0	0	0	0	0	0	3	0	0	2	0	5
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.000			0.000			0.250			0.500			0.313
APP/DEPART	0	/	0	0	/	0	3	/	3	2	/	2	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
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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



## INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Cobalt Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 8 SIGNAL
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ▼ S	◀ W E ▶
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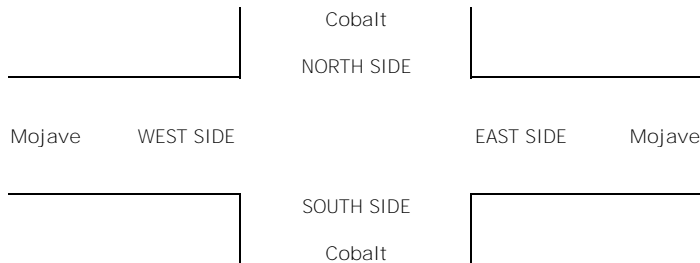
LANES:	NORTHBOUND <small>Cobalt</small>			SOUTHBOUND <small>Cobalt</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	1	3	0	1	2	1	

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

	NORTHBOUND <small>Cobalt</small>			SOUTHBOUND <small>Cobalt</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
AM	7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	7:45 AM	0	0	0	0	0	1	0	3	0	0	0	1	5
	8:00 AM	0	0	0	0	0	0	0	3	0	0	1	0	4
	8:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
	8:30 AM	0	0	0	0	0	0	1	2	0	0	1	1	5
	8:45 AM	0	0	0	0	0	0	0	3	0	0	1	0	4
	VOLUMES	0	0	0	0	0	1	2	14	0	0	4	2	23
	APPROACH %	0%	0%	0%	0%	0%	100%	13%	88%	0%	0%	67%	33%	
	APP/DEPART	0	/	4	1	/	0	16	/	14	6	/	5	0
	BEGIN PEAK HR	7:30 AM												
	VOLUMES	0	0	0	0	0	1	0	9	0	0	2	1	13
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	67%	33%	
	PEAK HR FACTOR	0.000			0.250			0.750			0.750			0.650
	APP/DEPART	0	/	1	1	/	0	9	/	9	3	/	3	0
PM	4:00 PM	0	0	0	1	0	0	0	3	0	0	3	0	7
	4:15 PM	0	0	0	0	0	0	0	3	0	0	2	0	5
	4:30 PM	0	0	0	0	0	0	1	1	0	0	1	0	3
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	5:45 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
	VOLUMES	0	0	0	1	0	0	1	9	0	0	11	0	22
	APPROACH %	0%	0%	0%	100%	0%	0%	10%	90%	0%	0%	100%	0%	
	APP/DEPART	0	/	1	1	/	0	10	/	10	11	/	11	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	0	0	0	0	0	0	0	2	0	0	4	0	6
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.000			0.500			0.500			0.500
	APP/DEPART	0	/	0	0	/	0	2	/	2	4	/	4	0

0	0	0	0	0
0	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

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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



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Cobalt Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 8 SIGNAL
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CLASS 5: RV	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W      E ▶ S ▼
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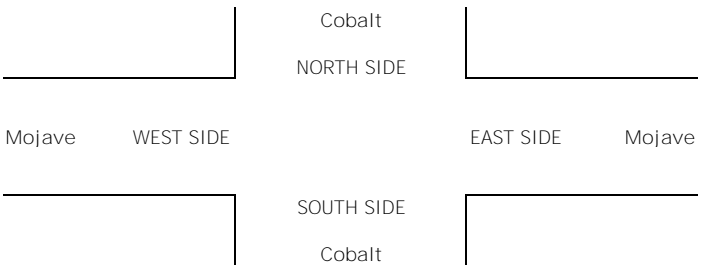
LANES:	NORTHBOUND <small>Cobalt</small>			SOUTHBOUND <small>Cobalt</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	1	3	0	1	2	1	

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

	NORTHBOUND <small>Cobalt</small>			SOUTHBOUND <small>Cobalt</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>AM</b>													
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	1	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%
PEAK HR FACTOR	0.000			0.000			0.250			0.000			0.250
APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0
<b>PM</b>													
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

0	0	0	0	0
0	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



## INTERSECTION TURNING MOVEMENT COUNTS

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

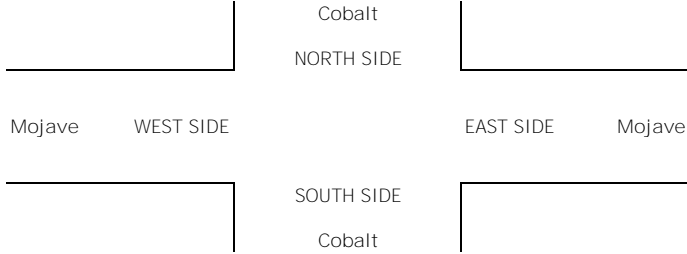
<b>DATE:</b> 8/23/23 WEDNESDAY	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Victorville Cobalt Mojave	<b>PROJECT #:</b> SC4172	<b>LOCATION #:</b> 8	<b>CONTROL:</b> SIGNAL
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<b>CLASS 6:</b> BUSES	<b>NOTES:</b>	AM PM MD OTHER OTHER	◀ W	▲ N ▼ S	E ▶
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		NB	SB	EB	WB	TTL

AM	7:00 AM	1	0	0	1	0	0	1	4	1	0	1	0	9	0	0	0	0	0
	7:15 AM	1	0	1	0	0	0	2	1	1	1	2	1	10	0	0	0	0	0
	7:30 AM	0	3	0	0	0	4	3	1	1	0	2	3	17	0	0	0	0	0
	7:45 AM	3	2	0	1	0	2	0	3	0	2	0	2	15	0	0	0	0	0
	8:00 AM	0	1	1	0	0	1	1	3	0	0	1	1	9	0	0	0	0	0
	8:15 AM	2	0	1	1	0	10	0	4	1	0	2	0	21	0	0	0	0	0
	8:30 AM	0	0	0	0	0	1	2	4	0	0	2	1	10	0	0	0	0	0
	8:45 AM	0	1	0	0	0	4	1	3	0	0	0	0	9	0	0	0	0	0
	VOLUMES	7	7	3	3	0	22	10	23	4	3	10	8	100	0	0	0	0	0
	APPROACH %	41%	41%	18%	12%	0%	88%	27%	62%	11%	14%	48%	38%		0	0	0	0	0
	APP/DEPART	17	/	25	25	/	7	37	/	29	21	/	39	0					
BEGIN PEAK HR	7:30 AM																		
VOLUMES	5	6	2	2	0	17	4	11	2	2	5	6	62						
APPROACH %	38%	46%	15%	11%	0%	89%	24%	65%	12%	15%	38%	46%							
PEAK HR FACTOR	0.650			0.432			0.850			0.650			0.738						
APP/DEPART	13	/	16	19	/	4	17	/	15	13	/	27	0						
PM	4:00 PM	1	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	
	4:15 PM	0	0	1	0	0	0	0	0	0	0	2	0	3	0	0	0	0	
	4:30 PM	1	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	1	1	0	3	0	5	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	1	0	0	0	1	0	1	0	0	0	3	0	0	0	0	
	5:45 PM	0	0	0	0	0	1	0	1	0	0	1	0	3	0	0	0	0	
	VOLUMES	2	0	2	0	0	1	1	2	2	0	9	0	19					
	APPROACH %	50%	0%	50%	0%	0%	100%	20%	40%	40%	0%	100%	0%						
	APP/DEPART	4	/	1	1	/	2	5	/	4	9	/	12	0					
BEGIN PEAK HR	5:00 PM																		
VOLUMES	0	0	1	0	0	1	1	2	2	0	4	0	11						
APPROACH %	0%	0%	100%	0%	0%	100%	20%	40%	40%	0%	100%	0%							
PEAK HR FACTOR	0.250			0.250			0.625			0.333			0.550						
APP/DEPART	1	/	1	1	/	2	5	/	3	4	/	5	0						

0	0	0	0	0
0	0	0	0	0
0	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





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Wed, Aug 23, 23

LOCATION: NORTH & SOUTH: EAST & WEST:

Victorville Amethyst Mojave

PROJECT #: SC4172 LOCATION #: 9 CONTROL: SIGNAL

NOTES table with a diagram showing traffic flow directions: N, S, E, W and lane markings for AM, PM, MD, OTHER.

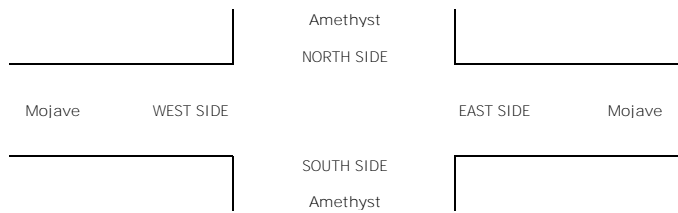
Summary table for NORTHBOUND, SOUTHBOUND, EASTBOUND, WESTBOUND lanes with counts for NL, NT, NR, SL, ST, SR, EL, ET, ER, WL, WT, WR and TOTAL.

U-TURNS summary table with columns NB, SB, EB, WB, TTL.

Main data table showing hourly turning movement counts for AM and PM periods across various lanes and approaches.

Hourly U-TURN counts for AM period.

Hourly U-TURN counts for PM period.



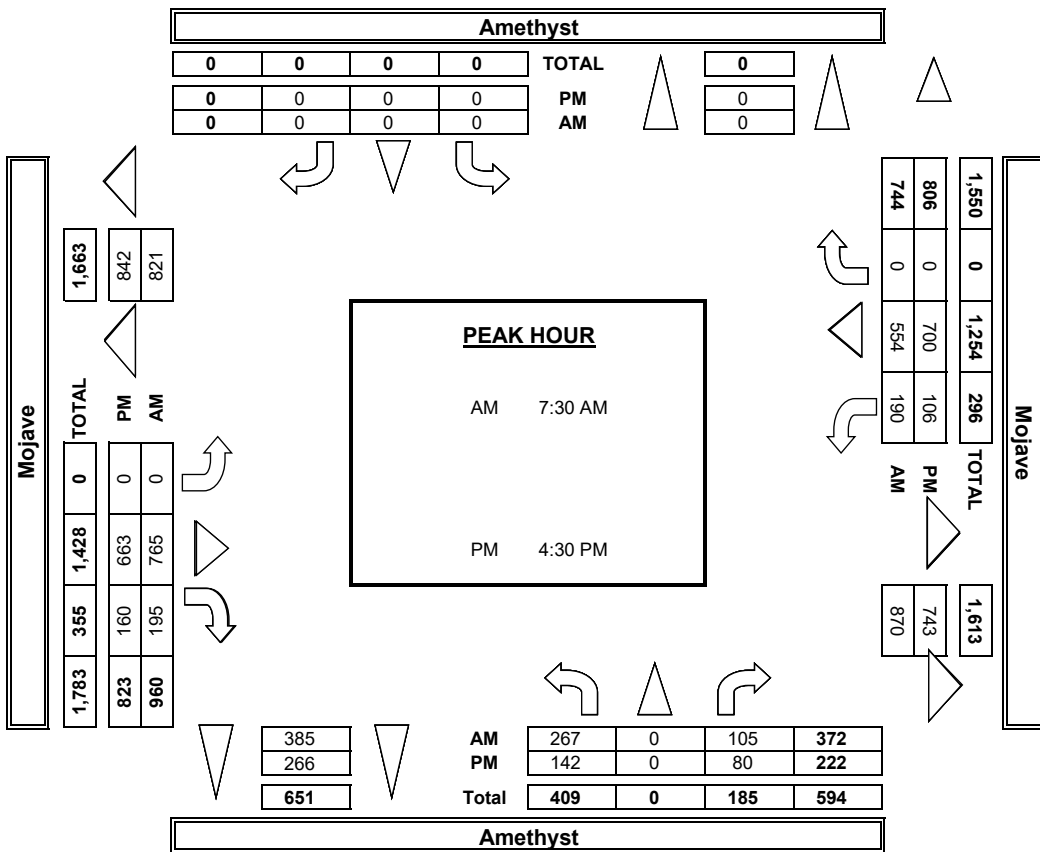
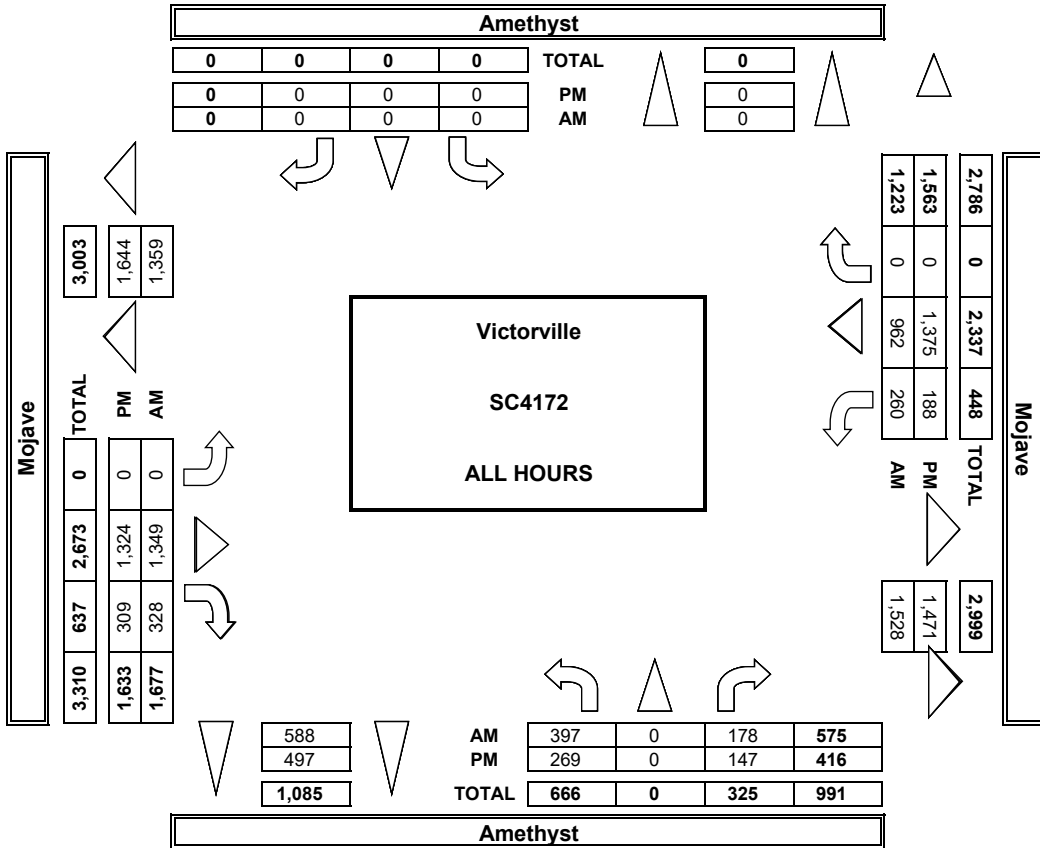
Hourly summary table for AM and PM periods.

ALL PED AND BIKE table with columns N SIDE, S SIDE, E SIDE, W SIDE, TOTAL.

PEDESTRIAN CROSSINGS table with columns N SIDE, S SIDE, E SIDE, W SIDE, TOTAL.

BICYCLE CROSSINGS table with columns NS, SS, ES, WS, TOTAL.

**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Amethyst Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 9 SIGNAL
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PCE Adjusted	NOTES:										AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
	Class	1	2	3	4	5	6	7	8	9		
	Factor	1	1.5	2	3	2	2	2	2	2		

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS					
	Amethyst			Amethyst			Mojave			Mojave				TOTAL	NB	SB	EB	WB	TTL
	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 3	ER 1	WL 1	WT 2	WR X							

AM	7:00 AM	33	0	26	0	0	0	0	121	24	15	94	0	312					0
	7:15 AM	34	0	23	0	0	0	0	152	30	14	116	0	369					0
	7:30 AM	76	0	16	0	0	0	0	199	38	37	147	0	513					0
	7:45 AM	106	0	26	0	0	0	0	206	56	55	178	0	626					0
	8:00 AM	47	0	38	0	0	0	0	202	64	53	136	0	539					0
	8:15 AM	48	0	29	0	0	0	0	200	42	49	116	0	483					0
	8:30 AM	40	0	18	0	0	0	0	188	42	24	128	0	438					0
	8:45 AM	30	0	14	0	0	0	0	150	47	26	91	0	355					0
	VOLUMES	413	0	189	0	0	0	0	1,415	342	272	1,004	0	3,634	0	0	0	0	0
	APPROACH %	69%	0%	31%	0%	0%	0%	0%	81%	19%	21%	79%	0%	0%	0	0	0	0	0
APP/DEPART	602	/	0	0	/	614	1,757	/	1,604	1,276	/	1,416	0	0	0	0	0	0	
BEGIN PEAK HR	7:30 AM																		
VOLUMES	277	0	109	0	0	0	0	806	200	194	576	0	2,161						
APPROACH %	72%	0%	28%	0%	0%	0%	0%	80%	20%	25%	75%	0%	0%						
PEAK HR FACTOR	0.733			0.000			0.947			0.827			0.864						
APP/DEPART	386	/	0	0	/	394	1,006	/	915	770	/	852	0						
PM	4:00 PM	20	0	24	0	0	0	0	189	40	24	172	0	468					0
	4:15 PM	26	0	20	0	0	0	0	179	32	19	169	0	444					0
	4:30 PM	41	0	22	0	0	0	0	163	53	24	171	0	473					0
	4:45 PM	32	0	20	0	0	0	0	180	50	29	169	0	478					0
	5:00 PM	38	0	17	0	0	0	0	175	33	25	185	0	471					0
	5:15 PM	39	0	25	0	0	0	0	162	30	31	192	0	478					0
	5:30 PM	46	0	17	0	0	0	0	156	37	20	176	0	451					0
	5:45 PM	39	0	9	0	0	0	0	169	44	22	183	0	465					0
	VOLUMES	279	0	152	0	0	0	0	1,372	317	194	1,415	0	3,727	0	0	0	0	0
	APPROACH %	65%	0%	35%	0%	0%	0%	0%	81%	19%	12%	88%	0%	0%					
APP/DEPART	431	/	0	0	/	511	1,689	/	1,524	1,608	/	1,693	0						
BEGIN PEAK HR	4:30 PM																		
VOLUMES	149	0	83	0	0	0	0	679	165	109	716	0	1,900						
APPROACH %	64%	0%	36%	0%	0%	0%	0%	80%	20%	13%	87%	0%	0%						
PEAK HR FACTOR	0.902			0.000			0.919			0.926			0.993						
APP/DEPART	231	/	0	0	/	274	844	/	762	825	/	865	0						



# INTERSECTION TURNING MOVEMENT COUNTS

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

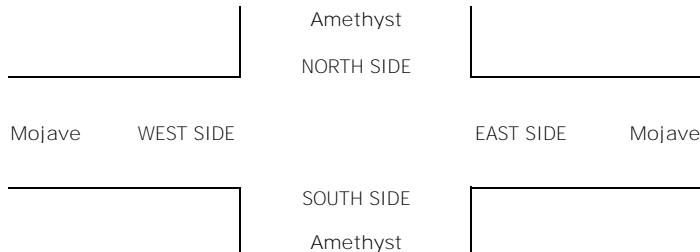
DATE: 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Amethyst Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 9 SIGNAL
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER	◀ W S ▶ E	▲ N ▼
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LANES:	NORTHBOUND Amethyst			SOUTHBOUND Amethyst			EASTBOUND Mojave			WESTBOUND Mojave			TOTAL
	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 3	ER 1	WL 1	WT 2	WR X	

U-TURNS				
NB	SB	EB	WB	TTL

													TOTAL					
	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	VOLUMES	APPROACH %	APP/DEPART	BEGIN PEAK HR		VOLUMES	APPROACH %	APP/DEPART		
AM	31	0	18	0	0	0	0	105	24	7	81	0	266	0	0	0	1	1
	32	0	18	0	0	0	0	145	26	12	95	0	328	0	0	0	0	0
	68	0	13	0	0	0	0	185	34	37	136	0	473	0	0	0	0	0
	100	0	26	0	0	0	0	181	54	55	162	0	578	0	0	0	0	0
	43	0	31	0	0	0	0	176	64	51	129	0	494	0	0	0	0	0
	46	0	29	0	0	0	0	182	38	44	102	0	441	0	0	0	0	0
	33	0	18	0	0	0	0	174	35	22	119	0	401	0	0	0	0	0
28	0	10	0	0	0	0	131	39	21	86	0	315	0	0	0	0	0	
VOLUMES	381	0	163	0	0	0	0	1,279	314	249	910	0	3,297	0	0	0	1	1
APPROACH %	70%	0%	30%	0%	0%	0%	0%	80%	20%	21%	78%	0%						
APP/DEPART	544	/	0	0	/	563	1,593	/	1,443	1,160	/	1,291	0					
BEGIN PEAK HR	7:30 AM																	
VOLUMES	257	0	99	0	0	0	0	724	190	187	529	0	1,986					
APPROACH %	72%	0%	28%	0%	0%	0%	0%	79%	21%	26%	74%	0%						
PEAK HR FACTOR	0.706			0.000			0.952			0.825			0.859					
APP/DEPART	356	/	0	0	/	377	914	/	823	716	/	786	0					
PM	4:00 PM	18	0	22	0	0	0	166	38	21	158	0	423	0	0	0	0	0
	4:15 PM	22	0	16	0	0	0	157	30	19	156	0	400	0	0	0	0	0
	4:30 PM	35	0	20	0	0	0	153	47	24	165	0	444	0	0	0	0	0
	4:45 PM	30	0	16	0	0	0	177	48	26	164	0	461	0	0	0	0	0
	5:00 PM	31	0	15	0	0	0	156	33	23	178	0	436	0	0	0	0	0
	5:15 PM	39	0	25	0	0	0	154	28	31	174	0	451	0	0	0	0	0
	5:30 PM	44	0	17	0	0	0	150	35	20	167	0	433	0	0	0	0	0
5:45 PM	39	0	9	0	0	0	154	41	19	170	0	432	0	0	0	0	0	
VOLUMES	258	0	140	0	0	0	0	1,267	300	183	1,332	0	3,480	0	0	0	0	0
APPROACH %	65%	0%	35%	0%	0%	0%	0%	81%	19%	12%	88%	0%						
APP/DEPART	398	/	0	0	/	483	1,567	/	1,407	1,515	/	1,590	0					
BEGIN PEAK HR	4:30 PM																	
VOLUMES	135	0	76	0	0	0	0	640	156	104	681	0	1,792					
APPROACH %	64%	0%	36%	0%	0%	0%	0%	80%	20%	13%	87%	0%						
PEAK HR FACTOR	0.824			0.000			0.884			0.957			0.972					
APP/DEPART	211	/	0	0	/	260	796	/	716	785	/	816	0					



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Amethyst Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 9 SIGNAL
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CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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LANES:	NORTHBOUND Amethyst			SOUTHBOUND Amethyst			EASTBOUND Mojave			WESTBOUND Mojave			TOTAL
	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 3	ER 1	WL 1	WT 2	WR X	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	1	0	0	0	0	5	0	0	7	0	13
	7:15 AM	0	0	2	0	0	0	0	3	0	0	6	0	11
	7:30 AM	0	0	2	0	0	0	0	6	0	0	6	0	14
	7:45 AM	1	0	0	0	0	0	0	5	0	0	3	0	9
	8:00 AM	0	0	2	0	0	0	0	7	0	0	1	0	10
	8:15 AM	0	0	0	0	0	0	0	1	0	0	3	0	4
	8:30 AM	1	0	0	0	0	0	0	3	1	1	4	0	10
	8:45 AM	1	0	1	0	0	0	0	5	1	1	1	0	10
	VOLUMES	3	0	8	0	0	0	0	35	2	2	31	0	81
	APPROACH %	27%	0%	73%	0%	0%	0%	0%	95%	5%	6%	94%	0%	
APP/DEPART	11	/	0	0	/	4	37	/	43	33	/	34	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	1	0	4	0	0	0	0	19	0	0	13	0	37	
APPROACH %	20%	0%	80%	0%	0%	0%	0%	100%	0%	0%	100%	0%		
PEAK HR FACTOR	0.625			0.000			0.679			0.542			0.661	
APP/DEPART	5	/	0	0	/	0	19	/	23	13	/	14	0	
PM	4:00 PM	0	0	0	0	0	0	4	1	0	3	0	8	
	4:15 PM	1	0	1	0	0	0	8	0	0	3	0	13	
	4:30 PM	1	0	1	0	0	0	2	0	0	2	0	6	
	4:45 PM	1	0	1	0	0	0	2	1	0	1	0	6	
	5:00 PM	1	0	1	0	0	0	7	0	1	2	0	12	
	5:15 PM	0	0	0	0	0	0	5	1	0	7	0	13	
	5:30 PM	1	0	0	0	0	0	2	1	0	6	0	10	
	5:45 PM	0	0	0	0	0	0	5	2	2	3	0	12	
	VOLUMES	5	0	4	0	0	0	0	35	6	3	27	0	80
	APPROACH %	56%	0%	44%	0%	0%	0%	0%	85%	15%	10%	90%	0%	
APP/DEPART	9	/	0	0	/	9	41	/	39	30	/	32	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	3	0	3	0	0	0	0	16	2	1	12	0	37	
APPROACH %	50%	0%	50%	0%	0%	0%	0%	89%	11%	8%	92%	0%		
PEAK HR FACTOR	0.750			0.000			0.643			0.464			0.712	
APP/DEPART	6	/	0	0	/	3	18	/	19	13	/	15	0	

0	0	0	0	0
0	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



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Amethyst Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 9 SIGNAL
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<b>CLASS 3:</b> 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
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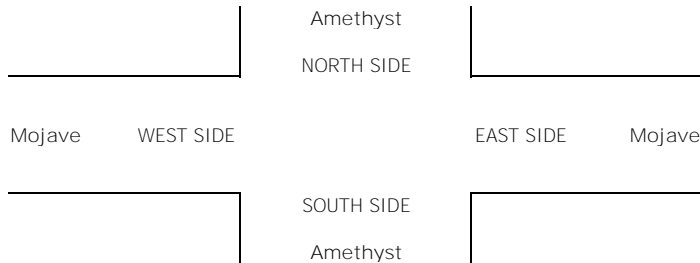
LANES:	NORTHBOUND <small>Amethyst</small>			SOUTHBOUND <small>Amethyst</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 3	ER 1	WL 1	WT 2	WR X	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	1	0	0	0	0	0	0	0	0	1	0	0	2
	7:15 AM	0	0	1	0	0	0	0	0	0	0	3	0	4
	7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
	8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	8:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	1	0	0	0	0	0	1	0	0	0	2
	VOLUMES	1	0	2	0	0	0	0	2	1	1	7	0	14
	APPROACH %	33%	0%	67%	0%	0%	0%	0%	67%	33%	13%	88%	0%	
APP/DEPART	3	/	0	0	/	2	3	/	4	8	/	8	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	0	0	0	0	0	0	2	0	0	4	0	6	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%		
PEAK HR FACTOR	0.000			0.000			0.500			0.500			0.750	
APP/DEPART	0	/	0	0	/	0	2	/	2	4	/	4	0	
PM	4:00 PM	0	0	1	0	0	0	0	4	0	0	0	5	
	4:15 PM	0	0	1	0	0	0	0	1	1	0	0	3	
	4:30 PM	0	0	0	0	0	0	0	2	0	0	0	2	
	4:45 PM	0	0	1	0	0	0	0	0	0	0	0	1	
	5:00 PM	0	0	0	0	0	0	0	3	0	0	1	4	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	
	5:30 PM	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	
	VOLUMES	0	0	3	0	0	0	0	10	1	0	2	0	16
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	91%	9%	0%	100%	0%	
APP/DEPART	3	/	0	0	/	1	11	/	13	2	/	2	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	0	0	1	0	0	0	0	5	0	0	2	0	8	
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%		
PEAK HR FACTOR	0.250			0.000			0.417			0.500			0.500	
APP/DEPART	1	/	0	0	/	0	5	/	6	2	/	2	0	

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

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





## INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Amethyst Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 9 SIGNAL
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<b>CLASS 4:</b> 4 OR MORE AXLE TRUCKS	<b>NOTES:</b>
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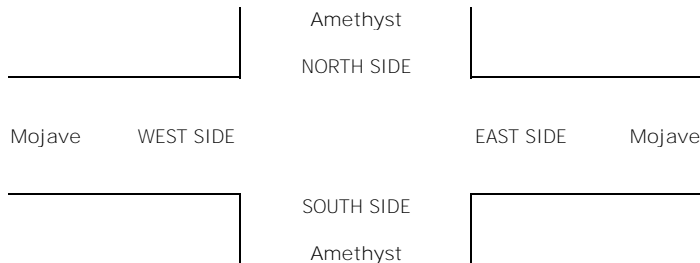
LANES:	NORTHBOUND Amethyst			SOUTHBOUND Amethyst			EASTBOUND Mojave			WESTBOUND Mojave			TOTAL
	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 3	ER 1	WL 1	WT 2	WR X	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	3	0	0	1	0	4
	8:00 AM	0	0	0	0	0	0	0	3	0	0	1	0	4
	8:15 AM	0	0	0	0	0	0	0	2	0	1	1	0	4
	8:30 AM	1	0	0	0	0	0	0	1	1	0	1	0	4
	8:45 AM	0	0	0	0	0	0	0	3	0	1	1	0	5
	VOLUMES	1	0	0	0	0	0	0	13	1	2	5	0	22
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	93%	7%	29%	71%	0%	
APP/DEPART	1	/	0	0	/	3	14	/	13	7	/	6	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	0	0	0	0	0	0	9	0	1	3	0	13	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	25%	75%	0%		
PEAK HR FACTOR	0.000			0.000			0.750			0.500			0.813	
APP/DEPART	0	/	0	0	/	1	9	/	9	4	/	3	0	
PM	4:00 PM	0	0	0	0	0	0	3	0	1	3	0	7	
	4:15 PM	0	0	0	0	0	0	2	0	0	2	0	4	
	4:30 PM	0	0	0	0	0	0	1	2	0	1	0	4	
	4:45 PM	0	0	0	0	0	0	0	0	1	1	0	2	
	5:00 PM	1	0	0	0	0	0	0	0	0	0	0	1	
	5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	
	5:45 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
	VOLUMES	1	0	0	0	0	0	0	8	2	2	10	0	23
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	80%	20%	17%	83%	0%	
APP/DEPART	1	/	0	0	/	4	10	/	8	12	/	11	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	1	0	0	0	0	0	0	1	2	1	3	0	8	
APPROACH %	100%	0%	0%	0%	0%	0%	0%	33%	67%	25%	75%	0%		
PEAK HR FACTOR	0.250			0.000			0.250			0.500			0.500	
APP/DEPART	1	/	0	0	/	3	3	/	1	4	/	4	0	

0	0	0	0	0
0	0	0	0	0
0	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



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Amethyst Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 9 SIGNAL
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CLASS 5: RV	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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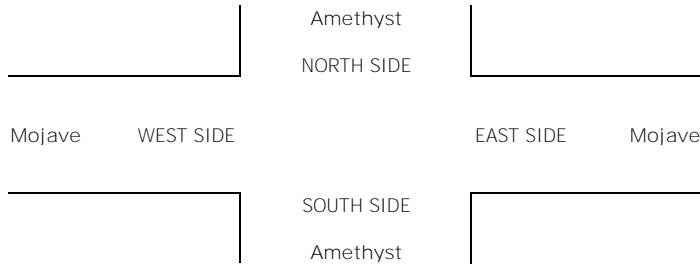
LANES:	NORTHBOUND <small>Amethyst</small>			SOUTHBOUND <small>Amethyst</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 3	ER 1	WL 1	WT 2	WR X	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.250			0.000			0.250	
APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0	
PM	4:00 PM	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	
	4:30 PM	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	
	5:00 PM	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	
	5:30 PM	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	
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

0	0	0	0	0
0	0	0	0	0
0	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



### INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Amethyst Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 9 SIGNAL
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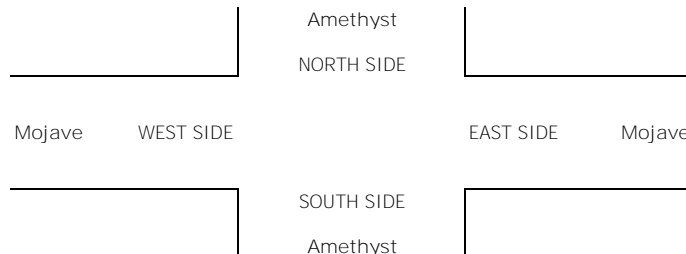
CLASS 6:  BUSES	NOTES:	AM PM MD OTHER OTHER	▲ N ▼ S	← W → E
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	Amethyst			Amethyst			Mojave			Mojave				NB	SB	EB	WB	TTL
	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 3	ER 1	WL 1	WT 2	WR X						

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	3	0	0	0	0	4	0	3	1	0	11
7:15 AM	1	0	0	0	0	0	0	1	2	1	3	0	8
7:30 AM	4	0	0	0	0	0	0	0	2	0	1	0	7
7:45 AM	2	0	0	0	0	0	0	3	1	0	2	0	8
8:00 AM	2	0	2	0	0	0	0	3	0	1	0	0	8
8:15 AM	1	0	0	0	0	0	0	4	2	1	2	0	10
8:30 AM	1	0	0	0	0	0	0	3	1	0	0	0	5
8:45 AM	0	0	0	0	0	0	0	1	2	0	0	0	3
VOLUMES	11	0	5	0	0	0	0	19	10	6	9	0	60
APPROACH %	69%	0%	31%	0%	0%	0%	0%	66%	34%	40%	60%	0%	
APP/DEPART	16	/	0	0	/	16	29	/	24	15	/	20	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	9	0	2	0	0	0	0	10	5	2	5	0	33
APPROACH %	82%	0%	18%	0%	0%	0%	0%	67%	33%	29%	71%	0%	
PEAK HR FACTOR	0.688			0.000			0.625			0.583			0.825
APP/DEPART	11	/	0	0	/	7	15	/	12	7	/	14	0
4:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	1	0	0	0	0	0	0	1	0	0	1	0	3
4:30 PM	2	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	0	0	0	0	0	1	0	0	1	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	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	2	0	0	1	0	3
VOLUMES	5	0	0	0	0	0	0	4	0	0	4	0	13
APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	5	/	0	0	/	0	4	/	4	4	/	9	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	3	0	0	0	0	0	0	1	0	0	2	0	6
APPROACH %	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	
PEAK HR FACTOR	0.375			0.000			0.250			0.500			0.500
APP/DEPART	3	/	0	0	/	0	1	/	1	2	/	5	0

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

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



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Wed, Aug 23, 23	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville El Evado Mojave	PROJECT #: SC4172 LOCATION #: 10 CONTROL: SIGNAL
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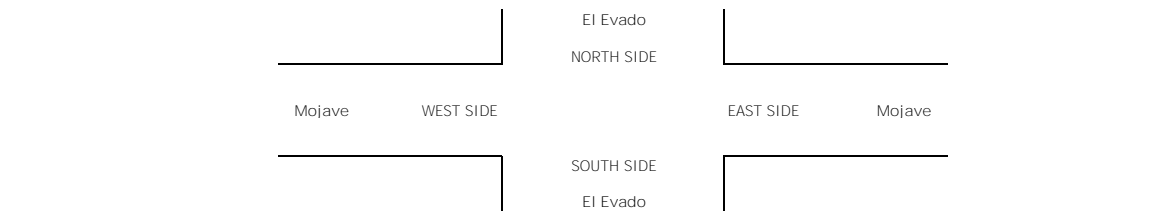
NOTES:	<table border="1"> <tr> <td>AM</td> <td></td> <td>▲</td> <td></td> </tr> <tr> <td>PM</td> <td></td> <td>N</td> <td></td> </tr> <tr> <td>MD</td> <td>◀ W</td> <td></td> <td>E ▶</td> </tr> <tr> <td>OTHER</td> <td></td> <td>S</td> <td></td> </tr> <tr> <td>OTHER</td> <td></td> <td>▼</td> <td></td> </tr> </table>	AM		▲		PM		N		MD	◀ W		E ▶	OTHER		S		OTHER		▼	
AM		▲																			
PM		N																			
MD	◀ W		E ▶																		
OTHER		S																			
OTHER		▼																			

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	1	1	2	0	1	2	1	1	2	1	

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

7:00 AM	13	16	17	38	32	6	12	115	24	14	79	15	381
7:15 AM	26	25	34	47	44	11	10	155	26	16	79	26	499
7:30 AM	22	55	41	55	52	14	12	193	32	15	153	26	670
7:45 AM	28	63	45	43	47	21	20	188	42	20	176	42	735
8:00 AM	24	88	41	60	73	28	46	184	30	32	124	41	771
8:15 AM	28	95	34	54	80	33	57	164	32	24	106	52	759
8:30 AM	14	59	29	53	83	53	43	143	31	18	120	47	693
8:45 AM	16	30	19	48	57	28	12	131	38	14	88	19	500
VOLUMES	171	431	260	398	468	194	212	1,273	255	153	925	268	5,028
APPROACH %	20%	50%	30%	38%	44%	18%	12%	73%	15%	11%	68%	20%	
APP/DEPART	862	/	911	1,060	/	876	1,741	/	1,950	1,365	/	1,291	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	94	305	149	210	283	135	166	679	135	94	526	182	2,966
APPROACH %	17%	56%	27%	33%	45%	21%	17%	69%	14%	12%	65%	22%	
PEAK HR FACTOR	0.873												
APP/DEPART	548	/	653	628	/	512	980	/	1,046	810	/	755	0
4:00 PM	34	46	15	27	39	15	16	158	36	21	154	33	594
4:15 PM	38	36	21	38	51	10	16	144	33	20	145	37	589
4:30 PM	43	37	17	39	43	11	17	137	32	17	155	44	592
4:45 PM	41	37	24	20	37	16	21	144	36	21	152	39	588
5:00 PM	39	33	12	27	33	21	18	144	32	22	173	52	606
5:15 PM	30	45	17	29	42	23	20	146	37	18	173	41	621
5:30 PM	44	43	20	29	36	12	9	139	22	31	151	47	583
5:45 PM	38	48	21	24	30	18	11	127	39	17	159	43	575
VOLUMES	307	325	147	233	311	126	128	1,139	267	167	1,262	336	4,796
APPROACH %	39%	42%	19%	35%	46%	19%	8%	74%	17%	9%	70%	19%	
APP/DEPART	779	/	789	670	/	745	1,535	/	1,566	1,812	/	1,696	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	153	152	70	115	155	71	76	571	137	78	653	176	2,434
APPROACH %	41%	41%	19%	34%	45%	21%	10%	73%	17%	8%	70%	19%	
PEAK HR FACTOR	0.919												
APP/DEPART	375	/	404	341	/	370	784	/	783	934	/	877	0

0	0	0	2	2
0	0	1	3	4
0	0	0	4	4
0	0	0	1	1
0	0	0	1	1
0	0	0	2	2
0	0	0	4	4
0	0	0	2	2
0	0	1	19	20



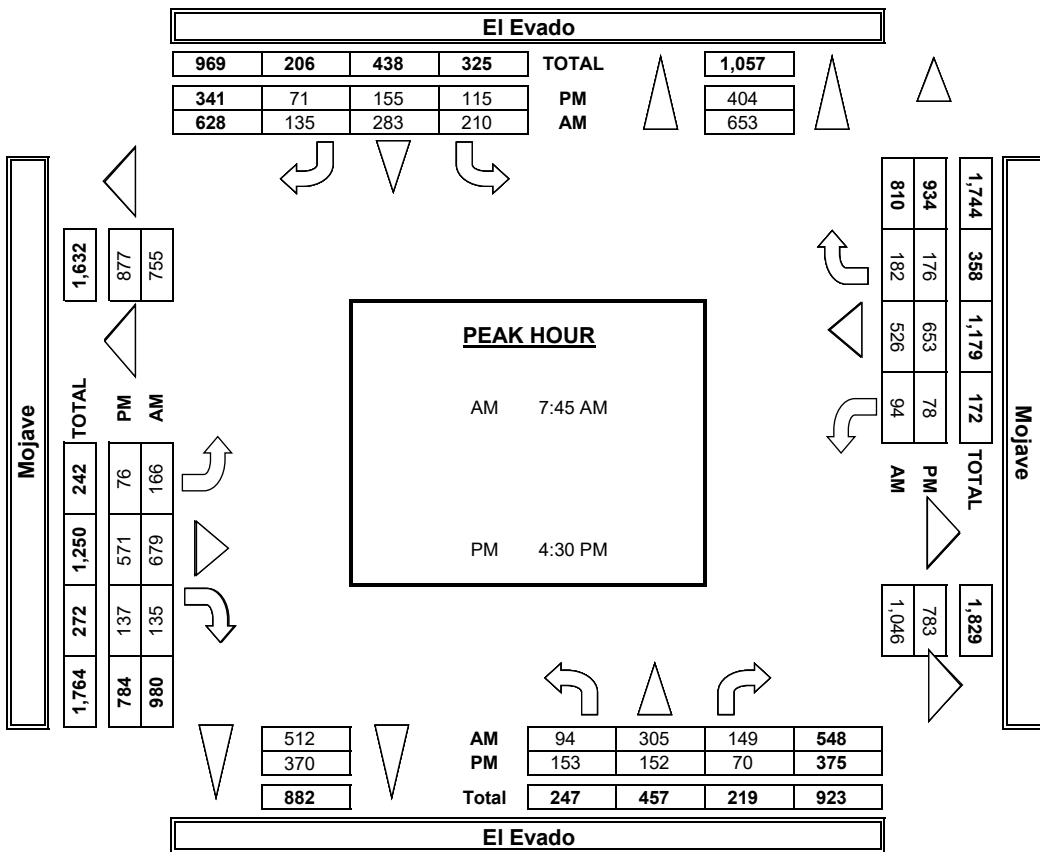
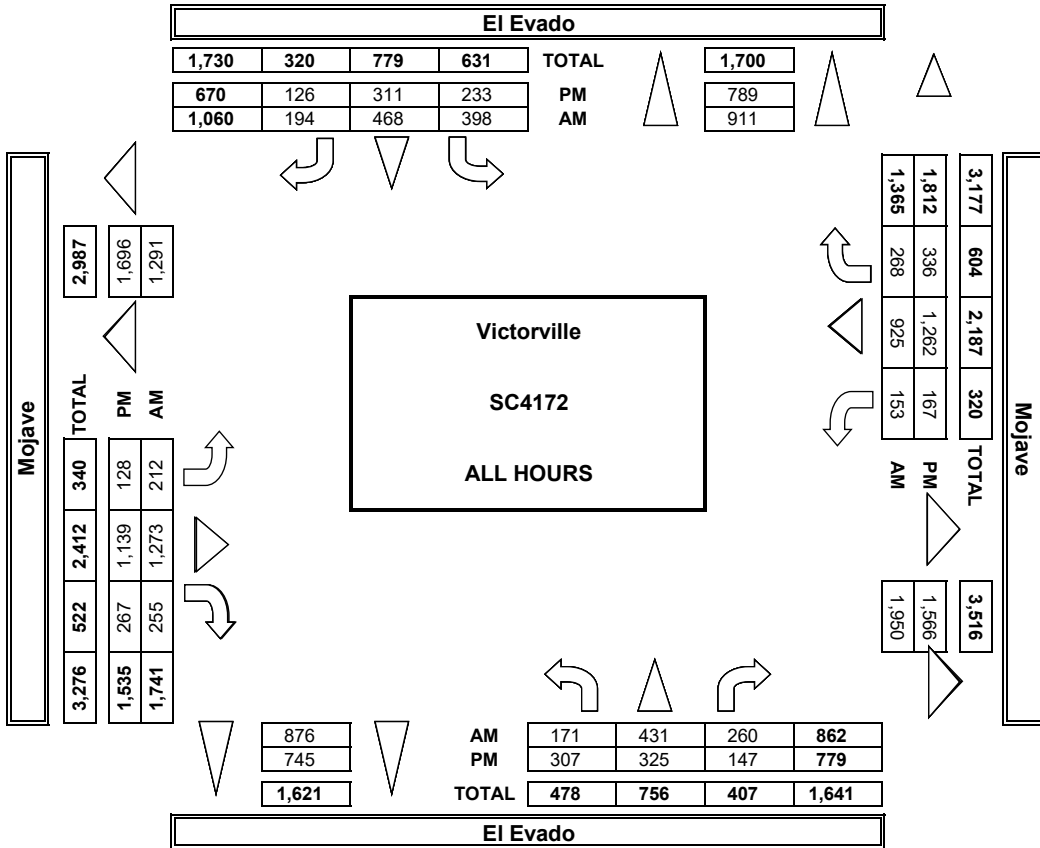
Time	N Side	S Side	E Side	W Side	Total
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	1	1	0	1	3
7:45 AM	0	0	0	1	1
8:00 AM	0	4	0	4	8
8:15 AM	1	1	1	1	4
8:30 AM	0	1	0	1	2
8:45 AM	0	0	0	0	0
TOTAL	2	7	1	8	18
4:00 PM	0	0	0	1	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	2	0	2
4:45 PM	2	0	0	0	2
5:00 PM	0	1	0	1	2
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	1	0	1	2
TOTAL	2	2	2	3	9

Time	N Side	S Side	E Side	W Side	Total
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	1	1	0	1	3
7:45 AM	0	0	0	1	1
8:00 AM	0	4	0	4	8
8:15 AM	1	1	1	1	4
8:30 AM	0	1	0	1	2
8:45 AM	0	0	0	0	0
TOTAL	2	7	1	8	18
4:00 PM	0	0	0	1	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	2	0	2
4:45 PM	2	0	0	0	2
5:00 PM	0	1	0	1	2
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	1	0	1	2
TOTAL	2	2	2	3	9

Time	N Side	S Side	E Side	W Side	Total
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	1	1	0	1	3
7:45 AM	0	0	0	0	0
8:00 AM	0	4	0	4	8
8:15 AM	1	1	1	1	4
8:30 AM	0	0	0	1	1
8:45 AM	0	0	0	0	0
TOTAL	2	6	1	7	16
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	1	0	1
4:45 PM	1	0	0	0	1
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	1	0	1	0	2

Time	NS	SS	ES	WS	Total
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	1	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	0	1
8:45 AM	0	0	0	0	0
TOTAL	0	1	0	1	2
4:00 PM	0	0	0	1	1
4:15 PM	0	0	0	0	0
4:30 PM	0	0	1	0	1
4:45 PM	1	0	0	0	1
5:00 PM	0	1	0	1	2
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	1	0	1	2
TOTAL	1	2	1	3	7

**AimTD LLC**  
TURNING MOVEMENT COUNTS



## INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville El Evado Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 10 SIGNAL
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PCE Adjusted	NOTES:										AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
	Class	1	2	3	4	5	6	7	8	9		
	Factor	1	1.5	2	3	2	2	2	2	2		

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	El Evado			El Evado			Mojave			Mojave				NB	SB	EB	WB	TTL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR						
	1	1	1	1	2	0	1	2	1	1	2	1						

	AM													U-TURNS									
	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	VOLUMES	APPROACH %	APP/DEPART	BEGIN PEAK HR	VOLUMES	APPROACH %	PEAK HR FACTOR	APP/DEPART	TOTAL	NB	SB	EB	WB	TTL	
	14	19	18	39	33	8	13	120	26	17	84	18	407										0
	30	26	43	49	45	11	10	159	26	18	84	27	526										0
	22	55	41	56	54	15	12	200	33	16	160	27	688									0	
	28	67	49	45	48	22	23	199	42	22	186	43	771									0	
	25	91	43	64	75	28	49	200	31	33	128	45	809									0	
	29	98	35	55	81	34	62	171	32	25	112	55	786									0	
	14	59	29	53	90	53	43	147	32	20	126	48	713									0	
	16	31	22	48	62	28	13	140	40	14	93	20	525									0	
	177	444	279	407	487	198	225	1,334	261	165	971	280	5,224	0	0	0	0	0				0	
	20%	49%	31%	37%	45%	18%	12%	73%	14%	12%	69%	20%											
	899	/	948	1,092	/	913	1,819	/	2,019	1,415	/	1,345	0										
	7:45 AM			216	294	137	177	716	137	100	551	189	3,079										
	95	314	156	33%	45%	21%	17%	70%	13%	12%	66%	23%											
	17%	56%	28%	0.877	0.825	0.922	0.841	0.951															
	565	/	680	647	/	531	1,029	/	1,087	839	/	782	0										
	39	47	16	30	40	15	17	170	36	21	162	33	624									0	
	38	36	23	40	51	10	18	153	34	22	151	37	611									0	
	44	37	17	41	43	11	18	143	33	19	158	46	607									0	
	41	37	24	21	37	16	21	147	36	21	157	39	597									0	
	41	33	13	27	35	21	19	150	33	22	175	53	621									0	
	30	45	18	29	43	23	21	148	37	19	180	42	633									0	
	44	44	21	30	37	12	9	142	22	31	153	48	591									0	
	42	48	21	26	30	18	12	133	40	17	164	43	592									0	
	318	326	152	243	314	126	133	1,185	269	171	1,298	340	4,874	0	0	0	0	0				0	
	40%	41%	19%	36%	46%	18%	8%	75%	17%	9%	72%	19%											
	796	/	799	683	/	754	1,587	/	1,580	1,809	/	1,742	0										
	4:30 PM			118	157	71	78	588	138	81	669	180	2,457										
	156	152	72	34%	45%	21%	10%	73%	17%	9%	72%	19%											
	41%	40%	19%	0.929	0.914	0.977	0.929	0.970															
	379	/	410	346	/	376	804	/	777	929	/	896	0										





# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: Victorville NORTH & SOUTH: El Evado EAST & WEST: Mojave	PROJECT #: SC4172 LOCATION #: 10 CONTROL: SIGNAL
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	◀ W	▲ N S ▼	E ▶
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LANES:	NORTHBOUND El Evado			SOUTHBOUND El Evado			EASTBOUND Mojave			WESTBOUND Mojave			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	1	1	2	0	1	2	1	1	2	1	

U-TURNS				
NB	SB	EB	WB	TTL

	NORTHBOUND El Evado			SOUTHBOUND El Evado			EASTBOUND Mojave			WESTBOUND Mojave			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>AM</b>													
7:00 AM	12	13	15	37	31	4	11	107	22	11	72	12	347
7:15 AM	21	24	25	45	43	11	10	148	26	15	72	25	465
7:30 AM	22	55	41	54	49	13	12	184	31	13	145	25	644
7:45 AM	28	58	42	41	46	20	17	178	42	17	166	41	696
8:00 AM	23	84	39	55	71	28	44	168	28	31	121	37	729
8:15 AM	27	92	33	53	79	32	53	158	32	23	100	49	731
8:30 AM	14	59	29	53	77	53	43	138	29	16	113	46	670
8:45 AM	16	29	17	48	52	28	11	123	36	14	84	17	475
VOLUMES	163	414	241	386	448	189	201	1,204	246	140	873	252	4,777
APPROACH %	20%	51%	29%	38%	44%	18%	12%	73%	15%	11%	68%	20%	
APP/DEPART	818	/	867	1,023	/	834	1,652	/	1,850	1,284	/	1,226	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	92	293	143	202	273	133	157	642	131	87	500	173	2,834
APPROACH %	17%	55%	27%	33%	45%	22%	17%	69%	14%	11%	65%	23%	
PEAK HR FACTOR	0.868			0.831			0.957			0.853			0.967
APP/DEPART	528	/	623	608	/	491	930	/	995	768	/	725	0
<b>PM</b>													
4:00 PM	31	45	14	25	38	15	15	147	36	21	147	33	567
4:15 PM	38	36	20	37	51	10	14	135	32	18	140	37	568
4:30 PM	42	37	17	37	43	11	16	132	31	15	153	42	576
4:45 PM	41	37	24	19	37	16	21	139	36	21	149	39	579
5:00 PM	37	33	11	27	31	21	17	135	31	22	169	50	584
5:15 PM	30	45	16	29	41	23	19	142	37	17	164	40	603
5:30 PM	44	42	19	28	35	12	9	136	22	31	147	46	571
5:45 PM	35	48	21	23	30	18	10	120	38	17	153	43	556
VOLUMES	298	323	142	225	306	126	121	1,086	263	162	1,222	330	4,652
APPROACH %	39%	42%	19%	34%	47%	19%	8%	74%	18%	9%	69%	19%	
APP/DEPART	763	/	774	657	/	731	1,471	/	1,500	1,761	/	1,647	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	150	152	68	112	152	71	73	548	135	75	635	171	2,369
APPROACH %	41%	41%	18%	33%	45%	21%	10%	72%	18%	8%	70%	19%	
PEAK HR FACTOR	0.907			0.901			0.955			0.919			0.968
APP/DEPART	370	/	396	335	/	362	756	/	755	908	/	856	0

0	0	0	2	2
0	0	1	3	4
0	0	0	4	4
0	0	0	1	1
0	0	0	1	1
0	0	0	2	2
0	0	0	4	4
0	0	0	2	2
0	0	1	19	20

0	0	0	7	7
0	0	0	7	7
0	0	0	8	8
0	0	0	4	4
0	0	0	6	6
0	0	0	9	9
0	0	1	2	3
0	0	0	4	4
0	0	1	47	48



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville El Evado Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 10 SIGNAL
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<b>CLASS 2:</b> 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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LANES:	NORTHBOUND <small>El Evado</small>			SOUTHBOUND <small>El Evado</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL 1	NT 1	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	1	1	2	0	1	0	0	6	0	0	5	1	17
	7:15 AM	2	1	1	1	0	0	0	6	0	0	4	1	16
	7:30 AM	0	0	0	1	2	1	0	7	1	2	5	1	20
	7:45 AM	0	2	1	0	0	1	0	5	0	3	3	1	16
	8:00 AM	1	3	0	3	0	0	1	7	2	0	0	1	18
	8:15 AM	1	1	0	1	0	0	0	1	0	0	3	1	8
	8:30 AM	0	0	0	0	0	0	0	2	2	0	5	1	10
	8:45 AM	0	1	1	0	1	0	0	5	1	0	2	2	13
	VOLUMES	5	9	5	6	4	2	1	39	6	5	27	9	118
	APPROACH %	26%	47%	26%	50%	33%	17%	2%	85%	13%	12%	66%	22%	
APP/DEPART	19	/	19	12	/	15	46	/	50	41	/	34	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	2	6	1	4	0	1	1	15	4	3	11	4	52	
APPROACH %	22%	67%	11%	80%	0%	20%	5%	75%	20%	17%	61%	22%		
PEAK HR FACTOR	0.563			0.417			0.500			0.643			0.722	
APP/DEPART	9	/	11	5	/	7	20	/	20	18	/	14	0	
PM	4:00 PM	1	1	0	1	1	0	0	4	0	0	3	0	11
	4:15 PM	0	0	0	0	0	0	1	5	1	1	2	0	10
	4:30 PM	1	0	0	1	0	0	1	1	1	1	1	0	7
	4:45 PM	0	0	0	0	0	0	0	4	0	0	1	0	5
	5:00 PM	0	0	0	0	1	0	0	6	1	0	4	2	14
	5:15 PM	0	0	1	0	1	0	1	4	0	0	6	1	14
	5:30 PM	0	1	1	1	1	0	0	2	0	0	4	1	11
	5:45 PM	1	0	0	0	0	0	1	4	1	0	5	0	12
	VOLUMES	3	2	2	3	4	0	4	30	4	2	26	4	84
	APPROACH %	43%	29%	29%	43%	57%	0%	11%	79%	11%	6%	81%	13%	
APP/DEPART	7	/	10	7	/	10	38	/	35	32	/	29	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	1	0	1	1	2	0	2	15	2	1	12	3	40	
APPROACH %	50%	0%	50%	33%	67%	0%	11%	79%	11%	6%	75%	19%		
PEAK HR FACTOR	0.500			0.750			0.679			0.571			0.714	
APP/DEPART	2	/	5	3	/	5	19	/	17	16	/	13	0	

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

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



## INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville El Evado Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 10 SIGNAL
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<b>CLASS 3:</b> 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
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LANES:	NORTHBOUND <small>El Evado</small>			SOUTHBOUND <small>El Evado</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL 1	NT 1	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	1	0	0	0	0	0	0	0	1	1	0	3
	7:15 AM	3	0	0	0	0	0	0	0	0	0	0	0	3
	7:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	2
	7:45 AM	0	1	0	0	1	0	0	0	0	0	3	0	5
	8:00 AM	0	0	0	1	0	0	0	0	0	0	1	1	3
	8:15 AM	0	0	1	0	0	1	1	1	0	0	0	0	4
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	2	0	1	0	0	0	0	0	3
	VOLUMES	3	2	1	1	4	1	2	2	0	1	5	1	23
	APPROACH %	50%	33%	17%	17%	67%	17%	50%	50%	0%	14%	71%	14%	
APP/DEPART	6	/	5	6	/	5	4	/	4	7	/	9	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	0	1	1	1	1	1	1	1	0	0	4	1	12	
APPROACH %	0%	50%	50%	33%	33%	33%	50%	50%	0%	0%	80%	20%		
PEAK HR FACTOR	0.500			0.750			0.250			0.417			0.600	
APP/DEPART	2	/	3	3	/	1	2	/	3	5	/	5	0	
PM	4:00 PM	0	0	1	0	0	0	1	4	0	0	1	0	7
	4:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	2
	4:30 PM	0	0	0	0	0	0	0	2	0	1	0	0	3
	4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
	5:00 PM	1	0	1	0	0	0	1	2	0	0	0	0	5
	5:15 PM	0	0	0	0	0	0	0	0	0	1	1	0	2
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	0	2	0	0	0	3	10	0	2	2	0	20
	APPROACH %	33%	0%	67%	0%	0%	0%	23%	77%	0%	50%	50%	0%	
APP/DEPART	3	/	3	0	/	2	13	/	12	4	/	3	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	1	0	1	0	0	0	1	5	0	2	1	0	11	
APPROACH %	50%	0%	50%	0%	0%	0%	17%	83%	0%	67%	33%	0%		
PEAK HR FACTOR	0.250			0.000			0.500			0.375			0.550	
APP/DEPART	2	/	1	0	/	2	6	/	6	3	/	2	0	

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

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



## INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: Victorville NORTH & SOUTH: El Evado EAST & WEST: Mojave	PROJECT #: SC4172 LOCATION #: 10 CONTROL: SIGNAL
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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LANES:	NORTHBOUND <small>El Evado</small>			SOUTHBOUND <small>El Evado</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL 1	NT 1	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0
	7:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
	7:45 AM	0	0	1	0	0	0	0	3	0	0	1	0	5
	8:00 AM	0	0	0	0	0	0	1	3	0	0	1	0	5
	8:15 AM	0	0	0	0	0	0	1	1	0	0	1	0	3
	8:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
	8:45 AM	0	0	1	0	0	0	0	3	0	0	2	0	6
	VOLUMES	0	0	2	0	1	0	2	11	0	1	7	0	24
	APPROACH %	0%	0%	100%	0%	100%	0%	15%	85%	0%	13%	88%	0%	
APP/DEPART	2	/	2	1	/	2	13	/	13	8	/	7	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	0	0	1	0	1	0	2	7	0	0	4	0	15	
APPROACH %	0%	0%	100%	0%	100%	0%	22%	78%	0%	0%	100%	0%		
PEAK HR FACTOR	0.250			0.250			0.563			1.000			0.750	
APP/DEPART	1	/	2	1	/	1	9	/	8	4	/	4	0	
PM	4:00 PM	2	0	0	1	0	0	3	0	0	2	0	8	
	4:15 PM	0	0	1	1	0	0	2	0	0	2	0	6	
	4:30 PM	0	0	0	0	0	0	1	0	0	1	0	2	
	4:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	
	5:45 PM	1	0	0	1	0	0	0	1	0	0	1	0	4
	VOLUMES	3	0	1	3	0	0	0	8	0	0	9	0	24
	APPROACH %	75%	0%	25%	100%	0%	0%	0%	100%	0%	0%	100%	0%	
APP/DEPART	4	/	0	3	/	0	8	/	12	9	/	12	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	0	0	0	0	0	0	0	1	0	0	4	0	5	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%		
PEAK HR FACTOR	0.000			0.000			0.250			0.500			0.625	
APP/DEPART	0	/	0	0	/	0	1	/	1	4	/	4	0	

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

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



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville El Evado Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 10 SIGNAL
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CLASS 5: RV	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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LANES:	NORTHBOUND <small>El Evado</small>			SOUTHBOUND <small>El Evado</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL 1	NT 1	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.250			0.000			0.250	
APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0	
PM	4:00 PM	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	
	4:30 PM	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	
	5:00 PM	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	
	5:30 PM	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	
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

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

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



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville El Evado Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 10 SIGNAL
<b>CLASS 6:</b>	<b>NOTES:</b>		AM PM MD OTHER OTHER	
BUSES				

LANES:	NORTHBOUND <small>El Evado</small>			SOUTHBOUND <small>El Evado</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL	U-TURNS				
	NL 1	NT 1	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1		NB	SB	EB	WB	TTL

AM	7:00 AM	0	1	0	1	0	2	1	2	2	2	1	2	14	0	0	0	0	0	
	7:15 AM	0	0	8	1	1	0	0	1	0	0	0	3	0	14	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	7:45 AM	0	2	1	2	0	0	0	3	1	0	0	3	0	12	0	0	0	0	0
	8:00 AM	0	1	2	1	2	0	0	0	6	0	1	1	2	16	0	0	0	0	0
	8:15 AM	0	2	0	0	1	0	2	3	0	1	2	2	2	13	0	0	0	0	0
	8:30 AM	0	0	0	0	5	0	0	3	0	0	2	1	0	11	0	0	0	0	0
	8:45 AM	0	0	0	0	2	0	0	0	1	0	0	0	0	3	0	0	0	0	0
	VOLUMES	0	6	11	5	11	2	6	16	3	6	13	6	85	0	0	0	0	0	0
	APPROACH %	0%	35%	65%	28%	61%	11%	24%	64%	12%	24%	52%	24%		0	0	0	0	0	0
APP/DEPART	17	/	18	18	/	20	25	/	32	25	/	15	0							
BEGIN PEAK HR	7:45 AM																			
VOLUMES	0	5	3	3	8	0	5	13	0	4	7	4	52							
APPROACH %	0%	63%	38%	27%	73%	0%	28%	72%	0%	27%	47%	27%								
PEAK HR FACTOR	0.667			0.550			0.750			0.750			0.813							
APP/DEPART	8	/	14	11	/	12	18	/	19	15	/	7	0							
PM	4:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	1	0	1	1	0	3	0	0	0	0	0	
	4:30 PM	0	0	0	1	0	0	0	1	0	0	0	2	4	0	0	0	0	0	
	4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
	5:00 PM	1	0	0	0	1	0	0	1	0	0	0	0	3	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	1	0	0	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0	
	VOLUMES	2	0	0	2	1	0	0	5	0	1	3	2	16						
	APPROACH %	100%	0%	0%	67%	33%	0%	0%	100%	0%	17%	50%	33%							
APP/DEPART	2	/	2	3	/	2	5	/	7	6	/	5	0							
BEGIN PEAK HR	4:30 PM																			
VOLUMES	1	0	0	2	1	0	0	2	0	0	1	2	9							
APPROACH %	100%	0%	0%	67%	33%	0%	0%	100%	0%	0%	33%	67%								
PEAK HR FACTOR	0.250			0.750			0.500			0.375			0.563							
APP/DEPART	1	/	2	3	/	1	2	/	4	3	/	2	0							





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Wed, Aug 23, 23

LOCATION: NORTH & SOUTH: EAST & WEST:

Victorville Amargosa Mojave

PROJECT #: SC4172 LOCATION #: 11 CONTROL: SIGNAL

NOTES table with AM, PM, MD, OTHER, and directional arrows (W, E, N, S).

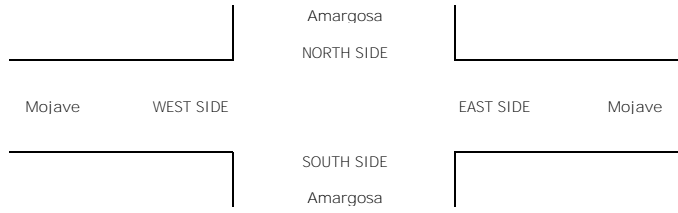
Summary table with columns for NORTHBOUND, SOUTHBOUND, EASTBOUND, WESTBOUND, and TOTAL, including lane counts (NL, NT, NR, SL, ST, SR, EL, ET, ER, WL, WT, WR).

U-TURNS table with columns NB, SB, EB, WB, TTL.

Main data table with time slots (7:00 AM to 5:45 PM) and metrics like VOLUMES, APPROACH %, APP/DEPART, and PEAK HR FACTOR for AM and PM periods.

U-TURNS data table for AM period.

U-TURNS data table for PM period.



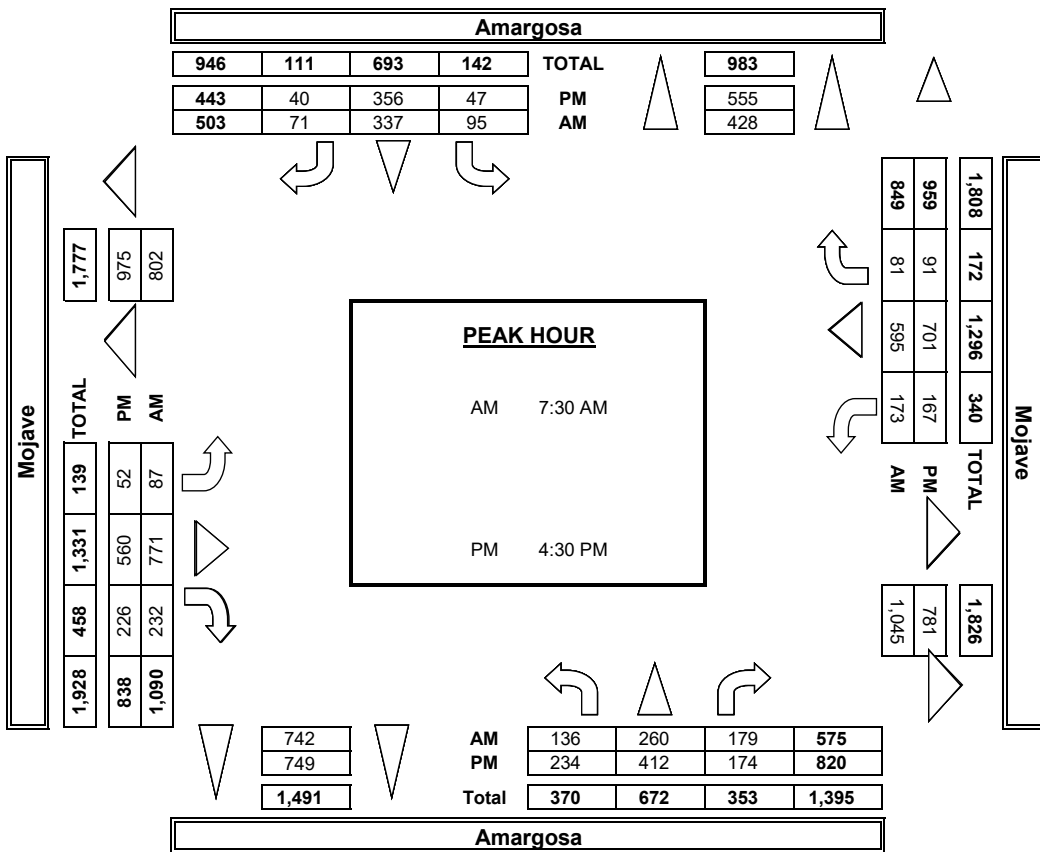
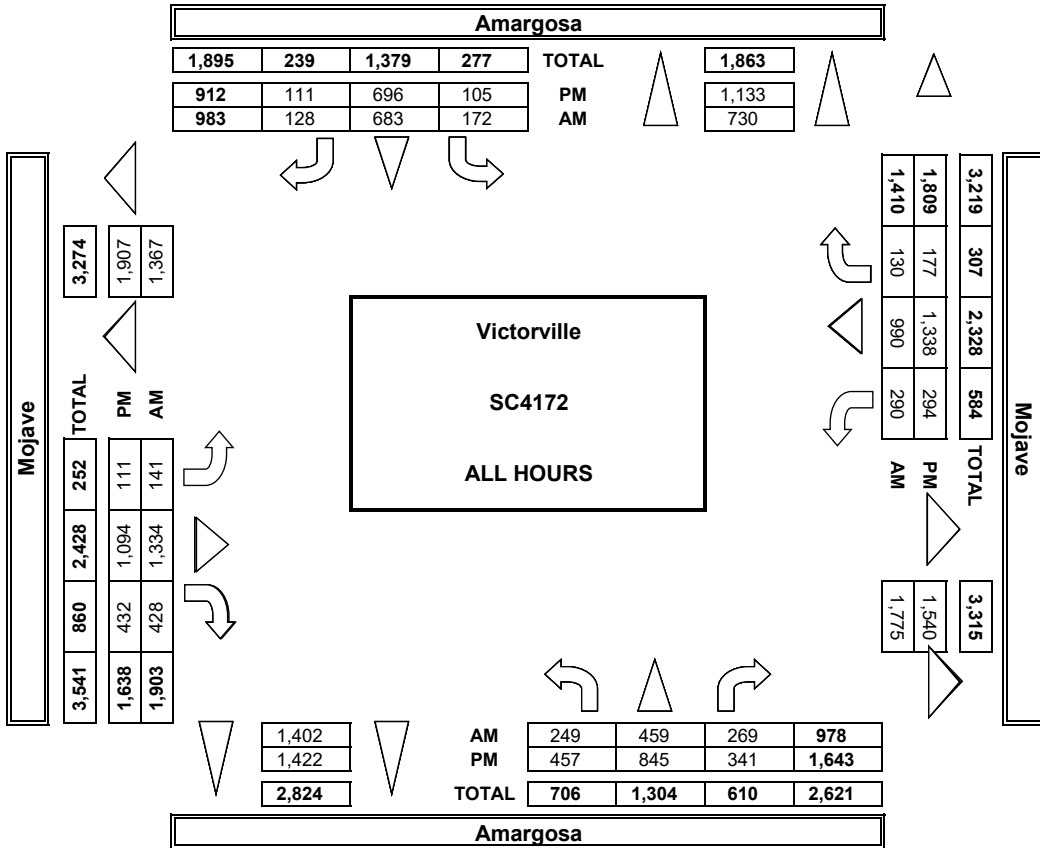
Time slot summary table for AM and PM periods.

ALL PED AND BIKE table with columns N SIDE, S SIDE, E SIDE, W SIDE, TOTAL.

PEDESTRIAN CROSSINGS table with columns N SIDE, S SIDE, E SIDE, W SIDE, TOTAL.

BICYCLE CROSSINGS table with columns NS, SS, ES, WS, TOTAL.

**AimTD LLC**  
TURNING MOVEMENT COUNTS



## INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Amargosa Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 11 SIGNAL
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PCE Adjusted	NOTES:										AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
	Class	1	2	3	4	5	6	7	8	9		
	Factor	1	1.5	2	3	2	2					

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			U-TURNS					
	Amargosa			Amargosa			Mojave			Mojave			TOTAL	NB	SB	EB	WB	TTL
	NL 1	NT 2	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 3	WR 0						

	AM												U-TURNS										
	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	VOLUMES	APPROACH %	APP/DEPART	BEGIN PEAK HR	VOLUMES	APPROACH %	PEAK HR FACTOR	APP/DEPART	TOTAL	NB	SB	EB	WB	TTL	
	21	39	9	20	47	16	13	104	35	21	89	8	420										0
	23	52	28	25	110	24	7	156	51	30	109	10	623										0
	30	63	44	16	85	16	17	193	69	41	153	14	739										0
	39	72	52	32	102	24	27	216	45	45	168	24	844										0
	31	63	53	33	82	17	26	213	68	44	164	28	819										0
	43	83	38	23	84	18	24	189	58	50	138	22	768										0
	44	73	33	27	108	11	23	150	60	46	128	23	724										0
	31	47	33	10	100	8	15	181	57	32	91	11	613										0
	261	489	288	185	716	134	151	1,400	441	307	1,038	140	5,548	0	0	0	0	0	0			0	
	25%	47%	28%	18%	69%	13%	8%	70%	22%	21%	70%	9%											
	1,038	/	779	1,034	/	1,464	1,991	/	1,872	1,485	/	1,433	0										
	7:30 AM																						
	143	279	187	103	352	75	94	810	239	179	622	88	3,169										
	23%	46%	31%	19%	66%	14%	8%	71%	21%	20%	70%	10%											
	0.930			0.839			0.933			0.941			0.939										
	609	/	460	530	/	770	1,142	/	1,100	889	/	840	0										
	PM												U-TURNS										
	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	VOLUMES	APPROACH %	APP/DEPART	BEGIN PEAK HR	VOLUMES	APPROACH %	PEAK HR FACTOR	APP/DEPART	TOTAL	NB	SB	EB	WB	TTL	
	55	100	33	14	89	17	17	151	55	39	177	29	775										0
	51	103	35	17	87	27	13	144	56	34	172	19	756										0
	60	107	50	12	112	7	16	168	60	41	176	24	831										0
	56	107	49	20	103	10	13	131	66	42	179	18	792										0
	61	100	45	7	69	12	11	142	51	45	180	24	746										0
	61	105	35	12	81	11	13	144	53	46	184	32	773										0
	57	128	49	15	94	10	13	138	47	34	155	20	758										0
	63	106	53	21	79	24	16	133	57	29	153	23	755										0
	463	855	346	118	712	118	112	1,150	443	309	1,374	187	6,185	0	0	0	0	0	0			0	
	28%	51%	21%	12%	75%	12%	7%	67%	26%	17%	73%	10%											
	1,664	/	1,154	947	/	1,464	1,705	/	1,613	1,870	/	1,954	0										
	4:30 PM																						
	238	418	178	51	364	40	53	584	230	174	718	97	3,142										
	29%	50%	21%	11%	80%	9%	6%	67%	27%	18%	73%	10%											
	0.964			0.857			0.889			0.949			0.945										
	833	/	568	454	/	767	866	/	812	989	/	996	0										



## INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Amargosa Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 11 SIGNAL
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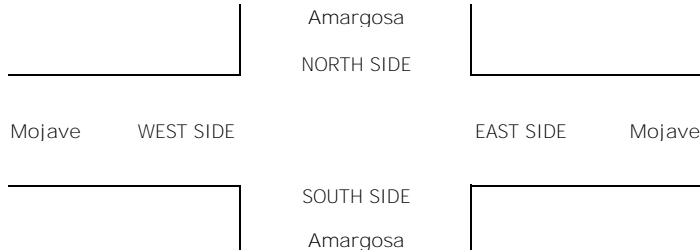
CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	◀ W	▲ N S ▼	E ▶
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LANES:	NORTHBOUND <small>Amargosa</small>			SOUTHBOUND <small>Amargosa</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	1	1	1	1	1	2	1	1	3	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>AM</b>													
7:00 AM	18	30	5	20	41	12	7	95	33	11	75	8	355
7:15 AM	20	44	18	22	92	24	7	140	42	22	93	8	532
7:30 AM	27	48	42	12	80	16	17	177	66	37	139	12	673
7:45 AM	35	58	44	27	96	20	22	199	43	43	148	19	754
8:00 AM	29	57	49	26	68	15	20	185	58	39	146	23	715
8:15 AM	36	72	33	21	78	16	20	171	56	45	131	20	699
8:30 AM	39	65	26	20	98	11	23	139	58	42	122	21	664
8:45 AM	28	45	28	8	92	8	13	159	54	29	80	8	552
VOLUMES	232	419	245	156	645	122	129	1,265	410	268	934	119	4,945
APPROACH %	26%	47%	27%	17%	70%	13%	7%	70%	23%	20%	71%	9%	
APP/DEPART	897	/	667	923	/	1,324	1,804	/	1,666	1,321	/	1,288	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	127	235	168	86	322	67	79	732	223	164	564	74	2,841
APPROACH %	24%	44%	32%	18%	68%	14%	8%	71%	22%	20%	70%	9%	
PEAK HR FACTOR	0.940			0.830			0.979			0.955			0.942
APP/DEPART	530	/	388	475	/	709	1,034	/	986	802	/	758	0
<b>PM</b>													
4:00 PM	52	97	33	14	81	17	17	129	53	31	164	26	714
4:15 PM	51	100	33	15	80	17	13	128	43	28	161	16	685
4:30 PM	58	102	46	12	104	7	14	150	58	39	170	20	780
4:45 PM	56	99	47	12	95	10	13	121	64	36	171	16	740
5:00 PM	59	97	42	7	69	12	11	128	49	38	169	21	702
5:15 PM	55	105	33	10	79	11	13	132	51	44	172	27	732
5:30 PM	55	125	47	12	87	8	13	129	47	29	150	16	718
5:45 PM	61	106	51	11	79	22	16	117	55	29	142	21	710
VOLUMES	447	831	332	93	674	104	110	1,034	420	274	1,299	163	5,782
APPROACH %	28%	52%	21%	11%	77%	12%	7%	66%	27%	16%	75%	9%	
APP/DEPART	1,610	/	1,104	871	/	1,368	1,565	/	1,459	1,736	/	1,851	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	228	403	168	41	347	40	51	531	222	157	682	84	2,954
APPROACH %	29%	50%	21%	10%	81%	9%	6%	66%	28%	17%	74%	9%	
PEAK HR FACTOR	0.970			0.870			0.905			0.950			0.947
APP/DEPART	799	/	538	428	/	726	804	/	740	923	/	950	0

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



## INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Amargosa Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 11 SIGNAL
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<b>CLASS 2:</b> 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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LANES:	NORTHBOUND <small>Amargosa</small>			SOUTHBOUND <small>Amargosa</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL	U-TURNS				
	NL 1	NT 2	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 3	WR 0		NB	SB	EB	WB	TTL

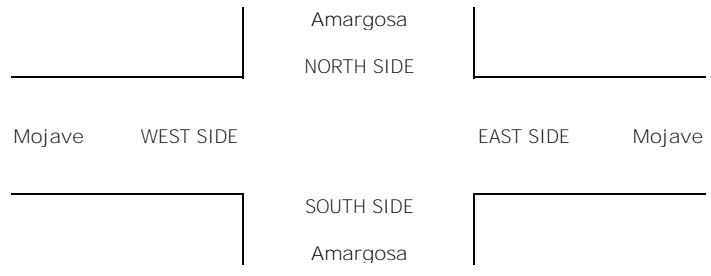
	NORTHBOUND <small>Amargosa</small>			SOUTHBOUND <small>Amargosa</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL 1	NT 2	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 3	WR 0	
7:00 AM	2	2	1	0	1	0	1	6	0	1	4	0	18
7:15 AM	2	5	1	2	4	0	0	5	3	0	3	0	25
7:30 AM	2	3	0	1	0	0	0	6	2	1	6	1	22
7:45 AM	0	5	4	0	2	0	2	3	1	1	7	2	27
8:00 AM	1	1	0	3	3	0	0	7	3	2	1	0	21
8:15 AM	2	3	2	0	1	0	1	1	1	2	2	0	15
8:30 AM	3	4	3	3	1	0	0	2	0	1	2	0	19
8:45 AM	0	1	3	0	5	0	1	3	2	2	5	2	24
VOLUMES	12	24	14	9	17	0	5	33	12	10	30	5	171
APPROACH %	24%	48%	28%	35%	65%	0%	10%	66%	24%	22%	67%	11%	
APP/DEPART	50	/	34	26	/	39	50	/	56	45	/	42	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	5	12	6	4	6	0	3	17	7	6	16	3	85
APPROACH %	22%	52%	26%	40%	60%	0%	11%	63%	26%	24%	64%	12%	
PEAK HR FACTOR	0.639			0.417			0.675			0.625			0.787
APP/DEPART	23	/	18	10	/	19	27	/	27	25	/	21	0

	NORTHBOUND <small>Amargosa</small>			SOUTHBOUND <small>Amargosa</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL 1	NT 2	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 3	WR 0	
4:00 PM	2	0	0	0	5	0	0	4	1	4	2	2	20
4:15 PM	0	2	1	0	2	0	0	2	3	1	3	2	16
4:30 PM	0	3	1	0	3	0	0	3	0	0	2	0	12
4:45 PM	0	3	1	4	3	0	0	4	0	4	1	1	21
5:00 PM	1	2	2	0	0	0	0	5	0	2	6	2	20
5:15 PM	4	0	1	1	1	0	0	5	1	1	3	1	18
5:30 PM	1	2	1	0	2	1	0	4	0	0	3	1	15
5:45 PM	1	0	1	0	0	0	0	4	1	0	5	1	13
VOLUMES	9	12	8	5	16	1	0	31	6	12	25	10	135
APPROACH %	31%	41%	28%	23%	73%	5%	0%	84%	16%	26%	53%	21%	
APP/DEPART	29	/	22	22	/	34	37	/	44	47	/	35	0
BEGIN PEAK HR	4:30 PM												
VOLUMES	5	8	5	5	7	0	0	17	1	7	12	4	71
APPROACH %	28%	44%	28%	42%	58%	0%	0%	94%	6%	30%	52%	17%	
PEAK HR FACTOR	0.900			0.429			0.750			0.575			0.845
APP/DEPART	18	/	12	12	/	15	18	/	27	23	/	17	0

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

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



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Amargosa Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 11 SIGNAL
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<b>CLASS 3:</b> 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
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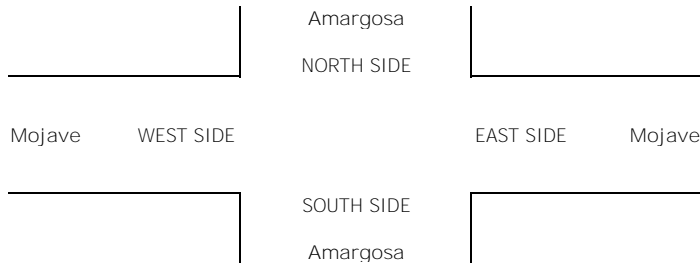
LANES:	NORTHBOUND <small>Amargosa</small>			SOUTHBOUND <small>Amargosa</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL 1	NT 2	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 3	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	1	0	0	0	0	1	2	0	4
	7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
	7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	2
	7:45 AM	2	1	0	0	0	0	0	0	0	0	1	1	5
	8:00 AM	0	0	0	1	0	0	0	1	0	0	2	0	4
	8:15 AM	0	0	0	0	0	0	0	2	0	0	0	1	3
	8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	2	3	0	1	1	0	0	4	0	2	5	2	20
	APPROACH %	40%	60%	0%	50%	50%	0%	0%	100%	0%	22%	56%	22%	
APP/DEPART	5	/	5	2	/	3	4	/	5	9	/	7	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	2	2	0	1	0	0	0	4	0	0	3	2	14	
APPROACH %	50%	50%	0%	100%	0%	0%	0%	100%	0%	0%	60%	40%		
PEAK HR FACTOR	0.333			0.250			0.500			0.625			0.700	
APP/DEPART	4	/	4	1	/	0	4	/	5	5	/	5	0	
PM	4:00 PM	0	0	0	0	0	0	5	0	0	1	0	6	
	4:15 PM	0	0	0	0	0	1	0	1	1	1	0	4	
	4:30 PM	0	0	1	0	0	0	0	1	1	1	0	5	
	4:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	
	5:00 PM	0	0	0	0	0	0	0	2	1	1	0	4	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	2	2	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
	VOLUMES	0	0	1	1	0	1	0	9	4	3	3	1	23
	APPROACH %	0%	0%	100%	50%	0%	50%	0%	69%	31%	43%	43%	14%	
APP/DEPART	1	/	1	2	/	7	13	/	11	7	/	4	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	0	0	1	0	0	0	0	3	3	2	2	1	12	
APPROACH %	0%	0%	100%	0%	0%	0%	0%	50%	50%	40%	40%	20%		
PEAK HR FACTOR	0.250			0.000			0.500			0.625			0.600	
APP/DEPART	1	/	1	0	/	5	6	/	4	5	/	2	0	

0	0	0	0	0
0	0	0	0	0
0	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

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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





# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: Victorville NORTH & SOUTH: Amargosa EAST & WEST: Mojave	PROJECT #: SC4172 LOCATION #: 11 CONTROL: SIGNAL
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CLASS 4: 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ▼	◀ W E ▶
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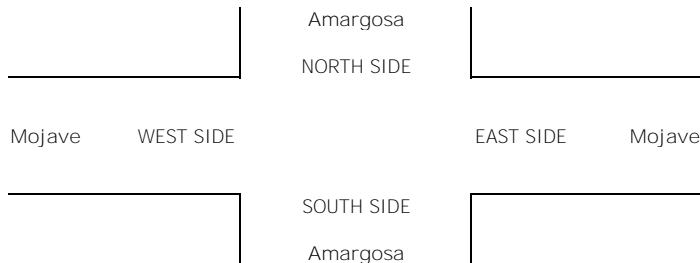
LANES:	NORTHBOUND <small>Amargosa</small>			SOUTHBOUND <small>Amargosa</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL 1	NT 2	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 3	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
	7:15 AM	0	0	2	0	0	0	0	0	0	1	0	0	3
	7:30 AM	0	0	0	0	1	0	0	1	0	0	1	0	3
	7:45 AM	0	0	0	1	1	0	0	2	0	0	1	0	5
	8:00 AM	0	0	0	0	1	0	0	3	1	0	2	1	8
	8:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
	8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	8:45 AM	1	0	0	0	0	0	0	5	0	0	1	0	7
	VOLUMES	1	2	2	1	3	0	0	13	1	0	7	1	31
	APPROACH %	20%	40%	40%	25%	75%	0%	0%	93%	7%	0%	88%	13%	
APP/DEPART	5	/	3	4	/	4	14	/	16	8	/	8	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	0	0	1	3	0	0	8	1	0	4	1	18	
APPROACH %	0%	0%	0%	25%	75%	0%	0%	89%	11%	0%	80%	20%		
PEAK HR FACTOR	0.000			0.500			0.563			0.417			0.563	
APP/DEPART	0	/	1	4	/	4	9	/	9	5	/	4	0	
PM	4:00 PM	0	1	0	0	0	0	2	0	0	2	0	5	
	4:15 PM	0	0	0	0	0	0	3	2	0	2	0	7	
	4:30 PM	0	0	0	0	1	0	0	3	0	0	1	5	
	4:45 PM	0	1	0	0	1	0	0	0	0	2	0	4	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	1	1	2	
	5:30 PM	0	0	0	1	0	0	0	1	0	1	0	3	
	5:45 PM	0	0	0	2	0	0	0	2	0	0	1	0	5
	VOLUMES	0	2	0	3	2	0	0	11	2	1	9	1	31
	APPROACH %	0%	100%	0%	60%	40%	0%	0%	85%	15%	9%	82%	9%	
APP/DEPART	2	/	3	5	/	5	13	/	14	11	/	9	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	0	1	0	0	2	0	0	3	0	0	4	1	11	
APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	80%	20%		
PEAK HR FACTOR	0.250			0.500			0.250			0.625			0.550	
APP/DEPART	1	/	2	2	/	2	3	/	3	5	/	4	0	

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



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Amargosa Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 11 SIGNAL
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CLASS 5: RV	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W      E ▶ S ▼
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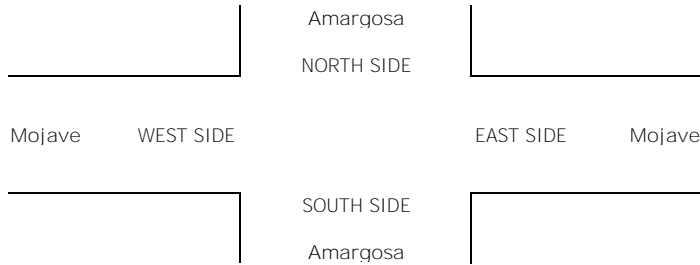
LANES:	NORTHBOUND <small>Amargosa</small>			SOUTHBOUND <small>Amargosa</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL 1	NT 2	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 3	WR 0	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.250			0.000			0.250	
APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0	
PM	4:00 PM	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	
	4:30 PM	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	
	5:00 PM	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	
	5:30 PM	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	
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

0	0	0	0	0
0	0	0	0	0
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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



### INTERSECTION TURNING MOVEMENT COUNTS

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

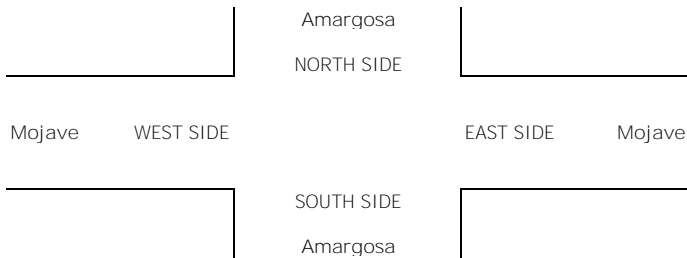
<b>DATE:</b> 8/23/23 WEDNESDAY	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Victorville Amargosa Mojave	<b>PROJECT #:</b> SC4172	<b>LOCATION #:</b> 11	<b>CONTROL:</b> SIGNAL
<b>CLASS 6:</b> BUSES	<b>NOTES:</b>		AM PM MD OTHER OTHER	▲ N ◀ W      E ▶ ▼ S	

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Amargosa			Amargosa			Mojave			Mojave			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	1	1	1	1	1	2	1	1	3	0	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	1	0	1	2	2	0	1	3	2	0	12	0	0	0	0	0
	7:15 AM	0	0	1	0	6	0	0	4	2	3	4	1	21	0	0	0	0	0
	7:30 AM	0	4	1	1	1	0	0	1	0	1	1	0	10	0	0	0	0	0
	7:45 AM	0	2	1	1	0	2	1	2	0	0	2	0	11	0	0	0	0	0
	8:00 AM	0	2	2	0	3	1	3	3	1	1	3	1	20	0	0	0	0	0
	8:15 AM	2	3	1	1	2	1	1	3	0	1	2	0	17	0	0	0	0	0
	8:30 AM	0	0	1	1	4	0	0	4	1	1	0	1	13	0	0	0	0	0
	8:45 AM	0	0	0	1	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	VOLUMES	2	11	8	5	17	6	7	18	5	10	14	3	106					
	APPROACH %	10%	52%	38%	18%	61%	21%	23%	60%	17%	37%	52%	11%						
APP/DEPART	21	/	21	28	/	32	30	/	31	27	/	22	0						
BEGIN PEAK HR	7:30 AM																		
VOLUMES	2	11	5	3	6	4	5	9	1	3	8	1	58						
APPROACH %	11%	61%	28%	23%	46%	31%	33%	60%	7%	25%	67%	8%							
PEAK HR FACTOR	0.750			0.813			0.536			0.600			0.725						
APP/DEPART	18	/	17	13	/	10	15	/	17	12	/	14	0						
PM	4:00 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	
	4:15 PM	0	0	0	1	2	4	0	1	0	1	0	0	9	0	0	0	0	
	4:30 PM	1	0	0	0	0	0	1	1	0	0	0	1	4	0	0	0	0	
	4:45 PM	0	0	0	1	0	0	0	2	0	0	0	0	3	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	1	0	1	1	0	3	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	
	5:30 PM	0	0	0	0	2	0	0	0	0	1	0	1	4	0	0	0	0	
	5:45 PM	0	0	0	1	0	1	0	2	0	0	0	0	4	0	0	0	0	
	VOLUMES	1	0	0	3	4	5	1	9	0	4	2	2	31					
	APPROACH %	100%	0%	0%	25%	33%	42%	10%	90%	0%	50%	25%	25%						
APP/DEPART	1	/	3	12	/	8	10	/	12	8	/	8	0						
BEGIN PEAK HR	4:30 PM																		
VOLUMES	1	0	0	1	0	0	1	6	0	1	1	1	12						
APPROACH %	100%	0%	0%	100%	0%	0%	14%	86%	0%	33%	33%	33%							
PEAK HR FACTOR	0.250			0.250			0.875			0.375			0.750						
APP/DEPART	1	/	2	1	/	1	7	/	7	3	/	2	0						

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



INTERSECTION TURNING MOVEMENT COUNTS

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

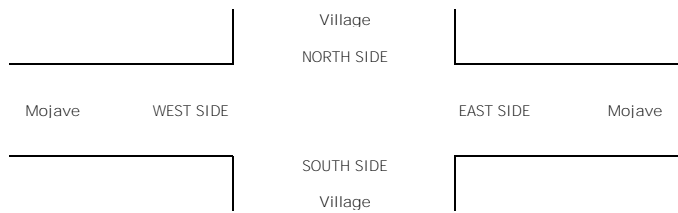
DATE: Wed, Aug 23, 23	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Village Mojave	PROJECT #: SC4172	LOCATION #: 12	CONTROL: SIGNAL
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NOTES:  Queue EB AM	AM	▲ N	◀ W	▶ E	▼ S
	PM				
	MD				
	OTHER				

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	1.5	0.5	1	1	1.5	0.5	1	2	0	

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

AM	7:00 AM	6	0	19	82	7	9	4	140	2	4	106	65	444	0	0	0	0	0
	7:15 AM	4	3	24	109	3	13	5	176	2	7	108	80	534	0	0	0	0	0
	7:30 AM	8	1	18	117	4	21	9	222	3	9	162	83	657	0	0	0	0	0
	7:45 AM	5	5	20	145	9	12	12	254	6	13	189	113	783	0	0	0	0	0
	8:00 AM	7	7	34	158	9	15	11	260	2	7	203	95	808	0	0	0	0	0
	8:15 AM	10	4	32	149	8	18	12	261	3	10	189	135	831	0	0	0	0	0
	8:30 AM	6	2	22	132	16	22	6	187	2	16	182	109	702	0	0	0	0	0
	8:45 AM	7	4	20	130	6	17	9	195	1	10	179	111	689	0	0	0	0	0
	VOLUMES	53	26	189	1,022	62	127	68	1,695	21	76	1,318	791	5,448	0	0	0	0	0
	APPROACH %	20%	10%	71%	84%	5%	10%	4%	95%	1%	3%	60%	36%						
APP/DEPART	268	/	885	1,211	/	159	1,784	/	2,906	2,185	/	1,498	0						
BEGIN PEAK HR	7:45 AM																		
VOLUMES	28	18	108	584	42	67	41	962	13	46	763	452	3,124						
APPROACH %	18%	12%	70%	84%	6%	10%	4%	95%	1%	4%	61%	36%							
PEAK HR FACTOR	0.802			0.952			0.920			0.944			0.940						
APP/DEPART	154	/	511	693	/	101	1,016	/	1,654	1,261	/	858	0						
PM	4:00 PM	3	5	16	128	6	20	15	174	5	15	229	115	731	0	0	0	0	0
	4:15 PM	5	3	21	124	5	15	12	172	4	19	231	104	715	0	0	0	0	0
	4:30 PM	7	10	18	116	7	25	8	204	2	14	203	118	732	0	0	0	0	0
	4:45 PM	6	3	22	112	3	19	22	149	7	19	221	110	693	0	0	0	1	1
	5:00 PM	10	6	18	89	1	21	12	162	3	15	232	134	703	0	0	0	0	0
	5:15 PM	12	4	22	96	9	18	13	147	2	18	231	118	690	0	0	0	0	0
	5:30 PM	7	3	15	71	1	10	10	142	1	6	185	97	548	0	0	0	0	0
	5:45 PM	5	4	14	79	3	16	11	137	2	13	190	92	566	0	0	0	0	0
	VOLUMES	55	38	146	815	35	144	103	1,287	26	119	1,722	888	5,379	0	0	0	1	1
	APPROACH %	23%	16%	61%	82%	4%	14%	7%	91%	2%	4%	63%	33%						
APP/DEPART	239	/	1,029	994	/	180	1,416	/	2,249	2,730	/	1,921	0						
BEGIN PEAK HR	4:00 PM																		
VOLUMES	21	21	77	480	21	79	57	699	18	67	884	447	2,872						
APPROACH %	18%	18%	65%	83%	4%	14%	7%	90%	2%	5%	63%	32%							
PEAK HR FACTOR	0.850			0.942			0.904			0.974			0.981						
APP/DEPART	119	/	525	580	/	106	774	/	1,257	1,399	/	984	0						



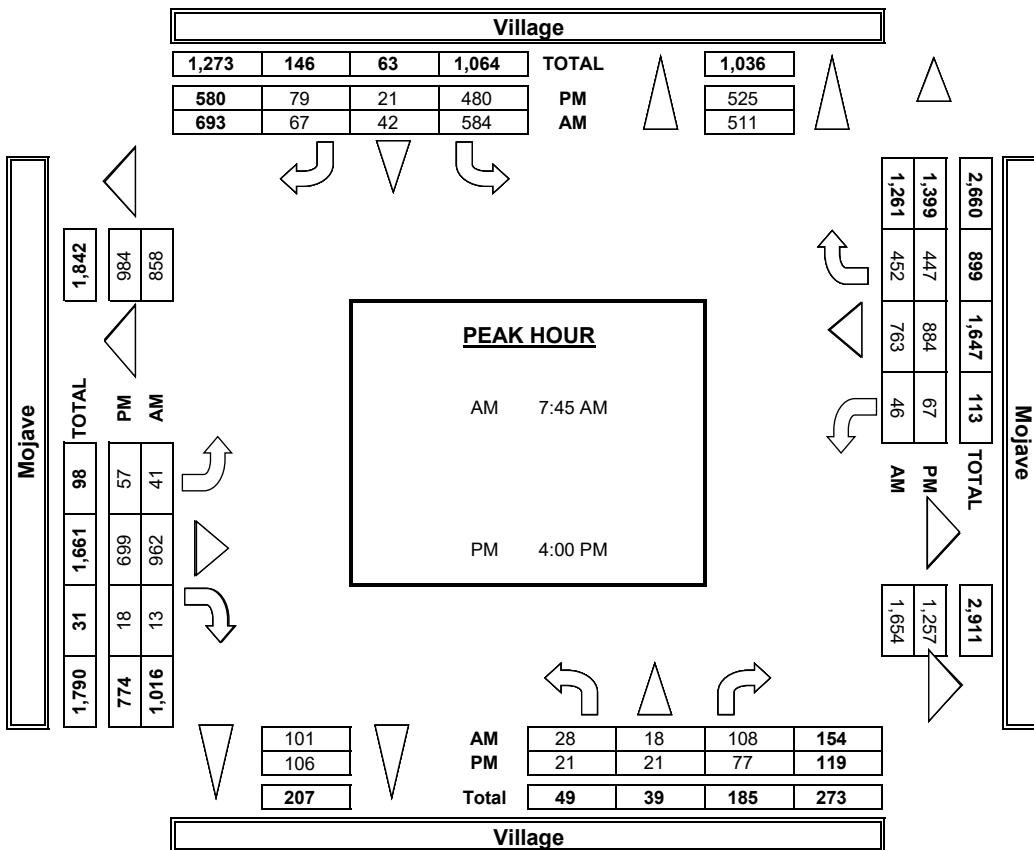
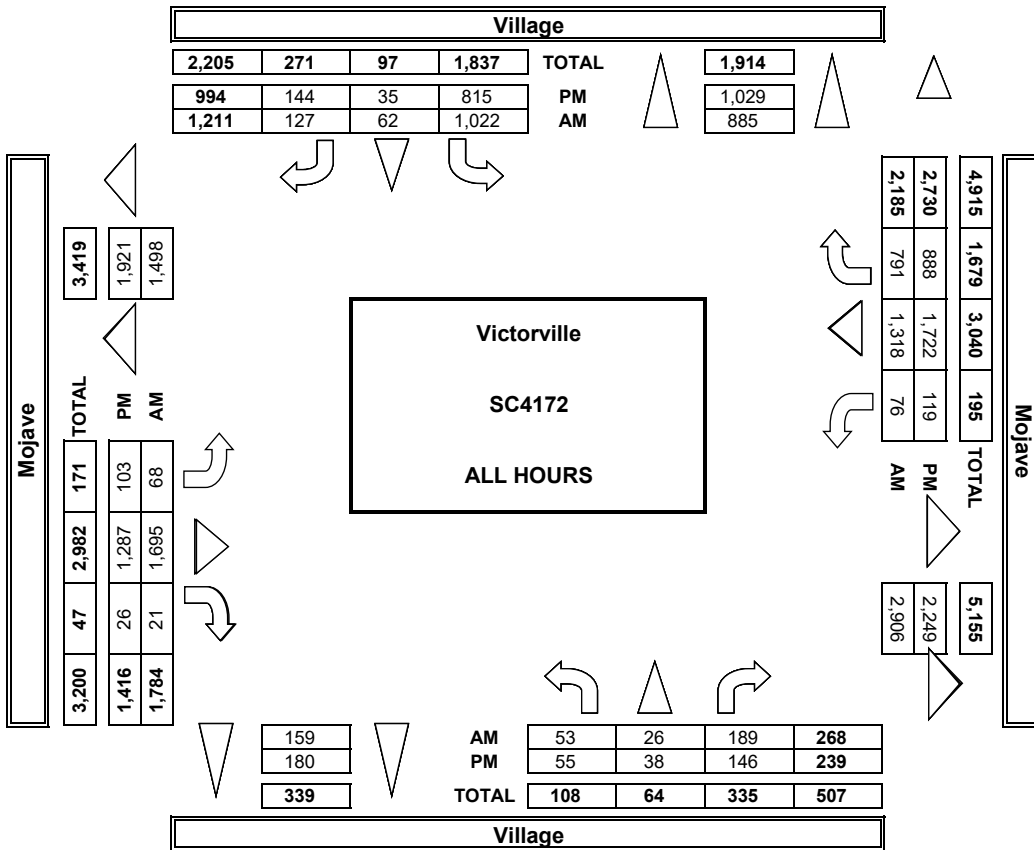
AM	7:00 AM	0	0	0	0	0
	7:15 AM	0	7	0	1	8
	7:30 AM	1	2	0	0	3
	7:45 AM	4	0	0	2	6
	8:00 AM	4	1	0	1	6
	8:15 AM	2	1	0	1	4
	8:30 AM	1	2	0	0	3
	8:45 AM	2	1	0	1	4
TOTAL	14	14	0	6	34	
PM	4:00 PM	3	0	0	2	5
	4:15 PM	1	1	0	3	5
	4:30 PM	1	1	0	2	4
	4:45 PM	1	1	0	1	3
	5:00 PM	0	0	0	0	0
	5:15 PM	0	1	0	1	2
	5:30 PM	0	0	0	0	0
	5:45 PM	0	1	0	1	2
TOTAL	6	5	0	10	21	

ALL PED AND BIKE				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	7	0	1	8
1	2	0	0	3
4	0	0	2	6
4	1	0	1	6
2	1	0	1	4
1	2	0	0	3
2	1	0	1	4
11	11	0	4	26
2	0	0	2	4
0	1	0	2	3
1	0	0	2	3
1	0	0	1	2
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	1	1
4	1	0	9	14

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	0	0	0
0	7	0	1	8
1	2	0	0	3
4	0	0	2	6
4	0	0	1	5
1	0	0	0	1
0	2	0	0	2
1	0	0	0	1
11	11	0	4	26
2	0	0	2	4
0	1	0	2	3
1	0	0	2	3
1	0	0	1	2
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	1	1
4	1	0	9	14

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
1	1	0	1	3
1	0	0	0	1
1	1	0	1	3
3	3	0	2	8
1	0	0	0	1
1	0	0	1	2
0	1	0	0	1
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
2	4	0	1	7

**AimTD LLC**  
TURNING MOVEMENT COUNTS



# INTERSECTION TURNING MOVEMENT COUNTS

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

**DATE:**  
8/23/23  
WEDNESDAY

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

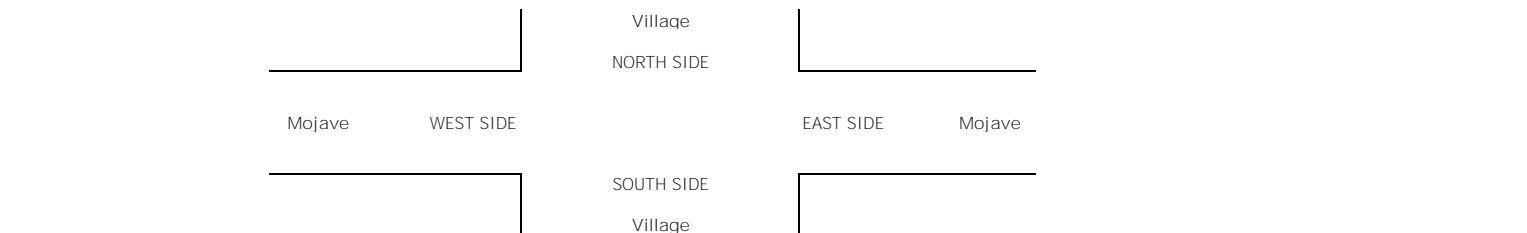
Victorville  
Village  
Mojave

**PROJECT #:** SC4172  
**LOCATION #:** 12  
**CONTROL:** SIGNAL

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

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	Village			Village			Mojave			Mojave				NB	SB	EB	WB	TTL
	NL 0	NT 1	NR 0	SL 1.5	ST 0.5	SR 1	EL 1	ET 1.5	ER 0.5	WL 1	WT 2	WR 0						

Time	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	8	0	22	89	7	11	5	144	3	5	115	76	484
7:15 AM	4	3	25	119	3	14	6	185	2	8	118	90	576
7:30 AM	8	1	19	124	5	22	11	230	3	9	169	95	694
7:45 AM	6	7	21	150	10	14	15	265	7	14	198	125	830
8:00 AM	7	8	37	166	12	16	14	273	2	7	216	102	857
8:15 AM	11	4	33	153	10	20	14	279	3	10	191	139	865
8:30 AM	6	3	24	144	16	23	6	196	2	16	190	114	740
8:45 AM	9	4	21	134	7	19	10	211	1	10	183	115	721
VOLUMES	59	29	201	1,078	69	136	78	1,781	23	79	1,379	854	5,764
APPROACH %	20%	10%	70%	84%	5%	11%	4%	95%	1%	3%	60%	37%	
APP/DEPART	288	/	961	1,283	/	171	1,882	/	3,060	2,311	/	1,573	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	30	21	114	613	48	72	48	1,013	14	47	794	479	3,291
APPROACH %	18%	13%	69%	84%	6%	10%	4%	94%	1%	4%	60%	36%	
PEAK HR FACTOR	0.809			0.948			0.909			0.973			0.951
APP/DEPART	165	/	548	732	/	108	1,074	/	1,740	1,320	/	896	0





## INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Village Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 12 SIGNAL
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<b>CLASS 1:</b> PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	◀ W	▲ N S ▼	E ▶
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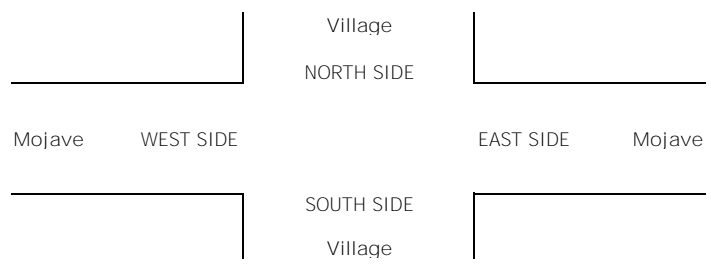
LANES:	NORTHBOUND <small>Village</small>			SOUTHBOUND <small>Village</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	1.5	0.5	1	1	1.5	0.5	1	2	0	

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

	NORTHBOUND <small>Village</small>			SOUTHBOUND <small>Village</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
AM													
7:00 AM	4	0	14	73	7	7	2	134	1	3	95	49	389
7:15 AM	4	3	22	98	3	12	4	165	2	5	98	66	482
7:30 AM	8	1	17	110	3	19	6	213	3	9	153	67	609
7:45 AM	4	3	19	138	7	9	9	243	5	12	178	100	727
8:00 AM	7	6	29	149	4	14	8	245	2	7	192	88	751
8:15 AM	8	4	30	143	4	16	10	246	3	10	187	129	790
8:30 AM	6	1	18	121	16	20	6	175	2	16	175	103	659
8:45 AM	4	4	18	125	4	15	8	181	1	10	173	105	648
VOLUMES	45	22	167	957	48	112	53	1,602	19	72	1,251	707	5,055
APPROACH %	19%	9%	71%	86%	4%	10%	3%	96%	1%	4%	62%	35%	
APP/DEPART	234	/	782	1,117	/	139	1,674	/	2,726	2,030	/	1,408	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	25	14	96	551	31	59	33	909	12	45	732	420	2,927
APPROACH %	19%	10%	71%	86%	5%	9%	3%	95%	1%	4%	61%	35%	
PEAK HR FACTOR	0.804			0.960			0.921			0.918			0.926
APP/DEPART	135	/	467	641	/	88	954	/	1,556	1,197	/	816	0
PM													
4:00 PM	3	5	15	114	6	19	15	164	5	13	221	113	693
4:15 PM	4	3	19	120	5	15	12	161	4	17	222	96	678
4:30 PM	6	10	17	109	6	23	7	192	2	14	199	116	701
4:45 PM	6	3	21	108	3	17	21	140	6	18	214	105	662
5:00 PM	10	6	18	87	1	21	12	152	3	14	220	130	674
5:15 PM	12	4	20	93	8	18	11	140	2	18	223	113	662
5:30 PM	7	3	15	69	1	9	10	136	1	5	178	90	524
5:45 PM	5	4	12	76	3	16	10	125	2	13	182	87	535
VOLUMES	53	38	137	776	33	138	98	1,210	25	112	1,659	850	5,130
APPROACH %	23%	17%	60%	82%	3%	15%	7%	91%	2%	4%	63%	32%	
APP/DEPART	228	/	986	947	/	170	1,333	/	2,124	2,622	/	1,850	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	19	21	72	451	20	74	55	657	17	62	856	430	2,735
APPROACH %	17%	19%	64%	83%	4%	14%	8%	90%	2%	5%	63%	32%	
PEAK HR FACTOR	0.848			0.973			0.907			0.972			0.975
APP/DEPART	112	/	506	545	/	99	729	/	1,181	1,349	/	949	0

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

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



## INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Victorville Village Mojave	<b>PROJECT #:</b> SC4172 <b>LOCATION #:</b> 12 <b>CONTROL:</b> SIGNAL
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<b>CLASS 2:</b> 2-AXLE WORK VEHICLES/ TRUCKS	<b>NOTES:</b>	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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LANES:	NORTHBOUND <small>Village</small>			SOUTHBOUND <small>Village</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	1.5	0.5	1	1	1.5	0.5	1	2	0	

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

AM	7:00 AM	0	0	4	6	0	1	2	5	0	0	4	11	33
	7:15 AM	0	0	2	4	0	1	1	7	0	2	2	8	27
	7:30 AM	0	0	1	3	1	2	3	4	0	0	6	10	30
	7:45 AM	0	0	1	4	2	3	1	6	0	1	7	4	29
	8:00 AM	0	1	5	2	5	1	1	9	0	0	2	5	31
	8:15 AM	2	0	2	4	4	1	1	4	0	0	1	5	24
	8:30 AM	0	1	4	2	0	2	0	6	0	0	2	4	21
	8:45 AM	3	0	2	3	2	1	1	5	0	0	5	5	27
	VOLUMES	5	2	21	28	14	12	10	46	0	3	29	52	222
	APPROACH %	18%	7%	75%	52%	26%	22%	18%	82%	0%	4%	35%	62%	
APP/DEPART	28	/	64	54	/	17	56	/	95	84	/	46	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	2	2	12	12	11	7	3	25	0	1	12	18	105	
APPROACH %	13%	13%	75%	40%	37%	23%	11%	89%	0%	3%	39%	58%		
PEAK HR FACTOR	0.667			0.833			0.700			0.646			0.847	
APP/DEPART	16	/	23	30	/	12	28	/	49	31	/	21	0	
PM	4:00 PM	0	0	1	8	0	1	0	3	0	2	4	2	21
	4:15 PM	1	0	1	2	0	0	0	5	0	1	5	6	21
	4:30 PM	0	0	1	6	1	2	1	5	0	0	2	1	19
	4:45 PM	0	0	1	3	0	2	1	6	1	0	4	4	22
	5:00 PM	0	0	0	2	0	0	0	6	0	1	10	3	22
	5:15 PM	0	0	1	3	1	0	2	5	0	0	5	4	21
	5:30 PM	0	0	0	1	0	0	0	4	0	0	5	7	17
	5:45 PM	0	0	1	3	0	0	1	5	0	0	6	4	20
	VOLUMES	1	0	6	28	2	5	5	39	1	4	41	31	163
	APPROACH %	14%	0%	86%	80%	6%	14%	11%	87%	2%	5%	54%	41%	
APP/DEPART	7	/	36	35	/	7	45	/	73	76	/	47	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	1	0	4	19	1	5	2	19	1	3	15	13	83	
APPROACH %	20%	0%	80%	76%	4%	20%	9%	86%	5%	10%	48%	42%		
PEAK HR FACTOR	0.625			0.694			0.688			0.646			0.943	
APP/DEPART	5	/	15	25	/	5	22	/	42	31	/	21	0	

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



## INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Village Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 12 SIGNAL
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<b>CLASS 3:</b> 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
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LANES:	NORTHBOUND <small>Village</small>			SOUTHBOUND <small>Village</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	1.5	0.5	1	1	1.5	0.5	1	2	0	

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

AM	7:00 AM	1	0	0	1	0	0	0	0	0	0	2	1	5
	7:15 AM	0	0	0	1	0	0	0	0	0	0	1	0	2
	7:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	2
	7:45 AM	1	1	0	1	0	0	1	0	0	0	1	1	6
	8:00 AM	0	0	0	1	0	0	0	1	0	0	2	0	4
	8:15 AM	0	0	0	1	0	0	0	2	0	0	0	1	4
	8:30 AM	0	0	0	2	0	0	0	0	0	0	1	0	3
	8:45 AM	0	0	0	1	0	0	0	1	0	0	0	1	3
	VOLUMES	2	1	0	8	0	0	1	5	0	0	7	5	29
	APPROACH %	67%	33%	0%	100%	0%	0%	17%	83%	0%	0%	58%	42%	
APP/DEPART	3	/	7	8	/	0	6	/	13	12	/	9	0	
BEGIN PEAK HR	7:45 AM			5	0	0	1	3	0	0	4	2	17	
VOLUMES	1	1	0	5	0	0	1	3	0	0	4	2	17	
APPROACH %	50%	50%	0%	100%	0%	0%	25%	75%	0%	0%	67%	33%		
PEAK HR FACTOR	0.250			0.625			0.500			0.750			0.708	
APP/DEPART	2	/	4	5	/	0	4	/	8	6	/	5	0	
PM	4:00 PM	0	0	0	3	0	0	0	5	0	0	0	0	8
	4:15 PM	0	0	0	2	0	0	0	1	0	1	1	0	5
	4:30 PM	1	0	0	0	0	0	0	2	0	0	0	0	3
	4:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	2
	5:00 PM	0	0	0	0	0	0	0	2	0	0	1	1	4
	5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
	5:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
	VOLUMES	1	0	0	6	0	0	0	12	0	1	4	2	26
	APPROACH %	100%	0%	0%	100%	0%	0%	0%	100%	0%	14%	57%	29%	
APP/DEPART	1	/	2	6	/	1	12	/	18	7	/	5	0	
BEGIN PEAK HR	4:00 PM			5	0	0	0	9	0	1	1	1	18	
VOLUMES	1	0	0	5	0	0	0	9	0	1	1	1	18	
APPROACH %	100%	0%	0%	100%	0%	0%	0%	100%	0%	33%	33%	33%		
PEAK HR FACTOR	0.250			0.417			0.450			0.375			0.563	
APP/DEPART	1	/	1	5	/	1	9	/	14	3	/	2	0	

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

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



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: Victorville NORTH & SOUTH: Village EAST & WEST: Mojave	PROJECT #: SC4172 LOCATION #: 12 CONTROL: SIGNAL
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<b>CLASS 4:</b> 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W      E ▶ S ▼
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LANES:	NORTHBOUND <small>Village</small>			SOUTHBOUND <small>Village</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	1.5	0.5	1	1	1.5	0.5	1	2	0	

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

	NORTHBOUND <small>Village</small>			SOUTHBOUND <small>Village</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>AM</b>													
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	1	0	0	0	1	0	0	1	0	3
7:30 AM	0	0	0	1	0	0	0	1	0	0	1	1	4
7:45 AM	0	0	0	0	0	0	0	3	0	0	1	1	5
8:00 AM	0	0	0	0	0	0	0	2	0	0	3	2	7
8:15 AM	0	0	0	0	0	0	0	5	0	0	0	0	5
8:30 AM	0	0	0	2	0	0	0	0	0	0	2	1	5
8:45 AM	0	0	0	0	0	0	0	4	0	0	0	0	4
VOLUMES	0	0	0	5	0	0	0	16	0	0	8	5	34
APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	62%	38%	
APP/DEPART	0	/	5	5	/	0	16	/	21	13	/	8	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	0	0	0	2	0	0	0	10	0	0	6	4	22
APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	60%	40%	
PEAK HR FACTOR	0.000			0.250			0.500			0.500			0.786
APP/DEPART	0	/	4	2	/	0	10	/	12	10	/	6	0
<b>PM</b>													
4:00 PM	0	0	0	1	0	0	0	2	0	0	2	0	5
4:15 PM	0	0	1	0	0	0	0	3	0	0	2	0	6
4:30 PM	0	0	0	0	0	0	0	3	0	0	1	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	1	2	0	3
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	1	0	0	0	0	0	0	0	2	0	3
5:30 PM	0	0	0	0	0	1	0	2	0	1	0	0	4
5:45 PM	0	0	1	0	0	0	0	4	0	0	1	0	6
VOLUMES	0	0	3	1	0	1	0	15	0	2	10	0	32
APPROACH %	0%	0%	100%	50%	0%	50%	0%	100%	0%	17%	83%	0%	
APP/DEPART	3	/	0	2	/	2	15	/	19	12	/	11	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	0	0	1	1	0	0	0	8	0	1	7	0	18
APPROACH %	0%	0%	100%	100%	0%	0%	0%	100%	0%	13%	88%	0%	
PEAK HR FACTOR	0.250			0.250			0.667			0.667			0.750
APP/DEPART	1	/	0	1	/	1	8	/	10	8	/	7	0

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

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



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Village Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 12 SIGNAL
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CLASS 5: RV	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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LANES:	NORTHBOUND <small>Village</small>			SOUTHBOUND <small>Village</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	1.5	0.5	1	1	1.5	0.5	1	2	0	

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

	NORTHBOUND <small>Village</small>			SOUTHBOUND <small>Village</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
AM	7:00 AM	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	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	
	8:00 AM	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	
	8:30 AM	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	
	VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.250			0.000			0.250	
APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0	
PM	4:00 PM	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	
	4:30 PM	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	
	5:00 PM	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	
	5:30 PM	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	
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

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

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



## INTERSECTION TURNING MOVEMENT COUNTS

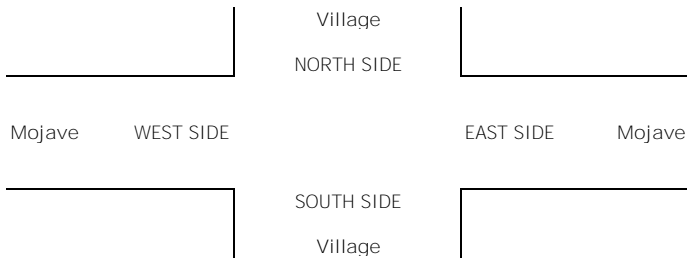
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville Village Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 12 SIGNAL
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CLASS 6:  BUSES	NOTES:	AM PM MD OTHER OTHER	◀ W	▲ N ▼ S	E ▶
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	Village			Village			Mojave			Mojave				NB	SB	EB	WB	TTL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR						

AM	7:00 AM	1	0	1	1	0	1	0	1	1	1	5	4	16	0	0	0	0	0
	7:15 AM	0	0	0	5	0	0	0	3	0	0	6	6	20	0	0	0	0	0
	7:30 AM	0	0	0	3	0	0	0	3	0	0	2	4	12	0	0	0	0	0
	7:45 AM	0	1	0	2	0	0	1	1	1	0	2	7	15	0	0	0	0	0
	8:00 AM	0	0	0	6	0	0	2	3	0	0	4	0	15	0	0	0	0	0
	8:15 AM	0	0	0	1	0	1	1	4	0	0	1	0	8	0	0	0	0	0
	8:30 AM	0	0	0	5	0	0	0	6	0	0	2	1	14	0	0	0	0	0
	8:45 AM	0	0	0	1	0	1	0	4	0	0	1	0	7	0	0	0	0	0
	VOLUMES	1	1	1	24	0	3	4	25	2	1	23	22	107	0	0	0	0	0
	APPROACH %	33%	33%	33%	89%	0%	11%	13%	81%	6%	2%	50%	48%		0	0	0	0	0
	APP/DEPART	3	/	27	27	/	3	31	/	50	46	/	27	0	0	0	0	0	0
	BEGIN PEAK HR	7:45 AM																	
VOLUMES	0	1	0	14	0	1	4	14	1	0	9	8	52	0	0	0	0	0	
APPROACH %	0%	100%	0%	93%	0%	7%	21%	74%	5%	0%	53%	47%		0	0	0	0	0	
PEAK HR FACTOR	0.250			0.625			0.792			0.472			0.867						
APP/DEPART	1	/	13	15	/	1	19	/	28	17	/	10	0	0	0	0	0	0	
PM	4:00 PM	0	0	0	2	0	0	0	0	0	2	0	4	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	2	0	0	1	2	5	0	0	0	0	0
	4:30 PM	0	0	0	1	0	0	0	2	0	0	1	1	5	0	0	0	0	0
	4:45 PM	0	0	0	1	0	0	0	2	0	0	1	0	4	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	2	0	0	0	1	3	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	2	0	0	0	1	3	0	0	0	0	0
	VOLUMES	0	0	0	4	0	0	0	11	0	0	8	5	28	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	62%	38%		0	0	0	0	0
	APP/DEPART	0	/	5	4	/	0	11	/	15	13	/	8	0	0	0	0	0	0
	BEGIN PEAK HR	4:00 PM																	
VOLUMES	0	0	0	4	0	0	0	6	0	0	5	3	18	0	0	0	0	0	
APPROACH %	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	63%	38%		0	0	0	0	0	
PEAK HR FACTOR	0.000			0.500			0.750			0.667			0.900						
APP/DEPART	0	/	3	4	/	0	6	/	10	8	/	5	0	0	0	0	0	0	



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Wed, Aug 23, 2023	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville I-15 SB Ramps Mojave	PROJECT #: SC4172	LOCATION #: 13	CONTROL: SIGNAL
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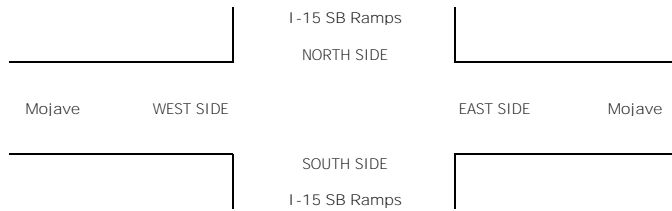
NOTES: Queue WB AM/PM

AM  
PM  
MD  
OTHER  
OTHER

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL X	NT X	NR X	SL 1.3	ST 0.3	SR 1.3	EL X	ET 2	ER 1	WL 1	WT 2	WR X	
7:00 AM	0	0	0	3	1	34	0	132	120	26	141	0	457
7:15 AM	0	0	0	5	0	22	0	199	122	20	173	0	541
7:30 AM	0	0	0	9	0	47	0	234	135	32	207	0	664
7:45 AM	0	0	0	4	2	56	0	290	113	44	259	0	768
8:00 AM	0	0	0	8	0	43	0	325	119	38	264	0	797
8:15 AM	0	0	0	6	0	54	0	308	120	54	280	0	822
8:30 AM	0	0	0	2	0	41	0	221	129	57	266	0	716
8:45 AM	0	0	0	4	0	21	0	215	119	37	279	0	675
VOLUMES	0	0	0	41	3	318	0	1,924	977	308	1,869	0	5,441
APPROACH %	0%	0%	0%	11%	1%	88%	0%	66%	34%	14%	86%	0%	
APP/DEPART	0	/	0	362	/	1,288	2,901	/	1,966	2,178	/	2,187	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	0	0	0	20	2	194	0	1,144	481	193	1,069	0	3,104
APPROACH %	0%	0%	0%	9%	1%	90%	0%	70%	30%	15%	85%	0%	
PEAK HR FACTOR	0.000			0.871			0.915			0.945			0.944
APP/DEPART	0	/	0	216	/	676	1,625	/	1,165	1,263	/	1,263	0
4:00 PM	0	0	0	5	0	98	0	207	111	29	263	0	713
4:15 PM	0	0	0	11	0	76	0	190	127	35	278	0	717
4:30 PM	0	0	0	9	0	66	0	222	114	36	269	0	716
4:45 PM	0	0	0	7	0	77	0	165	119	30	274	0	672
5:00 PM	0	0	0	4	0	48	0	171	98	36	333	0	690
5:15 PM	0	0	0	3	0	68	0	139	106	30	299	0	645
5:30 PM	0	0	0	4	1	61	0	135	113	26	228	0	568
5:45 PM	0	0	0	3	0	57	0	137	91	24	238	0	550
VOLUMES	0	0	0	46	1	551	0	1,366	879	246	2,182	0	5,271
APPROACH %	0%	0%	0%	8%	0%	92%	0%	61%	39%	10%	90%	0%	
APP/DEPART	0	/	0	598	/	1,126	2,245	/	1,412	2,428	/	2,733	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	0	0	0	32	0	317	0	784	471	130	1,084	0	2,818
APPROACH %	0%	0%	0%	9%	0%	91%	0%	62%	38%	11%	89%	0%	
PEAK HR FACTOR	0.000			0.847			0.934			0.970			0.983
APP/DEPART	0	/	0	349	/	601	1,255	/	816	1,214	/	1,401	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	1	1

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



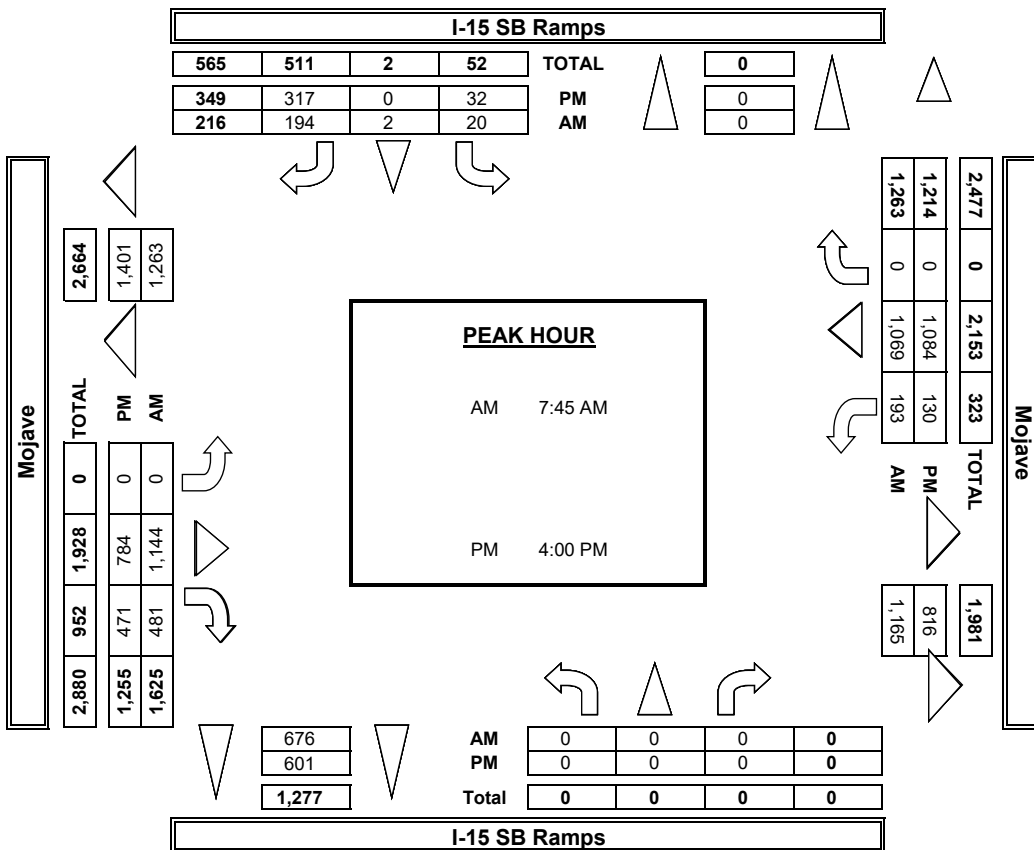
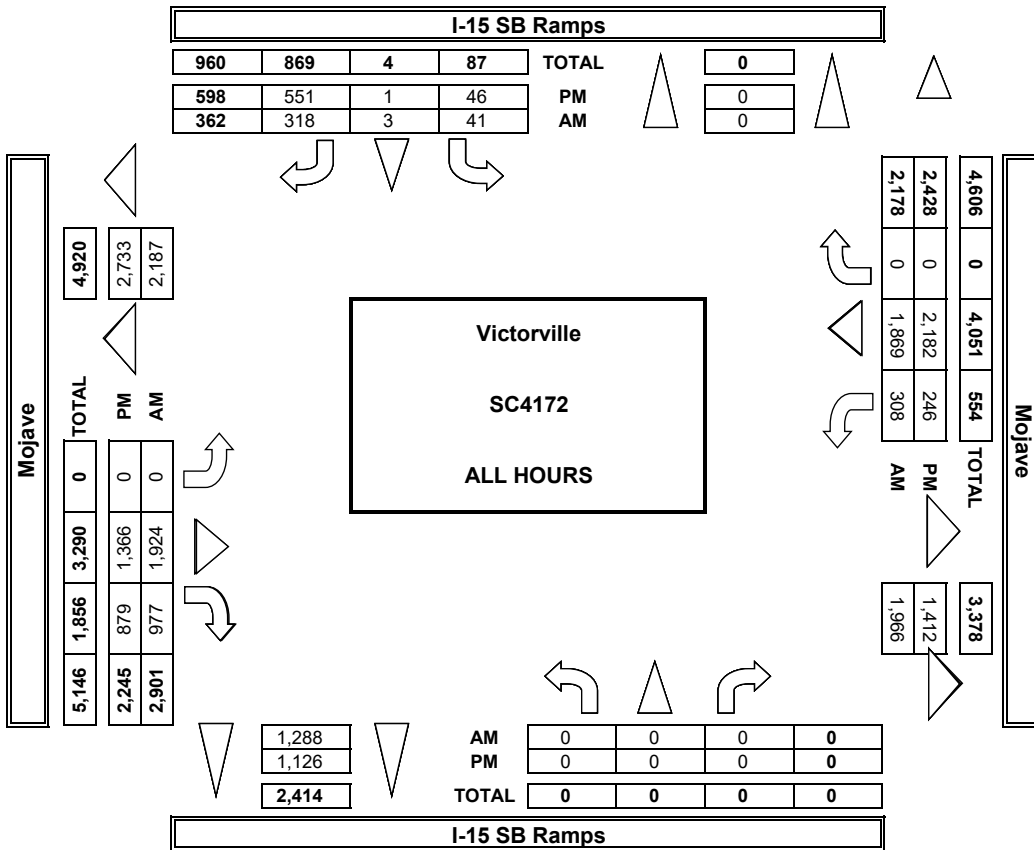
	ALL PED AND BIKE				TOTAL
	N SIDE	S SIDE	E SIDE	W SIDE	
7:00 AM	3	0	0	0	3
7:15 AM	0	7	0	0	7
7:30 AM	2	4	0	0	6
7:45 AM	6	0	0	0	6
8:00 AM	5	2	0	0	7
8:15 AM	2	3	0	0	5
8:30 AM	3	1	0	0	4
8:45 AM	2	2	0	0	4
TOTAL	23	19	0	0	42
4:00 PM	3	0	0	0	3
4:15 PM	1	2	0	0	3
4:30 PM	1	1	0	0	2
4:45 PM	0	1	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	3	0	0	3
5:30 PM	0	0	0	0	0
5:45 PM	0	1	0	0	1
TOTAL	5	8	0	0	13

	PEDESTRIAN CROSSINGS				TOTAL
	N SIDE	S SIDE	E SIDE	W SIDE	
7:00 AM	3	0	0	0	3
7:15 AM	0	7	0	0	7
7:30 AM	2	4	0	0	6
7:45 AM	6	0	0	0	6
8:00 AM	4	1	0	0	5
8:15 AM	2	2	0	0	4
8:30 AM	2	1	0	0	3
8:45 AM	2	2	0	0	4
TOTAL	21	17	0	0	38
4:00 PM	2	0	0	0	2
4:15 PM	0	1	0	0	1
4:30 PM	1	0	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	2	0	0	2
5:30 PM	0	0	0	0	0
5:45 PM	0	1	0	0	1
TOTAL	3	4	0	0	7

	BICYCLE CROSSINGS				TOTAL
	NS	SS	ES	WS	
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	1	1	0	0	2
8:15 AM	0	1	0	0	1
8:30 AM	1	0	0	0	1
8:45 AM	0	0	0	0	0
TOTAL	2	2	0	0	4
4:00 PM	1	0	0	0	1
4:15 PM	1	1	0	0	2
4:30 PM	0	1	0	0	1
4:45 PM	0	1	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	1	0	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	2	4	0	0	6



**AimTD LLC**  
TURNING MOVEMENT COUNTS





# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville I-15 SB Ramps Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 13 SIGNAL
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	◀ W E ▶	▲ N S ▼
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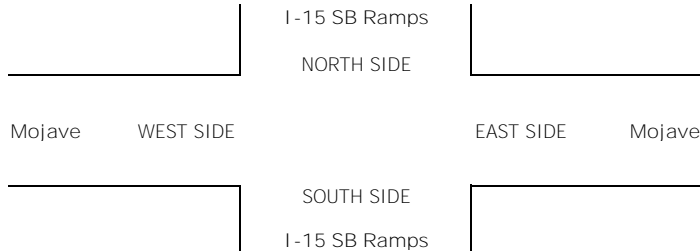
LANES:	NORTHBOUND I-15 SB Ramps			SOUTHBOUND I-15 SB Ramps			EASTBOUND Mojave			WESTBOUND Mojave			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	X	X	1.3	0.3	1.3	X	2	1	1	2	X	

U-TURNS				
NB	SB	EB	WB	TTL

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>AM</b>													
7:00 AM	0	0	0	2	0	31	0	122	110	25	116	0	406
7:15 AM	0	0	0	4	0	20	0	186	111	19	149	0	489
7:30 AM	0	0	0	9	0	43	0	225	127	29	186	0	619
7:45 AM	0	0	0	3	2	53	0	280	104	41	237	0	720
8:00 AM	0	0	0	8	0	39	0	307	108	35	250	0	747
8:15 AM	0	0	0	5	0	54	0	293	112	51	272	0	787
8:30 AM	0	0	0	2	0	37	0	206	117	54	257	0	673
8:45 AM	0	0	0	4	0	19	0	204	109	33	269	0	638
VOLUMES	0	0	0	37	2	296	0	1,823	898	287	1,736	0	5,080
APPROACH %	0%	0%	0%	11%	1%	88%	0%	67%	33%	14%	86%	0%	
APP/DEPART	0	/	0	335	/	1,187	2,721	/	1,861	2,024	/	2,032	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	0	0	0	18	2	183	0	1,086	441	181	1,016	0	2,928
APPROACH %	0%	0%	0%	9%	1%	90%	0%	71%	29%	15%	85%	0%	
PEAK HR FACTOR	0.000			0.860			0.920			0.927			0.930
APP/DEPART	0	/	0	203	/	624	1,527	/	1,105	1,198	/	1,199	0
<b>PM</b>													
4:00 PM	0	0	0	5	0	93	0	193	100	27	256	0	674
4:15 PM	0	0	0	7	0	68	0	184	116	35	267	0	677
4:30 PM	0	0	0	9	0	62	0	206	110	35	267	0	689
4:45 PM	0	0	0	7	0	70	0	156	114	29	268	0	644
5:00 PM	0	0	0	3	0	42	0	163	94	36	322	0	660
5:15 PM	0	0	0	3	0	62	0	133	100	28	292	0	618
5:30 PM	0	0	0	4	1	56	0	133	107	25	218	0	544
5:45 PM	0	0	0	3	0	52	0	125	86	24	230	0	520
VOLUMES	0	0	0	41	1	505	0	1,293	827	239	2,120	0	5,026
APPROACH %	0%	0%	0%	7%	0%	92%	0%	61%	39%	10%	90%	0%	
APP/DEPART	0	/	0	547	/	1,067	2,120	/	1,334	2,359	/	2,625	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	0	0	0	28	0	293	0	739	440	126	1,058	0	2,684
APPROACH %	0%	0%	0%	9%	0%	91%	0%	63%	37%	11%	89%	0%	
PEAK HR FACTOR	0.000			0.819			0.933			0.980			0.974
APP/DEPART	0	/	0	321	/	566	1,179	/	767	1,184	/	1,351	0

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

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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



## INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville I-15 SB Ramps Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 13 SIGNAL
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<b>CLASS 2:</b> 2-AXLE WORK VEHICLES/ TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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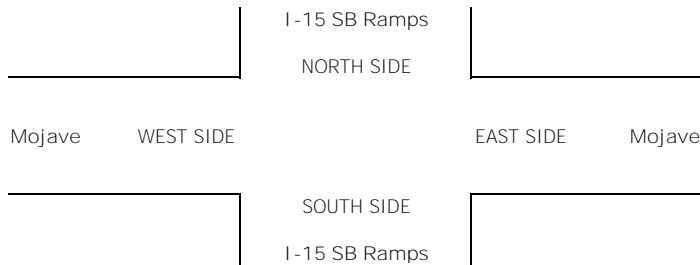
LANES:	NORTHBOUND I-15 SB Ramps			SOUTHBOUND I-15 SB Ramps			EASTBOUND Mojave			WESTBOUND Mojave			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	X	X	1.3	0.3	1.3	X	2	1	1	2	X	

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

	NORTHBOUND I-15 SB Ramps			SOUTHBOUND I-15 SB Ramps			EASTBOUND Mojave			WESTBOUND Mojave			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
<b>AM</b>													
7:00 AM	0	0	0	1	0	2	0	7	8	1	13	0	32
7:15 AM	0	0	0	1	0	1	0	6	7	1	11	0	27
7:30 AM	0	0	0	0	0	1	0	3	5	2	15	0	26
7:45 AM	0	0	0	0	0	1	0	5	6	3	11	0	26
8:00 AM	0	0	0	0	0	0	0	8	8	2	7	0	25
8:15 AM	0	0	0	0	0	0	0	4	6	2	6	0	18
8:30 AM	0	0	0	0	0	1	0	7	5	1	5	0	19
8:45 AM	0	0	0	0	0	2	0	6	4	1	8	0	21
VOLUMES	0	0	0	2	0	8	0	46	49	13	76	0	194
APPROACH %	0%	0%	0%	20%	0%	80%	0%	48%	52%	15%	85%	0%	
APP/DEPART	0	/	0	10	/	62	95	/	48	89	/	84	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	0	0	0	0	0	2	0	24	25	8	29	0	88
APPROACH %	0%	0%	0%	0%	0%	100%	0%	49%	51%	22%	78%	0%	
PEAK HR FACTOR	0.000			0.500			0.766			0.661			0.846
APP/DEPART	0	/	0	2	/	33	49	/	24	37	/	31	0
<b>PM</b>													
4:00 PM	0	0	0	0	0	3	0	6	6	1	5	0	21
4:15 PM	0	0	0	2	0	4	0	3	5	0	8	0	22
4:30 PM	0	0	0	0	0	2	0	9	3	1	1	0	16
4:45 PM	0	0	0	0	0	3	0	5	5	0	5	0	18
5:00 PM	0	0	0	1	0	6	0	5	3	0	8	0	23
5:15 PM	0	0	0	0	0	5	0	4	5	1	4	0	19
5:30 PM	0	0	0	0	0	4	0	1	4	1	8	0	18
5:45 PM	0	0	0	0	0	3	0	7	2	0	7	0	19
VOLUMES	0	0	0	3	0	30	0	40	33	4	46	0	156
APPROACH %	0%	0%	0%	9%	0%	91%	0%	55%	45%	8%	92%	0%	
APP/DEPART	0	/	0	33	/	37	73	/	43	50	/	76	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	0	0	0	2	0	12	0	23	19	2	19	0	77
APPROACH %	0%	0%	0%	14%	0%	86%	0%	55%	45%	10%	90%	0%	
PEAK HR FACTOR	0.000			0.583			0.875			0.656			0.875
APP/DEPART	0	/	0	14	/	21	42	/	25	21	/	31	0

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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



## INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville I-15 SB Ramps Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 13 SIGNAL
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<b>CLASS 3:</b> 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ▼	◀ W E ▶
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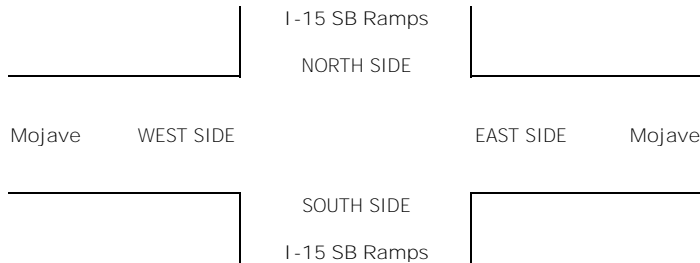
LANES:	NORTHBOUND I-15 SB Ramps			SOUTHBOUND I-15 SB Ramps			EASTBOUND Mojave			WESTBOUND Mojave			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	X	X	1.3	0.3	1.3	X	2	1	1	2	X	

U-TURNS				
NB	SB	EB	WB	TTL

	NORTHBOUND I-15 SB Ramps			SOUTHBOUND I-15 SB Ramps			EASTBOUND Mojave			WESTBOUND Mojave			TOTAL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
AM	7:00 AM	0	0	0	0	0	0	1	0	0	3	0	4	
	7:15 AM	0	0	0	0	0	0	1	0	0	1	0	2	
	7:30 AM	0	0	0	0	0	0	1	0	0	1	0	2	
	7:45 AM	0	0	0	0	0	1	0	1	0	1	0	3	
	8:00 AM	0	0	0	0	0	1	0	1	1	1	0	5	
	8:15 AM	0	0	0	0	0	0	3	0	0	1	0	4	
	8:30 AM	0	0	0	0	0	1	0	2	0	0	0	3	
	8:45 AM	0	0	0	0	0	0	1	1	0	1	0	3	
	VOLUMES	0	0	0	0	0	3	0	10	3	1	9	26	
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	77%	23%	10%	90%	0%	
	APP/DEPART	0	/	0	3	/	4	13	/	10	10	/	12	
	BEGIN PEAK HR	7:45 AM												
	VOLUMES	0	0	0	0	0	3	0	6	2	1	3	0	15
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	75%	25%	25%	75%	0%	0%
	PEAK HR FACTOR	0.000			0.750			0.667			0.500			0.750
	APP/DEPART	0	/	0	3	/	3	8	/	6	4	/	6	0
PM	4:00 PM	0	0	0	0	0	0	6	2	1	0	0	9	
	4:15 PM	0	0	0	2	0	1	0	1	2	0	0	7	
	4:30 PM	0	0	0	0	0	0	2	0	0	0	0	2	
	4:45 PM	0	0	0	0	0	0	1	0	1	1	0	3	
	5:00 PM	0	0	0	0	0	0	2	0	0	2	0	4	
	5:15 PM	0	0	0	0	0	1	0	0	0	0	0	1	
	5:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	
	5:45 PM	0	0	0	0	0	1	0	1	0	0	0	2	
	VOLUMES	0	0	0	2	0	3	0	14	4	2	4	29	
	APPROACH %	0%	0%	0%	40%	0%	60%	0%	78%	22%	33%	67%	0%	
	APP/DEPART	0	/	0	5	/	6	18	/	16	6	/	7	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	0	2	0	1	0	10	4	2	2	0	21
	APPROACH %	0%	0%	0%	67%	0%	33%	0%	71%	29%	50%	50%	0%	0%
	PEAK HR FACTOR	0.000			0.250			0.438			0.500			0.583
	APP/DEPART	0	/	0	3	/	6	14	/	12	4	/	3	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



## INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville I-15 SB Ramps Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 13 SIGNAL
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<b>CLASS 4:</b> 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ▼ S	◀ W E ▶
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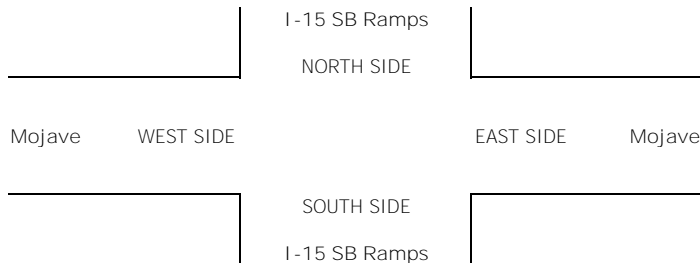
LANES:	NORTHBOUND I-15 SB Ramps			SOUTHBOUND I-15 SB Ramps			EASTBOUND Mojave			WESTBOUND Mojave			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	1	0	0	0	1	0	0	0	2
	7:15 AM	0	0	0	0	0	1	0	1	1	0	0	0	3
	7:30 AM	0	0	0	0	0	0	0	0	2	0	2	0	4
	7:45 AM	0	0	0	0	0	0	0	1	2	0	2	0	5
	8:00 AM	0	0	0	0	0	3	0	1	1	0	2	0	7
	8:15 AM	0	0	0	0	0	0	0	4	1	0	0	0	5
	8:30 AM	0	0	0	0	0	1	0	2	0	0	2	0	5
	8:45 AM	0	0	0	0	0	0	0	1	3	0	0	0	4
	VOLUMES	0	0	0	0	1	5	0	10	11	0	8	0	35
	APPROACH %	0%	0%	0%	0%	17%	83%	0%	48%	52%	0%	100%	0%	
APP/DEPART	0	/	0	6	/	12	21	/	10	8	/	13	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	0	0	0	0	0	4	0	8	4	0	6	0	22	
APPROACH %	0%	0%	0%	0%	0%	100%	0%	67%	33%	0%	100%	0%		
PEAK HR FACTOR	0.000			0.333			0.600			0.750			0.786	
APP/DEPART	0	/	0	4	/	4	12	/	8	6	/	10	0	
PM	4:00 PM	0	0	0	0	0	2	0	1	2	0	0	0	5
	4:15 PM	0	0	0	0	0	2	0	1	3	0	0	0	6
	4:30 PM	0	0	0	0	0	1	0	3	0	0	0	0	4
	4:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	3
	5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
	5:15 PM	0	0	0	0	0	0	0	1	0	1	2	0	4
	5:30 PM	0	0	0	0	0	0	0	0	2	0	1	0	3
	5:45 PM	0	0	0	0	0	1	0	3	2	0	0	0	6
	VOLUMES	0	0	0	0	0	9	0	9	10	1	3	0	32
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	47%	53%	25%	75%	0%	
APP/DEPART	0	/	0	9	/	11	19	/	9	4	/	12	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	0	0	0	0	0	8	0	5	5	0	0	0	18	
APPROACH %	0%	0%	0%	0%	0%	100%	0%	50%	50%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.667			0.625			0.000			0.750	
APP/DEPART	0	/	0	8	/	5	10	/	5	0	/	8	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



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville I-15 SB Ramps Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 13 SIGNAL
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CLASS 5: RV	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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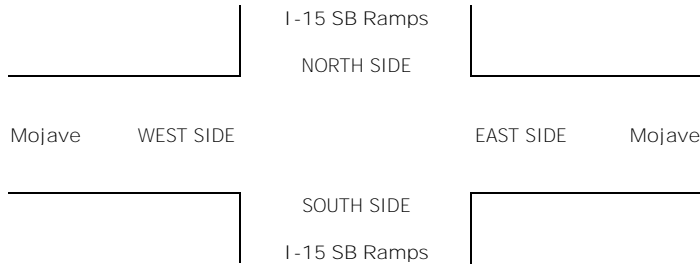
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	I-15 SB Ramps			I-15 SB Ramps			Mojave			Mojave			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	X	X	X	1.3	0.3	1.3	X	2	1	1	2	X	

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

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	I-15 SB Ramps			I-15 SB Ramps			Mojave			Mojave				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0
	BEGIN PEAK HR	7:45 AM												
	VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.250			0.000			0.250
	APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

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0	0	0	0	0
0	0	0	0	0





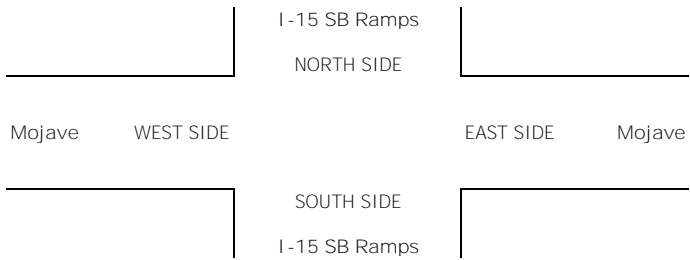
# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Victorville I-15 SB Ramps Mojave	<b>PROJECT #:</b> SC4172	<b>LOCATION #:</b> 13	<b>CONTROL:</b> SIGNAL
<b>CLASS 6:</b>	<b>NOTES:</b>		AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E	
BUSES					

LANES:	NORTHBOUND I-15 SB Ramps			SOUTHBOUND I-15 SB Ramps			EASTBOUND Mojave			WESTBOUND Mojave			TOTAL	U-TURNS				
	NL X	NT X	NR X	SL 1.3	ST 0.3	SR 1.3	EL X	ET 2	ER 1	WL 1	WT 2	WR X		NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	1	0	2	1	0	9	0	13	U-TURNS
	7:15 AM	0	0	0	0	0	0	0	5	3	0	12	0	20	
	7:30 AM	0	0	0	0	0	3	0	5	1	1	3	0	13	
	7:45 AM	0	0	0	1	0	1	0	3	0	0	8	0	13	
	8:00 AM	0	0	0	0	0	0	0	8	1	0	4	0	13	
	8:15 AM	0	0	0	1	0	0	0	4	1	1	1	0	8	
	8:30 AM	0	0	0	0	0	1	0	4	7	2	2	0	16	
	8:45 AM	0	0	0	0	0	0	0	3	2	3	1	0	9	
	VOLUMES	0	0	0	2	0	6	0	34	16	7	40	0	105	
	APPROACH %	0%	0%	0%	25%	0%	75%	0%	68%	32%	15%	85%	0%		
APP/DEPART	0	/	0	8	/	23	50	/	36	47	/	46	0		
BEGIN PEAK HR	7:45 AM														
VOLUMES	0	0	0	2	0	2	0	19	9	3	15	0	50		
APPROACH %	0%	0%	0%	50%	0%	50%	0%	68%	32%	17%	83%	0%			
PEAK HR FACTOR	0.000			0.500			0.636			0.563			0.781		
APP/DEPART	0	/	0	4	/	12	28	/	21	18	/	17	0		
PM	4:00 PM	0	0	0	0	0	0	1	1	0	2	0	4	U-TURNS	
	4:15 PM	0	0	0	0	0	1	0	1	1	0	2	0		5
	4:30 PM	0	0	0	0	0	1	0	2	1	0	1	0		5
	4:45 PM	0	0	0	0	0	1	0	3	0	0	0	0		4
	5:00 PM	0	0	0	0	0	0	0	1	0	0	1	0		2
	5:15 PM	0	0	0	0	0	0	0	1	1	0	1	0		3
	5:30 PM	0	0	0	0	0	1	0	0	0	0	1	0		2
	5:45 PM	0	0	0	0	0	0	0	1	1	0	1	0		3
	VOLUMES	0	0	0	0	0	4	0	10	5	0	9	0		28
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	67%	33%	0%	100%	0%		
APP/DEPART	0	/	0	4	/	5	15	/	10	9	/	13	0		
BEGIN PEAK HR	4:00 PM														
VOLUMES	0	0	0	0	0	3	0	7	3	0	5	0	18		
APPROACH %	0%	0%	0%	0%	0%	100%	0%	70%	30%	0%	100%	0%			
PEAK HR FACTOR	0.000			0.750			0.833			0.625			0.900		
APP/DEPART	0	/	0	3	/	3	10	/	7	5	/	8	0		



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: Wed, Aug 23, 23	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville <b>I-15 NB Ramps</b> Mojave	PROJECT #: SC4172 LOCATION #: 14 CONTROL: SIGNAL
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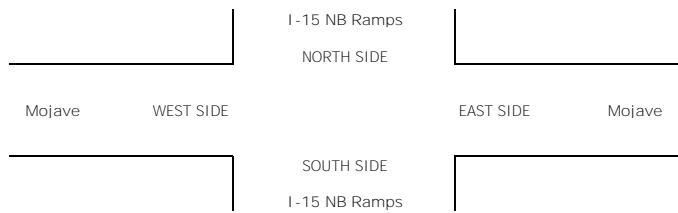
NOTES:	<table border="1"> <tr> <td>AM</td> <td rowspan="3"> <table border="1"> <tr> <td></td> <td>▲</td> <td>N</td> <td></td> </tr> <tr> <td>◀</td> <td>W</td> <td></td> <td>▶</td> </tr> <tr> <td></td> <td>S</td> <td></td> <td></td> </tr> </table> </td> </tr> <tr> <td>PM</td> <td></td> </tr> <tr> <td>OTHER</td> <td></td> </tr> </table>	AM	<table border="1"> <tr> <td></td> <td>▲</td> <td>N</td> <td></td> </tr> <tr> <td>◀</td> <td>W</td> <td></td> <td>▶</td> </tr> <tr> <td></td> <td>S</td> <td></td> <td></td> </tr> </table>		▲	N		◀	W		▶		S			PM		OTHER	
AM	<table border="1"> <tr> <td></td> <td>▲</td> <td>N</td> <td></td> </tr> <tr> <td>◀</td> <td>W</td> <td></td> <td>▶</td> </tr> <tr> <td></td> <td>S</td> <td></td> <td></td> </tr> </table>			▲	N		◀	W		▶		S							
		▲		N															
◀		W		▶															
	S																		
PM																			
OTHER																			

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL 1.3	NT 0.3	NR 1.3	SL X	ST X	SR X	EL 1	ET 2	ER X	WL X	WT 2	WR 1	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	87	0	38	0	0	0	44	90	0	0	81	5	345	0	0	0	0	0	
	7:15 AM	95	0	51	0	0	0	63	140	0	0	98	4	451	0	0	0	0	0	
	7:30 AM	121	0	43	0	0	0	48	194	0	0	118	7	531	0	0	0	0	0	
	7:45 AM	100	0	52	0	0	0	69	224	0	0	203	3	651	0	0	0	0	0	
	8:00 AM	90	0	42	0	0	0	47	285	0	0	212	7	683	0	0	0	0	0	
	8:15 AM	83	0	53	0	0	0	56	258	0	0	251	3	704	0	0	0	0	0	0
	8:30 AM	71	0	44	0	0	0	58	166	0	0	253	7	599	0	0	0	0	0	0
	8:45 AM	62	0	26	0	0	0	62	156	0	0	253	9	568	0	0	1	0	1	0
	VOLUMES	709	0	349	0	0	0	447	1,513	0	0	1,469	45	4,533	0	0	1	0	1	0
	APPROACH %	67%	0%	33%	0%	0%	0%	23%	77%	0%	0%	97%	3%							
APP/DEPART	1,058	/	492	0	/	0	1,961	/	1,862	1,514	/	2,179	0							
BEGIN PEAK HR	7:45 AM																			
VOLUMES	344	0	191	0	0	0	230	933	0	0	919	20	2,637							
APPROACH %	64%	0%	36%	0%	0%	0%	20%	80%	0%	0%	98%	2%								
PEAK HR FACTOR	0.880			0.000			0.876			0.903			0.936							
APP/DEPART	535	/	250	0	/	0	1,163	/	1,124	939	/	1,263	0							
PM	4:00 PM	113	0	46	0	0	0	46	166	0	0	180	16	567	0	0	0	0	0	
	4:15 PM	119	0	25	0	0	0	54	146	0	0	194	7	545	0	0	0	0	0	
	4:30 PM	121	0	32	0	0	0	53	176	0	0	184	5	571	0	0	1	0	1	
	4:45 PM	129	0	50	0	0	0	37	134	0	0	175	4	529	0	0	0	0	0	
	5:00 PM	142	0	34	0	0	0	42	133	0	0	228	3	582	0	0	0	0	0	
	5:15 PM	134	0	41	0	0	0	36	106	0	0	195	3	515	0	0	0	0	0	
	5:30 PM	122	0	35	0	0	0	45	94	0	0	133	5	434	0	0	0	0	0	
	5:45 PM	111	0	36	0	0	0	38	101	0	0	152	2	440	0	0	0	0	0	
	VOLUMES	991	0	299	0	0	0	351	1,056	0	0	1,441	45	4,184						
	APPROACH %	77%	0%	23%	0%	0%	0%	25%	75%	0%	0%	97%	3%							
APP/DEPART	1,290	/	396	0	/	0	1,408	/	1,355	1,486	/	2,433	0							
BEGIN PEAK HR	4:15 PM																			
VOLUMES	511	0	141	0	0	0	186	589	0	0	781	19	2,228							
APPROACH %	78%	0%	22%	0%	0%	0%	24%	76%	0%	0%	98%	2%								
PEAK HR FACTOR	0.911			0.000			0.843			0.866			0.957							
APP/DEPART	652	/	205	0	/	0	776	/	730	800	/	1,293	0							

0	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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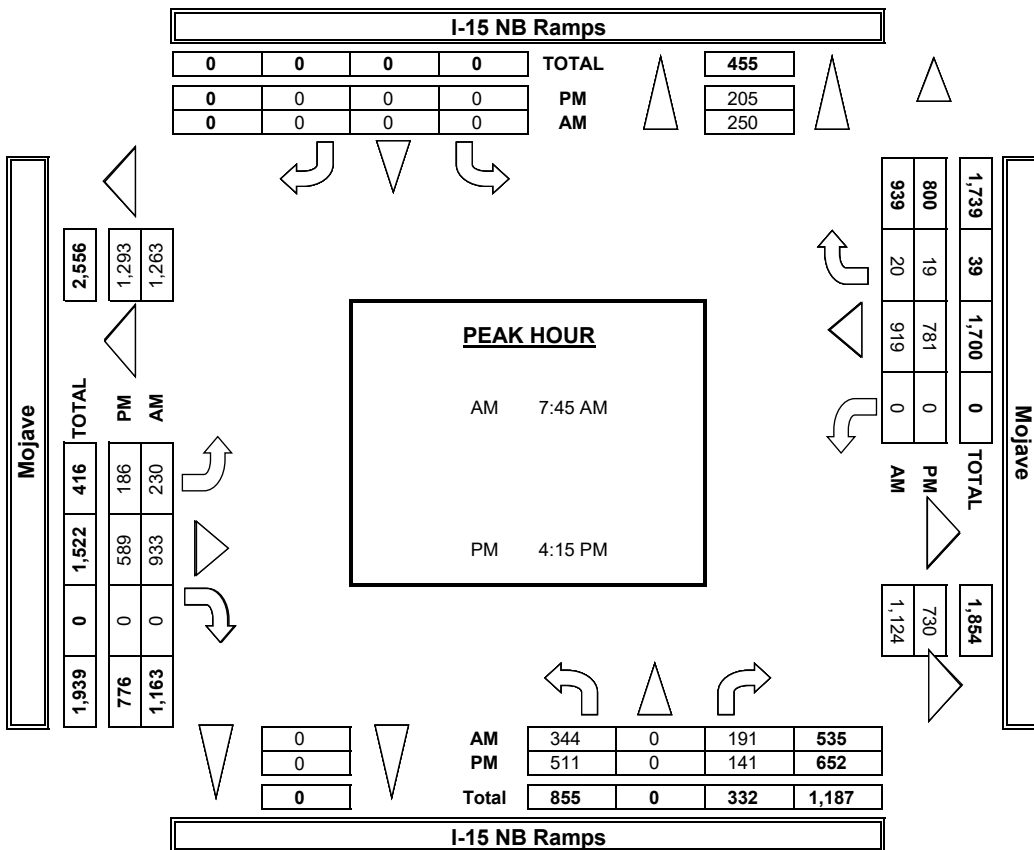
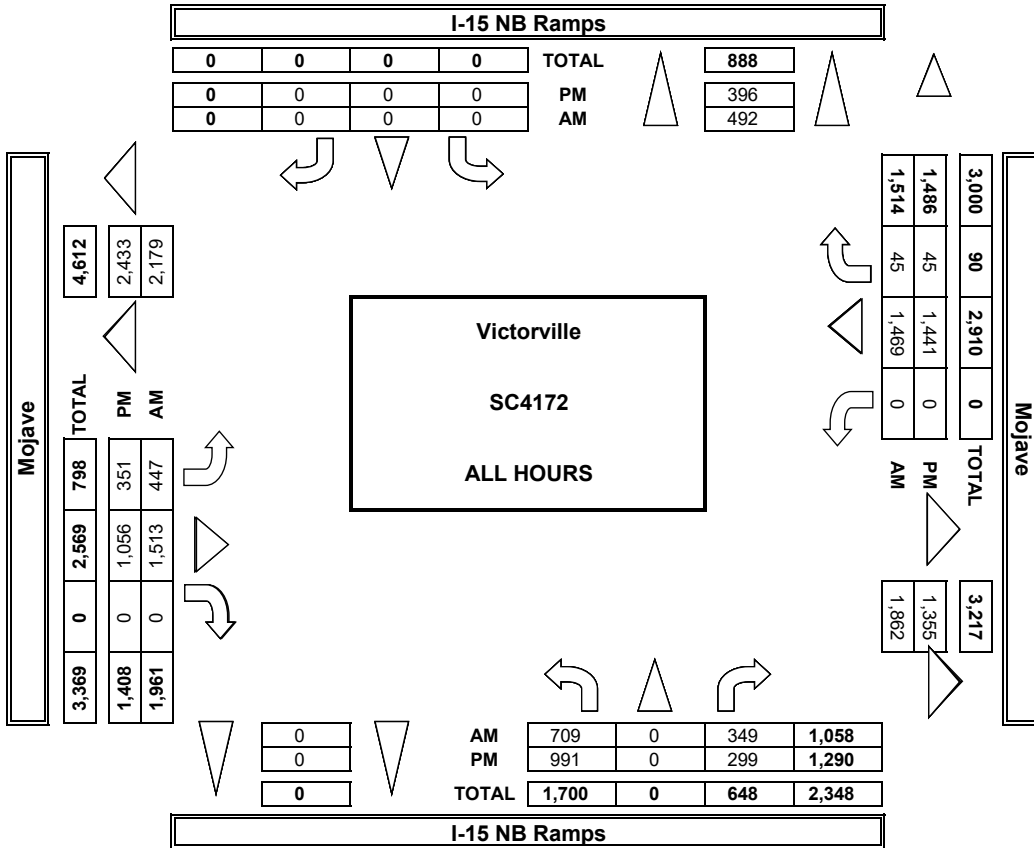
AM	7:00 AM	0	0	0	0	0
	7:15 AM	4	7	0	0	11
	7:30 AM	1	2	0	0	3
	7:45 AM	3	2	0	0	5
	8:00 AM	8	2	0	0	10
	8:15 AM	3	3	0	0	6
	8:30 AM	4	2	0	0	6
	8:45 AM	1	1	0	0	2
TOTAL	24	19	0	0	43	
PM	4:00 PM	2	0	0	0	2
	4:15 PM	1	1	0	0	2
	4:30 PM	1	2	0	0	3
	4:45 PM	1	1	0	0	2
	5:00 PM	1	0	0	0	1
	5:15 PM	0	3	0	0	3
	5:30 PM	0	0	0	0	0
	5:45 PM	0	1	0	0	1
TOTAL	6	8	0	0	14	

ALL PED AND BIKE				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL

**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:  
8/23/23  
WEDNESDAY

LOCATION:  
NORTH & SOUTH:  
EAST & WEST:

Victorville  
I-15 NB Ramps  
Mojave

PROJECT #:  
LOCATION #:  
CONTROL:

SC4172  
14  
SIGNAL

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

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	NL 1.3	NT 0.3	NR 1.3	SL X	ST X	SR X	EL 1	ET 2	ER X	WL X	WT 2	WR 1		NB	SB	EB	WB	TTL

AM	7:00 AM	94	0	39	0	0	0	48	93	0	0	94	5	372
	7:15 AM	99	0	52	0	0	0	68	147	0	0	113	4	483
	7:30 AM	134	0	43	0	0	0	49	201	0	0	123	8	557
	7:45 AM	103	0	55	0	0	0	71	232	0	0	220	5	686
	8:00 AM	98	0	47	0	0	0	50	297	0	0	219	10	720
	8:15 AM	86	0	58	0	0	0	63	269	0	0	255	3	734
	8:30 AM	77	0	45	0	0	0	62	176	0	0	259	7	624
	8:45 AM	63	0	27	0	0	0	67	161	0	0	262	10	588
	VOLUMES	752	0	364	0	0	0	477	1,574	0	0	1,544	51	4,761
	APPROACH %	67%	0%	33%	0%	0%	0%	23%	77%	0%	0%	97%	3%	
APP/DEPART	1,116	/	528	0	/	0	2,051	/	1,938	1,595	/	2,296	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	364	0	204	0	0	0	246	974	0	0	952	25	2,763	
APPROACH %	64%	0%	36%	0%	0%	0%	20%	80%	0%	0%	97%	3%		
PEAK HR FACTOR	0.897			0.000			0.878			0.919			0.942	
APP/DEPART	567	/	270	0	/	0	1,219	/	1,177	977	/	1,316	0	
PM	4:00 PM	116	0	47	0	0	0	49	175	0	0	184	17	586
	4:15 PM	121	0	26	0	0	0	60	149	0	0	199	9	563
	4:30 PM	122	0	32	0	0	0	58	186	0	0	186	5	588
	4:45 PM	130	0	51	0	0	0	40	138	0	0	179	5	542
	5:00 PM	144	0	34	0	0	0	45	136	0	0	234	3	595
	5:15 PM	137	0	43	0	0	0	40	108	0	0	202	3	532
	5:30 PM	126	0	36	0	0	0	46	95	0	0	137	5	444
	5:45 PM	114	0	37	0	0	0	39	112	0	0	154	2	457
	VOLUMES	1,008	0	305	0	0	0	376	1,097	0	0	1,473	48	4,305
	APPROACH %	77%	0%	23%	0%	0%	0%	26%	74%	0%	0%	97%	3%	
APP/DEPART	1,312	/	424	0	/	0	1,473	/	1,402	1,521	/	2,480	0	
BEGIN PEAK HR	4:15 PM													
VOLUMES	516	0	143	0	0	0	202	609	0	0	797	22	2,287	
APPROACH %	78%	0%	22%	0%	0%	0%	25%	75%	0%	0%	97%	3%		
PEAK HR FACTOR	0.910			0.000			0.832			0.865			0.961	
APP/DEPART	659	/	224	0	/	0	811	/	751	818	/	1,313	0	




## INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville I-15 NB Ramps Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 14 SIGNAL
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CLASS 1: PASSENGER VEHICLES	NOTES:	AM PM MD OTHER OTHER	◀ W	▲ N S ▼	E ▶
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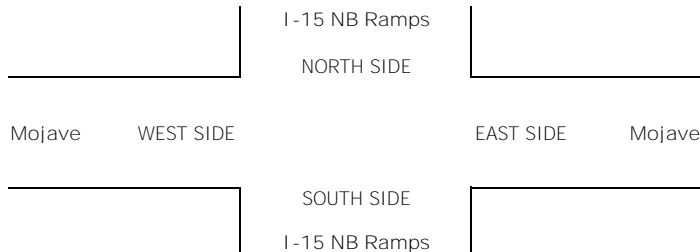
LANES:	NORTHBOUND I-15 NB Ramps			SOUTHBOUND I-15 NB Ramps			EASTBOUND Mojave			WESTBOUND Mojave			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1.3	0.3	1.3	X	X	X	1	2	X	X	2	1	

U-TURNS				
NB	SB	EB	WB	TTL

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
AM	7:00 AM	76	0	37	0	0	0	38	85	0	0	66	5	307
	7:15 AM	89	0	50	0	0	0	59	130	0	0	79	4	411
	7:30 AM	105	0	43	0	0	0	47	186	0	0	110	6	497
	7:45 AM	95	0	50	0	0	0	67	215	0	0	183	2	612
	8:00 AM	82	0	37	0	0	0	42	272	0	0	203	4	640
	8:15 AM	78	0	49	0	0	0	49	249	0	0	245	3	673
	8:30 AM	66	0	43	0	0	0	52	157	0	0	246	7	571
	8:45 AM	61	0	25	0	0	0	58	149	0	0	240	7	540
	VOLUMES	652	0	334	0	0	0	412	1,443	0	0	1,372	38	4,252
	APPROACH %	66%	0%	34%	0%	0%	0%	22%	78%	0%	0%	97%	3%	
	APP/DEPART	986	/	450	0	/	0	1,856	/	1,777	1,410	/	2,025	0
	BEGIN PEAK HR	7:45 AM												
	VOLUMES	321	0	179	0	0	0	210	893	0	0	877	16	2,496
	APPROACH %	64%	0%	36%	0%	0%	0%	19%	81%	0%	0%	98%	2%	
	PEAK HR FACTOR	0.862			0.000			0.878			0.882			0.927
	APP/DEPART	500	/	226	0	/	0	1,103	/	1,072	893	/	1,198	0
PM	4:00 PM	108	0	45	0	0	0	42	156	0	0	176	15	542
	4:15 PM	115	0	24	0	0	0	49	141	0	0	187	6	522
	4:30 PM	120	0	32	0	0	0	48	165	0	0	182	5	552
	4:45 PM	127	0	48	0	0	0	34	128	0	0	170	3	510
	5:00 PM	139	0	34	0	0	0	39	127	0	0	220	3	562
	5:15 PM	129	0	40	0	0	0	33	103	0	0	191	3	499
	5:30 PM	114	0	34	0	0	0	44	93	0	0	130	5	420
	5:45 PM	106	0	34	0	0	0	37	90	0	0	149	2	418
	VOLUMES	958	0	291	0	0	0	326	1,003	0	0	1,405	42	4,026
	APPROACH %	77%	0%	23%	0%	0%	0%	25%	75%	0%	0%	97%	3%	
	APP/DEPART	1,249	/	368	0	/	0	1,330	/	1,294	1,447	/	2,364	0
	BEGIN PEAK HR	4:15 PM												
	VOLUMES	501	0	138	0	0	0	170	561	0	0	759	17	2,147
	APPROACH %	78%	0%	22%	0%	0%	0%	23%	77%	0%	0%	98%	2%	
	PEAK HR FACTOR	0.913			0.000			0.855			0.870			0.955
	APP/DEPART	639	/	187	0	/	0	732	/	699	776	/	1,261	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	1	0	1



### INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Victorville I-15 NB Ramps Mojave	<b>PROJECT #:</b> <b>LOCATION #:</b> <b>CONTROL:</b>	SC4172 14 SIGNAL
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<b>CLASS 2:</b> 2-AXLE WORK VEHICLES/ TRUCKS	<b>NOTES:</b>	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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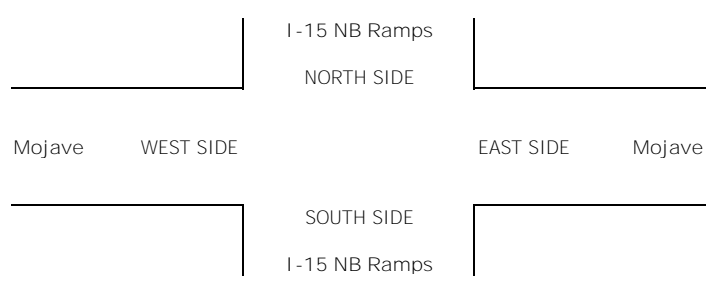
LANES:	NORTHBOUND <small>I-15 NB Ramps</small>			SOUTHBOUND <small>I-15 NB Ramps</small>			EASTBOUND <small>Mojave</small>			WESTBOUND <small>Mojave</small>			TOTAL
	NL 1.3	NT 0.3	NR 1.3	SL X	ST X	SR X	EL 1	ET 2	ER X	WL X	WT 2	WR 1	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	9	0	1	0	0	0	4	4	0	0	5	0	23
	7:15 AM	4	0	0	0	0	0	0	7	0	0	8	0	19
	7:30 AM	11	0	0	0	0	0	0	3	0	0	6	1	21
	7:45 AM	4	0	0	0	0	0	1	4	0	0	10	0	19
	8:00 AM	4	0	1	0	0	0	4	4	0	0	5	1	19
	8:15 AM	4	0	1	0	0	0	4	0	0	0	4	0	13
	8:30 AM	3	0	1	0	0	0	4	3	0	0	3	0	14
	8:45 AM	1	0	1	0	0	0	1	5	0	0	8	2	18
	VOLUMES	40	0	5	0	0	0	18	30	0	0	49	4	146
	APPROACH %	89%	0%	11%	0%	0%	0%	38%	63%	0%	0%	92%	8%	
APP/DEPART	45	/	22	0	/	0	48	/	35	53	/	89	0	
BEGIN PEAK HR	7:45 AM			0	0	0	13	11	0	0	22	1	65	
VOLUMES	15	0	3	0	0	0	54%	46%	0%	0%	96%	4%		
APPROACH %	83%	0%	17%	0%	0%	0%								
PEAK HR FACTOR	0.900			0.000			0.750			0.575			0.855	
APP/DEPART	18	/	14	0	/	0	24	/	14	23	/	37	0	
PM	4:00 PM	5	0	1	0	0	0	2	4	0	0	1	1	14
	4:15 PM	4	0	1	0	0	0	1	4	0	0	4	0	14
	4:30 PM	1	0	0	0	0	0	3	6	0	0	1	0	11
	4:45 PM	2	0	2	0	0	0	0	5	0	0	3	1	13
	5:00 PM	3	0	0	0	0	0	0	6	0	0	5	0	14
	5:15 PM	5	0	0	0	0	0	1	3	0	0	0	0	9
	5:30 PM	8	0	1	0	0	0	0	1	0	0	1	0	11
	5:45 PM	5	0	2	0	0	0	0	7	0	0	2	0	16
	VOLUMES	33	0	7	0	0	0	7	36	0	0	17	2	102
	APPROACH %	83%	0%	18%	0%	0%	0%	16%	84%	0%	0%	89%	11%	
APP/DEPART	40	/	9	0	/	0	43	/	43	19	/	50	0	
BEGIN PEAK HR	4:15 PM			0	0	0	4	21	0	0	13	1	52	
VOLUMES	10	0	3	0	0	0	16%	84%	0%	0%	93%	7%		
APPROACH %	77%	0%	23%	0%	0%	0%								
PEAK HR FACTOR	0.650			0.000			0.694			0.700			0.929	
APP/DEPART	13	/	5	0	/	0	25	/	24	14	/	23	0	

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



## INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville I-15 NB Ramps Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 14 SIGNAL
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<b>CLASS 3:</b> 3-AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E
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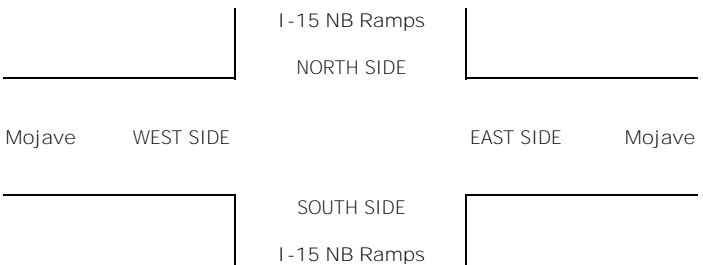
LANES:	NORTHBOUND I-15 NB Ramps			SOUTHBOUND I-15 NB Ramps			EASTBOUND Mojave			WESTBOUND Mojave			TOTAL
	NL 1.3	NT 0.3	NR 1.3	SL X	ST X	SR X	EL 1	ET 2	ER X	WL X	WT 2	WR 1	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	1	0	0	0	0	0	1	0	0	0	2	0	4	0	0	0	0	0
	7:15 AM	2	0	0	0	0	0	0	1	0	0	0	-1	0	2	0	0	0	0
	7:30 AM	1	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
	8:00 AM	1	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	1	2	0	0	1	0	4	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	0
	VOLUMES	5	0	0	0	0	0	0	6	4	0	0	5	0	20				
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	60%	40%	0%	0%	100%	0%					
APP/DEPART	5	/	6	0	/	0	10	/	4	5	/	10	0						
BEGIN PEAK HR	7:45 AM																		
VOLUMES	1	0	0	0	0	0	3	3	0	0	3	0	10						
APPROACH %	100%	0%	0%	0%	0%	0%	50%	50%	0%	0%	100%	0%							
PEAK HR FACTOR	0.250			0.000			0.500			0.750			0.625						
APP/DEPART	1	/	3	0	/	0	6	/	3	3	/	4	0						
PM	4:00 PM	0	0	0	0	0	0	2	4	0	0	1	0	7	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	2	1	0	0	1	0	4	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	2	0	0	0	2	0	4	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					
	5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	
	VOLUMES	0	0	0	0	0	0	8	8	0	0	6	0	22					
	APPROACH %	0%	0%	0%	0%	0%	0%	50%	50%	0%	0%	100%	0%						
APP/DEPART	0	/	8	0	/	0	16	/	8	6	/	6	0						
BEGIN PEAK HR	4:15 PM																		
VOLUMES	0	0	0	0	0	0	5	3	0	0	5	0	13						
APPROACH %	0%	0%	0%	0%	0%	0%	63%	38%	0%	0%	100%	0%							
PEAK HR FACTOR	0.000			0.000			0.667			0.625			0.813						
APP/DEPART	0	/	5	0	/	0	8	/	3	5	/	5	0						

0	0	0	0	0
0	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

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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





## INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville I-15 NB Ramps Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 14 SIGNAL
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<b>CLASS 4:</b> 4 OR MORE AXLE TRUCKS	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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LANES:	NORTHBOUND I-15 NB Ramps			SOUTHBOUND I-15 NB Ramps			EASTBOUND Mojave			WESTBOUND Mojave			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
	7:30 AM	2	0	0	0	0	0	0	0	0	0	0	0	2
	7:45 AM	0	0	1	0	0	0	0	1	0	0	2	1	5
	8:00 AM	2	0	0	0	0	0	0	1	0	0	0	0	3
	8:15 AM	0	0	1	0	0	0	2	2	0	0	0	0	5
	8:30 AM	2	0	0	0	0	0	0	2	0	0	0	0	4
	8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
	VOLUMES	6	0	2	0	0	0	4	6	0	0	2	1	21
	APPROACH %	75%	0%	25%	0%	0%	0%	40%	60%	0%	0%	67%	33%	
APP/DEPART	8	/	5	0	/	0	10	/	8	3	/	8	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	4	0	2	0	0	0	2	6	0	0	2	1	17	
APPROACH %	67%	0%	33%	0%	0%	0%	25%	75%	0%	0%	67%	33%		
PEAK HR FACTOR	0.750			0.000			0.500			0.250			0.850	
APP/DEPART	6	/	3	0	/	0	8	/	8	3	/	6	0	
PM	4:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	
	4:15 PM	0	0	0	0	0	0	1	0	0	0	1	2	
	4:30 PM	0	0	0	0	0	0	1	2	0	0	0	3	
	4:45 PM	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	
	5:15 PM	0	0	1	0	0	0	1	0	0	0	3	0	5
	5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	5:45 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
	VOLUMES	0	0	1	0	0	0	3	6	0	0	4	1	15
	APPROACH %	0%	0%	100%	0%	0%	0%	33%	67%	0%	0%	80%	20%	
APP/DEPART	1	/	4	0	/	0	9	/	7	5	/	4	0	
BEGIN PEAK HR	4:15 PM													
VOLUMES	0	0	0	0	0	0	2	2	0	0	0	1	5	
APPROACH %	0%	0%	0%	0%	0%	0%	50%	50%	0%	0%	0%	100%		
PEAK HR FACTOR	0.000			0.000			0.333			0.250			0.417	
APP/DEPART	0	/	3	0	/	0	4	/	2	1	/	0	0	

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

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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



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville I-15 NB Ramps Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 14 SIGNAL
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CLASS 5: RV	NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W E ▶ S ▼
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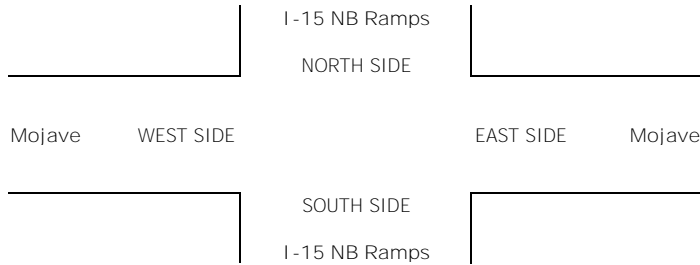
LANES:	NORTHBOUND I-15 NB Ramps			SOUTHBOUND I-15 NB Ramps			EASTBOUND Mojave			WESTBOUND Mojave			TOTAL
	NL 1.3	NT 0.3	NR 1.3	SL X	ST X	SR X	EL 1	ET 2	ER X	WL X	WT 2	WR 1	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	1	0	0	0	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	/	1	0	/	0	1	/	0	0	/	0	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	0	0	0	0	0	0	1	0	0	0	0	0	1	
APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.250			0.000			0.250	
APP/DEPART	0	/	1	0	/	0	1	/	0	0	/	0	0	
PM	4:00 PM	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	
	4:30 PM	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	
	5:00 PM	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	
	5:30 PM	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	
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	4:15 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

0	0	0	0	0
0	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



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 8/23/23 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Victorville I-15 NB Ramps Mojave	PROJECT #: LOCATION #: CONTROL:	SC4172 14 SIGNAL
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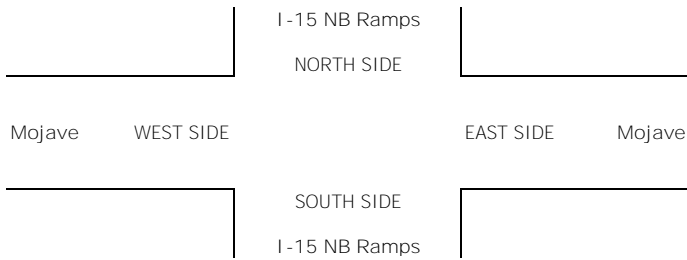
<b>CLASS 6:</b>  BUSES	NOTES:	AM PM MD OTHER OTHER	◀ W	▲ N ▼ S	E ▶
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LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	U-TURNS				
	I-15 NB Ramps			I-15 NB Ramps			Mojave			Mojave				NB	SB	EB	WB	TTL
	NL 1.3	NT 0.3	NR 1.3	SL X	ST X	SR X	EL 1	ET 2	ER X	WL X	WT 2	WR 1						

AM	7:00 AM	1	0	0	0	0	0	1	1	0	0	8	0	11					
	7:15 AM	0	0	1	0	0	0	3	2	0	0	12	0	18					
	7:30 AM	2	0	0	0	0	0	0	5	0	0	2	0	9					
	7:45 AM	1	0	1	0	0	0	0	4	0	0	7	0	13					
	8:00 AM	1	0	4	0	0	0	0	8	0	0	3	2	18					
	8:15 AM	1	0	2	0	0	0	0	5	0	0	1	0	9					
	8:30 AM	0	0	0	0	0	0	1	3	0	0	4	0	8					
	8:45 AM	0	0	0	0	0	0	1	2	0	0	4	0	7					
	VOLUMES	6	0	8	0	0	0	6	30	0	0	41	2	93					
	APPROACH %	43%	0%	57%	0%	0%	0%	17%	83%	0%	0%	95%	5%						
APP/DEPART	14	/	8	0	/	0	36	/	38	43	/	47	0						
BEGIN PEAK HR	7:45 AM																		
VOLUMES	3	0	7	0	0	0	1	20	0	0	15	2	48						
APPROACH %	30%	0%	70%	0%	0%	0%	5%	95%	0%	0%	88%	12%							
PEAK HR FACTOR	0.500			0.000			0.656			0.607			0.667						
APP/DEPART	10	/	3	0	/	0	21	/	27	17	/	18	0						
PM	4:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3					
	4:15 PM	0	0	0	0	0	0	1	0	0	0	2	0	3					
	4:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	3					
	4:45 PM	0	0	0	0	0	0	3	0	0	0	0	0	3					
	5:00 PM	0	0	0	0	0	0	1	0	0	0	1	0	2					
	5:15 PM	0	0	0	0	0	0	1	0	0	0	1	0	2					
	5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1					
	5:45 PM	0	0	0	0	0	0	1	0	0	0	1	0	2					
	VOLUMES	0	0	0	0	0	0	7	3	0	0	9	0	19					
	APPROACH %	0%	0%	0%	0%	0%	0%	70%	30%	0%	0%	100%	0%						
APP/DEPART	0	/	7	0	/	0	10	/	3	9	/	9	0						
BEGIN PEAK HR	4:15 PM																		
VOLUMES	0	0	0	0	0	0	5	2	0	0	4	0	11						
APPROACH %	0%	0%	0%	0%	0%	0%	71%	29%	0%	0%	100%	0%							
PEAK HR FACTOR	0.000			0.000			0.583			0.500			0.917						
APP/DEPART	0	/	5	0	/	0	7	/	2	4	/	4	0						

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

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



**ADT1 US-395 between Cactus and Mojave.**

**Prepared by AimTD LLC tel. 714 253 7888**

AM Period	NB	SB	PM Period	NB	SB	
0:00	52	47	12:00	171	192	
0:15	52	45	12:15	194	178	
0:30	42	35	12:30	174	173	
0:45	36	182	347	12:45	207	746 159 702 1448
1:00	39	30	13:00	183	158	
1:15	32	33	13:15	195	195	
1:30	40	23	13:30	219	178	
1:45	52	163	273	13:45	183	780 218 749 1529
2:00	50	35	14:00	194	220	
2:15	38	25	14:15	183	213	
2:30	46	29	14:30	186	239	
2:45	47	181	315	14:45	205	768 266 938 1706
3:00	46	54	15:00	206	244	
3:15	43	45	15:15	192	183	
3:30	64	43	15:30	174	275	
3:45	78	231	430	15:45	201	773 343 1045 1818
4:00	57	50	16:00	143	212	
4:15	94	64	16:15	164	239	
4:30	141	62	16:30	189	258	
4:45	223	515	756	16:45	236	732 275 984 1716
5:00	119	53	17:00	165	201	
5:15	151	69	17:15	193	239	
5:30	191	87	17:30	183	217	
5:45	288	749	1031	17:45	181	722 183 840 1562
6:00	161	85	18:00	203	190	
6:15	212	72	18:15	179	173	
6:30	293	105	18:30	176	193	
6:45	251	917	1309	18:45	146	704 160 716 1420
7:00	204	115	19:00	167	146	
7:15	194	138	19:15	150	153	
7:30	224	159	19:30	168	146	
7:45	281	903	1458	19:45	152	637 124 569 1206
8:00	246	133	20:00	136	121	
8:15	223	160	20:15	126	135	
8:30	199	150	20:30	163	130	
8:45	218	886	1488	20:45	127	552 124 510 1062
9:00	179	145	21:00	120	94	
9:15	153	163	21:15	97	99	
9:30	161	125	21:30	86	102	
9:45	132	625	1200	21:45	119	422 92 387 809
10:00	171	157	22:00	69	66	
10:15	166	147	22:15	72	73	
10:30	172	155	22:30	74	81	
10:45	213	722	1335	22:45	69	284 62 282 566
11:00	180	143	23:00	42	50	
11:15	188	159	23:15	55	41	
11:30	188	161	23:30	47	52	
11:45	185	741	1363	23:45	48	192 54 197 389
Total Vol.	6815	4490	11305	7312	7919	15231
				Daily Totals		
				NB	SB	Combined
				14127	12409	26536
AM			PM			
Split %	60.3%	39.7%	42.6%	48.0%	52.0%	57.4%
Peak Hour	7:30	11:45	7:30	12:45	15:30	15:00
Volume	974	702	1569	804	1069	1818
P.H.F.	0.87	0.91	0.93	0.94	0.78	0.84

**ADT2 US-395 between Mojave and Seneca.**

**Prepared by AimTD LLC tel. 714 253 7888**

AM Period	NB	SB	PM Period	NB	SB	
0:00	62	40	12:00	168	180	
0:15	53	37	12:15	210	184	
0:30	52	31	12:30	158	173	
0:45	50	217	360	12:45	201	737
		35	143		165	702
						1439
1:00	42	29	13:00	182	152	
1:15	31	30	13:15	179	193	
1:30	47	25	13:30	205	173	
1:45	57	177	287	13:45	217	783
		26	110		198	716
						1499
2:00	53	38	14:00	228	173	
2:15	41	23	14:15	186	188	
2:30	38	31	14:30	203	253	
2:45	43	175	311	14:45	232	849
		44	136		270	884
						1733
3:00	41	57	15:00	224	237	
3:15	42	50	15:15	201	175	
3:30	50	48	15:30	193	289	
3:45	66	199	428	15:45	219	837
		74	229		295	996
						1833
4:00	48	81	16:00	181	180	
4:15	69	87	16:15	209	203	
4:30	111	89	16:30	213	227	
4:45	156	384	738	16:45	227	830
		97	354		223	833
						1663
5:00	100	73	17:00	178	183	
5:15	125	85	17:15	210	216	
5:30	150	110	17:30	193	195	
5:45	212	587	956	17:45	193	774
		101	369		193	787
						1561
6:00	116	104	18:00	220	180	
6:15	174	89	18:15	202	183	
6:30	219	113	18:30	202	182	
6:45	192	701	1142	18:45	158	782
		135	441		158	703
						1485
7:00	182	124	19:00	177	135	
7:15	196	135	19:15	165	155	
7:30	225	146	19:30	198	173	
7:45	250	853	1419	19:45	169	709
		161	566		127	590
						1299
8:00	234	171	20:00	153	127	
8:15	247	167	20:15	148	131	
8:30	191	162	20:30	176	132	
8:45	211	883	1565	20:45	158	635
		182	682		124	514
						1149
9:00	173	177	21:00	120	98	
9:15	155	152	21:15	112	95	
9:30	163	117	21:30	90	113	
9:45	132	623	1216	21:45	151	473
		147	593		88	394
						867
10:00	171	159	22:00	88	79	
10:15	147	156	22:15	84	73	
10:30	175	152	22:30	79	83	
10:45	204	697	1326	22:45	73	324
		162	629		60	295
						619
11:00	152	152	23:00	62	48	
11:15	189	163	23:15	66	39	
11:30	182	160	23:30	59	43	
11:45	183	706	1350	23:45	52	239
		169	644		53	183
						422
Total Vol.	6202	4896	11098	7972	7597	15569
				Daily Totals		
				NB	SB	Combined
				14174	12493	26667
	AM			PM		
Split %	55.9%	44.1%	41.6%	51.2%	48.8%	58.4%
Peak Hour	7:30	11:45	7:30	14:30	15:00	15:00
Volume	956	706	1601	860	996	1833
P.H.F.	0.96	0.96	0.97	0.95	0.84	0.89

**ADT3 Mojave between US-395 and Onyx.**

**Prepared by AimTD LLC tel. 714 253 7888**

AM Period	EB		WB		PM Period	EB		WB	
0:00	30		29		12:00	121		131	
0:15	29		38		12:15	137		108	
0:30	26		30		12:30	133		141	
0:45	33	118	21	118	12:45	133	524	147	527
1:00	16		16		13:00	121		139	
1:15	16		17		13:15	131		145	
1:30	14		12		13:30	142		157	
1:45	17	63	16	61	13:45	201	595	168	609
2:00	13		17		14:00	242		139	
2:15	13		8		14:15	233		191	
2:30	12		16		14:30	224		230	
2:45	20	58	20	61	14:45	305	1004	268	828
3:00	13		15		15:00	254		222	
3:15	21		23		15:15	216		248	
3:30	19		32		15:30	229		245	
3:45	29	82	34	104	15:45	245	944	184	899
4:00	22		32		16:00	217		192	
4:15	36		43		16:15	210		181	
4:30	39		67		16:30	209		189	
4:45	34	131	84	226	16:45	229	865	220	782
5:00	50		55		17:00	196		209	
5:15	46		51		17:15	206		204	
5:30	57		80		17:30	198		193	
5:45	67	220	144	330	17:45	187	787	201	807
6:00	56		92		18:00	166		182	
6:15	67		95		18:15	160		160	
6:30	97		122		18:30	171		169	
6:45	122	342	152	461	18:45	144	641	134	645
7:00	136		116		19:00	152		128	
7:15	190		118		19:15	131		133	
7:30	296		204		19:30	111		115	
7:45	270	892	277	715	19:45	124	518	124	500
8:00	262		266		20:00	91		145	
8:15	261		197		20:15	119		123	
8:30	245		175		20:30	100		134	
8:45	173	941	175	813	20:45	95	405	110	512
9:00	131		126		21:00	70		113	
9:15	129		82		21:15	83		91	
9:30	103		73		21:30	64		98	
9:45	111	474	90	371	21:45	71	288	66	368
10:00	112		97		22:00	50		71	
10:15	95		108		22:15	50		49	
10:30	125		107		22:30	53		62	
10:45	117	449	112	424	22:45	39	192	48	230
11:00	106		119		23:00	44		37	
11:15	117		110		23:15	39		34	
11:30	126		114		23:30	44		26	
11:45	99	448	118	461	23:45	23	150	37	134

Total Vol. 4218 4145 8363 6913 6841 13754

Daily Totals  
EB WB Combined  
11131 10986 22117

	AM			PM		
Split %	50.4%	49.6%	37.8%	50.3%	49.7%	62.2%
Peak Hour	7:30	7:30	7:30	14:15	14:45	14:45
Volume	1089	944	2033	1016	983	1987
P.H.F.	0.92	0.85	0.93	0.83	0.92	0.87

**ADT4 Mojave between Onyx and Cobalt.**

**Prepared by AimTD LLC tel. 714 253 7888**

AM Period	EB		WB		PM Period	EB		WB	
0:00	29		27		12:00	123		132	
0:15	26		42		12:15	142		111	
0:30	22		25		12:30	124		135	
0:45	36	113	19	113	12:45	146	535	149	527
1:00	17		17		13:00	115		144	
1:15	15		21		13:15	144		146	
1:30	13		10		13:30	142		158	
1:45	19	64	12	60	13:45	207	608	162	610
2:00	10		15		14:00	240		152	
2:15	15		10		14:15	237		213	
2:30	12		21		14:30	240		237	
2:45	22	59	16	62	14:45	307	1024	303	905
3:00	14		18		15:00	264		211	
3:15	21		27		15:15	211		252	
3:30	21		30		15:30	232		225	
3:45	28	84	32	107	15:45	242	949	211	899
4:00	26		28		16:00	215		180	
4:15	43		43		16:15	212		177	
4:30	41		71		16:30	209		207	
4:45	37	147	76	218	16:45	229	865	208	772
5:00	50		48		17:00	204		204	
5:15	52		45		17:15	202		211	
5:30	55		88		17:30	192		208	
5:45	71	228	138	319	17:45	201	799	213	836
6:00	56		84		18:00	172		165	
6:15	71		94		18:15	166		175	
6:30	108		146		18:30	171		172	
6:45	131	366	131	455	18:45	133	642	128	640
7:00	136		111		19:00	156		151	
7:15	194		125		19:15	134		131	
7:30	328		199		19:30	125		117	
7:45	278	936	287	722	19:45	114	529	138	537
8:00	251		258		20:00	101		152	
8:15	273		204		20:15	123		115	
8:30	260		177		20:30	94		119	
8:45	198	982	182	821	20:45	94	412	111	497
9:00	141		108		21:00	70		111	
9:15	127		84		21:15	78		100	
9:30	112		78		21:30	61		90	
9:45	120	500	97	367	21:45	76	285	69	370
10:00	110		91		22:00	43		69	
10:15	112		94		22:15	46		57	
10:30	116		103		22:30	52		61	
10:45	117	455	106	394	22:45	44	185	45	232
11:00	110		122		23:00	43		35	
11:15	112		112		23:15	40		32	
11:30	136		108		23:30	41		30	
11:45	111	469	134	476	23:45	23	147	33	130

Total Vol. 4403 4114 8517 6980 6955 13935

Daily Totals		
EB	WB	Combined
11383	11069	22452

	AM			PM		
Split %	51.7%	48.3%	37.9%	50.1%	49.9%	62.1%
Peak Hour	7:30	7:30	7:30	14:15	14:30	14:30
Volume	1130	948	2078	1048	1003	2025
P.H.F.	0.86	0.83	0.92	0.85	0.83	0.83



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# **Appendix C**

## LOS Worksheets



Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↕	↗		↕	
Traffic Vol, veh/h	0	0	5	0	0	2	0	916	206	0	651	12
Future Vol, veh/h	0	0	5	0	0	2	0	916	206	0	651	12
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	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	0	-	-	275	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	5	0	0	2	0	954	215	0	678	13























Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	346	-	-	477	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	6.9	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.3	-	-
Pot Cap-1 Maneuver	0	0	656	0	0	540	0	0
Stage 1	0	0	-	0	0	-	0	0
Stage 2	0	0	-	0	0	-	0	0
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	656	-	-	540	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.5		11.7		0		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	656	540	-	-
HCM Lane V/C Ratio	-	0.008	0.004	-	-
HCM Control Delay (s)	-	10.5	11.7	-	-
HCM Lane LOS	-	B	B	-	-
HCM 95th %tile Q(veh)	-	0	0	-	-

HCM 6th Signalized Intersection Summary  
 2: US-395 & Cactus Rd

Existing  
 Timing Plan: AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	37	92	29	24	23	69	1057	24	18	623	15
Future Volume (veh/h)	45	37	92	29	24	23	69	1057	24	18	623	15
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		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	38	94	30	24	23	70	1079	24	18	636	15
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	353	70	172	278	128	123	124	1739	776	41	1570	37
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.07	0.48	0.48	0.02	0.44	0.44
Sat Flow, veh/h	1380	485	1199	1278	892	855	1810	3610	1610	1810	3603	85
Grp Volume(v), veh/h	46	0	132	30	0	47	70	1079	24	18	318	333
Grp Sat Flow(s),veh/h/ln	1380	0	1684	1278	0	1746	1810	1805	1610	1810	1805	1883
Q Serve(g_s), s	1.2	0.0	2.8	0.9	0.0	0.9	1.4	8.5	0.3	0.4	4.6	4.6
Cycle Q Clear(g_c), s	2.1	0.0	2.8	3.7	0.0	0.9	1.4	8.5	0.3	0.4	4.6	4.6
Prop In Lane	1.00		0.71	1.00		0.49	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	353	0	242	278	0	251	124	1739	776	41	787	821
V/C Ratio(X)	0.13	0.00	0.55	0.11	0.00	0.19	0.56	0.62	0.03	0.44	0.40	0.41
Avail Cap(c_a), veh/h	1073	0	1120	944	0	1161	495	4283	1910	260	1906	1988
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(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	0.0	15.3	17.0	0.0	14.5	17.3	7.3	5.2	18.5	7.4	7.4
Incr Delay (d2), s/veh	0.2	0.0	1.9	0.2	0.0	0.4	4.0	0.4	0.0	7.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.0	0.2	0.0	0.3	0.6	1.2	0.0	0.2	0.8	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	0.0	17.2	17.1	0.0	14.8	21.3	7.7	5.2	25.6	7.7	7.7
LnGrp LOS	B	A	B	B	A	B	C	A	A	C	A	A
Approach Vol, veh/h		178			77			1173				669
Approach Delay, s/veh		16.8			15.7			8.5				8.2
Approach LOS		B			B			A				A
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	23.0		10.0	7.1	21.2		10.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	45.5		25.5	10.5	40.5		25.5				
Max Q Clear Time (g_c+I1), s	2.4	10.5		4.8	3.4	6.6		5.7				
Green Ext Time (p_c), s	0.0	8.0		0.8	0.1	3.5		0.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				9.4								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary  
 3: US-395 & Mojave Dr

Existing  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↑↑	↗	↘	↑↑	
Traffic Volume (veh/h)	39	629	82	200	463	331	49	784	297	219	501	22
Future Volume (veh/h)	39	629	82	200	463	331	49	784	297	219	501	22
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		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	655	85	208	482	345	51	817	309	228	522	23
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	65	867	387	245	683	488	72	1002	447	266	1353	60
Arrive On Green	0.04	0.24	0.24	0.14	0.34	0.34	0.04	0.28	0.28	0.15	0.38	0.38
Sat Flow, veh/h	1810	3610	1610	1810	2011	1436	1810	3610	1610	1810	3520	155
Grp Volume(v), veh/h	41	655	85	208	432	395	51	817	309	228	267	278
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1642	1810	1805	1610	1810	1805	1870
Q Serve(g_s), s	2.0	15.1	3.8	10.1	18.7	18.8	2.5	19.0	15.4	11.1	9.6	9.7
Cycle Q Clear(g_c), s	2.0	15.1	3.8	10.1	18.7	18.8	2.5	19.0	15.4	11.1	9.6	9.7
Prop In Lane	1.00		1.00	1.00		0.87	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	65	867	387	245	613	558	72	1002	447	266	694	719
V/C Ratio(X)	0.64	0.76	0.22	0.85	0.71	0.71	0.70	0.82	0.69	0.86	0.39	0.39
Avail Cap(c_a), veh/h	211	1647	735	292	904	822	211	1205	538	332	723	749
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	31.7	27.4	38.0	25.8	25.8	42.6	30.3	29.0	37.4	20.0	20.0
Incr Delay (d2), s/veh	9.9	1.4	0.3	18.1	1.5	1.7	11.7	3.8	2.9	16.5	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	6.3	1.4	5.4	7.3	6.7	1.3	7.9	5.7	5.7	3.6	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	33.1	27.7	56.0	27.3	27.5	54.3	34.1	32.0	53.9	20.3	20.3
LnGrp LOS	D	C	C	E	C	C	D	C	C	D	C	C
Approach Vol, veh/h		781			1035			1177			773	
Approach Delay, s/veh		33.5			33.1			34.4			30.2	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.7	29.4	16.7	26.1	8.1	39.0	7.7	35.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	16.5	30.0	14.5	41.0	10.5	36.0	10.5	45.0				
Max Q Clear Time (g_c+1/3), s	11.3	21.0	12.1	17.1	4.5	11.7	4.0	20.8				
Green Ext Time (p_c), s	0.2	3.9	0.1	4.4	0.0	2.7	0.0	4.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											33.0	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary  
4: US-395 & SR-18

Existing  
Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗		↘	↗	↘	↘	↗		↘	↗	↘
Traffic Volume (veh/h)	93	673	367	138	445	98	333	792	153	132	550	42
Future Volume (veh/h)	93	673	367	138	445	98	333	792	153	132	550	42
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		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	96	694	378	142	459	101	343	816	158	136	567	43
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	702	382	203	1091	481	372	1154	223	163	966	424
Arrive On Green	0.07	0.31	0.31	0.06	0.30	0.30	0.21	0.38	0.38	0.09	0.27	0.27
Sat Flow, veh/h	1810	2256	1228	3510	3610	1590	1810	3015	584	1810	3610	1586
Grp Volume(v), veh/h	96	555	517	142	459	101	343	489	485	136	567	43
Grp Sat Flow(s),veh/h/ln	1810	1805	1679	1755	1805	1590	1810	1805	1794	1810	1805	1586
Q Serve(g_s), s	6.0	34.9	34.9	4.5	11.6	5.4	21.2	26.1	26.1	8.4	15.6	2.3
Cycle Q Clear(g_c), s	6.0	34.9	34.9	4.5	11.6	5.4	21.2	26.1	26.1	8.4	15.6	2.3
Prop In Lane	1.00		0.73	1.00		1.00	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	121	562	523	203	1091	481	372	691	687	163	966	424
V/C Ratio(X)	0.79	0.99	0.99	0.70	0.42	0.21	0.92	0.71	0.71	0.83	0.59	0.10
Avail Cap(c_a), veh/h	167	562	523	323	1124	495	405	720	716	167	966	424
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(l)	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	52.4	39.0	39.1	52.8	31.8	29.6	44.4	29.8	29.8	51.0	36.3	31.4
Incr Delay (d2), s/veh	16.4	34.7	36.4	4.4	0.3	0.2	25.3	3.0	3.1	28.4	2.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	19.7	18.6	2.0	4.8	2.0	11.6	11.0	10.9	4.9	6.8	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.8	73.7	75.4	57.1	32.1	29.9	69.7	32.8	32.8	79.4	38.9	31.9
LnGrp LOS	E	E	E	E	C	C	E	C	C	E	D	C
Approach Vol, veh/h		1168			702			1317			746	
Approach Delay, s/veh		74.1			36.8			42.4			45.9	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.8	48.1	11.1	40.0	27.9	35.0	12.1	39.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.5	45.5	10.5	35.5	25.5	30.5	10.5	35.5				
Max Q Clear Time (g_c+10), s	11.0	28.1	6.5	36.9	23.2	17.6	8.0	13.6				
Green Ext Time (p_c), s	0.0	5.1	0.1	0.0	0.2	2.8	0.0	2.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay					51.5							
HCM 6th LOS					D							

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑		↑
Traffic Vol, veh/h	1133	10	0	997	0	59
Future Vol, veh/h	1133	10	0	997	0	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	650	-	-	-	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	1232	11	0	1084	0	64

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	616
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	438
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	438
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	438	-	-	-
HCM Lane V/C Ratio	0.146	-	-	-
HCM Control Delay (s)	14.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-



Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↗	
Traffic Vol, veh/h	1188	1	0	995	1	0
Future Vol, veh/h	1188	1	0	995	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1291	1	0	1082	1	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1292	0	1833
Stage 1	-	-	-	-	1292
Stage 2	-	-	-	-	541
Critical Hdwy	-	-	4.1	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	543	-	69
Stage 1	-	-	-	-	225
Stage 2	-	-	-	-	553
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	543	-	69
Mov Cap-2 Maneuver	-	-	-	-	203
Stage 1	-	-	-	-	225
Stage 2	-	-	-	-	553

Approach	EB	WB	NB
HCM Control Delay, s	0	0	22.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	203	-	-	543	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s)	22.8	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑	↗	↙	↑↑			↕			↕	
Traffic Vol, veh/h	29	1120	38	38	954	15	19	0	76	9	0	23
Future Vol, veh/h	29	1120	38	38	954	15	19	0	76	9	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	440	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	32	1217	41	41	1037	16	21	0	83	10	0	25
























Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1053	0	0	1258	0	0	1882	2416	609	1800	2449	527
Stage 1	-	-	-	-	-	-	1281	1281	-	1127	1127	-
Stage 2	-	-	-	-	-	-	601	1135	-	673	1322	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	669	-	-	560	-	-	44	33	443	51	31	501
Stage 1	-	-	-	-	-	-	178	238	-	221	282	-
Stage 2	-	-	-	-	-	-	459	280	-	416	228	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	669	-	-	560	-	-	38	29	443	38	27	501
Mov Cap-2 Maneuver	-	-	-	-	-	-	38	29	-	38	27	-
Stage 1	-	-	-	-	-	-	169	227	-	210	261	-
Stage 2	-	-	-	-	-	-	404	260	-	322	217	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.5			80			50.4		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	141	669	-	-	560	-	-	113
HCM Lane V/C Ratio	0.732	0.047	-	-	0.074	-	-	0.308
HCM Control Delay (s)	80	10.6	-	-	11.9	-	-	50.4
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	4.3	0.1	-	-	0.2	-	-	1.2

HCM 6th Signalized Intersection Summary  
8: Cobalt Rd & Mojave Dr

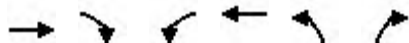
Existing  
Timing Plan: AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (veh/h)	303	800	83	22	608	288	35	125	34	181	36	364
Future Volume (veh/h)	303	800	83	22	608	288	35	125	34	181	36	364
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		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	365	964	100	27	733	347	42	151	41	218	43	439
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	234	1513	157	45	767	340	53	190	207	578	114	609
Arrive On Green	0.13	0.32	0.32	0.02	0.21	0.21	0.13	0.13	0.13	0.38	0.38	0.38
Sat Flow, veh/h	1810	4773	494	1810	3610	1599	409	1471	1599	1523	300	1606
Grp Volume(v), veh/h	365	698	366	27	733	347	193	0	41	261	0	439
Grp Sat Flow(s),veh/h/ln	1810	1729	1808	1810	1805	1599	1880	0	1599	1824	0	1606
Q Serve(g_s), s	15.5	20.7	20.8	1.8	24.1	25.5	12.0	0.0	2.8	12.4	0.0	28.0
Cycle Q Clear(g_c), s	15.5	20.7	20.8	1.8	24.1	25.5	12.0	0.0	2.8	12.4	0.0	28.0
Prop In Lane	1.00		0.27	1.00		1.00	0.22		1.00	0.84		1.00
Lane Grp Cap(c), veh/h	234	1096	573	45	767	340	243	0	207	692	0	609
V/C Ratio(X)	1.56	0.64	0.64	0.60	0.96	1.02	0.79	0.00	0.20	0.38	0.00	0.72
Avail Cap(c_a), veh/h	234	1096	573	83	767	340	243	0	207	692	0	609
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.2	35.1	35.1	57.9	46.7	47.3	50.7	0.0	46.7	27.0	0.0	31.8
Incr Delay (d2), s/veh	272.6	1.2	2.4	12.4	22.2	54.4	23.0	0.0	2.1	1.6	0.0	7.2
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	24.4	8.4	9.0	0.9	12.6	14.7	7.2	0.0	1.2	5.7	0.0	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	324.8	36.3	37.5	70.3	68.9	101.6	73.7	0.0	48.8	28.6	0.0	39.0
LnGrp LOS	F	D	D	E	E	F	E	A	D	C	A	D
Approach Vol, veh/h		1429			1107			234			700	
Approach Delay, s/veh		110.3			79.2			69.4			35.1	
Approach LOS		F			E			E			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		20.0	7.5	42.5		50.0	20.0	30.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		15.5	5.5	35.5		45.5	15.5	25.5				
Max Q Clear Time (g_c+I1), s		14.0	3.8	22.8		14.4	17.5	27.5				
Green Ext Time (p_c), s		0.1	0.0	4.9		0.4	0.0	0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			82.5									
HCM 6th LOS			F									

# HCM 6th Signalized Intersection Summary

## 9: Amethyst Rd & Mojave Dr

Existing  
Timing Plan: AM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑	↑↑	↑	↑
Traffic Volume (veh/h)	806	200	194	576	277	109
Future Volume (veh/h)	806	200	194	576	277	109
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	937	233	226	670	322	127
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1662	515	285	2072	423	376
Arrive On Green	0.32	0.32	0.16	0.57	0.23	0.23
Sat Flow, veh/h	5358	1608	1810	3705	1810	1610
Grp Volume(v), veh/h	937	233	226	670	322	127
Grp Sat Flow(s),veh/h/ln	1729	1608	1810	1805	1810	1610
Q Serve(g_s), s	7.0	5.4	5.6	4.5	7.8	3.1
Cycle Q Clear(g_c), s	7.0	5.4	5.6	4.5	7.8	3.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1662	515	285	2072	423	376
V/C Ratio(X)	0.56	0.45	0.79	0.32	0.76	0.34
Avail Cap(c_a), veh/h	2823	875	406	3121	985	876
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	12.7	19.0	5.2	16.7	14.9
Incr Delay (d2), s/veh	0.3	0.6	6.9	0.1	2.9	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	1.4	2.3	0.6	2.8	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.5	13.3	25.8	5.3	19.6	15.5
LnGrp LOS	B	B	C	A	B	B
Approach Vol, veh/h	1170			896	449	
Approach Delay, s/veh	13.5			10.5	18.4	
Approach LOS	B			B	B	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		15.5	11.9	19.5		31.4
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		25.5	10.5	25.5		40.5
Max Q Clear Time (g_c+I1), s		9.8	7.6	9.0		6.5
Green Ext Time (p_c), s		1.2	0.2	5.9		4.2
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			13.3			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary  
 10: Evado Rd & Mojave Dr

Existing  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑	↗	↘	↑	↗
Traffic Volume (veh/h)	177	716	137	100	551	189	95	314	156	216	294	137
Future Volume (veh/h)	177	716	137	100	551	189	95	314	156	216	294	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	186	754	144	105	580	199	100	331	164	227	309	144
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	219	939	411	134	769	340	128	660	556	259	797	664
Arrive On Green	0.12	0.26	0.26	0.07	0.21	0.21	0.07	0.35	0.35	0.14	0.42	0.42
Sat Flow, veh/h	1810	3610	1580	1810	3610	1599	1810	1900	1602	1810	1900	1583
Grp Volume(v), veh/h	186	754	144	105	580	199	100	331	164	227	309	144
Grp Sat Flow(s),veh/h/ln	1810	1805	1580	1810	1805	1599	1810	1900	1602	1810	1900	1583
Q Serve(g_s), s	10.3	20.0	7.6	5.8	15.4	11.4	5.6	14.1	7.6	12.6	11.5	5.9
Cycle Q Clear(g_c), s	10.3	20.0	7.6	5.8	15.4	11.4	5.6	14.1	7.6	12.6	11.5	5.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	219	939	411	134	769	340	128	660	556	259	797	664
V/C Ratio(X)	0.85	0.80	0.35	0.79	0.75	0.58	0.78	0.50	0.29	0.88	0.39	0.22
Avail Cap(c_a), veh/h	274	1253	549	274	1253	555	274	660	556	274	797	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.0	35.4	30.8	46.6	37.7	36.2	46.7	26.4	24.3	42.9	20.6	19.0
Incr Delay (d2), s/veh	18.1	2.8	0.5	9.7	1.5	1.6	9.9	2.7	1.3	25.1	1.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	5.5	8.6	2.8	2.9	6.6	4.4	2.7	6.4	2.9	7.1	5.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.2	38.2	31.3	56.3	39.3	37.8	56.7	29.1	25.6	68.0	22.0	19.7
LnGrp LOS	E	D	C	E	D	D	E	C	C	E	C	B
Approach Vol, veh/h		1084			884			595			680	
Approach Delay, s/veh		41.4			41.0			32.8			36.9	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	40.0	12.0	31.1	11.7	47.4	16.9	26.3					
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5					
Max Green Setting (Gmax), s	35.5	15.5	35.5	15.5	35.5	15.5	35.5					
Max Q Clear Time (g_c+14), s	16.1	7.8	22.0	7.6	13.5	12.3	17.4					
Green Ext Time (p_c), s	0.1	2.1	0.1	4.2	0.1	2.0	0.1	3.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay												38.8
HCM 6th LOS												D

# HCM 6th Signalized Intersection Summary

## 11: Amargosa Rd & Mojave Dr

Existing  
Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑↑		↘	↑↑	↗	↘	↑	↗
Traffic Volume (veh/h)	94	810	239	179	622	88	143	279	187	103	352	75
Future Volume (veh/h)	94	810	239	179	622	88	143	279	187	103	352	75
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		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	100	862	254	190	662	94	152	297	199	110	374	80
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	128	1008	449	224	1527	214	186	1213	539	140	591	498
Arrive On Green	0.07	0.28	0.28	0.12	0.33	0.33	0.10	0.34	0.34	0.08	0.31	0.31
Sat Flow, veh/h	1810	3610	1607	1810	4595	645	1810	3610	1603	1810	1900	1602
Grp Volume(v), veh/h	100	862	254	190	496	260	152	297	199	110	374	80
Grp Sat Flow(s),veh/h/ln	1810	1805	1607	1810	1729	1782	1810	1805	1603	1810	1900	1602
Q Serve(g_s), s	5.3	22.2	13.3	10.1	11.0	11.2	8.1	5.8	9.2	5.9	16.6	3.6
Cycle Q Clear(g_c), s	5.3	22.2	13.3	10.1	11.0	11.2	8.1	5.8	9.2	5.9	16.6	3.6
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	128	1008	449	224	1149	592	186	1213	539	140	591	498
V/C Ratio(X)	0.78	0.86	0.57	0.85	0.43	0.44	0.82	0.24	0.37	0.79	0.63	0.16
Avail Cap(c_a), veh/h	286	1122	499	286	1149	592	286	1213	539	286	591	498
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	33.5	30.3	42.1	25.5	25.6	43.1	23.6	24.7	44.5	29.0	24.5
Incr Delay (d2), s/veh	9.7	6.1	1.2	16.9	0.3	0.5	10.3	0.5	1.9	9.3	5.1	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	9.8	4.9	5.3	4.2	4.5	4.0	2.4	3.5	2.9	7.8	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.6	39.6	31.5	59.0	25.8	26.1	53.5	24.0	26.6	53.8	34.1	25.2
LnGrp LOS	D	D	C	E	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1216			946			648			564	
Approach Delay, s/veh		39.2			32.6			31.7			36.7	
Approach LOS		D			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	2.1	37.5	16.7	31.9	14.6	35.0	11.5	37.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	15.5	30.5	15.5	30.5	15.5	30.5	15.5	30.5				
Max Q Clear Time (g_c+1), s	11.2	11.2	12.1	24.2	10.1	18.6	7.3	13.2				
Green Ext Time (p_c), s	0.1	2.2	0.2	3.2	0.2	1.7	0.1	4.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											35.5	
HCM 6th LOS											D	

HCM 6th Signalized Intersection Summary  
 12: Village Dr & Mojave Dr

Existing  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕		↖	↗	↗
Traffic Volume (veh/h)	48	1013	14	47	794	479	30	21	114	613	48	72
Future Volume (veh/h)	48	1013	14	47	794	479	30	21	114	613	48	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	51	1066	15	49	836	504	32	22	120	681	0	76
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	74	1502	21	73	889	527	38	26	141	781	0	341
Arrive On Green	0.04	0.41	0.41	0.04	0.41	0.41	0.12	0.12	0.12	0.22	0.00	0.22
Sat Flow, veh/h	1810	3642	51	1810	2162	1282	307	211	1150	3619	0	1583
Grp Volume(v), veh/h	51	528	553	49	696	644	174	0	0	681	0	76
Grp Sat Flow(s),veh/h/ln	1810	1805	1889	1810	1805	1639	1668	0	0	1810	0	1583
Q Serve(g_s), s	2.4	20.9	20.9	2.3	31.7	32.7	8.8	0.0	0.0	15.6	0.0	3.4
Cycle Q Clear(g_c), s	2.4	20.9	20.9	2.3	31.7	32.7	8.8	0.0	0.0	15.6	0.0	3.4
Prop In Lane	1.00		0.03	1.00		0.78	0.18		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	74	744	779	73	743	674	204	0	0	781	0	341
V/C Ratio(X)	0.69	0.71	0.71	0.67	0.94	0.96	0.85	0.00	0.00	0.87	0.00	0.22
Avail Cap(c_a), veh/h	116	746	781	116	746	678	204	0	0	864	0	378
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.6	21.0	21.0	40.7	24.2	24.5	36.9	0.0	0.0	32.5	0.0	27.7
Incr Delay (d2), s/veh	10.7	3.1	3.0	10.4	19.2	24.0	27.8	0.0	0.0	9.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	8.6	9.0	1.2	16.1	15.9	4.9	0.0	0.0	7.3	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.4	24.1	24.0	51.0	43.4	48.5	64.7	0.0	0.0	41.6	0.0	28.1
LnGrp LOS	D	C	C	D	D	D	E	A	A	D	A	C
Approach Vol, veh/h		1132			1389			174			757	
Approach Delay, s/veh		25.3			46.0			64.7			40.3	
Approach LOS		C			D			E			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		15.0	7.9	39.9		23.0	8.0	39.8				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		10.5	5.5	35.5		20.5	5.5	35.5				
Max Q Clear Time (g_c+I1), s		10.8	4.3	22.9		17.6	4.4	34.7				
Green Ext Time (p_c), s		0.0	0.0	5.3		0.9	0.0	0.6				

Intersection Summary

HCM 6th Ctrl Delay	38.9
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



# HCM 6th Signalized Intersection Summary

## 13: I-15 SB Ramps & Mojave Dr

Existing  
Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑↓	↑
Traffic Volume (veh/h)	0	1198	513	201	1114	0	0	0	0	22	2	208
Future Volume (veh/h)	0	1198	513	201	1114	0	0	0	0	22	2	208
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1261	540	212	1173	0				16	0	228
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1892	831	260	2679	0				199	0	355
Arrive On Green	0.00	0.52	0.52	0.14	0.74	0.00				0.11	0.00	0.11
Sat Flow, veh/h	0	3705	1586	1810	3705	0				1810	0	3220
Grp Volume(v), veh/h	0	1261	540	212	1173	0				16	0	228
Grp Sat Flow(s),veh/h/ln	0	1805	1586	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	15.6	15.0	6.9	7.6	0.0				0.5	0.0	4.1
Cycle Q Clear(g_c), s	0.0	15.6	15.0	6.9	7.6	0.0				0.5	0.0	4.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1892	831	260	2679	0				199	0	355
V/C Ratio(X)	0.00	0.67	0.65	0.81	0.44	0.00				0.08	0.00	0.64
Avail Cap(c_a), veh/h	0	2994	1315	312	3883	0				461	0	820
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	10.6	10.5	25.3	3.0	0.0				24.3	0.0	25.9
Incr Delay (d2), s/veh	0.0	0.4	0.9	13.0	0.1	0.0				0.2	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr0.0	0.0	4.7	4.1	3.6	1.0	0.0				0.2	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.0	11.3	38.3	3.1	0.0				24.5	0.0	27.9
LnGrp LOS	A	B	B	D	A	A				C	A	C
Approach Vol, veh/h		1801			1385						244	
Approach Delay, s/veh		11.1			8.5						27.7	
Approach LOS		B			A						C	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			13.3	36.4		11.2		49.7				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			10.5	50.5		15.5		65.5				
Max Q Clear Time (g_c+I1), s			8.9	17.6		6.1		9.6				
Green Ext Time (p_c), s			0.1	14.4		0.6		10.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											11.2	
HCM 6th LOS											B	
<b>Notes</b>												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary  
 14: I-15 NB Ramps & Mojave Dr

Existing  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗	↘	↔	↗			
Traffic Volume (veh/h)	246	974	0	0	952	25	364	0	204	0	0	0
Future Volume (veh/h)	246	974	0	0	952	25	364	0	204	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	262	1036	0	0	1013	27	455	0	145			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	322	2378	0	0	1451	631	662	0	295			
Arrive On Green	0.18	0.66	0.00	0.00	0.40	0.40	0.18	0.00	0.18			
Sat Flow, veh/h	1810	3705	0	0	3705	1570	3619	0	1610			
Grp Volume(v), veh/h	262	1036	0	0	1013	27	455	0	145			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1570	1810	0	1610			
Q Serve(g_s), s	7.9	7.8	0.0	0.0	13.3	0.6	6.7	0.0	4.6			
Cycle Q Clear(g_c), s	7.9	7.8	0.0	0.0	13.3	0.6	6.7	0.0	4.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	322	2378	0	0	1451	631	662	0	295			
V/C Ratio(X)	0.81	0.44	0.00	0.00	0.70	0.04	0.69	0.00	0.49			
Avail Cap(c_a), veh/h	493	3841	0	0	2571	1118	1305	0	580			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	22.5	4.6	0.0	0.0	14.1	10.4	21.7	0.0	20.9			
Incr Delay (d2), s/veh	6.1	0.1	0.0	0.0	0.6	0.0	1.3	0.0	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/lr	3.5	1.5	0.0	0.0	4.4	0.2	2.6	0.0	1.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.5	4.8	0.0	0.0	14.8	10.4	23.0	0.0	22.1			
LnGrp LOS	C	A	A	A	B	B	C	A	C			
Approach Vol, veh/h		1298			1040			600				
Approach Delay, s/veh		9.6			14.6			22.8				
Approach LOS		A			B			C				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		14.9		42.0			14.6	27.4				
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5				
Max Green Setting (Gmax), s		20.5		60.5			15.5	40.5				
Max Q Clear Time (g_c+I1), s		8.7		9.8			9.9	15.3				
Green Ext Time (p_c), s		1.7		8.9			0.4	7.6				

Intersection Summary

HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↕	↗		↕	
Traffic Vol, veh/h	0	0	1	0	0	5	0	675	94	0	1122	25
Future Vol, veh/h	0	0	1	0	0	5	0	675	94	0	1122	25
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	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	0	-	-	275	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	1	0	0	5	0	726	101	0	1206	27























Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	617	-	-	363	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	6.9	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.3	-	-
Pot Cap-1 Maneuver	0	0	438	0	0	640	0	0
Stage 1	0	0	-	0	0	-	0	0
Stage 2	0	0	-	0	0	-	0	0
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	438	-	-	640	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.2		10.7		0		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	438	640	-	-
HCM Lane V/C Ratio	-	0.002	0.008	-	-
HCM Control Delay (s)	-	13.2	10.7	-	-
HCM Lane LOS	-	B	B	-	-
HCM 95th %tile Q(veh)	-	0	0	-	-

HCM 6th Signalized Intersection Summary  
2: US-395 & Cactus Rd

Existing  
Timing Plan: PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	26	73	39	30	34	129	706	47	24	1048	46
Future Volume (veh/h)	32	26	73	39	30	34	129	706	47	24	1048	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	28	79	42	33	37	140	767	51	26	1139	50
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	294	59	168	260	112	126	183	1934	862	56	1638	72
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.10	0.54	0.54	0.03	0.47	0.47
Sat Flow, veh/h	1352	434	1225	1307	818	917	1810	3610	1610	1810	3523	155
Grp Volume(v), veh/h	35	0	107	42	0	70	140	767	51	26	583	606
Grp Sat Flow(s),veh/h/ln	1352	0	1659	1307	0	1735	1810	1805	1610	1810	1805	1872
Q Serve(g_s), s	1.1	0.0	2.7	1.4	0.0	1.7	3.4	5.7	0.7	0.6	11.6	11.6
Cycle Q Clear(g_c), s	2.7	0.0	2.7	4.1	0.0	1.7	3.4	5.7	0.7	0.6	11.6	11.6
Prop In Lane	1.00		0.74	1.00		0.53	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	294	0	227	260	0	238	183	1934	862	56	839	871
V/C Ratio(X)	0.12	0.00	0.47	0.16	0.00	0.29	0.76	0.40	0.06	0.47	0.70	0.70
Avail Cap(c_a), veh/h	866	0	930	813	0	972	417	3609	1610	219	1606	1666
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.9	0.0	18.1	20.0	0.0	17.7	19.9	6.2	5.1	21.7	9.6	9.6
Incr Delay (d2), s/veh	0.2	0.0	1.5	0.3	0.0	0.7	6.5	0.1	0.0	6.0	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.0	0.4	0.0	0.6	1.4	0.9	0.1	0.3	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	0.0	19.6	20.3	0.0	18.3	26.4	6.4	5.1	27.7	10.7	10.6
LnGrp LOS	B	A	B	C	A	B	C	A	A	C	B	B
Approach Vol, veh/h		142			112			958			1215	
Approach Delay, s/veh		19.5			19.1			9.2			11.0	
Approach LOS		B			B			A			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	28.9		10.7	9.1	25.7		10.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	45.5		25.5	10.5	40.5		25.5				
Max Q Clear Time (g_c+I1), s	2.6	7.7		4.7	5.4	13.6		6.1				
Green Ext Time (p_c), s	0.0	5.2		0.6	0.1	7.5		0.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				11.2								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 3: US-395 & Mojave Dr

Existing  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	314	83	137	462	256	98	631	229	315	753	32
Future Volume (veh/h)	34	314	83	137	462	256	98	631	229	315	753	32
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		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	341	90	149	502	278	107	686	249	342	818	35
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	63	788	351	187	643	355	138	907	405	370	1338	57
Arrive On Green	0.03	0.22	0.22	0.10	0.29	0.29	0.08	0.25	0.25	0.20	0.38	0.38
Sat Flow, veh/h	1810	3610	1608	1810	2243	1238	1810	3610	1610	1810	3527	151
Grp Volume(v), veh/h	37	341	90	149	404	376	107	686	249	342	419	434
Grp Sat Flow(s),veh/h/ln	1810	1805	1608	1810	1805	1676	1810	1805	1610	1810	1805	1873
Q Serve(g_s), s	1.6	6.6	3.7	6.5	16.6	16.7	4.7	14.2	11.1	15.0	15.1	15.1
Cycle Q Clear(g_c), s	1.6	6.6	3.7	6.5	16.6	16.7	4.7	14.2	11.1	15.0	15.1	15.1
Prop In Lane	1.00		1.00	1.00		0.74	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	63	788	351	187	518	480	138	907	405	370	685	711
V/C Ratio(X)	0.59	0.43	0.26	0.80	0.78	0.78	0.78	0.76	0.62	0.93	0.61	0.61
Avail Cap(c_a), veh/h	235	1832	816	325	1005	933	235	1340	598	370	804	834
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(l)	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	38.4	27.3	26.2	35.4	26.5	26.5	36.7	28.0	26.8	31.5	20.3	20.3
Incr Delay (d2), s/veh	8.3	0.4	0.4	7.5	2.6	2.8	9.0	1.4	1.5	28.8	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.7	1.3	3.0	6.6	6.2	2.2	5.6	3.9	8.8	5.6	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.7	27.6	26.5	42.9	29.1	29.4	45.7	29.4	28.3	60.3	21.3	21.2
LnGrp LOS	D	C	C	D	C	C	D	C	C	E	C	C
Approach Vol, veh/h		468			929			1042			1195	
Approach Delay, s/veh		28.9			31.4			30.8			32.4	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	24.8	12.9	22.1	10.6	35.2	7.3	27.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	16.5	30.0	14.5	41.0	10.5	36.0	10.5	45.0				
Max Q Clear Time (g_c+ll), s	11.7	16.2	8.5	8.6	6.7	17.1	3.6	18.7				
Green Ext Time (p_c), s	0.0	4.1	0.2	2.4	0.1	4.4	0.0	4.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											31.2	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary  
 4: US-395 & SR-18

Existing  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗		↖	↗	↖
Traffic Volume (veh/h)	106	581	367	240	691	148	326	797	111	170	642	47
Future Volume (veh/h)	106	581	367	240	691	148	326	797	111	170	642	47
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		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	109	599	378	247	712	153	336	822	114	175	662	48
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	135	634	400	304	1121	500	364	1184	164	162	940	419
Arrive On Green	0.07	0.30	0.30	0.09	0.31	0.31	0.20	0.37	0.37	0.09	0.26	0.26
Sat Flow, veh/h	1810	2124	1340	3510	3610	1610	1810	3184	442	1810	3610	1608
Grp Volume(v), veh/h	109	509	468	247	712	153	336	466	470	175	662	48
Grp Sat Flow(s),veh/h/ln	1810	1805	1659	1755	1805	1610	1810	1805	1820	1810	1805	1608
Q Serve(g_s), s	7.0	32.3	32.3	8.1	19.9	8.5	21.3	25.6	25.6	10.5	19.5	2.7
Cycle Q Clear(g_c), s	7.0	32.3	32.3	8.1	19.9	8.5	21.3	25.6	25.6	10.5	19.5	2.7
Prop In Lane	1.00		0.81	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	135	539	495	304	1121	500	364	671	677	162	940	419
V/C Ratio(X)	0.81	0.94	0.94	0.81	0.64	0.31	0.92	0.69	0.69	1.08	0.70	0.11
Avail Cap(c_a), veh/h	162	547	502	315	1121	500	394	701	707	162	940	419
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	53.4	40.2	40.2	52.6	34.7	30.8	45.9	31.2	31.2	53.3	39.3	33.1
Incr Delay (d2), s/veh	21.9	25.3	26.7	14.6	1.2	0.3	26.1	2.8	2.8	93.4	4.4	0.6
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	3.9	17.1	16.0	4.0	8.4	3.2	11.7	10.9	11.0	8.8	8.7	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.3	65.5	66.9	67.2	35.9	31.1	72.0	34.0	34.0	146.8	43.7	33.6
LnGrp LOS	E	E	E	E	D	C	E	C	C	F	D	C
Approach Vol, veh/h		1086			1112			1272			885	
Approach Delay, s/veh		67.1			42.2			44.0			63.5	
Approach LOS		E			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	48.1	14.6	39.5	28.1	35.0	13.2	40.9					
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5					
Max Green Setting (Gmax), s	45.5	10.5	35.5	25.5	30.5	10.5	35.5					
Max Q Clear Time (g_c+1/2), s	27.6	10.1	34.3	23.3	21.5	9.0	21.9					
Green Ext Time (p_c), s	0.0	4.9	0.0	0.7	0.2	2.7	0.0	3.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											53.3	
HCM 6th LOS											D	



Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑		↑
Traffic Vol, veh/h	850	5	0	862	0	18
Future Vol, veh/h	850	5	0	862	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	650	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	867	5	0	880	0	18

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	434
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	576
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	576
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	576	-	-	-
HCM Lane V/C Ratio	0.032	-	-	-
HCM Control Delay (s)	11.5	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	865	1	2	860	1	0
Future Vol, veh/h	865	1	2	860	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	883	1	2	878	1	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	884	0	1327
Stage 1	-	-	-	-	884
Stage 2	-	-	-	-	443
Critical Hdwy	-	-	4.1	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	774	-	149
Stage 1	-	-	-	-	369
Stage 2	-	-	-	-	620
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	774	-	149
Mov Cap-2 Maneuver	-	-	-	-	323
Stage 1	-	-	-	-	369
Stage 2	-	-	-	-	618

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	323	-	-	774	-
HCM Lane V/C Ratio	0.003	-	-	0.003	-
HCM Control Delay (s)	16.2	-	-	9.7	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th TWSC  
7: Diamond Rd & Mojave Dr

Existing  
Timing Plan: PM Peak Hour

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	6	825	32	30	828	4	21	0	27	6	0	14
Future Vol, veh/h	6	825	32	30	828	4	21	0	27	6	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	440	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	842	33	31	845	4	21	0	28	6	0	14

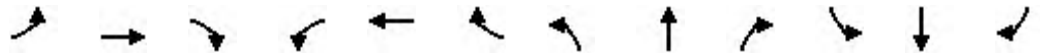
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	849	0	0	875	0	0	1339	1765	421	1342	1796	425
Stage 1	-	-	-	-	-	-	854	854	-	909	909	-
Stage 2	-	-	-	-	-	-	485	911	-	433	887	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	798	-	-	780	-	-	113	85	587	112	81	583
Stage 1	-	-	-	-	-	-	324	378	-	300	357	-
Stage 2	-	-	-	-	-	-	537	356	-	577	365	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	798	-	-	780	-	-	106	81	587	103	77	583
Mov Cap-2 Maneuver	-	-	-	-	-	-	106	81	-	103	77	-
Stage 1	-	-	-	-	-	-	321	375	-	298	343	-
Stage 2	-	-	-	-	-	-	503	342	-	546	362	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			29.2			21.2		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	197	798	-	-	780	-	-	243
HCM Lane V/C Ratio	0.249	0.008	-	-	0.039	-	-	0.084
HCM Control Delay (s)	29.2	9.5	-	-	9.8	-	-	21.2
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-	-	0.3

HCM 6th Signalized Intersection Summary  
 8: Cobalt Rd & Mojave Dr

Existing  
 Timing Plan: PM Peak Hour

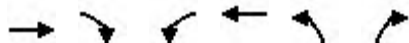


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖	↕↕	↖		↖	↖		↖	↖
Traffic Volume (veh/h)	72	707	31	31	779	88	17	16	15	53	19	86
Future Volume (veh/h)	72	707	31	31	779	88	17	16	15	53	19	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	78	768	34	34	847	96	18	17	16	58	21	93
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	101	1308	58	53	832	369	133	126	226	553	200	662
Arrive On Green	0.06	0.26	0.26	0.03	0.23	0.23	0.14	0.14	0.14	0.41	0.41	0.41
Sat Flow, veh/h	1810	5092	225	1810	3610	1603	953	900	1610	1346	487	1610
Grp Volume(v), veh/h	78	521	281	34	847	96	35	0	16	79	0	93
Grp Sat Flow(s),veh/h/ln	1810	1729	1859	1810	1805	1603	1852	0	1610	1833	0	1610
Q Serve(g_s), s	4.7	14.6	14.7	2.1	25.5	5.4	1.8	0.0	1.0	2.9	0.0	4.0
Cycle Q Clear(g_c), s	4.7	14.6	14.7	2.1	25.5	5.4	1.8	0.0	1.0	2.9	0.0	4.0
Prop In Lane	1.00		0.12	1.00		1.00	0.51		1.00	0.73		1.00
Lane Grp Cap(c), veh/h	101	888	477	53	832	369	259	0	226	753	0	662
V/C Ratio(X)	0.77	0.59	0.59	0.64	1.02	0.26	0.13	0.00	0.07	0.10	0.00	0.14
Avail Cap(c_a), veh/h	253	1109	596	90	832	369	259	0	226	753	0	662
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.6	36.0	36.0	53.1	42.6	34.9	41.7	0.0	41.3	20.1	0.0	20.4
Incr Delay (d2), s/veh	11.8	0.6	1.2	12.2	35.9	0.4	1.1	0.0	0.6	0.3	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	5.8	6.4	1.1	14.7	2.0	0.9	0.0	0.4	1.3	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.3	36.6	37.2	65.3	78.5	35.2	42.8	0.0	41.9	20.3	0.0	20.8
LnGrp LOS	E	D	D	E	F	D	D	A	D	C	A	C
Approach Vol, veh/h		880			977			51				172
Approach Delay, s/veh		39.1			73.8			42.5				20.6
Approach LOS		D			E			D				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		20.0	7.7	32.9		50.0	10.7	30.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		15.5	5.5	35.5		45.5	15.5	25.5				
Max Q Clear Time (g_c+I1), s		3.8	4.1	16.7		4.9	6.7	27.5				
Green Ext Time (p_c), s		0.1	0.0	4.2		0.2	0.1	0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			54.0									
HCM 6th LOS			D									

# HCM 6th Signalized Intersection Summary

## 9: Amethyst Rd & Mojave Dr

Existing  
Timing Plan: PM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑	↑↑	↑	↑
Traffic Volume (veh/h)	679	165	109	716	149	83
Future Volume (veh/h)	679	165	109	716	149	83
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	686	167	110	723	151	84
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1618	502	178	1998	289	257
Arrive On Green	0.31	0.31	0.10	0.55	0.16	0.16
Sat Flow, veh/h	5358	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	686	167	110	723	151	84
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1805	1810	1610
Q Serve(g_s), s	3.3	2.5	1.8	3.5	2.4	1.5
Cycle Q Clear(g_c), s	3.3	2.5	1.8	3.5	2.4	1.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1618	502	178	1998	289	257
V/C Ratio(X)	0.42	0.33	0.62	0.36	0.52	0.33
Avail Cap(c_a), veh/h	4216	1309	606	4660	1471	1309
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.6	8.3	13.6	3.9	12.1	11.7
Incr Delay (d2), s/veh	0.2	0.4	3.5	0.1	1.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	0.5	0.4	0.6	0.0	0.7	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.7	8.7	17.1	4.0	13.6	12.4
LnGrp LOS	A	A	B	A	B	B
Approach Vol, veh/h	853			833	235	
Approach Delay, s/veh	8.7			5.7	13.2	
Approach LOS	A			A	B	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		9.5	7.6	14.3		21.9
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		25.5	10.5	25.5		40.5
Max Q Clear Time (g_c+I1), s		4.4	3.8	5.3		5.5
Green Ext Time (p_c), s		0.6	0.1	4.5		4.7
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			8.0			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary  
 10: Evado Rd & Mojave Dr

Existing  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑	↗	↘	↑	↗
Traffic Volume (veh/h)	78	588	138	81	669	180	156	152	72	118	157	71
Future Volume (veh/h)	78	588	138	81	669	180	156	152	72	118	157	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	80	606	142	84	690	186	161	157	74	122	162	73
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	105	888	390	110	898	395	197	782	654	155	737	616
Arrive On Green	0.06	0.25	0.25	0.06	0.25	0.25	0.11	0.41	0.41	0.09	0.39	0.39
Sat Flow, veh/h	1810	3610	1587	1810	3610	1588	1810	1900	1589	1810	1900	1589
Grp Volume(v), veh/h	80	606	142	84	690	186	161	157	74	122	162	73
Grp Sat Flow(s),veh/h/ln	1810	1805	1587	1810	1805	1588	1810	1900	1589	1810	1900	1589
Q Serve(g_s), s	4.0	13.9	6.8	4.2	16.2	9.1	8.0	4.9	2.6	6.1	5.2	2.7
Cycle Q Clear(g_c), s	4.0	13.9	6.8	4.2	16.2	9.1	8.0	4.9	2.6	6.1	5.2	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	105	888	390	110	898	395	197	782	654	155	737	616
V/C Ratio(X)	0.77	0.68	0.36	0.77	0.77	0.47	0.82	0.20	0.11	0.79	0.22	0.12
Avail Cap(c_a), veh/h	306	1400	616	306	1400	616	306	782	654	306	737	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.5	31.3	28.6	42.4	31.9	29.3	39.9	17.3	16.6	41.0	18.7	18.0
Incr Delay (d2), s/veh	11.0	0.9	0.6	10.6	1.4	0.9	9.4	0.6	0.4	8.6	0.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	5.7	2.5	2.1	6.7	3.3	3.8	2.0	0.9	2.9	2.2	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.5	32.2	29.1	52.9	33.3	30.1	49.2	17.9	17.0	49.6	19.4	18.4
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	B	B
Approach Vol, veh/h		828			960			392			357	
Approach Delay, s/veh		33.7			34.4			30.6			29.5	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	2.3	42.1	10.0	27.0	14.5	40.0	9.8	27.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	15.5	35.5	15.5	35.5	15.5	35.5	15.5	35.5				
Max Q Clear Time (g_c+1), s	19.5	6.9	6.2	15.9	10.0	7.2	6.0	18.2				
Green Ext Time (p_c), s	0.1	1.0	0.1	3.9	0.2	1.0	0.1	4.5				

Intersection Summary

HCM 6th Ctrl Delay		32.9										
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary  
 11: Amargosa Rd & Mojave Dr

Existing  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑↑		↘	↑↑	↗	↘	↑	↗
Traffic Volume (veh/h)	53	584	230	174	718	97	238	418	178	51	364	40
Future Volume (veh/h)	53	584	230	174	718	97	238	418	178	51	364	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	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		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	56	621	245	185	764	103	253	445	189	54	387	43
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	73	837	369	219	1445	193	284	1538	685	71	586	496
Arrive On Green	0.04	0.23	0.23	0.12	0.31	0.31	0.16	0.43	0.43	0.04	0.31	0.31
Sat Flow, veh/h	1810	3610	1591	1810	4622	618	1810	3610	1609	1810	1900	1609
Grp Volume(v), veh/h	56	621	245	185	570	297	253	445	189	54	387	43
Grp Sat Flow(s),veh/h/ln	1810	1805	1591	1810	1729	1782	1810	1805	1609	1810	1900	1609
Q Serve(g_s), s	3.0	15.8	13.8	9.9	13.4	13.6	13.6	8.0	7.6	2.9	17.5	1.9
Cycle Q Clear(g_c), s	3.0	15.8	13.8	9.9	13.4	13.6	13.6	8.0	7.6	2.9	17.5	1.9
Prop In Lane	1.00		1.00	1.00		0.35	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	73	837	369	219	1081	557	284	1538	685	71	586	496
V/C Ratio(X)	0.77	0.74	0.66	0.84	0.53	0.53	0.89	0.29	0.28	0.76	0.66	0.09
Avail Cap(c_a), veh/h	284	1113	491	284	1081	557	284	1538	685	284	586	496
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	47.0	35.2	34.5	42.6	28.0	28.0	40.9	18.6	18.5	47.1	29.7	24.3
Incr Delay (d2), s/veh	15.2	1.9	2.1	16.4	0.5	1.0	27.8	0.5	1.0	15.5	5.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	6.7	5.2	5.2	5.2	5.5	7.9	3.1	2.8	1.6	8.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.2	37.1	36.5	59.0	28.5	29.0	68.7	19.1	19.5	62.6	35.5	24.7
LnGrp LOS	E	D	D	E	C	C	E	B	B	E	D	C
Approach Vol, veh/h		922			1052			887			484	
Approach Delay, s/veh		38.5			34.0			33.3			37.5	
Approach LOS		D			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.4	46.6	16.5	27.4	20.0	35.0	8.5	35.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	15.5	30.5	15.5	30.5	15.5	30.5	15.5	30.5				
Max Q Clear Time (g_c+14.5), s	14.5	10.0	11.9	17.8	15.6	19.5	5.0	15.6				
Green Ext Time (p_c), s	0.1	3.1	0.2	3.7	0.0	1.6	0.1	4.4				

Intersection Summary

HCM 6th Ctrl Delay	35.6
HCM 6th LOS	D



HCM 6th Signalized Intersection Summary  
 12: Village Dr & Mojave Dr

Existing  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕		↖	↕	↖
Traffic Volume (veh/h)	58	740	19	72	912	458	23	21	81	501	22	82
Future Volume (veh/h)	58	740	19	72	912	458	23	21	81	501	22	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	59	755	19	73	931	467	23	21	83	527	0	84
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	83	1558	39	94	1023	504	30	28	110	671	0	291
Arrive On Green	0.05	0.43	0.43	0.05	0.44	0.44	0.10	0.10	0.10	0.19	0.00	0.19
Sat Flow, veh/h	1810	3595	90	1810	2329	1148	301	275	1086	3619	0	1571
Grp Volume(v), veh/h	59	379	395	73	718	680	127	0	0	527	0	84
Grp Sat Flow(s),veh/h/ln	1810	1805	1881	1810	1805	1672	1662	0	0	1810	0	1571
Q Serve(g_s), s	2.5	11.9	11.9	3.1	29.2	30.4	5.9	0.0	0.0	11.0	0.0	3.6
Cycle Q Clear(g_c), s	2.5	11.9	11.9	3.1	29.2	30.4	5.9	0.0	0.0	11.0	0.0	3.6
Prop In Lane	1.00		0.05	1.00		0.69	0.18		0.65	1.00		1.00
Lane Grp Cap(c), veh/h	83	782	815	94	793	735	168	0	0	671	0	291
V/C Ratio(X)	0.71	0.48	0.48	0.77	0.90	0.93	0.75	0.00	0.00	0.79	0.00	0.29
Avail Cap(c_a), veh/h	126	812	846	126	812	752	221	0	0	940	0	408
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.1	16.0	16.1	37.0	20.6	20.9	34.5	0.0	0.0	30.7	0.0	27.7
Incr Delay (d2), s/veh	10.6	0.5	0.4	18.8	13.5	17.2	10.0	0.0	0.0	3.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	4.5	4.6	1.8	13.6	13.8	2.7	0.0	0.0	4.7	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.7	16.5	16.5	55.8	34.1	38.2	44.6	0.0	0.0	33.6	0.0	28.2
LnGrp LOS	D	B	B	E	C	D	D	A	A	C	A	C
Approach Vol, veh/h		833			1471			127			611	
Approach Delay, s/veh		18.7			37.0			44.6			32.9	
Approach LOS		B			D			D			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		12.5	8.6	38.7		19.1	8.1	39.2				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		10.5	5.5	35.5		20.5	5.5	35.5				
Max Q Clear Time (g_c+I1), s		7.9	5.1	13.9		13.0	4.5	32.4				
Green Ext Time (p_c), s		0.1	0.0	4.5		1.4	0.0	2.3				

Intersection Summary

HCM 6th Ctrl Delay	31.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

# HCM 6th Signalized Intersection Summary

## 13: I-15 SB Ramps & Mojave Dr

Existing  
Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑↓	↑
Traffic Volume (veh/h)	0	823	498	133	1101	0	0	0	0	35	0	343
Future Volume (veh/h)	0	823	498	133	1101	0	0	0	0	35	0	343
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	848	513	137	1135	0				24	0	367
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1703	749	179	2378	0				299	0	532
Arrive On Green	0.00	0.47	0.47	0.10	0.66	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	3705	1588	1810	3705	0				1810	0	3220
Grp Volume(v), veh/h	0	848	513	137	1135	0				24	0	367
Grp Sat Flow(s),veh/h/ln	0	1805	1588	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	8.3	12.9	3.8	8.0	0.0				0.6	0.0	5.5
Cycle Q Clear(g_c), s	0.0	8.3	12.9	3.8	8.0	0.0				0.6	0.0	5.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1703	749	179	2378	0				299	0	532
V/C Ratio(X)	0.00	0.50	0.68	0.77	0.48	0.00				0.08	0.00	0.69
Avail Cap(c_a), veh/h	0	3566	1569	372	4625	0				549	0	976
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	9.3	10.5	22.5	4.3	0.0				18.0	0.0	20.1
Incr Delay (d2), s/veh	0.0	0.2	1.1	6.7	0.1	0.0				0.1	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr0.0		2.4	3.4	1.7	1.3	0.0				0.2	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.5	11.7	29.1	4.5	0.0				18.2	0.0	21.7
LnGrp LOS	A	A	B	C	A	A				B	A	C
Approach Vol, veh/h		1361			1272						391	
Approach Delay, s/veh		10.3			7.1						21.5	
Approach LOS		B			A						C	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			9.6	28.6		13.0		38.2				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			10.5	50.5		15.5		65.5				
Max Q Clear Time (g_c+I1), s			5.8	14.9		7.5		10.0				
Green Ext Time (p_c), s			0.1	9.2		1.0		10.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			10.4									
HCM 6th LOS			B									
<b>Notes</b>												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary  
 14: I-15 NB Ramps & Mojave Dr

Existing  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗	↘	↕	↗			
Traffic Volume (veh/h)	202	609	0	0	797	22	516	0	143	0	0	0
Future Volume (veh/h)	202	609	0	0	797	22	516	0	143	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	210	634	0	0	830	23	584	0	99			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	271	2142	0	0	1279	562	823	0	366			
Arrive On Green	0.15	0.59	0.00	0.00	0.35	0.35	0.23	0.00	0.23			
Sat Flow, veh/h	1810	3705	0	0	3705	1586	3619	0	1610			
Grp Volume(v), veh/h	210	634	0	0	830	23	584	0	99			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1586	1810	0	1610			
Q Serve(g_s), s	5.6	4.4	0.0	0.0	9.7	0.5	7.5	0.0	2.5			
Cycle Q Clear(g_c), s	5.6	4.4	0.0	0.0	9.7	0.5	7.5	0.0	2.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	271	2142	0	0	1279	562	823	0	366			
V/C Ratio(X)	0.78	0.30	0.00	0.00	0.65	0.04	0.71	0.00	0.27			
Avail Cap(c_a), veh/h	558	4346	0	0	2909	1278	1476	0	657			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	20.6	5.0	0.0	0.0	13.6	10.6	17.9	0.0	16.0			
Incr Delay (d2), s/veh	4.7	0.1	0.0	0.0	0.6	0.0	1.1	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.4	0.9	0.0	0.0	3.2	0.1	2.7	0.0	0.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	5.1	0.0	0.0	14.2	10.7	19.0	0.0	16.4			
LnGrp LOS	C	A	A	A	B	B	B	A	B			
Approach Vol, veh/h		844			853			683				
Approach Delay, s/veh		10.1			14.1			18.6				
Approach LOS		B			B			B				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		15.9		34.3			12.0	22.3				
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5				
Max Green Setting (Gmax), s		20.5		60.5			15.5	40.5				
Max Q Clear Time (g_c+I1), s		9.5		6.4			7.6	11.7				
Green Ext Time (p_c), s		2.0		4.6			0.3	6.1				

Intersection Summary

HCM 6th Ctrl Delay	14.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↕	↗		↕	
Traffic Vol, veh/h	0	0	5	0	0	2	0	1018	218	0	751	13
Future Vol, veh/h	0	0	5	0	0	2	0	1018	218	0	751	13
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	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	0	-	-	275	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	5	0	0	2	0	1060	227	0	782	14

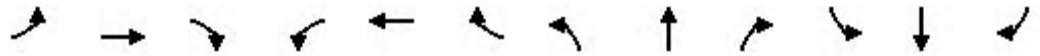
Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	398	-	-	530	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	6.9	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.3	-	-
Pot Cap-1 Maneuver	0	0	607	0	0	499	0	0
Stage 1	0	0	-	0	0	-	0	0
Stage 2	0	0	-	0	0	-	0	0
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	607	-	-	499	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11	12.2	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	607	499	-	-
HCM Lane V/C Ratio	-	0.009	0.004	-	-
HCM Control Delay (s)	-	11	12.2	-	-
HCM Lane LOS	-	B	B	-	-
HCM 95th %tile Q(veh)	-	0	0	-	-

HCM 6th Signalized Intersection Summary  
 2: US-395 & Cactus Rd

2026  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	39	98	62	25	28	73	1164	103	32	708	16
Future Volume (veh/h)	47	39	98	62	25	28	73	1164	103	32	708	16
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		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	48	40	100	63	26	29	74	1188	105	33	722	16
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	355	82	206	279	140	156	121	1791	799	68	1685	37
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.07	0.50	0.50	0.04	0.47	0.47
Sat Flow, veh/h	1370	481	1203	1269	820	915	1810	3610	1610	1810	3609	80
Grp Volume(v), veh/h	48	0	140	63	0	55	74	1188	105	33	361	377
Grp Sat Flow(s),veh/h/ln	1370	0	1684	1269	0	1735	1810	1805	1610	1810	1805	1884
Q Serve(g_s), s	1.4	0.0	3.4	2.2	0.0	1.2	1.8	11.3	1.6	0.8	6.1	6.1
Cycle Q Clear(g_c), s	2.7	0.0	3.4	5.6	0.0	1.2	1.8	11.3	1.6	0.8	6.1	6.1
Prop In Lane	1.00		0.71	1.00		0.53	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	355	0	288	279	0	297	121	1791	799	68	843	879
V/C Ratio(X)	0.14	0.00	0.49	0.23	0.00	0.19	0.61	0.66	0.13	0.49	0.43	0.43
Avail Cap(c_a), veh/h	885	0	940	770	0	969	416	3596	1604	218	1600	1670
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(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.4	0.0	17.1	19.7	0.0	16.2	20.7	8.6	6.2	21.6	8.1	8.1
Incr Delay (d2), s/veh	0.2	0.0	1.3	0.4	0.0	0.3	5.0	0.4	0.1	5.3	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.2	0.6	0.0	0.4	0.8	2.2	0.3	0.4	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.5	0.0	18.4	20.1	0.0	16.5	25.7	9.1	6.3	26.9	8.5	8.4
LnGrp LOS	B	A	B	C	A	B	C	A	A	C	A	A
Approach Vol, veh/h		188			118			1367				771
Approach Delay, s/veh		18.2			18.4			9.8				9.2
Approach LOS		B			B			A				A
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	27.2		12.3	7.5	25.8		12.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	45.5		25.5	10.5	40.5		25.5				
Max Q Clear Time (g_c+I1), s	2.8	13.3		5.4	3.8	8.1		7.6				
Green Ext Time (p_c), s	0.0	9.4		0.8	0.1	4.1		0.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				10.7								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 3: US-395 & Mojave Dr

2026  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↑↑	↗	↘	↑↑	
Traffic Volume (veh/h)	41	671	87	233	492	432	52	871	439	292	551	23
Future Volume (veh/h)	41	671	87	233	492	432	52	871	439	292	551	23
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		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	699	91	243	512	450	54	907	457	304	574	24
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	62	882	393	251	634	558	70	1036	462	286	1433	60
Arrive On Green	0.03	0.24	0.24	0.14	0.35	0.35	0.04	0.29	0.29	0.16	0.41	0.41
Sat Flow, veh/h	1810	3610	1610	1810	1819	1598	1810	3610	1610	1810	3529	147
Grp Volume(v), veh/h	43	699	91	243	508	454	54	907	457	304	293	305
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1612	1810	1805	1610	1810	1805	1871
Q Serve(g_s), s	2.5	19.0	4.7	14.0	26.7	26.7	3.1	25.0	29.5	16.5	12.0	12.1
Cycle Q Clear(g_c), s	2.5	19.0	4.7	14.0	26.7	26.7	3.1	25.0	29.5	16.5	12.0	12.1
Prop In Lane	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	62	882	393	251	630	562	70	1036	462	286	733	760
V/C Ratio(X)	0.70	0.79	0.23	0.97	0.81	0.81	0.77	0.88	0.99	1.06	0.40	0.40
Avail Cap(c_a), veh/h	182	1416	632	251	777	694	182	1036	462	286	733	760
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	49.9	37.0	31.6	44.8	30.8	30.8	49.8	35.5	37.1	44.0	22.0	22.0
Incr Delay (d2), s/veh	13.2	1.7	0.3	47.8	5.2	5.7	16.0	8.5	38.8	71.3	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	8.2	1.8	9.2	11.4	10.3	1.6	11.3	15.6	12.6	4.7	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.1	38.7	31.9	92.5	36.0	36.6	65.8	44.0	75.9	115.3	22.4	22.4
LnGrp LOS	E	D	C	F	D	D	E	D	E	F	C	C
Approach Vol, veh/h		833			1205			1418			902	
Approach Delay, s/veh		39.2			47.6			55.1			53.7	
Approach LOS		D			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.0	34.5	19.0	30.0	8.6	46.9	8.1	41.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	16.5	30.0	14.5	41.0	10.5	36.0	10.5	45.0				
Max Q Clear Time (g_c+11g), s	11.5	31.5	16.0	21.0	5.1	14.1	4.5	28.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	4.6	0.0	3.0	0.0	5.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											49.7	
HCM 6th LOS											D	



HCM 6th Signalized Intersection Summary  
 4: US-395 & SR-18

2026  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	762	388	159	489	184	352	897	199	148	605	56
Future Volume (veh/h)	127	762	388	159	489	184	352	897	199	148	605	56
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		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	131	786	400	164	504	190	363	925	205	153	624	58
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	158	707	358	224	1016	447	389	1135	251	163	945	415
Arrive On Green	0.09	0.30	0.30	0.06	0.28	0.28	0.21	0.39	0.39	0.09	0.26	0.26
Sat Flow, veh/h	1810	2319	1175	3510	3610	1590	1810	2937	650	1810	3610	1586
Grp Volume(v), veh/h	131	611	575	164	504	190	363	568	562	153	624	58
Grp Sat Flow(s),veh/h/ln	1810	1805	1689	1755	1805	1590	1810	1805	1782	1810	1805	1586
Q Serve(g_s), s	8.3	35.5	35.5	5.3	13.6	11.4	22.9	32.8	32.9	9.8	18.0	3.3
Cycle Q Clear(g_c), s	8.3	35.5	35.5	5.3	13.6	11.4	22.9	32.8	32.9	9.8	18.0	3.3
Prop In Lane	1.00		0.70	1.00		1.00	1.00		0.36	1.00		1.00
Lane Grp Cap(c), veh/h	158	550	515	224	1016	447	389	698	689	163	945	415
V/C Ratio(X)	0.83	1.11	1.12	0.73	0.50	0.42	0.93	0.81	0.82	0.94	0.66	0.14
Avail Cap(c_a), veh/h	163	550	515	317	1100	485	396	705	696	163	945	415
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	52.3	40.5	40.5	53.5	34.9	34.1	44.9	32.0	32.0	52.7	38.3	32.9
Incr Delay (d2), s/veh	28.2	72.4	75.7	5.1	0.4	0.6	28.8	7.2	7.4	52.3	3.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	25.7	24.5	2.4	5.7	4.2	12.8	14.5	14.4	6.6	8.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.5	112.9	116.2	58.7	35.3	34.8	73.7	39.2	39.4	105.0	42.0	33.6
LnGrp LOS	F	F	F	E	D	C	E	D	D	F	D	C
Approach Vol, veh/h		1317			858			1493			835	
Approach Delay, s/veh		111.1			39.7			47.7			52.9	
Approach LOS		F			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	49.5	11.9	40.0	29.5	35.0	14.7	37.3					
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5					
Max Green Setting (Gmax), s	45.5	10.5	35.5	25.5	30.5	10.5	35.5					
Max Q Clear Time (g_c+fl), s	34.9	7.3	37.5	24.9	20.0	10.3	15.6					
Green Ext Time (p_c), s	0.0	4.7	0.1	0.0	0.1	2.8	0.0	3.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			65.7									
HCM 6th LOS			E									

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑		↑
Traffic Vol, veh/h	1246	136	0	1259	0	73
Future Vol, veh/h	1246	136	0	1259	0	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	650	-	-	-	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	1354	148	0	1368	0	79

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	677
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	400
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	400
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	400	-	-	-
HCM Lane V/C Ratio	0.198	-	-	-
HCM Control Delay (s)	16.2	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.7	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	1340	1	0	1257	1	0
Future Vol, veh/h	1340	1	0	1257	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1457	1	0	1366	1	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1458	0	2141
Stage 1	-	-	-	-	1458
Stage 2	-	-	-	-	683
Critical Hdwy	-	-	4.1	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	470	-	43
Stage 1	-	-	-	-	184
Stage 2	-	-	-	-	468
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	470	-	43
Mov Cap-2 Maneuver	-	-	-	-	164
Stage 1	-	-	-	-	184
Stage 2	-	-	-	-	468

Approach	EB	WB	NB
HCM Control Delay, s	0	0	27.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	164	-	-	470	-
HCM Lane V/C Ratio	0.007	-	-	-	-
HCM Control Delay (s)	27.1	-	-	0	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection												
Int Delay, s/veh	11.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑			↔			↔	
Traffic Vol, veh/h	30	1268	40	40	1213	16	20	0	81	10	0	24
Future Vol, veh/h	30	1268	40	40	1213	16	20	0	81	10	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	440	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	33	1378	43	43	1318	17	22	0	88	11	0	26

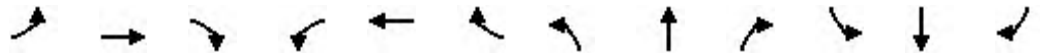
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1335	0	0	1421	0	0	2189	2865	689	2168	2900	668
Stage 1	-	-	-	-	-	-	1444	1444	-	1413	1413	-
Stage 2	-	-	-	-	-	-	745	1421	-	755	1487	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	523	-	-	485	-	-	26	17	393	27	16	405
Stage 1	-	-	-	-	-	-	141	199	-	148	206	-
Stage 2	-	-	-	-	-	-	377	204	-	371	190	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	523	-	-	485	-	-	22	15	393	19	14	405
Mov Cap-2 Maneuver	-	-	-	-	-	-	22	15	-	19	14	-
Stage 1	-	-	-	-	-	-	132	186	-	139	188	-
Stage 2	-	-	-	-	-	-	321	186	-	270	178	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.4			244.7			141.8		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	91	523	-	-	485	-	-	58
HCM Lane V/C Ratio	1.206	0.062	-	-	0.09	-	-	0.637
HCM Control Delay (s)	244.7	12.3	-	-	13.2	-	-	141.8
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	7.7	0.2	-	-	0.3	-	-	2.6

HCM 6th Signalized Intersection Summary  
 8: Cobalt Rd & Mojave Dr

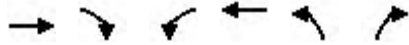
2026  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖	↕↕	↖		↕	↖		↕	↖
Traffic Volume (veh/h)	321	929	88	23	846	305	37	133	36	192	38	385
Future Volume (veh/h)	321	929	88	23	846	305	37	133	36	192	38	385
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		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	387	1119	106	28	1019	367	45	160	43	231	46	464
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	234	1524	144	46	767	340	53	189	207	577	115	609
Arrive On Green	0.13	0.32	0.32	0.03	0.21	0.21	0.13	0.13	0.13	0.38	0.38	0.38
Sat Flow, veh/h	1810	4817	456	1810	3610	1599	413	1467	1599	1521	303	1606
Grp Volume(v), veh/h	387	803	422	28	1019	367	205	0	43	277	0	464
Grp Sat Flow(s),veh/h/ln	1810	1729	1815	1810	1805	1599	1879	0	1599	1824	0	1606
Q Serve(g_s), s	15.5	24.8	24.8	1.8	25.5	25.5	12.8	0.0	2.9	13.3	0.0	30.3
Cycle Q Clear(g_c), s	15.5	24.8	24.8	1.8	25.5	25.5	12.8	0.0	2.9	13.3	0.0	30.3
Prop In Lane	1.00		0.25	1.00		1.00	0.22		1.00	0.83		1.00
Lane Grp Cap(c), veh/h	234	1094	574	46	767	340	243	0	207	692	0	609
V/C Ratio(X)	1.66	0.73	0.73	0.61	1.33	1.08	0.84	0.00	0.21	0.40	0.00	0.76
Avail Cap(c_a), veh/h	234	1094	574	83	767	340	243	0	207	692	0	609
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.2	36.5	36.5	57.9	47.2	47.3	51.1	0.0	46.8	27.3	0.0	32.5
Incr Delay (d2), s/veh	313.4	2.6	4.9	12.5	156.7	71.9	28.6	0.0	2.3	1.7	0.0	8.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	27.1	10.2	11.1	1.0	27.5	16.4	7.9	0.0	1.2	6.1	0.0	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	365.6	39.1	41.4	70.4	204.0	119.2	79.7	0.0	49.0	29.0	0.0	41.3
LnGrp LOS	F	D	D	E	F	F	E	A	D	C	A	D
Approach Vol, veh/h		1612			1414			248			741	
Approach Delay, s/veh		118.1			179.3			74.3			36.7	
Approach LOS		F			F			E			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		20.0	7.5	42.5		50.0	20.0	30.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		15.5	5.5	35.5		45.5	15.5	25.5				
Max Q Clear Time (g_c+I1), s		14.8	3.8	26.8		15.3	17.5	27.5				
Green Ext Time (p_c), s		0.1	0.0	4.5		0.4	0.0	0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				121.9								
HCM 6th LOS				F								

HCM 6th Signalized Intersection Summary  
 9: Amethyst Rd & Mojave Dr

2026  
 Timing Plan: AM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑	↑↑	↑	↑
Traffic Volume (veh/h)	935	212	206	812	293	116
Future Volume (veh/h)	935	212	206	812	293	116
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1087	247	240	944	341	135
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1754	544	296	2123	432	385
Arrive On Green	0.34	0.34	0.16	0.59	0.24	0.24
Sat Flow, veh/h	5358	1608	1810	3705	1810	1610
Grp Volume(v), veh/h	1087	247	240	944	341	135
Grp Sat Flow(s),veh/h/ln	1729	1608	1810	1805	1810	1610
Q Serve(g_s), s	9.1	6.2	6.7	7.6	9.2	3.6
Cycle Q Clear(g_c), s	9.1	6.2	6.7	7.6	9.2	3.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1754	544	296	2123	432	385
V/C Ratio(X)	0.62	0.45	0.81	0.44	0.79	0.35
Avail Cap(c_a), veh/h	2542	788	365	2810	887	789
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	14.4	13.5	21.0	6.0	18.6	16.4
Incr Delay (d2), s/veh	0.4	0.6	10.7	0.1	3.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	1.7	3.1	1.3	3.4	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.8	14.1	31.7	6.1	21.8	17.0
LnGrp LOS	B	B	C	A	C	B
Approach Vol, veh/h	1334			1184	476	
Approach Delay, s/veh	14.6			11.3	20.5	
Approach LOS	B			B	C	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		16.9	13.0	22.1		35.1
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		25.5	10.5	25.5		40.5
Max Q Clear Time (g_c+I1), s		11.2	8.7	11.1		9.6
Green Ext Time (p_c), s		1.2	0.1	6.4		6.4
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			14.2			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary  
 10: Evado Rd & Mojave Dr

2026  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	870	150	105	780	214	102	337	165	268	323	151
Future Volume (veh/h)	189	870	150	105	780	214	102	337	165	268	323	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	199	916	158	111	821	225	107	355	174	282	340	159
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	228	1142	501	139	964	428	134	593	500	247	712	593
Arrive On Green	0.13	0.32	0.32	0.08	0.27	0.27	0.07	0.31	0.31	0.14	0.37	0.37
Sat Flow, veh/h	1810	3610	1582	1810	3610	1601	1810	1900	1601	1810	1900	1582
Grp Volume(v), veh/h	199	916	158	111	821	225	107	355	174	282	340	159
Grp Sat Flow(s),veh/h/ln	1810	1805	1582	1810	1805	1601	1810	1900	1601	1810	1900	1582
Q Serve(g_s), s	12.3	26.4	8.6	6.9	24.5	13.6	6.6	18.0	9.5	15.5	15.5	7.9
Cycle Q Clear(g_c), s	12.3	26.4	8.6	6.9	24.5	13.6	6.6	18.0	9.5	15.5	15.5	7.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	228	1142	501	139	964	428	134	593	500	247	712	593
V/C Ratio(X)	0.87	0.80	0.32	0.80	0.85	0.53	0.80	0.60	0.35	1.14	0.48	0.27
Avail Cap(c_a), veh/h	247	1142	501	247	1127	500	247	593	500	247	712	593
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	48.8	35.6	29.5	51.6	39.5	35.5	51.8	33.1	30.2	49.1	27.1	24.7
Incr Delay (d2), s/veh	26.0	4.2	0.4	10.1	5.7	1.0	10.3	4.4	1.9	101.3	2.3	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	11.6	3.2	3.4	11.0	5.2	3.3	8.5	3.8	13.6	7.1	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.8	39.8	29.9	61.8	45.2	36.5	62.0	37.5	32.1	150.4	29.4	25.8
LnGrp LOS	E	D	C	E	D	D	E	D	C	F	C	C
Approach Vol, veh/h		1273			1157			636			781	
Approach Delay, s/veh		44.0			45.1			40.1			72.4	
Approach LOS		D			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.0	40.0	13.2	40.5	12.9	47.1	18.8	34.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	15.5	35.5	15.5	35.5	15.5	35.5	15.5	35.5				
Max Q Clear Time (g_c+11), s	11.5	20.0	8.9	28.4	8.6	17.5	14.3	26.5				
Green Ext Time (p_c), s	0.0	2.1	0.1	3.4	0.1	2.1	0.1	3.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											49.5	
HCM 6th LOS											D	



HCM 6th Signalized Intersection Summary  
 11: Amargosa Rd & Mojave Dr

2026  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑↑		↘	↑↑	↗	↘	↑	↗
Traffic Volume (veh/h)	99	1009	253	190	869	93	151	296	198	109	373	80
Future Volume (veh/h)	99	1009	253	190	869	93	151	296	198	109	373	80
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		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	105	1073	269	202	924	99	161	315	211	116	397	85
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	133	1064	474	234	1668	178	193	1159	515	146	560	472
Arrive On Green	0.07	0.29	0.29	0.13	0.35	0.35	0.11	0.32	0.32	0.08	0.29	0.29
Sat Flow, veh/h	1810	3610	1607	1810	4757	508	1810	3610	1603	1810	1900	1602
Grp Volume(v), veh/h	105	1073	269	202	671	352	161	315	211	116	397	85
Grp Sat Flow(s),veh/h/ln	1810	1805	1607	1810	1729	1808	1810	1805	1603	1810	1900	1602
Q Serve(g_s), s	5.9	30.5	14.7	11.3	16.2	16.3	9.0	6.7	10.6	6.5	19.3	4.1
Cycle Q Clear(g_c), s	5.9	30.5	14.7	11.3	16.2	16.3	9.0	6.7	10.6	6.5	19.3	4.1
Prop In Lane	1.00		1.00	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	133	1064	474	234	1212	634	193	1159	515	146	560	472
V/C Ratio(X)	0.79	1.01	0.57	0.86	0.55	0.56	0.83	0.27	0.41	0.80	0.71	0.18
Avail Cap(c_a), veh/h	271	1064	474	271	1212	634	271	1159	515	271	560	472
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	47.1	36.5	30.9	44.1	27.1	27.1	45.3	26.1	27.4	46.7	32.5	27.2
Incr Delay (d2), s/veh	9.8	29.6	1.6	21.5	0.6	1.1	14.1	0.6	2.4	9.4	7.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	16.8	5.5	6.2	6.3	6.7	4.6	2.8	4.2	3.2	9.4	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.9	66.1	32.5	65.6	27.6	28.2	59.4	26.7	29.9	56.1	39.9	28.0
LnGrp LOS	E	F	C	E	C	C	E	C	C	E	D	C
Approach Vol, veh/h		1447			1225			687			598	
Approach Delay, s/veh		59.2			34.0			35.3			41.4	
Approach LOS		E			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	2.8	37.7	17.9	35.0	15.6	35.0	12.1	40.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	15.5	30.5	15.5	30.5	15.5	30.5	15.5	30.5				
Max Q Clear Time (g_c+1), s	19.5	12.6	13.3	32.5	11.0	21.3	7.9	18.3				
Green Ext Time (p_c), s	0.1	2.3	0.1	0.0	0.1	1.6	0.1	4.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											44.6	
HCM 6th LOS											D	

HCM 6th Signalized Intersection Summary  
 12: Village Dr & Mojave Dr

2026  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕		↖	↗	↗
Traffic Volume (veh/h)	50	1224	15	49	1052	508	32	22	121	650	50	76
Future Volume (veh/h)	50	1224	15	49	1052	508	32	22	121	650	50	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	1288	16	52	1107	535	34	23	127	722	0	80
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	75	1490	18	74	970	449	37	25	139	808	0	354
Arrive On Green	0.04	0.41	0.41	0.04	0.41	0.41	0.12	0.12	0.12	0.22	0.00	0.22
Sat Flow, veh/h	1810	3650	45	1810	2380	1101	308	208	1151	3619	0	1583
Grp Volume(v), veh/h	53	637	667	52	828	814	184	0	0	722	0	80
Grp Sat Flow(s),veh/h/ln	1810	1805	1890	1810	1805	1676	1667	0	0	1810	0	1583
Q Serve(g_s), s	2.5	28.1	28.1	2.5	35.5	35.5	9.5	0.0	0.0	16.9	0.0	3.6
Cycle Q Clear(g_c), s	2.5	28.1	28.1	2.5	35.5	35.5	9.5	0.0	0.0	16.9	0.0	3.6
Prop In Lane	1.00		0.02	1.00		0.66	0.18		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	75	737	771	74	736	683	201	0	0	808	0	354
V/C Ratio(X)	0.71	0.86	0.86	0.70	1.12	1.19	0.92	0.00	0.00	0.89	0.00	0.23
Avail Cap(c_a), veh/h	114	737	771	114	736	683	201	0	0	852	0	373
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.2	23.6	23.6	41.2	25.8	25.8	37.8	0.0	0.0	32.8	0.0	27.7
Incr Delay (d2), s/veh	11.4	10.5	10.1	11.2	73.1	100.2	40.6	0.0	0.0	11.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	12.9	13.5	1.3	28.6	31.7	5.9	0.0	0.0	8.1	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.6	34.0	33.7	52.4	98.9	126.0	78.4	0.0	0.0	44.2	0.0	28.0
LnGrp LOS	D	C	C	D	F	F	E	A	A	D	A	C
Approach Vol, veh/h		1357			1694			184			802	
Approach Delay, s/veh		34.6			110.5			78.4			42.6	
Approach LOS		C			F			E			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		15.0	8.1	40.0		23.9	8.1	40.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		10.5	5.5	35.5		20.5	5.5	35.5				
Max Q Clear Time (g_c+I1), s		11.5	4.5	30.1		18.9	4.5	37.5				
Green Ext Time (p_c), s		0.0	0.0	3.5		0.6	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	70.0
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary  
 13: I-15 SB Ramps & Mojave Dr

2026  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑↓	↑
Traffic Volume (veh/h)	0	1345	619	213	1297	0	0	0	0	23	2	313
Future Volume (veh/h)	0	1345	619	213	1297	0	0	0	0	23	2	313
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1416	652	224	1365	0				17	0	338
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1959	861	253	2681	0				248	0	442
Arrive On Green	0.00	0.54	0.54	0.14	0.74	0.00				0.14	0.00	0.14
Sat Flow, veh/h	0	3705	1586	1810	3705	0				1810	0	3220
Grp Volume(v), veh/h	0	1416	652	224	1365	0				17	0	338
Grp Sat Flow(s),veh/h/ln	0	1805	1586	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	22.1	23.9	9.1	11.7	0.0				0.6	0.0	7.6
Cycle Q Clear(g_c), s	0.0	22.1	23.9	9.1	11.7	0.0				0.6	0.0	7.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1959	861	253	2681	0				248	0	442
V/C Ratio(X)	0.00	0.72	0.76	0.88	0.51	0.00				0.07	0.00	0.76
Avail Cap(c_a), veh/h	0	2432	1069	253	3155	0				374	0	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.9	13.3	31.6	4.0	0.0				28.2	0.0	31.2
Incr Delay (d2), s/veh	0.0	0.8	2.5	28.5	0.2	0.0				0.1	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr0.0	0.0	7.4	7.4	5.7	2.3	0.0				0.3	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	13.7	15.8	60.2	4.1	0.0				28.3	0.0	34.1
LnGrp LOS	A	B	B	E	A	A				C	A	C
Approach Vol, veh/h		2068			1589						355	
Approach Delay, s/veh		14.4			12.0						33.8	
Approach LOS		B			B						C	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			15.0	45.2		14.8		60.2				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			10.5	50.5		15.5		65.5				
Max Q Clear Time (g_c+I1), s			11.1	25.9		9.6		13.7				
Green Ext Time (p_c), s			0.0	14.7		0.7		13.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			15.2									
HCM 6th LOS			B									
<b>Notes</b>												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary  
 14: I-15 NB Ramps & Mojave Dr

2026  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	307	1060	0	0	1045	26	466	0	216	0	0	0
Future Volume (veh/h)	307	1060	0	0	1045	26	466	0	216	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	327	1128	0	0	1112	28	568	0	153			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	371	2423	0	0	1454	632	730	0	325			
Arrive On Green	0.20	0.67	0.00	0.00	0.40	0.40	0.20	0.00	0.20			
Sat Flow, veh/h	1810	3705	0	0	3705	1570	3619	0	1610			
Grp Volume(v), veh/h	327	1128	0	0	1112	28	568	0	153			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1570	1810	0	1610			
Q Serve(g_s), s	12.4	10.6	0.0	0.0	18.8	0.8	10.5	0.0	5.9			
Cycle Q Clear(g_c), s	12.4	10.6	0.0	0.0	18.8	0.8	10.5	0.0	5.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	371	2423	0	0	1454	632	730	0	325			
V/C Ratio(X)	0.88	0.47	0.00	0.00	0.76	0.04	0.78	0.00	0.47			
Avail Cap(c_a), veh/h	396	3083	0	0	2064	898	1047	0	466			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	27.3	5.6	0.0	0.0	18.3	12.9	26.8	0.0	24.9			
Incr Delay (d2), s/veh	19.3	0.1	0.0	0.0	1.1	0.0	2.4	0.0	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/lr	6.9	2.6	0.0	0.0	7.0	0.2	4.4	0.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.6	5.7	0.0	0.0	19.4	12.9	29.2	0.0	26.0			
LnGrp LOS	D	A	A	A	B	B	C	A	C			
Approach Vol, veh/h		1455			1140			721				
Approach Delay, s/veh		14.9			19.2			28.5				
Approach LOS		B			B			C				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		18.8		52.1			19.0	33.0				
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5				
Max Green Setting (Gmax), s		20.5		60.5			15.5	40.5				
Max Q Clear Time (g_c+I1), s		12.5		12.6			14.4	20.8				
Green Ext Time (p_c), s		1.8		10.0			0.1	7.7				

Intersection Summary

HCM 6th Ctrl Delay	19.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↕	↗		↕	↗
Traffic Vol, veh/h	0	0	1	0	0	5	0	794	99	0	1250	27
Future Vol, veh/h	0	0	1	0	0	5	0	794	99	0	1250	27
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	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	0	-	-	275	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	1	0	0	5	0	854	106	0	1344	29

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	687	-	-	427	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	6.9	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.3	-	-
Pot Cap-1 Maneuver	0	0	394	0	0	582	0	0
Stage 1	0	0	-	0	0	-	0	0
Stage 2	0	0	-	0	0	-	0	0
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	394	-	-	582	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

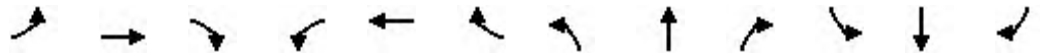
Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.2		11.2		0		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	394	582	-	-
HCM Lane V/C Ratio	-	0.003	0.009	-	-
HCM Control Delay (s)	-	14.2	11.2	-	-
HCM Lane LOS	-	B	B	-	-
HCM 95th %tile Q(veh)	-	0	0	-	-

HCM 6th Signalized Intersection Summary  
 2: US-395 & Cactus Rd

2026

Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↗	↖	↗	
Traffic Volume (veh/h)	34	27	77	152	32	50	136	811	79	30	1167	48
Future Volume (veh/h)	34	27	77	152	32	50	136	811	79	30	1167	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	29	84	165	35	54	148	882	86	33	1268	52
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	353	95	274	329	150	231	189	1907	851	63	1620	66
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.10	0.53	0.53	0.03	0.46	0.46
Sat Flow, veh/h	1329	426	1233	1300	674	1039	1810	3610	1610	1810	3534	145
Grp Volume(v), veh/h	37	0	113	165	0	89	148	882	86	33	647	673
Grp Sat Flow(s),veh/h/ln	1329	0	1659	1300	0	1713	1810	1805	1610	1810	1805	1874
Q Serve(g_s), s	1.5	0.0	3.6	7.6	0.0	2.7	5.0	9.6	1.7	1.1	19.0	19.1
Cycle Q Clear(g_c), s	4.2	0.0	3.6	11.2	0.0	2.7	5.0	9.6	1.7	1.1	19.0	19.1
Prop In Lane	1.00		0.74	1.00		0.61	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	353	0	368	329	0	380	189	1907	851	63	827	859
V/C Ratio(X)	0.10	0.00	0.31	0.50	0.00	0.23	0.78	0.46	0.10	0.52	0.78	0.78
Avail Cap(c_a), veh/h	597	0	673	568	0	695	302	2615	1166	158	1164	1208
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(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.8	0.0	20.4	25.1	0.0	20.1	27.4	9.3	7.4	29.8	14.4	14.4
Incr Delay (d2), s/veh	0.1	0.0	0.5	1.2	0.0	0.3	6.9	0.2	0.1	6.6	2.3	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.3	2.3	0.0	1.0	2.2	2.5	0.4	0.5	6.0	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.9	0.0	20.9	26.3	0.0	20.4	34.3	9.4	7.4	36.4	16.7	16.6
LnGrp LOS	C	A	C	C	A	C	C	A	A	D	B	B
Approach Vol, veh/h		150			254			1116			1353	
Approach Delay, s/veh		21.1			24.2			12.6			17.1	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	37.7		18.4	11.1	33.3		18.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	45.5		25.5	10.5	40.5		25.5				
Max Q Clear Time (g_c+I1), s	3.1	11.6		6.2	7.0	21.1		13.2				
Green Ext Time (p_c), s	0.0	6.3		0.6	0.1	7.7		0.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				16.2								
HCM 6th LOS				B								



HCM 6th Signalized Intersection Summary  
 3: US-395 & Mojave Dr

2026  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↑↑	↗	↘	↑↑	
Traffic Volume (veh/h)	36	335	88	201	495	335	104	699	311	455	844	33
Future Volume (veh/h)	36	335	88	201	495	335	104	699	311	455	844	33
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	364	96	218	538	364	113	760	338	495	917	36
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	63	771	344	254	658	445	143	953	425	331	1301	51
Arrive On Green	0.03	0.21	0.21	0.14	0.32	0.32	0.08	0.26	0.26	0.18	0.37	0.37
Sat Flow, veh/h	1810	3610	1608	1810	2060	1393	1810	3610	1610	1810	3541	139
Grp Volume(v), veh/h	39	364	96	218	471	431	113	760	338	495	467	486
Grp Sat Flow(s),veh/h/ln	1810	1805	1608	1810	1805	1648	1810	1805	1610	1810	1805	1875
Q Serve(g_s), s	1.9	8.0	4.5	10.6	21.7	21.7	5.5	17.7	17.7	16.5	20.0	20.0
Cycle Q Clear(g_c), s	1.9	8.0	4.5	10.6	21.7	21.7	5.5	17.7	17.7	16.5	20.0	20.0
Prop In Lane	1.00		1.00	1.00		0.85	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	63	771	344	254	577	527	143	953	425	331	663	689
V/C Ratio(X)	0.62	0.47	0.28	0.86	0.82	0.82	0.79	0.80	0.80	1.50	0.70	0.70
Avail Cap(c_a), veh/h	210	1638	730	290	899	821	210	1199	535	331	719	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	43.0	31.1	29.7	37.9	28.3	28.3	40.8	31.0	31.0	36.9	24.4	24.4
Incr Delay (d2), s/veh	9.8	0.4	0.4	19.8	3.4	3.7	11.5	3.1	6.5	239.3	2.9	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.3	1.6	5.7	8.9	8.2	2.8	7.4	7.0	28.6	8.0	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.8	31.5	30.1	57.8	31.7	32.0	52.3	34.1	37.5	276.2	27.3	27.2
LnGrp LOS	D	C	C	E	C	C	D	C	D	F	C	C
Approach Vol, veh/h		499			1120			1211			1448	
Approach Delay, s/veh		32.9			36.9			36.7			112.3	
Approach LOS		C			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	28.3	17.2	23.8	11.7	37.7	7.6	33.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	16.5	30.0	14.5	41.0	10.5	36.0	10.5	45.0				
Max Q Clear Time (g_c+11g_s), s	11.5	19.7	12.6	10.0	7.5	22.0	3.9	23.7				
Green Ext Time (p_c), s	0.0	4.1	0.1	2.5	0.1	4.4	0.0	5.1				

Intersection Summary

HCM 6th Ctrl Delay	61.9
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary  
4: US-395 & SR-18

2026  
Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	647	388	297	788	202	346	878	140	184	745	81
Future Volume (veh/h)	131	647	388	297	788	202	346	878	140	184	745	81
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		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	135	667	400	306	812	208	357	905	144	190	768	84
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	159	643	385	308	1070	477	382	1179	188	159	919	410
Arrive On Green	0.09	0.30	0.30	0.09	0.30	0.30	0.21	0.38	0.38	0.09	0.25	0.25
Sat Flow, veh/h	1810	2171	1300	3510	3610	1610	1810	3119	496	1810	3610	1608
Grp Volume(v), veh/h	135	555	512	306	812	208	357	524	525	190	768	84
Grp Sat Flow(s),veh/h/ln	1810	1805	1666	1755	1805	1610	1810	1805	1810	1810	1805	1608
Q Serve(g_s), s	8.8	35.5	35.5	10.4	24.5	12.5	23.2	30.4	30.5	10.5	24.1	4.9
Cycle Q Clear(g_c), s	8.8	35.5	35.5	10.4	24.5	12.5	23.2	30.4	30.5	10.5	24.1	4.9
Prop In Lane	1.00		0.78	1.00		1.00	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	159	535	494	308	1070	477	382	682	684	159	919	410
V/C Ratio(X)	0.85	1.04	1.04	0.99	0.76	0.44	0.94	0.77	0.77	1.20	0.84	0.21
Avail Cap(c_a), veh/h	159	535	494	308	1070	477	385	686	688	159	919	410
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	53.9	42.1	42.1	54.6	38.2	34.0	46.4	32.6	32.6	54.6	42.3	35.1
Incr Delay (d2), s/veh	33.2	48.7	50.6	49.6	3.2	0.6	29.8	5.2	5.2	134.4	8.9	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	5.3	22.0	20.5	6.5	10.6	4.7	13.0	13.3	13.3	10.5	11.3	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.1	90.8	92.7	104.2	41.4	34.7	76.3	37.9	37.9	189.0	51.1	36.2
LnGrp LOS	F	F	F	F	D	C	E	D	D	F	D	D
Approach Vol, veh/h		1202			1326			1406			1042	
Approach Delay, s/veh		91.2			54.9			47.6			75.1	
Approach LOS		F			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	49.8	15.0	40.0	29.8	35.0	15.0	40.0					
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5					
Max Green Setting (Gmax), s	45.5	10.5	35.5	25.5	30.5	10.5	35.5					
Max Q Clear Time (g_c+1/2, s)	32.5	12.4	37.5	25.2	26.1	10.8	26.5					
Green Ext Time (p_c), s	0.0	4.8	0.0	0.0	0.0	1.9	0.0	3.7				

Intersection Summary

HCM 6th Ctrl Delay	65.8
HCM 6th LOS	E

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑		↑
Traffic Vol, veh/h	1057	65	0	1005	0	62
Future Vol, veh/h	1057	65	0	1005	0	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	650	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1079	66	0	1026	0	63

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	540
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	491
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	491
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	491	-	-	-
HCM Lane V/C Ratio	0.129	-	-	-
HCM Control Delay (s)	13.4	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1225	1	2	1003	1	0
Future Vol, veh/h	1225	1	2	1003	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	300	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1250	1	2	1023	1	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1251	0	1767
Stage 1	-	-	-	-	1251
Stage 2	-	-	-	-	516
Critical Hdwy	-	-	4.1	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	563	-	76
Stage 1	-	-	-	-	237
Stage 2	-	-	-	-	570
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	563	-	76
Mov Cap-2 Maneuver	-	-	-	-	214
Stage 1	-	-	-	-	237
Stage 2	-	-	-	-	568

Approach	EB	WB	NB
HCM Control Delay, s	0	0	21.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	214	-	-	563	-
HCM Lane V/C Ratio	0.005	-	-	0.004	-
HCM Control Delay (s)	21.9	-	-	11.4	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑			↔			↔	
Traffic Vol, veh/h	6	1183	34	31	969	4	22	0	29	6	0	14
Future Vol, veh/h	6	1183	34	31	969	4	22	0	29	6	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	440	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	1207	35	32	989	4	22	0	30	6	0	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	993	0	0	1242	0	0	1778	2276	604	1671	2309	497
Stage 1	-	-	-	-	-	-	1219	1219	-	1055	1055	-
Stage 2	-	-	-	-	-	-	559	1057	-	616	1254	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	704	-	-	568	-	-	53	41	446	64	39	524
Stage 1	-	-	-	-	-	-	194	255	-	245	305	-
Stage 2	-	-	-	-	-	-	486	304	-	450	246	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	704	-	-	568	-	-	49	38	446	57	37	524
Mov Cap-2 Maneuver	-	-	-	-	-	-	49	38	-	57	37	-
Stage 1	-	-	-	-	-	-	192	253	-	243	288	-
Stage 2	-	-	-	-	-	-	446	287	-	417	244	-

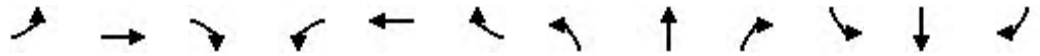
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.4			76			32.3		
HCM LOS							F			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	99	704	-	-	568	-	-	152
HCM Lane V/C Ratio	0.526	0.009	-	-	0.056	-	-	0.134
HCM Control Delay (s)	76	10.2	-	-	11.7	-	-	32.3
HCM Lane LOS	F	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	2.4	0	-	-	0.2	-	-	0.5

HCM 6th Signalized Intersection Summary  
 8: Cobalt Rd & Mojave Dr

2026

Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↖↖		↖	↖↖	↖		↖	↖		↖	↖
Traffic Volume (veh/h)	76	1058	32	32	918	93	17	17	16	56	20	91
Future Volume (veh/h)	76	1058	32	32	918	93	17	17	16	56	20	91
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	83	1150	35	35	998	101	18	18	17	61	22	99
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	107	1390	42	53	864	384	128	128	222	544	196	651
Arrive On Green	0.06	0.27	0.27	0.03	0.24	0.24	0.14	0.14	0.14	0.40	0.40	0.40
Sat Flow, veh/h	1810	5172	157	1810	3610	1603	927	927	1610	1347	486	1610
Grp Volume(v), veh/h	83	769	416	35	998	101	36	0	17	83	0	99
Grp Sat Flow(s),veh/h/ln	1810	1729	1871	1810	1805	1603	1854	0	1610	1833	0	1610
Q Serve(g_s), s	5.1	23.5	23.6	2.2	27.0	5.8	1.9	0.0	1.0	3.2	0.0	4.4
Cycle Q Clear(g_c), s	5.1	23.5	23.6	2.2	27.0	5.8	1.9	0.0	1.0	3.2	0.0	4.4
Prop In Lane	1.00		0.08	1.00		1.00	0.50		1.00	0.73		1.00
Lane Grp Cap(c), veh/h	107	930	503	53	864	384	255	0	222	741	0	651
V/C Ratio(X)	0.78	0.83	0.83	0.65	1.16	0.26	0.14	0.00	0.08	0.11	0.00	0.15
Avail Cap(c_a), veh/h	249	1090	590	88	864	384	255	0	222	741	0	651
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.2	38.7	38.7	54.1	42.8	34.8	42.7	0.0	42.3	20.9	0.0	21.3
Incr Delay (d2), s/veh	11.4	4.7	8.3	12.7	82.8	0.4	1.2	0.0	0.7	0.3	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	9.9	11.3	1.1	21.2	2.2	1.0	0.0	0.4	1.4	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.6	43.4	47.0	66.8	125.6	35.1	43.8	0.0	43.0	21.2	0.0	21.8
LnGrp LOS	E	D	D	E	F	D	D	A	D	C	A	C
Approach Vol, veh/h		1268			1134			53				182
Approach Delay, s/veh		45.9			115.8			43.6				21.5
Approach LOS		D			F			D				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		20.0	7.8	34.8		50.0	11.1	31.5				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		15.5	5.5	35.5		45.5	15.5	25.5				
Max Q Clear Time (g_c+I1), s		3.9	4.2	25.6		5.2	7.1	29.0				
Green Ext Time (p_c), s		0.1	0.0	4.7		0.2	0.1	0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				74.2								
HCM 6th LOS				E								

HCM 6th Signalized Intersection Summary  
 9: Amethyst Rd & Mojave Dr

2026  
 Timing Plan: PM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑	↑↑	↑	↑
Traffic Volume (veh/h)	1029	175	115	851	157	87
Future Volume (veh/h)	1029	175	115	851	157	87
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1039	177	116	860	159	88
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2006	623	171	2177	277	246
Arrive On Green	0.39	0.39	0.09	0.60	0.15	0.15
Sat Flow, veh/h	5358	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	1039	177	116	860	159	88
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1805	1810	1610
Q Serve(g_s), s	5.7	2.8	2.3	4.6	3.0	1.8
Cycle Q Clear(g_c), s	5.7	2.8	2.3	4.6	3.0	1.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2006	623	171	2177	277	246
V/C Ratio(X)	0.52	0.28	0.68	0.40	0.57	0.36
Avail Cap(c_a), veh/h	3586	1113	515	3964	1251	1113
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.7	7.8	16.2	3.8	14.5	14.0
Incr Delay (d2), s/veh	0.2	0.2	4.7	0.1	1.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.5	0.9	0.1	1.0	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.9	8.0	20.9	3.9	16.4	14.9
LnGrp LOS	A	A	C	A	B	B
Approach Vol, veh/h	1216			976	247	
Approach Delay, s/veh	8.8			5.9	15.8	
Approach LOS	A			A	B	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		10.1	8.0	18.8		26.7
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		25.5	10.5	25.5		40.5
Max Q Clear Time (g_c+I1), s		5.0	4.3	7.7		6.6
Green Ext Time (p_c), s		0.6	0.1	6.6		5.8
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			8.4			
HCM 6th LOS			A			



HCM 6th Signalized Intersection Summary  
 10: Evado Rd & Mojave Dr

2026  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	926	159	85	834	236	168	174	76	152	174	79
Future Volume (veh/h)	90	926	159	85	834	236	168	174	76	152	174	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	93	955	164	88	860	243	173	179	78	157	179	81
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	120	1104	486	114	1092	481	206	670	560	189	653	546
Arrive On Green	0.07	0.31	0.31	0.06	0.30	0.30	0.11	0.35	0.35	0.10	0.34	0.34
Sat Flow, veh/h	1810	3610	1588	1810	3610	1588	1810	1900	1588	1810	1900	1588
Grp Volume(v), veh/h	93	955	164	88	860	243	173	179	78	157	179	81
Grp Sat Flow(s),veh/h/ln	1810	1805	1588	1810	1805	1588	1810	1900	1588	1810	1900	1588
Q Serve(g_s), s	5.2	25.8	8.3	5.0	22.5	13.0	9.7	7.0	3.5	8.8	7.1	3.6
Cycle Q Clear(g_c), s	5.2	25.8	8.3	5.0	22.5	13.0	9.7	7.0	3.5	8.8	7.1	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	120	1104	486	114	1092	481	206	670	560	189	653	546
V/C Ratio(X)	0.78	0.86	0.34	0.77	0.79	0.51	0.84	0.27	0.14	0.83	0.27	0.15
Avail Cap(c_a), veh/h	271	1240	546	271	1240	546	271	670	560	271	653	546
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	47.5	33.8	27.8	47.7	33.0	29.7	44.9	23.9	22.8	45.4	24.6	23.5
Incr Delay (d2), s/veh	10.3	6.1	0.4	10.7	3.1	0.8	16.3	1.0	0.5	13.3	1.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	11.4	3.0	2.5	9.6	4.8	5.1	3.1	1.3	4.5	3.2	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.9	39.9	28.2	58.4	36.1	30.5	61.2	24.9	23.3	58.7	25.6	24.0
LnGrp LOS	E	D	C	E	D	C	E	C	C	E	C	C
Approach Vol, veh/h		1212			1191			430			417	
Approach Delay, s/veh		39.7			36.6			39.2			37.8	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	40.9	11.0	36.1	16.2	40.0	11.3	35.8					
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5					
Max Green Setting (Gmax), s	35.5	15.5	35.5	15.5	35.5	15.5	35.5					
Max Q Clear Time (g_c+110), s	9.0	7.0	27.8	11.7	9.1	7.2	24.5					
Green Ext Time (p_c), s	0.1	1.1	0.1	3.8	0.1	1.1	0.1	4.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			38.2									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary  
 11: Amargosa Rd & Mojave Dr

2026  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑↑		↘	↑↑	↗	↘	↑	↗
Traffic Volume (veh/h)	56	948	243	184	932	103	252	443	188	54	385	42
Future Volume (veh/h)	56	948	243	184	932	103	252	443	188	54	385	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	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		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	60	1009	259	196	991	110	268	471	200	57	410	45
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	78	1019	450	227	1725	191	260	1388	619	74	536	454
Arrive On Green	0.04	0.28	0.28	0.13	0.36	0.36	0.14	0.38	0.38	0.04	0.28	0.28
Sat Flow, veh/h	1810	3610	1595	1810	4735	524	1810	3610	1609	1810	1900	1608
Grp Volume(v), veh/h	60	1009	259	196	723	378	268	471	200	57	410	45
Grp Sat Flow(s),veh/h/ln	1810	1805	1595	1810	1729	1801	1810	1805	1609	1810	1900	1608
Q Serve(g_s), s	3.5	30.1	15.0	11.5	18.2	18.2	15.5	10.0	9.4	3.4	21.3	2.2
Cycle Q Clear(g_c), s	3.5	30.1	15.0	11.5	18.2	18.2	15.5	10.0	9.4	3.4	21.3	2.2
Prop In Lane	1.00		1.00	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	78	1019	450	227	1260	656	260	1388	619	74	536	454
V/C Ratio(X)	0.77	0.99	0.58	0.86	0.57	0.58	1.03	0.34	0.32	0.77	0.76	0.10
Avail Cap(c_a), veh/h	260	1019	450	260	1260	656	260	1388	619	260	536	454
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.1	38.6	33.2	46.3	27.6	27.6	46.3	23.5	23.4	51.3	35.5	28.6
Incr Delay (d2), s/veh	14.3	25.7	1.8	22.7	0.6	1.2	64.5	0.7	1.4	14.9	10.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	16.1	5.7	6.4	7.1	7.5	11.3	4.1	3.6	1.8	10.8	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.4	64.3	35.0	69.0	28.2	28.9	110.8	24.2	24.7	66.2	45.4	29.1
LnGrp LOS	E	E	D	E	C	C	F	C	C	E	D	C
Approach Vol, veh/h		1328			1297			939			512	
Approach Delay, s/veh		58.6			34.6			49.0			46.3	
Approach LOS		E			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	46.1	18.0	35.0	20.0	35.0	9.2	43.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	15.5	30.5	15.5	30.5	15.5	30.5	15.5	30.5				
Max Q Clear Time (g_c+15), s	15.4	12.0	13.5	32.1	17.5	23.3	5.5	20.2				
Green Ext Time (p_c), s	0.1	3.2	0.1	0.0	0.0	1.3	0.1	4.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											47.2	
HCM 6th LOS											D	

HCM 6th Signalized Intersection Summary  
 12: Village Dr & Mojave Dr

2026  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕		↖	↗	↗
Traffic Volume (veh/h)	61	1113	20	76	1137	485	24	22	86	531	23	86
Future Volume (veh/h)	61	1113	20	76	1137	485	24	22	86	531	23	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	62	1136	20	78	1160	495	24	22	88	558	0	88
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	84	1550	27	101	1084	445	31	29	114	693	0	301
Arrive On Green	0.05	0.43	0.43	0.06	0.44	0.44	0.10	0.10	0.10	0.19	0.00	0.19
Sat Flow, veh/h	1810	3628	64	1810	2483	1019	298	273	1092	3619	0	1572
Grp Volume(v), veh/h	62	565	591	78	831	824	134	0	0	558	0	88
Grp Sat Flow(s),veh/h/ln	1810	1805	1886	1810	1805	1697	1662	0	0	1810	0	1572
Q Serve(g_s), s	2.8	21.2	21.2	3.5	35.5	35.5	6.4	0.0	0.0	12.0	0.0	3.9
Cycle Q Clear(g_c), s	2.8	21.2	21.2	3.5	35.5	35.5	6.4	0.0	0.0	12.0	0.0	3.9
Prop In Lane	1.00		0.03	1.00		0.60	0.18		0.66	1.00		1.00
Lane Grp Cap(c), veh/h	84	771	806	101	788	741	174	0	0	693	0	301
V/C Ratio(X)	0.74	0.73	0.73	0.78	1.05	1.11	0.77	0.00	0.00	0.81	0.00	0.29
Avail Cap(c_a), veh/h	122	788	823	122	788	741	215	0	0	912	0	396
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.3	19.4	19.4	37.9	22.9	22.9	35.5	0.0	0.0	31.4	0.0	28.2
Incr Delay (d2), s/veh	12.5	3.5	3.3	21.9	47.3	68.5	12.8	0.0	0.0	4.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	8.6	9.0	2.1	23.5	26.4	3.0	0.0	0.0	5.2	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.8	22.9	22.8	59.8	70.3	91.4	48.3	0.0	0.0	35.5	0.0	28.7
LnGrp LOS	D	C	C	E	F	F	D	A	A	D	A	C
Approach Vol, veh/h		1218			1733			134			646	
Approach Delay, s/veh		24.2			79.8			48.3			34.5	
Approach LOS		C			E			D			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		13.0	9.0	39.2		20.1	8.3	40.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		10.5	5.5	35.5		20.5	5.5	35.5				
Max Q Clear Time (g_c+I1), s		8.4	5.5	23.2		14.0	4.8	37.5				
Green Ext Time (p_c), s		0.1	0.0	5.6		1.4	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	52.7
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary  
 13: I-15 SB Ramps & Mojave Dr

2026  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↔	↑
Traffic Volume (veh/h)	0	1027	701	141	1274	0	0	0	0	37	0	428
Future Volume (veh/h)	0	1027	701	141	1274	0	0	0	0	37	0	428
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1059	723	145	1313	0				25	0	455
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1974	869	183	2556	0				311	0	553
Arrive On Green	0.00	0.55	0.55	0.10	0.71	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	3705	1589	1810	3705	0				1810	0	3220
Grp Volume(v), veh/h	0	1059	723	145	1313	0				25	0	455
Grp Sat Flow(s),veh/h/ln	0	1805	1589	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	14.1	28.3	5.9	12.5	0.0				0.9	0.0	10.2
Cycle Q Clear(g_c), s	0.0	14.1	28.3	5.9	12.5	0.0				0.9	0.0	10.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1974	869	183	2556	0				311	0	553
V/C Ratio(X)	0.00	0.54	0.83	0.79	0.51	0.00				0.08	0.00	0.82
Avail Cap(c_a), veh/h	0	2436	1072	254	3160	0				375	0	667
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	10.9	14.1	32.9	5.0	0.0				26.0	0.0	29.9
Incr Delay (d2), s/veh	0.0	0.2	4.7	11.1	0.2	0.0				0.1	0.0	7.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.6	9.2	3.0	2.9	0.0				0.4	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.1	18.8	44.0	5.2	0.0				26.1	0.0	36.8
LnGrp LOS	A	B	B	D	A	A				C	A	D
Approach Vol, veh/h		1782			1458						480	
Approach Delay, s/veh		14.2			9.0						36.3	
Approach LOS		B			A						D	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			12.1	45.4		17.4		57.5				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			10.5	50.5		15.5		65.5				
Max Q Clear Time (g_c+I1), s			7.9	30.3		12.2		14.5				
Green Ext Time (p_c), s			0.1	10.6		0.7		12.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			15.0									
HCM 6th LOS			B									
<b>Notes</b>												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary  
 14: I-15 NB Ramps & Mojave Dr

2026  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	323	691	0	0	881	23	617	0	151	0	0	0
Future Volume (veh/h)	323	691	0	0	881	23	617	0	151	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	336	720	0	0	918	24	692	0	105			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	383	2270	0	0	1263	555	856	0	381			
Arrive On Green	0.21	0.63	0.00	0.00	0.35	0.35	0.24	0.00	0.24			
Sat Flow, veh/h	1810	3705	0	0	3705	1586	3619	0	1610			
Grp Volume(v), veh/h	336	720	0	0	918	24	692	0	105			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1586	1810	0	1610			
Q Serve(g_s), s	12.0	6.2	0.0	0.0	14.8	0.7	12.1	0.0	3.6			
Cycle Q Clear(g_c), s	12.0	6.2	0.0	0.0	14.8	0.7	12.1	0.0	3.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	383	2270	0	0	1263	555	856	0	381			
V/C Ratio(X)	0.88	0.32	0.00	0.00	0.73	0.04	0.81	0.00	0.28			
Avail Cap(c_a), veh/h	419	3266	0	0	2187	961	1110	0	494			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	25.5	5.8	0.0	0.0	19.0	14.4	24.1	0.0	20.8			
Incr Delay (d2), s/veh	17.5	0.1	0.0	0.0	0.8	0.0	3.5	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	6.5	1.6	0.0	0.0	5.5	0.2	5.1	0.0	1.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.0	5.8	0.0	0.0	19.8	14.4	27.6	0.0	21.2			
LnGrp LOS	D	A	A	A	B	B	C	A	C			
Approach Vol, veh/h		1056			942			797				
Approach Delay, s/veh		17.7			19.6			26.7				
Approach LOS		B			B			C				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		20.3		46.5			18.7	27.9				
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5				
Max Green Setting (Gmax), s		20.5		60.5			15.5	40.5				
Max Q Clear Time (g_c+I1), s		14.1		8.2			14.0	16.8				
Green Ext Time (p_c), s		1.7		5.4			0.2	6.6				

Intersection Summary

HCM 6th Ctrl Delay	20.9
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↕	↗		↕	↗
Traffic Vol, veh/h	0	0	5	0	0	2	0	1028	218	0	804	13
Future Vol, veh/h	0	0	5	0	0	2	0	1028	218	0	804	13
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	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	0	-	-	275	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	5	0	0	2	0	1071	227	0	838	14

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	426	-	-	536	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	6.9	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.3	-	-
Pot Cap-1 Maneuver	0	0	582	0	0	494	0	0
Stage 1	0	0	-	0	0	-	0	0
Stage 2	0	0	-	0	0	-	0	0
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	582	-	-	494	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-























Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.2		12.3		0		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	582	494	-	-
HCM Lane V/C Ratio	-	0.009	0.004	-	-
HCM Control Delay (s)	-	11.2	12.3	-	-
HCM Lane LOS	-	B	B	-	-
HCM 95th %tile Q(veh)	-	0	0	-	-



HCM 6th Signalized Intersection Summary  
 2: US-395 & Cactus Rd

2026 plus Project  
 Timing Plan: AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	39	98	84	25	37	73	1164	156	85	708	16
Future Volume (veh/h)	47	39	98	84	25	37	73	1164	156	85	708	16
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		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	48	40	100	86	26	38	74	1188	159	87	722	16
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	351	89	223	283	129	189	115	1734	773	126	1754	39
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.06	0.48	0.48	0.07	0.49	0.49
Sat Flow, veh/h	1359	481	1203	1269	697	1019	1810	3610	1610	1810	3609	80
Grp Volume(v), veh/h	48	0	140	86	0	64	74	1188	159	87	361	377
Grp Sat Flow(s),veh/h/ln	1359	0	1684	1269	0	1717	1810	1805	1610	1810	1805	1884
Q Serve(g_s), s	1.6	0.0	3.8	3.3	0.0	1.6	2.0	13.0	2.9	2.4	6.6	6.6
Cycle Q Clear(g_c), s	3.2	0.0	3.8	7.1	0.0	1.6	2.0	13.0	2.9	2.4	6.6	6.6
Prop In Lane	1.00		0.71	1.00		0.59	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	351	0	312	283	0	319	115	1734	773	126	877	915
V/C Ratio(X)	0.14	0.00	0.45	0.30	0.00	0.20	0.64	0.69	0.21	0.69	0.41	0.41
Avail Cap(c_a), veh/h	778	0	842	682	0	858	373	3221	1436	195	1433	1496
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(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.9	0.0	18.4	21.6	0.0	17.6	23.3	10.3	7.6	23.2	8.4	8.4
Incr Delay (d2), s/veh	0.2	0.0	1.0	0.6	0.0	0.3	5.8	0.5	0.1	6.6	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.4	0.9	0.0	0.6	0.9	3.1	0.6	1.1	1.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	0.0	19.5	22.2	0.0	17.9	29.2	10.8	7.8	29.8	8.7	8.7
LnGrp LOS	B	A	B	C	A	B	C	B	A	C	A	A
Approach Vol, veh/h		188			150			1421			825	
Approach Delay, s/veh		19.4			20.3			11.4			11.0	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	29.0		14.0	7.7	29.3		14.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	45.5		25.5	10.5	40.5		25.5				
Max Q Clear Time (g_c+I1), s	4.4	15.0		5.8	4.0	8.6		9.1				
Green Ext Time (p_c), s	0.0	9.5		0.8	0.1	4.1		0.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				12.3								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 3: US-395 & Mojave Dr

2026 plus Project  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑	↗	↖	↑↑		↖	↑↑	↗	↖	↑↑	
Traffic Volume (veh/h)	47	677	87	241	494	432	52	917	470	309	555	23
Future Volume (veh/h)	47	677	87	241	494	432	52	917	470	309	555	23
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		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	49	705	91	251	515	450	54	955	490	322	578	24
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	66	888	396	250	635	555	70	1034	461	285	1430	59
Arrive On Green	0.04	0.25	0.25	0.14	0.35	0.35	0.04	0.29	0.29	0.16	0.41	0.41
Sat Flow, veh/h	1810	3610	1610	1810	1824	1594	1810	3610	1610	1810	3530	146
Grp Volume(v), veh/h	49	705	91	251	510	455	54	955	490	322	295	307
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1613	1810	1805	1610	1810	1805	1871
Q Serve(g_s), s	2.8	19.2	4.7	14.5	26.9	26.9	3.1	26.9	30.0	16.5	12.2	12.2
Cycle Q Clear(g_c), s	2.8	19.2	4.7	14.5	26.9	26.9	3.1	26.9	30.0	16.5	12.2	12.2
Prop In Lane	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	66	888	396	250	628	561	70	1034	461	285	731	758
V/C Ratio(X)	0.75	0.79	0.23	1.00	0.81	0.81	0.77	0.92	1.06	1.13	0.40	0.40
Avail Cap(c_a), veh/h	181	1413	630	250	775	693	181	1034	461	285	731	758
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(l)	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	50.0	37.0	31.6	45.1	31.0	31.0	49.9	36.3	37.4	44.1	22.2	22.2
Incr Delay (d2), s/veh	15.4	1.7	0.3	57.4	5.4	6.0	16.0	13.4	59.5	92.9	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	8.2	1.8	10.1	11.6	10.4	1.6	12.8	18.5	14.3	4.8	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.4	38.7	31.9	102.5	36.4	37.0	65.9	49.6	96.9	137.1	22.5	22.5
LnGrp LOS	E	D	C	F	D	D	E	D	F	F	C	C
Approach Vol, veh/h		845			1216			1499			924	
Approach Delay, s/veh		39.5			50.3			65.7			62.4	
Approach LOS		D			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.0	34.5	19.0	30.3	8.6	46.9	8.3	41.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	16.5	30.0	14.5	41.0	10.5	36.0	10.5	45.0				
Max Q Clear Time (g_c+11g), s	11.5	32.0	16.5	21.2	5.1	14.2	4.8	28.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	4.6	0.0	3.0	0.0	5.1				

Intersection Summary

HCM 6th Ctrl Delay	55.9
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary  
4: US-395 & SR-18

2026 plus Project  
Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	762	388	159	489	184	352	950	199	148	615	60
Future Volume (veh/h)	153	762	388	159	489	184	352	950	199	148	615	60
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		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	158	786	400	164	504	190	363	979	205	153	634	62
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	163	707	358	224	1005	443	389	1149	240	163	945	415
Arrive On Green	0.09	0.30	0.30	0.06	0.28	0.28	0.21	0.39	0.39	0.09	0.26	0.26
Sat Flow, veh/h	1810	2319	1175	3510	3610	1590	1810	2971	621	1810	3610	1586
Grp Volume(v), veh/h	158	611	575	164	504	190	363	594	590	153	634	62
Grp Sat Flow(s),veh/h/ln	1810	1805	1689	1755	1805	1590	1810	1805	1787	1810	1805	1586
Q Serve(g_s), s	10.1	35.5	35.5	5.3	13.6	11.4	22.9	35.1	35.2	9.8	18.3	3.5
Cycle Q Clear(g_c), s	10.1	35.5	35.5	5.3	13.6	11.4	22.9	35.1	35.2	9.8	18.3	3.5
Prop In Lane	1.00		0.70	1.00		1.00	1.00		0.35	1.00		1.00
Lane Grp Cap(c), veh/h	163	550	515	224	1005	443	389	698	691	163	945	415
V/C Ratio(X)	0.97	1.11	1.12	0.73	0.50	0.43	0.93	0.85	0.85	0.94	0.67	0.15
Avail Cap(c_a), veh/h	163	550	515	317	1100	485	396	705	698	163	945	415
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(l)	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	52.8	40.5	40.5	53.5	35.2	34.4	44.9	32.7	32.7	52.7	38.5	33.0
Incr Delay (d2), s/veh	60.9	72.4	75.7	5.1	0.4	0.7	28.8	9.7	10.0	52.3	3.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	25.7	24.5	2.4	5.7	4.2	12.8	15.9	15.9	6.6	8.1	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	113.7	112.9	116.2	58.7	35.6	35.1	73.7	42.4	42.7	105.0	42.3	33.8
LnGrp LOS	F	F	F	E	D	D	E	D	D	F	D	C
Approach Vol, veh/h		1344			858			1547			849	
Approach Delay, s/veh		114.4			39.9			49.9			52.9	
Approach LOS		F			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	49.5	11.9	40.0	29.5	35.0	15.0	36.9					
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5					
Max Green Setting (Gmax), s	45.5	10.5	35.5	25.5	30.5	10.5	35.5					
Max Q Clear Time (g_c+fl), s	37.2	7.3	37.5	24.9	20.3	12.1	15.6					
Green Ext Time (p_c), s	0.0	4.2	0.1	0.0	0.1	2.8	0.0	3.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			67.4									
HCM 6th LOS			E									

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	0	1301	136	0	1268	217	0	0	73	0	0	6
Future Vol, veh/h	0	1301	136	0	1268	217	0	0	73	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	650	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	1414	148	0	1378	236	0	0	79	0	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	707	-	-	807
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.9	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	382	0	0	329
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	382	-	-	329
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			16.9			16.2		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	382	-	-	-	-	329
HCM Lane V/C Ratio	0.208	-	-	-	-	0.02
HCM Control Delay (s)	16.9	-	-	-	-	16.2
HCM Lane LOS	C	-	-	-	-	C
HCM 95th %tile Q(veh)	0.8	-	-	-	-	0.1

Intersection												
Int Delay, s/veh	29											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↕		↘	↕			↕		↘	↕	↘
Traffic Vol, veh/h	38	1357	1	0	1451	181	1	0	0	49	0	8
Future Vol, veh/h	38	1357	1	0	1451	181	1	0	0	49	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	300	-	-	-	-	-	100	-	335
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	41	1475	1	0	1577	197	1	0	0	53	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1774	0	0	1476	0	0	2347	3332	738	2496	3234	887
Stage 1	-	-	-	-	-	-	1558	1558	-	1676	1676	-
Stage 2	-	-	-	-	-	-	789	1774	-	820	1558	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	355	-	-	462	-	-	20	8	365	~15	10	291
Stage 1	-	-	-	-	-	-	120	175	-	101	153	-
Stage 2	-	-	-	-	-	-	354	137	-	340	175	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	355	-	-	462	-	-	18	7	365	~14	9	291
Mov Cap-2 Maneuver	-	-	-	-	-	-	95	76	-	~14	9	-
Stage 1	-	-	-	-	-	-	106	155	-	89	153	-
Stage 2	-	-	-	-	-	-	343	137	-	301	155	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0			43.3			\$ 1557.3		
HCM LOS							E			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3	
Capacity (veh/h)	95	355	-	-	462	-	-	14	-	291	
HCM Lane V/C Ratio	0.011	0.116	-	-	-	-	-	3.804	-	0.03	
HCM Control Delay (s)	43.3	16.5	-	-	0	-	-	\$ 1808.7	0	17.8	
HCM Lane LOS		E	C	-	-	A	-	-	F	A	C
HCM 95th %tile Q(veh)		0	0.4	-	-	0	-	-	7.6	-	0.1

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

Intersection												
Int Delay, s/veh	24.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑	↗	↖	↑↑			↕			↕	
Traffic Vol, veh/h	30	1334	40	40	1590	16	20	0	81	10	0	24
Future Vol, veh/h	30	1334	40	40	1590	16	20	0	81	10	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	440	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	33	1450	43	43	1728	17	22	0	88	11	0	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1745	0	0	1493	0	0	2466	3347	725	2614	3382	873
Stage 1	-	-	-	-	-	-	1516	1516	-	1823	1823	-
Stage 2	-	-	-	-	-	-	950	1831	-	791	1559	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	365	-	-	456	-	-	~ 16	8	372	12	8	297
Stage 1	-	-	-	-	-	-	127	184	-	82	130	-
Stage 2	-	-	-	-	-	-	283	128	-	353	175	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	365	-	-	456	-	-	~ 13	7	372	~ 8	7	297
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 13	7	-	~ 8	7	-
Stage 1	-	-	-	-	-	-	116	167	-	75	118	-
Stage 2	-	-	-	-	-	-	234	116	-	245	159	-

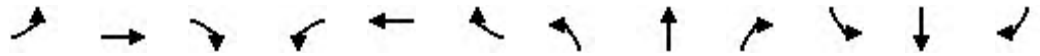
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.3	\$ 573.3	\$ 550.6
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	58	365	-	-	456	-	-	26
HCM Lane V/C Ratio	1.893	0.089	-	-	0.095	-	-	1.421
HCM Control Delay (s)	\$ 573.3	15.8	-	-	13.7	-	-	\$ 550.6
HCM Lane LOS	F	C	-	-	B	-	-	F
HCM 95th %tile Q(veh)	10.4	0.3	-	-	0.3	-	-	4.5

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

HCM 6th Signalized Intersection Summary  
8: Cobalt Rd & Mojave Dr

2026 plus Project  
Timing Plan: AM Peak Hour

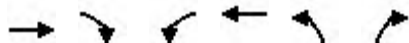


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖	↕↕	↖		↖	↖		↖	↖
Traffic Volume (veh/h)	321	995	88	23	1223	305	37	133	36	192	38	385
Future Volume (veh/h)	321	995	88	23	1223	305	37	133	36	192	38	385
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	387	1199	106	28	1473	367	45	160	43	231	46	464
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	234	1534	136	46	767	340	53	189	207	577	115	609
Arrive On Green	0.13	0.32	0.32	0.03	0.21	0.21	0.13	0.13	0.13	0.38	0.38	0.38
Sat Flow, veh/h	1810	4850	429	1810	3610	1599	413	1467	1599	1521	303	1606
Grp Volume(v), veh/h	387	855	450	28	1473	367	205	0	43	277	0	464
Grp Sat Flow(s),veh/h/ln	1810	1729	1820	1810	1805	1599	1879	0	1599	1824	0	1606
Q Serve(g_s), s	15.5	26.9	27.0	1.8	25.5	25.5	12.8	0.0	2.9	13.3	0.0	30.3
Cycle Q Clear(g_c), s	15.5	26.9	27.0	1.8	25.5	25.5	12.8	0.0	2.9	13.3	0.0	30.3
Prop In Lane	1.00		0.24	1.00		1.00	0.22		1.00	0.83		1.00
Lane Grp Cap(c), veh/h	234	1094	576	46	767	340	243	0	207	692	0	609
V/C Ratio(X)	1.66	0.78	0.78	0.61	1.92	1.08	0.84	0.00	0.21	0.40	0.00	0.76
Avail Cap(c_a), veh/h	234	1094	576	83	767	340	243	0	207	692	0	609
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.2	37.2	37.3	57.9	47.2	47.3	51.1	0.0	46.8	27.3	0.0	32.5
Incr Delay (d2), s/veh	313.4	3.7	6.9	12.5	418.9	71.9	28.6	0.0	2.3	1.7	0.0	8.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	27.1	11.2	12.3	1.0	55.5	16.4	7.9	0.0	1.2	6.1	0.0	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	365.6	41.0	44.1	70.4	466.2	119.2	79.7	0.0	49.0	29.0	0.0	41.3
LnGrp LOS	F	D	D	E	F	F	E	A	D	C	A	D
Approach Vol, veh/h		1692			1868			248				741
Approach Delay, s/veh		116.1			392.1			74.3				36.7
Approach LOS		F			F			E				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		20.0	7.5	42.5		50.0	20.0	30.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		15.5	5.5	35.5		45.5	15.5	25.5				
Max Q Clear Time (g_c+I1), s		14.8	3.8	29.0		15.3	17.5	27.5				
Green Ext Time (p_c), s		0.1	0.0	3.8		0.4	0.0	0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				214.2								
HCM 6th LOS				F								



HCM 6th Signalized Intersection Summary  
 9: Amethyst Rd & Mojave Dr

2026 plus Project  
 Timing Plan: AM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↵	↑↑	↵	↵
Traffic Volume (veh/h)	1001	212	206	1189	293	116
Future Volume (veh/h)	1001	212	206	1189	293	116
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1164	247	240	1383	341	135
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1808	561	294	2148	429	382
Arrive On Green	0.35	0.35	0.16	0.60	0.24	0.24
Sat Flow, veh/h	5358	1608	1810	3705	1810	1610
Grp Volume(v), veh/h	1164	247	240	1383	341	135
Grp Sat Flow(s),veh/h/ln	1729	1608	1810	1805	1810	1610
Q Serve(g_s), s	10.1	6.3	6.9	13.5	9.5	3.7
Cycle Q Clear(g_c), s	10.1	6.3	6.9	13.5	9.5	3.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1808	561	294	2148	429	382
V/C Ratio(X)	0.64	0.44	0.82	0.64	0.79	0.35
Avail Cap(c_a), veh/h	2464	764	354	2724	860	765
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	13.5	21.7	7.1	19.2	17.0
Incr Delay (d2), s/veh	0.4	0.5	11.7	0.3	3.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	1.7	3.3	2.4	3.6	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.1	14.0	33.4	7.5	22.6	17.6
LnGrp LOS	B	B	C	A	C	B
Approach Vol, veh/h	1411			1623	476	
Approach Delay, s/veh	14.9			11.3	21.2	
Approach LOS	B			B	C	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		17.2	13.2	23.2		36.4
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		25.5	10.5	25.5		40.5
Max Q Clear Time (g_c+I1), s		11.5	8.9	12.1		15.5
Green Ext Time (p_c), s		1.2	0.1	6.6		10.1
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			14.1			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary  
 10: Evado Rd & Mojave Dr

2026 plus Project  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	936	150	105	1157	214	102	337	165	268	323	151
Future Volume (veh/h)	189	936	150	105	1157	214	102	337	165	268	323	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	199	985	158	111	1218	225	107	355	174	282	340	159
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	226	1250	548	138	1073	476	133	565	476	235	671	559
Arrive On Green	0.12	0.35	0.35	0.08	0.30	0.30	0.07	0.30	0.30	0.13	0.35	0.35
Sat Flow, veh/h	1810	3610	1583	1810	3610	1602	1810	1900	1600	1810	1900	1582
Grp Volume(v), veh/h	199	985	158	111	1218	225	107	355	174	282	340	159
Grp Sat Flow(s),veh/h/ln	1810	1805	1583	1810	1805	1602	1810	1900	1600	1810	1900	1582
Q Serve(g_s), s	12.9	29.3	8.7	7.2	35.5	13.7	7.0	19.3	10.2	15.5	16.8	8.6
Cycle Q Clear(g_c), s	12.9	29.3	8.7	7.2	35.5	13.7	7.0	19.3	10.2	15.5	16.8	8.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	226	1250	548	138	1073	476	133	565	476	235	671	559
V/C Ratio(X)	0.88	0.79	0.29	0.81	1.14	0.47	0.80	0.63	0.37	1.20	0.51	0.28
Avail Cap(c_a), veh/h	235	1250	548	235	1073	476	235	565	476	235	671	559
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(l)	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	51.4	35.1	28.4	54.3	42.0	34.3	54.5	36.3	33.1	52.0	30.4	27.8
Incr Delay (d2), s/veh	28.9	3.5	0.3	10.5	72.6	0.7	10.6	5.2	2.2	123.8	2.7	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	12.7	3.2	3.6	25.7	5.2	3.5	9.3	4.1	14.8	7.8	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.3	38.6	28.6	64.8	114.5	35.0	65.0	41.5	35.3	175.7	33.1	29.0
LnGrp LOS	F	D	C	E	F	D	E	D	D	F	C	C
Approach Vol, veh/h		1342			1554			636			781	
Approach Delay, s/veh		43.6			99.5			43.7			83.8	
Approach LOS		D			F			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	40.0	40.0	13.6	45.8	13.3	46.7	19.4	40.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	15.5	35.5	15.5	35.5	15.5	35.5	15.5	35.5				
Max Q Clear Time (g_c+11), s	11.5	21.3	9.2	31.3	9.0	18.8	14.9	37.5				
Green Ext Time (p_c), s	0.0	2.1	0.1	2.4	0.1	2.1	0.0	0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay												71.0
HCM 6th LOS												E

HCM 6th Signalized Intersection Summary  
 11: Amargosa Rd & Mojave Dr

2026 plus Project  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑↑		↘	↑↑	↗	↘	↑	↗
Traffic Volume (veh/h)	99	1075	253	190	1246	93	151	296	198	109	373	80
Future Volume (veh/h)	99	1075	253	190	1246	93	151	296	198	109	373	80
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		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	105	1144	269	202	1326	99	161	315	211	116	397	85
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	133	1064	474	234	1726	129	193	1159	515	146	560	472
Arrive On Green	0.07	0.29	0.29	0.13	0.35	0.35	0.11	0.32	0.32	0.08	0.29	0.29
Sat Flow, veh/h	1810	3610	1607	1810	4924	368	1810	3610	1603	1810	1900	1602
Grp Volume(v), veh/h	105	1144	269	202	931	494	161	315	211	116	397	85
Grp Sat Flow(s),veh/h/ln	1810	1805	1607	1810	1729	1833	1810	1805	1603	1810	1900	1602
Q Serve(g_s), s	5.9	30.5	14.7	11.3	24.8	24.8	9.0	6.7	10.6	6.5	19.3	4.1
Cycle Q Clear(g_c), s	5.9	30.5	14.7	11.3	24.8	24.8	9.0	6.7	10.6	6.5	19.3	4.1
Prop In Lane	1.00		1.00	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	133	1064	474	234	1212	643	193	1159	515	146	560	472
V/C Ratio(X)	0.79	1.07	0.57	0.86	0.77	0.77	0.83	0.27	0.41	0.80	0.71	0.18
Avail Cap(c_a), veh/h	271	1064	474	271	1212	643	271	1159	515	271	560	472
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(l)	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	47.1	36.5	30.9	44.1	29.9	29.9	45.3	26.1	27.4	46.7	32.5	27.2
Incr Delay (d2), s/veh	9.8	50.0	1.6	21.5	3.0	5.6	14.1	0.6	2.4	9.4	7.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	19.8	5.5	6.2	10.0	11.0	4.6	2.8	4.2	3.2	9.4	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.9	86.5	32.5	65.6	32.9	35.5	59.4	26.7	29.9	56.1	39.9	28.0
LnGrp LOS	E	F	C	E	C	D	E	C	C	E	D	C
Approach Vol, veh/h		1518			1627			687			598	
Approach Delay, s/veh		74.9			37.7			35.3			41.4	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	2.8	37.7	17.9	35.0	15.6	35.0	12.1	40.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	15.5	30.5	15.5	30.5	15.5	30.5	15.5	30.5				
Max Q Clear Time (g_c+1), s	19.5	12.6	13.3	32.5	11.0	21.3	7.9	26.8				
Green Ext Time (p_c), s	0.1	2.3	0.1	0.0	0.1	1.6	0.1	2.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											50.6	
HCM 6th LOS											D	

HCM 6th Signalized Intersection Summary  
12: Village Dr & Mojave Dr

2026 plus Project  
Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕		↖	↗	↗
Traffic Volume (veh/h)	50	1290	15	49	1429	508	32	22	121	650	50	76
Future Volume (veh/h)	50	1290	15	49	1429	508	32	22	121	650	50	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	1358	16	52	1504	535	34	23	127	722	0	80
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	75	1491	18	74	1079	359	37	25	139	808	0	354
Arrive On Green	0.04	0.41	0.41	0.04	0.41	0.41	0.12	0.12	0.12	0.22	0.00	0.22
Sat Flow, veh/h	1810	3653	43	1810	2645	880	308	208	1151	3619	0	1583
Grp Volume(v), veh/h	53	671	703	52	993	1046	184	0	0	722	0	80
Grp Sat Flow(s),veh/h/ln	1810	1805	1891	1810	1805	1721	1667	0	0	1810	0	1583
Q Serve(g_s), s	2.5	30.5	30.5	2.5	35.5	35.5	9.5	0.0	0.0	16.9	0.0	3.6
Cycle Q Clear(g_c), s	2.5	30.5	30.5	2.5	35.5	35.5	9.5	0.0	0.0	16.9	0.0	3.6
Prop In Lane	1.00		0.02	1.00		0.51	0.18		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	75	737	772	74	736	702	201	0	0	808	0	354
V/C Ratio(X)	0.71	0.91	0.91	0.70	1.35	1.49	0.92	0.00	0.00	0.89	0.00	0.23
Avail Cap(c_a), veh/h	114	737	772	114	736	702	201	0	0	852	0	373
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.2	24.3	24.3	41.2	25.8	25.8	37.8	0.0	0.0	32.8	0.0	27.7
Incr Delay (d2), s/veh	11.4	15.5	15.0	11.2	166.3	228.1	40.6	0.0	0.0	11.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	14.9	15.5	1.3	47.6	57.5	5.9	0.0	0.0	8.1	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.6	39.7	39.3	52.4	192.1	253.9	78.4	0.0	0.0	44.2	0.0	28.0
LnGrp LOS	D	D	D	D	F	F	E	A	A	D	A	C
Approach Vol, veh/h		1427			2091			184			802	
Approach Delay, s/veh		40.0			219.5			78.4			42.6	
Approach LOS		D			F			E			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		15.0	8.1	40.0		23.9	8.1	40.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		10.5	5.5	35.5		20.5	5.5	35.5				
Max Q Clear Time (g_c+I1), s		11.5	4.5	32.5		18.9	4.5	37.5				
Green Ext Time (p_c), s		0.0	0.0	2.2		0.6	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	125.4
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary  
 13: I-15 SB Ramps & Mojave Dr

2026 plus Project  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑↓	↑
Traffic Volume (veh/h)	0	1373	657	213	1531	0	0	0	0	23	2	456
Future Volume (veh/h)	0	1373	657	213	1531	0	0	0	0	23	2	456
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No		No						No		
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1445	692	224	1612	0				17	0	489
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1934	850	229	2586	0				317	0	565
Arrive On Green	0.00	0.54	0.54	0.13	0.72	0.00				0.18	0.00	0.18
Sat Flow, veh/h	0	3705	1586	1810	3705	0				1810	0	3220
Grp Volume(v), veh/h	0	1445	692	224	1612	0				17	0	489
Grp Sat Flow(s),veh/h/ln	0	1805	1586	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	25.7	29.9	10.3	19.0	0.0				0.6	0.0	12.3
Cycle Q Clear(g_c), s	0.0	25.7	29.9	10.3	19.0	0.0				0.6	0.0	12.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1934	850	229	2586	0				317	0	565
V/C Ratio(X)	0.00	0.75	0.81	0.98	0.62	0.00				0.05	0.00	0.87
Avail Cap(c_a), veh/h	0	2195	964	229	2846	0				338	0	601
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.9	15.9	36.2	6.0	0.0				28.5	0.0	33.3
Incr Delay (d2), s/veh	0.0	1.3	4.9	53.5	0.4	0.0				0.1	0.0	12.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr0.0		9.2	10.2	7.7	4.8	0.0				0.3	0.0	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.2	20.8	89.6	6.4	0.0				28.6	0.0	45.5
LnGrp LOS	A	B	C	F	A	A				C	A	D
Approach Vol, veh/h		2137			1836						506	
Approach Delay, s/veh		17.7			16.6						44.9	
Approach LOS		B			B						D	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			15.0	49.0		19.1		64.0				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			10.5	50.5		15.5		65.5				
Max Q Clear Time (g_c+I1), s			12.3	31.9		14.3		21.0				
Green Ext Time (p_c), s			0.0	12.7		0.3		17.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			20.3									
HCM 6th LOS			C									
<b>Notes</b>												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary  
 14: I-15 NB Ramps & Mojave Dr

2026 plus Project  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	332	1062	0	0	1059	26	686	0	216	0	0	0
Future Volume (veh/h)	332	1062	0	0	1059	26	686	0	216	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	353	1130	0	0	1127	28	802	0	153			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	351	2313	0	0	1410	613	893	0	398			
Arrive On Green	0.19	0.64	0.00	0.00	0.39	0.39	0.25	0.00	0.25			
Sat Flow, veh/h	1810	3705	0	0	3705	1570	3619	0	1610			
Grp Volume(v), veh/h	353	1130	0	0	1127	28	802	0	153			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1570	1810	0	1610			
Q Serve(g_s), s	15.5	13.1	0.0	0.0	22.1	0.9	17.2	0.0	6.3			
Cycle Q Clear(g_c), s	15.5	13.1	0.0	0.0	22.1	0.9	17.2	0.0	6.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	351	2313	0	0	1410	613	893	0	398			
V/C Ratio(X)	1.01	0.49	0.00	0.00	0.80	0.05	0.90	0.00	0.38			
Avail Cap(c_a), veh/h	351	2730	0	0	1827	795	927	0	413			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	32.3	7.5	0.0	0.0	21.6	15.1	29.1	0.0	25.1			
Incr Delay (d2), s/veh	49.8	0.2	0.0	0.0	2.0	0.0	11.2	0.0	0.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.2	3.9	0.0	0.0	8.7	0.3	8.3	0.0	2.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.1	7.7	0.0	0.0	23.6	15.2	40.3	0.0	25.7			
LnGrp LOS	F	A	A	A	C	B	D	A	C			
Approach Vol, veh/h		1483			1155			955				
Approach Delay, s/veh		25.4			23.4			38.0				
Approach LOS		C			C			D				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		24.3		55.8			20.0	35.8				
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5				
Max Green Setting (Gmax), s		20.5		60.5			15.5	40.5				
Max Q Clear Time (g_c+I1), s		19.2		15.1			17.5	24.1				
Green Ext Time (p_c), s		0.6		10.0			0.0	7.1				

Intersection Summary

HCM 6th Ctrl Delay	28.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection						
Int Delay, s/veh	7.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	51	212	0	3	30
Future Vol, veh/h	5	51	212	0	3	30
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	-	100	-	-	-
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	5	55	230	0	3	33

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	480	20	36	0	0
Stage 1	20	-	-	-	-
Stage 2	460	-	-	-	-
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	548	1064	1588	-	-
Stage 1	1008	-	-	-	-
Stage 2	640	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	469	1064	1588	-	-
Mov Cap-2 Maneuver	537	-	-	-	-
Stage 1	862	-	-	-	-
Stage 2	640	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	7.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1588	-	978	-	-
HCM Lane V/C Ratio	0.145	-	0.062	-	-
HCM Control Delay (s)	7.7	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.5	-	0.2	-	-



Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	8	212	51	3
Future Vol, veh/h	0	6	8	212	51	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	7	9	230	55	3

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	305	57	58	0	0
Stage 1	57	-	-	-	-
Stage 2	248	-	-	-	-
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	691	1015	1559	-	-
Stage 1	971	-	-	-	-
Stage 2	798	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	687	1015	1559	-	-
Mov Cap-2 Maneuver	687	-	-	-	-
Stage 1	965	-	-	-	-
Stage 2	798	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1559	-	1015	-	-
HCM Lane V/C Ratio	0.006	-	0.006	-	-
HCM Control Delay (s)	7.3	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	136	392	13	0	1
Future Vol, veh/h	0	136	392	13	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	148	426	14	0	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	220
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	790
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	790
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	790
HCM Lane V/C Ratio	-	-	-	0.001
HCM Control Delay (s)	-	-	-	9.6
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	4	193	6	5	2
Future Vol, veh/h	0	4	193	6	5	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	4	210	7	5	2

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	226	214	0	0	217	0
Stage 1	214	-	-	-	-	-
Stage 2	12	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	767	831	-	-	1365	-
Stage 1	826	-	-	-	-	-
Stage 2	1016	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	764	831	-	-	1365	-
Mov Cap-2 Maneuver	764	-	-	-	-	-
Stage 1	826	-	-	-	-	-
Stage 2	1012	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	5.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	831	1365
HCM Lane V/C Ratio	-	-	0.005	0.004
HCM Control Delay (s)	-	-	9.4	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	2	107	90	39	5
Future Vol, veh/h	2	2	107	90	39	5
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	2	2	116	98	42	5

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	254	165	0	0	214
Stage 1	165	-	-	-	-
Stage 2	89	-	-	-	-
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	739	885	-	-	1368
Stage 1	869	-	-	-	-
Stage 2	940	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	716	885	-	-	1368
Mov Cap-2 Maneuver	716	-	-	-	-
Stage 1	869	-	-	-	-
Stage 2	911	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	6.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	792	1368
HCM Lane V/C Ratio	-	-	0.005	0.031
HCM Control Delay (s)	-	-	9.6	7.7
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0.1

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	6	6	85	8	44
Future Vol, veh/h	0	6	6	85	8	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	7	7	92	9	48

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	119	53	0	0	99
Stage 1	53	-	-	-	-
Stage 2	66	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	882	1020	-	-	1507
Stage 1	975	-	-	-	-
Stage 2	962	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	877	1020	-	-	1507
Mov Cap-2 Maneuver	877	-	-	-	-
Stage 1	975	-	-	-	-
Stage 2	956	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	1.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1020	1507
HCM Lane V/C Ratio	-	-	0.006	0.006
HCM Control Delay (s)	-	-	8.6	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T			T
Traffic Vol, veh/h	0	14	19	0	20	55
Future Vol, veh/h	0	14	19	0	20	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	15	21	0	22	60

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	125	21	0	0	21	0
Stage 1	21	-	-	-	-	-
Stage 2	104	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	875	1062	-	-	1608	-
Stage 1	1007	-	-	-	-	-
Stage 2	925	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	863	1062	-	-	1608	-
Mov Cap-2 Maneuver	863	-	-	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	912	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.4	0	1.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1062	1608
HCM Lane V/C Ratio	-	-	0.014	0.014
HCM Control Delay (s)	-	-	8.4	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↕	↗		↕	
Traffic Vol, veh/h	0	0	1	0	0	5	0	839	99	0	1265	27
Future Vol, veh/h	0	0	1	0	0	5	0	839	99	0	1265	27
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	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	0	-	-	275	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	1	0	0	5	0	902	106	0	1360	29

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	695	-	-	451	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	6.9	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.3	-	-
Pot Cap-1 Maneuver	0	0	389	0	0	561	0	0
Stage 1	0	0	-	0	0	-	0	0
Stage 2	0	0	-	0	0	-	0	0
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	389	-	-	561	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.3		11.5		0		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	389	561	-	-
HCM Lane V/C Ratio	-	0.003	0.01	-	-
HCM Control Delay (s)	-	14.3	11.5	-	-
HCM Lane LOS	-	B	B	-	-
HCM 95th %tile Q(veh)	-	0	0	-	-



HCM 6th Signalized Intersection Summary  
2: US-395 & Cactus Rd

2026 plus Project  
Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↗	↖	↗↖	
Traffic Volume (veh/h)	34	27	77	252	32	94	136	812	94	45	1167	48
Future Volume (veh/h)	34	27	77	252	32	94	136	812	94	45	1167	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	29	84	274	35	102	148	883	102	49	1268	52
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	383	124	358	404	124	362	185	1772	791	77	1523	62
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.10	0.49	0.49	0.04	0.43	0.43
Sat Flow, veh/h	1272	426	1233	1300	428	1247	1810	3610	1610	1810	3534	145
Grp Volume(v), veh/h	37	0	113	274	0	137	148	883	102	49	647	673
Grp Sat Flow(s),veh/h/ln	1272	0	1659	1300	0	1675	1810	1805	1610	1810	1805	1874
Q Serve(g_s), s	1.8	0.0	4.0	15.6	0.0	4.8	6.1	12.6	2.6	2.0	24.3	24.4
Cycle Q Clear(g_c), s	6.6	0.0	4.0	19.5	0.0	4.8	6.1	12.6	2.6	2.0	24.3	24.4
Prop In Lane	1.00		0.74	1.00		0.74	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	383	0	481	404	0	486	185	1772	791	77	778	807
V/C Ratio(X)	0.10	0.00	0.23	0.68	0.00	0.28	0.80	0.50	0.13	0.64	0.83	0.83
Avail Cap(c_a), veh/h	438	0	553	460	0	559	248	2148	958	130	956	993
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.5	0.0	20.7	28.1	0.0	21.0	33.5	13.1	10.6	36.0	19.3	19.3
Incr Delay (d2), s/veh	0.1	0.0	0.2	3.4	0.0	0.3	12.4	0.2	0.1	8.6	5.3	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.5	4.9	0.0	1.8	3.1	4.0	0.8	1.0	9.3	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.6	0.0	20.9	31.5	0.0	21.3	45.9	13.3	10.6	44.6	24.6	24.5
LnGrp LOS	C	A	C	C	A	C	D	B	B	D	C	C
Approach Vol, veh/h		150			411			1133			1369	
Approach Delay, s/veh		21.6			28.1			17.3			25.3	
Approach LOS		C			C			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	42.0		26.7	12.3	37.4		26.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	45.5		25.5	10.5	40.5		25.5				
Max Q Clear Time (g_c+I1), s	4.0	14.6		8.6	8.1	26.4		21.5				
Green Ext Time (p_c), s	0.0	6.3		0.6	0.1	6.6		0.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				22.5								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary  
 3: US-395 & Mojave Dr

2026 plus Project  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↑↑	↗	↘	↑↑	
Traffic Volume (veh/h)	37	336	88	244	506	336	104	712	319	532	865	33
Future Volume (veh/h)	37	336	88	244	506	336	104	712	319	532	865	33
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	365	96	265	550	365	113	774	347	578	940	36
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	63	719	320	286	669	444	143	963	430	325	1303	50
Arrive On Green	0.03	0.20	0.20	0.16	0.32	0.32	0.08	0.27	0.27	0.18	0.37	0.37
Sat Flow, veh/h	1810	3610	1608	1810	2077	1378	1810	3610	1610	1810	3545	136
Grp Volume(v), veh/h	40	365	96	265	478	437	113	774	347	578	479	497
Grp Sat Flow(s),veh/h/ln	1810	1805	1608	1810	1805	1650	1810	1805	1610	1810	1805	1876
Q Serve(g_s), s	2.0	8.3	4.7	13.3	22.4	22.4	5.6	18.4	18.5	16.5	20.9	20.9
Cycle Q Clear(g_c), s	2.0	8.3	4.7	13.3	22.4	22.4	5.6	18.4	18.5	16.5	20.9	20.9
Prop In Lane	1.00		1.00	1.00		0.83	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	63	719	320	286	582	532	143	963	430	325	664	690
V/C Ratio(X)	0.63	0.51	0.30	0.93	0.82	0.82	0.79	0.80	0.81	1.78	0.72	0.72
Avail Cap(c_a), veh/h	207	1613	718	286	885	809	207	1180	526	325	708	736
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	32.7	31.3	38.1	28.7	28.7	41.5	31.4	31.4	37.6	25.0	25.0
Incr Delay (d2), s/veh	10.1	0.6	0.5	34.5	3.8	4.1	12.1	3.4	7.5	361.5	3.4	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.5	1.7	8.1	9.2	8.5	2.8	7.7	7.4	39.4	8.5	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.8	33.3	31.8	72.6	32.4	32.8	53.6	34.8	39.0	399.2	28.3	28.2
LnGrp LOS	D	C	C	E	C	C	D	C	D	F	C	C
Approach Vol, veh/h		501			1180			1234			1554	
Approach Delay, s/veh		34.6			41.6			37.7			166.2	
Approach LOS		C			D			D			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	29.0	19.0	22.8	11.8	38.2	7.7	34.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	16.5	30.0	14.5	41.0	10.5	36.0	10.5	45.0				
Max Q Clear Time (g_c+119), s	11.5	20.5	15.3	10.3	7.6	22.9	4.0	24.4				
Green Ext Time (p_c), s	0.0	4.0	0.0	2.5	0.1	4.4	0.0	5.2				

Intersection Summary

HCM 6th Ctrl Delay	83.1
HCM 6th LOS	F

HCM 6th Signalized Intersection Summary  
4: US-395 & SR-18

2026 plus Project  
Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗↘	↗↘	↗	↗	↗↘		↗	↗↘	↗
Traffic Volume (veh/h)	137	647	388	297	788	202	346	893	140	184	790	103
Future Volume (veh/h)	137	647	388	297	788	202	346	893	140	184	790	103
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		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	141	667	400	306	812	208	357	921	144	190	814	106
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	159	643	385	308	1070	477	382	1182	185	159	919	410
Arrive On Green	0.09	0.30	0.30	0.09	0.30	0.30	0.21	0.38	0.38	0.09	0.25	0.25
Sat Flow, veh/h	1810	2171	1300	3510	3610	1610	1810	3128	489	1810	3610	1608
Grp Volume(v), veh/h	141	555	512	306	812	208	357	531	534	190	814	106
Grp Sat Flow(s),veh/h/ln	1810	1805	1666	1755	1805	1610	1810	1805	1812	1810	1805	1608
Q Serve(g_s), s	9.2	35.5	35.5	10.4	24.5	12.5	23.2	31.1	31.1	10.5	26.0	6.3
Cycle Q Clear(g_c), s	9.2	35.5	35.5	10.4	24.5	12.5	23.2	31.1	31.1	10.5	26.0	6.3
Prop In Lane	1.00		0.78	1.00		1.00	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	159	535	494	308	1070	477	382	682	685	159	919	410
V/C Ratio(X)	0.89	1.04	1.04	0.99	0.76	0.44	0.94	0.78	0.78	1.20	0.89	0.26
Avail Cap(c_a), veh/h	159	535	494	308	1070	477	385	686	688	159	919	410
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	54.1	42.1	42.1	54.6	38.2	34.0	46.4	32.8	32.8	54.6	42.9	35.6
Incr Delay (d2), s/veh	41.1	48.7	50.6	49.6	3.2	0.6	29.8	5.7	5.7	134.4	12.2	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	22.0	20.5	6.5	10.6	4.7	13.0	13.6	13.7	10.5	12.5	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	95.1	90.8	92.7	104.2	41.4	34.7	76.3	38.5	38.5	189.0	55.2	37.1
LnGrp LOS	F	F	F	F	D	C	E	D	D	F	E	D
Approach Vol, veh/h		1208			1326			1422			1110	
Approach Delay, s/veh		92.1			54.9			48.0			76.4	
Approach LOS		F			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.0	49.8	15.0	40.0	29.8	35.0	15.0	40.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.5	45.5	10.5	35.5	25.5	30.5	10.5	35.5				
Max Q Clear Time (g_c+1/2g), s	11.2	33.1	12.4	37.5	25.2	28.0	11.2	26.5				
Green Ext Time (p_c), s	0.0	4.8	0.0	0.0	0.0	1.3	0.0	3.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											66.5	
HCM 6th LOS											E	

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	0	1144	65	0	1050	64	0	0	62	0	0	27
Future Vol, veh/h	0	1144	65	0	1050	64	0	0	62	0	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	650	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	98	98	98	98	92	98	92	98	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	1167	66	0	1071	70	0	0	63	0	0	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	584	-	-	571
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.9	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	460	0	0	469
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	460	-	-	469
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			14.1			13.2		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	460	-	-	-	-	469
HCM Lane V/C Ratio	0.138	-	-	-	-	0.063
HCM Control Delay (s)	14.1	-	-	-	-	13.2
HCM Lane LOS	B	-	-	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	-	0.2

Intersection												
Int Delay, s/veh	193.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗			↔		↖	↖	↖
Traffic Vol, veh/h	10	1302	1	2	1056	48	1	0	0	243	0	42
Future Vol, veh/h	10	1302	1	2	1056	48	1	0	0	243	0	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	300	-	-	-	-	-	100	-	335
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	98	98	98	98	92	98	92	98	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	11	1329	1	2	1078	52	1	0	0	264	0	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1130	0	0	1330	0	0	1895	2486	665	1795	2460	565
Stage 1	-	-	-	-	-	-	1352	1352	-	1108	1108	-
Stage 2	-	-	-	-	-	-	543	1134	-	687	1352	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	626	-	-	526	-	-	43	30	407	~ 52	31	473
Stage 1	-	-	-	-	-	-	161	220	-	~ 227	288	-
Stage 2	-	-	-	-	-	-	497	280	-	408	220	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	626	-	-	526	-	-	38	29	407	~ 51	30	473
Mov Cap-2 Maneuver	-	-	-	-	-	-	143	160	-	~ 51	30	-
Stage 1	-	-	-	-	-	-	158	216	-	~ 223	287	-
Stage 2	-	-	-	-	-	-	447	279	-	401	216	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	30.4	\$ 1741.3
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3	
Capacity (veh/h)	143	626	-	-	526	-	-	51	-	473	
HCM Lane V/C Ratio	0.007	0.017	-	-	0.004	-	-	5.179	-	0.097	
HCM Control Delay (s)	30.4	10.9	-	-	11.9	-	-	\$ 2039.9	0	13.4	
HCM Lane LOS		D	B	-	B	-	-	F	A	B	
HCM 95th %tile Q(veh)		0	0.1	-	-	0	-	-	29.9	-	0.3

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

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑	↗	↙	↑↑			↕			↕	
Traffic Vol, veh/h	6	1503	34	31	1069	4	22	0	29	6	0	14
Future Vol, veh/h	6	1503	34	31	1069	4	22	0	29	6	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	440	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	1534	35	32	1091	4	22	0	30	6	0	14

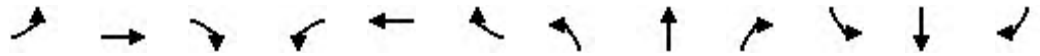
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1095	0	0	1569	0	0	2156	2705	767	1936	2738	548
Stage 1	-	-	-	-	-	-	1546	1546	-	1157	1157	-
Stage 2	-	-	-	-	-	-	610	1159	-	779	1581	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	645	-	-	426	-	-	28	22	349	40	20	485
Stage 1	-	-	-	-	-	-	122	178	-	212	273	-
Stage 2	-	-	-	-	-	-	453	272	-	359	171	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	645	-	-	426	-	-	25	20	349	34	18	485
Mov Cap-2 Maneuver	-	-	-	-	-	-	25	20	-	34	18	-
Stage 1	-	-	-	-	-	-	121	176	-	210	253	-
Stage 2	-	-	-	-	-	-	407	252	-	326	169	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.4			242.1			51.7		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	53	645	-	-	426	-	-	97
HCM Lane V/C Ratio	0.982	0.009	-	-	0.074	-	-	0.21
HCM Control Delay (s)	242.1	10.6	-	-	14.1	-	-	51.7
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	4.4	0	-	-	0.2	-	-	0.7

HCM 6th Signalized Intersection Summary  
8: Cobalt Rd & Mojave Dr

2026 plus Project  
Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑		↖	↑↑	↖		↖	↖		↖	↖
Traffic Volume (veh/h)	76	1378	32	32	1018	93	17	17	16	56	20	91
Future Volume (veh/h)	76	1378	32	32	1018	93	17	17	16	56	20	91
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	83	1498	35	35	1107	101	18	18	17	61	22	99
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	106	1568	37	52	978	435	122	122	212	520	188	622
Arrive On Green	0.06	0.30	0.30	0.03	0.27	0.27	0.13	0.13	0.13	0.39	0.39	0.39
Sat Flow, veh/h	1810	5214	122	1810	3610	1604	927	927	1610	1347	486	1610
Grp Volume(v), veh/h	83	994	539	35	1107	101	36	0	17	83	0	99
Grp Sat Flow(s),veh/h/ln	1810	1729	1878	1810	1805	1604	1854	0	1610	1833	0	1610
Q Serve(g_s), s	5.3	33.2	33.2	2.3	31.9	5.8	2.0	0.0	1.1	3.4	0.0	4.7
Cycle Q Clear(g_c), s	5.3	33.2	33.2	2.3	31.9	5.8	2.0	0.0	1.1	3.4	0.0	4.7
Prop In Lane	1.00		0.06	1.00		1.00	0.50		1.00	0.73		1.00
Lane Grp Cap(c), veh/h	106	1040	565	52	978	435	244	0	212	708	0	622
V/C Ratio(X)	0.78	0.96	0.96	0.67	1.13	0.23	0.15	0.00	0.08	0.12	0.00	0.16
Avail Cap(c_a), veh/h	238	1042	566	84	978	435	244	0	212	708	0	622
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.7	40.4	40.4	56.7	43.0	33.4	45.3	0.0	44.9	23.3	0.0	23.7
Incr Delay (d2), s/veh	11.6	18.1	27.0	13.7	72.4	0.3	1.3	0.0	0.7	0.3	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	15.8	18.5	1.2	23.2	2.2	1.0	0.0	0.5	1.6	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.3	58.5	67.4	70.4	115.3	33.7	46.6	0.0	45.7	23.6	0.0	24.2
LnGrp LOS	E	E	E	E	F	C	D	A	D	C	A	C
Approach Vol, veh/h		1616			1243			53				182
Approach Delay, s/veh		61.9			107.4			46.3				23.9
Approach LOS		E			F			D				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		20.0	7.9	39.9		50.0	11.4	36.4				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		15.5	5.5	35.5		45.5	15.5	25.5				
Max Q Clear Time (g_c+I1), s		4.0	4.3	35.2		5.4	7.3	33.9				
Green Ext Time (p_c), s		0.1	0.0	0.2		0.2	0.1	0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				77.7								
HCM 6th LOS				E								



HCM 6th Signalized Intersection Summary  
 9: Amethyst Rd & Mojave Dr

2026 plus Project  
 Timing Plan: PM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑	↑	↑↑	↑	↑
Traffic Volume (veh/h)	1349	175	115	951	157	87
Future Volume (veh/h)	1349	175	115	951	157	87
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1363	177	116	961	159	88
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2282	708	161	2300	264	235
Arrive On Green	0.44	0.44	0.09	0.64	0.15	0.15
Sat Flow, veh/h	5358	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	1363	177	116	961	159	88
Grp Sat Flow(s),veh/h/ln	1729	1610	1810	1805	1810	1610
Q Serve(g_s), s	8.3	2.9	2.6	5.5	3.4	2.0
Cycle Q Clear(g_c), s	8.3	2.9	2.6	5.5	3.4	2.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2282	708	161	2300	264	235
V/C Ratio(X)	0.60	0.25	0.72	0.42	0.60	0.37
Avail Cap(c_a), veh/h	3189	990	458	3525	1112	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.8	7.3	18.4	3.7	16.6	16.0
Incr Delay (d2), s/veh	0.3	0.2	6.0	0.1	2.2	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.5	1.1	0.1	1.2	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.1	7.5	24.4	3.8	18.8	17.0
LnGrp LOS	A	A	C	A	B	B
Approach Vol, veh/h	1540			1077	247	
Approach Delay, s/veh	8.9			6.1	18.2	
Approach LOS	A			A	B	
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		10.5	8.2	22.7		30.9
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s		25.5	10.5	25.5		40.5
Max Q Clear Time (g_c+I1), s		5.4	4.6	10.3		7.5
Green Ext Time (p_c), s		0.6	0.1	8.0		6.7
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			8.6			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary  
 10: Evado Rd & Mojave Dr

2026 plus Project  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	1246	159	85	934	236	168	174	76	152	174	79
Future Volume (veh/h)	90	1246	159	85	934	236	168	174	76	152	174	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	93	1285	164	88	963	243	173	179	78	157	179	81
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	119	1187	522	113	1176	517	204	642	537	188	625	522
Arrive On Green	0.07	0.33	0.33	0.06	0.33	0.33	0.11	0.34	0.34	0.10	0.33	0.33
Sat Flow, veh/h	1810	3610	1588	1810	3610	1588	1810	1900	1588	1810	1900	1588
Grp Volume(v), veh/h	93	1285	164	88	963	243	173	179	78	157	179	81
Grp Sat Flow(s),veh/h/ln	1810	1805	1588	1810	1805	1588	1810	1900	1588	1810	1900	1588
Q Serve(g_s), s	5.5	35.5	8.3	5.2	26.5	13.1	10.1	7.4	3.7	9.2	7.5	3.9
Cycle Q Clear(g_c), s	5.5	35.5	8.3	5.2	26.5	13.1	10.1	7.4	3.7	9.2	7.5	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	119	1187	522	113	1176	517	204	642	537	188	625	522
V/C Ratio(X)	0.78	1.08	0.31	0.78	0.82	0.47	0.85	0.28	0.15	0.83	0.29	0.16
Avail Cap(c_a), veh/h	260	1187	522	260	1187	522	260	642	537	260	625	522
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	49.7	36.2	27.1	49.9	33.5	29.0	47.0	26.1	24.9	47.4	26.8	25.6
Incr Delay (d2), s/veh	10.5	51.4	0.3	10.8	4.6	0.7	18.3	1.1	0.6	15.2	1.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	22.9	3.0	2.6	11.5	4.8	5.4	3.4	1.4	4.8	3.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	87.6	27.4	60.7	38.1	29.6	65.3	27.2	25.5	62.6	28.0	26.2
LnGrp LOS	E	F	C	E	D	C	E	C	C	E	C	C
Approach Vol, veh/h		1542			1294			430			417	
Approach Delay, s/veh		79.5			38.0			42.2			40.7	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.7	41.0	11.2	40.0	16.7	40.0	11.6	39.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	15.5	35.5	15.5	35.5	15.5	35.5	15.5	35.5				
Max Q Clear Time (g_c+I1), s	11.2	9.4	7.2	37.5	12.1	9.5	7.5	28.5				
Green Ext Time (p_c), s	0.1	1.1	0.1	0.0	0.1	1.1	0.1	3.7				

Intersection Summary

HCM 6th Ctrl Delay	56.2
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary  
 11: Amargosa Rd & Mojave Dr

2026 plus Project  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑↑		↘	↑↑	↗	↘	↑	↗
Traffic Volume (veh/h)	56	1268	243	184	1032	103	252	443	188	54	385	42
Future Volume (veh/h)	56	1268	243	184	1032	103	252	443	188	54	385	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	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		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	60	1349	259	196	1098	110	268	471	200	57	410	45
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	78	1019	450	227	1744	175	260	1388	619	74	536	454
Arrive On Green	0.04	0.28	0.28	0.13	0.36	0.36	0.14	0.38	0.38	0.04	0.28	0.28
Sat Flow, veh/h	1810	3610	1595	1810	4788	479	1810	3610	1609	1810	1900	1608
Grp Volume(v), veh/h	60	1349	259	196	793	415	268	471	200	57	410	45
Grp Sat Flow(s),veh/h/ln	1810	1805	1595	1810	1729	1810	1810	1805	1609	1810	1900	1608
Q Serve(g_s), s	3.5	30.5	15.0	11.5	20.4	20.5	15.5	10.0	9.4	3.4	21.3	2.2
Cycle Q Clear(g_c), s	3.5	30.5	15.0	11.5	20.4	20.5	15.5	10.0	9.4	3.4	21.3	2.2
Prop In Lane	1.00		1.00	1.00		0.26	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	78	1019	450	227	1260	659	260	1388	619	74	536	454
V/C Ratio(X)	0.77	1.32	0.58	0.86	0.63	0.63	1.03	0.34	0.32	0.77	0.76	0.10
Avail Cap(c_a), veh/h	260	1019	450	260	1260	659	260	1388	619	260	536	454
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	51.1	38.8	33.2	46.3	28.3	28.3	46.3	23.5	23.4	51.3	35.5	28.6
Incr Delay (d2), s/veh	14.3	152.6	1.8	22.7	1.0	1.9	64.5	0.7	1.4	14.9	10.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	34.2	5.7	6.4	8.0	8.6	11.3	4.1	3.6	1.8	10.8	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.4	191.3	35.0	69.0	29.3	30.3	110.8	24.2	24.7	66.2	45.4	29.1
LnGrp LOS	E	F	D	E	C	C	F	C	C	E	D	C
Approach Vol, veh/h		1668			1404			939			512	
Approach Delay, s/veh		162.5			35.2			49.0			46.3	
Approach LOS		F			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	46.1	18.0	35.0	20.0	35.0	9.2	43.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	15.5	30.5	15.5	30.5	15.5	30.5	15.5	30.5				
Max Q Clear Time (g_c+1), s	15.4	12.0	13.5	32.5	17.5	23.3	5.5	22.5				
Green Ext Time (p_c), s	0.1	3.2	0.1	0.0	0.0	1.3	0.1	4.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			86.3									
HCM 6th LOS			F									

HCM 6th Signalized Intersection Summary  
 12: Village Dr & Mojave Dr

2026 plus Project  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕		↖	↗	↗
Traffic Volume (veh/h)	61	1433	20	76	1237	485	24	22	86	531	23	86
Future Volume (veh/h)	61	1433	20	76	1237	485	24	22	86	531	23	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	62	1462	20	78	1262	495	24	22	88	558	0	88
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	84	1562	21	101	1120	419	31	28	114	692	0	300
Arrive On Green	0.05	0.43	0.43	0.06	0.44	0.44	0.10	0.10	0.10	0.19	0.00	0.19
Sat Flow, veh/h	1810	3645	50	1810	2558	957	298	273	1092	3619	0	1572
Grp Volume(v), veh/h	62	723	759	78	873	884	134	0	0	558	0	88
Grp Sat Flow(s),veh/h/ln	1810	1805	1889	1810	1805	1710	1662	0	0	1810	0	1572
Q Serve(g_s), s	2.8	31.2	31.3	3.5	35.8	35.8	6.4	0.0	0.0	12.0	0.0	3.9
Cycle Q Clear(g_c), s	2.8	31.2	31.3	3.5	35.8	35.8	6.4	0.0	0.0	12.0	0.0	3.9
Prop In Lane	1.00		0.03	1.00		0.56	0.18		0.66	1.00		1.00
Lane Grp Cap(c), veh/h	84	774	810	101	791	749	173	0	0	692	0	300
V/C Ratio(X)	0.74	0.94	0.94	0.78	1.10	1.18	0.77	0.00	0.00	0.81	0.00	0.29
Avail Cap(c_a), veh/h	122	784	821	122	791	749	214	0	0	908	0	394
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.5	22.3	22.3	38.1	23.0	23.0	35.6	0.0	0.0	31.6	0.0	28.3
Incr Delay (d2), s/veh	12.8	18.2	17.8	22.1	64.4	94.9	13.0	0.0	0.0	4.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	15.5	16.2	2.1	27.4	32.3	3.1	0.0	0.0	5.3	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.3	40.4	40.1	60.1	87.4	117.8	48.6	0.0	0.0	35.7	0.0	28.8
LnGrp LOS	D	D	D	E	F	F	D	A	A	D	A	C
Approach Vol, veh/h		1544			1835			134			646	
Approach Delay, s/veh		40.7			100.9			48.6			34.8	
Approach LOS		D			F			D			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		13.0	9.0	39.5		20.1	8.3	40.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		10.5	5.5	35.5		20.5	5.5	35.5				
Max Q Clear Time (g_c+I1), s		8.4	5.5	33.3		14.0	4.8	37.8				
Green Ext Time (p_c), s		0.1	0.0	1.7		1.4	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	66.6
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary  
 13: I-15 SB Ramps & Mojave Dr

2026 plus Project  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑↓	↑
Traffic Volume (veh/h)	0	1159	889	141	1336	0	0	0	0	37	0	466
Future Volume (veh/h)	0	1159	889	141	1336	0	0	0	0	37	0	466
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1195	916	145	1377	0				25	0	494
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	2073	912	179	2614	0				314	0	559
Arrive On Green	0.00	0.57	0.57	0.10	0.72	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	3705	1589	1810	3705	0				1810	0	3220
Grp Volume(v), veh/h	0	1195	916	145	1377	0				25	0	494
Grp Sat Flow(s),veh/h/ln	0	1805	1589	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	18.5	50.5	6.9	15.0	0.0				1.0	0.0	13.2
Cycle Q Clear(g_c), s	0.0	18.5	50.5	6.9	15.0	0.0				1.0	0.0	13.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2073	912	179	2614	0				314	0	559
V/C Ratio(X)	0.00	0.58	1.00	0.81	0.53	0.00				0.08	0.00	0.88
Avail Cap(c_a), veh/h	0	2073	912	216	2688	0				319	0	568
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	11.9	18.7	38.8	5.4	0.0				30.5	0.0	35.5
Incr Delay (d2), s/veh	0.0	0.4	30.8	17.3	0.2	0.0				0.1	0.0	15.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr0.0		6.4	22.9	3.8	3.8	0.0				0.4	0.0	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	12.3	49.5	56.1	5.6	0.0				30.6	0.0	50.7
LnGrp LOS		A	B	F	E	A	A			C	A	D
Approach Vol, veh/h		2111		1522			519					
Approach Delay, s/veh		28.5		10.4			49.7					
Approach LOS		C		B			D					
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			13.2	55.0		19.8		68.2				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			10.5	50.5		15.5		65.5				
Max Q Clear Time (g_c+I1), s			8.9	52.5		15.2		17.0				
Green Ext Time (p_c), s			0.1	0.0		0.1		13.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay		24.5										
HCM 6th LOS		C										
<b>Notes</b>												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary  
 14: I-15 NB Ramps & Mojave Dr

2026 plus Project  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗	↘	↕	↗			
Traffic Volume (veh/h)	444	703	0	0	884	23	676	0	151	0	0	0
Future Volume (veh/h)	444	703	0	0	884	23	676	0	151	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	462	732	0	0	921	24	753	0	105			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	395	2261	0	0	1242	546	894	0	398			
Arrive On Green	0.22	0.63	0.00	0.00	0.34	0.34	0.25	0.00	0.25			
Sat Flow, veh/h	1810	3705	0	0	3705	1586	3619	0	1610			
Grp Volume(v), veh/h	462	732	0	0	921	24	753	0	105			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1586	1810	0	1610			
Q Serve(g_s), s	15.5	6.7	0.0	0.0	15.9	0.7	14.0	0.0	3.7			
Cycle Q Clear(g_c), s	15.5	6.7	0.0	0.0	15.9	0.7	14.0	0.0	3.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	395	2261	0	0	1242	546	894	0	398			
V/C Ratio(X)	1.17	0.32	0.00	0.00	0.74	0.04	0.84	0.00	0.26			
Avail Cap(c_a), veh/h	395	3080	0	0	2062	906	1046	0	465			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	27.7	6.2	0.0	0.0	20.5	15.5	25.4	0.0	21.5			
Incr Delay (d2), s/veh	99.7	0.1	0.0	0.0	0.9	0.0	5.6	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.0	1.9	0.0	0.0	6.1	0.2	6.2	0.0	1.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	127.4	6.3	0.0	0.0	21.4	15.5	31.0	0.0	21.9			
LnGrp LOS	F	A	A	A	C	B	C	A	C			
Approach Vol, veh/h		1194			945			858				
Approach Delay, s/veh		53.2			21.2			29.9				
Approach LOS		D			C			C				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		22.0		48.9			20.0	28.9				
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5				
Max Green Setting (Gmax), s		20.5		60.5			15.5	40.5				
Max Q Clear Time (g_c+I1), s		16.0		8.7			17.5	17.9				
Green Ext Time (p_c), s		1.5		5.5			0.0	6.5				

Intersection Summary

HCM 6th Ctrl Delay	36.4
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Intersection						
Int Delay, s/veh	9.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	266	54	1	1	8
Future Vol, veh/h	25	266	54	1	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
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	27	289	59	1	1	9

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	125	6	10	0	0
Stage 1	6	-	-	-	-
Stage 2	119	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	875	1083	1623	-	-
Stage 1	1022	-	-	-	-
Stage 2	911	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	844	1083	1623	-	-
Mov Cap-2 Maneuver	812	-	-	-	-
Stage 1	985	-	-	-	-
Stage 2	911	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	7.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1623	-	1053	-	-
HCM Lane V/C Ratio	0.036	-	0.3	-	-
HCM Control Delay (s)	7.3	-	9.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	1.3	-	-



Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	21	3	54	266	1
Future Vol, veh/h	1	21	3	54	266	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	23	3	59	289	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	355	290	290	0	-	0
Stage 1	290	-	-	-	-	-
Stage 2	65	-	-	-	-	-
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	647	754	1283	-	-	-
Stage 1	764	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	646	754	1283	-	-	-
Mov Cap-2 Maneuver	646	-	-	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	963	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1283	-	748	-	-
HCM Lane V/C Ratio	0.003	-	0.032	-	-
HCM Control Delay (s)	7.8	-	10	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	396	183	5	0	2
Future Vol, veh/h	0	396	183	5	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	430	199	5	0	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	940
HCM Lane V/C Ratio	-	-	-	0.002
HCM Control Delay (s)	-	-	-	8.8
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	12	53	3	2	11
Future Vol, veh/h	0	12	53	3	2	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	13	58	3	2	12

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	76	60	0	0	61
Stage 1	60	-	-	-	-
Stage 2	16	-	-	-	-
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	932	1011	-	-	1555
Stage 1	968	-	-	-	-
Stage 2	1012	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	931	1011	-	-	1555
Mov Cap-2 Maneuver	931	-	-	-	-
Stage 1	968	-	-	-	-
Stage 2	1011	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	1.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1011	1555
HCM Lane V/C Ratio	-	-	0.013	0.001
HCM Control Delay (s)	-	-	8.6	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	11	46	19	8	2
Future Vol, veh/h	11	11	46	19	8	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	12	12	50	21	9	2

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	81	61	0	0	71
Stage 1	61	-	-	-	-
Stage 2	20	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	926	1010	-	-	1542
Stage 1	967	-	-	-	-
Stage 2	1008	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	920	1010	-	-	1542
Mov Cap-2 Maneuver	920	-	-	-	-
Stage 1	967	-	-	-	-
Stage 2	1002	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	5.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	963	1542
HCM Lane V/C Ratio	-	-	0.025	0.006
HCM Control Delay (s)	-	-	8.8	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	28	23	26	3	10
Future Vol, veh/h	0	28	23	26	3	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	30	25	28	3	11

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	56	39	0	0	53
Stage 1	39	-	-	-	-
Stage 2	17	-	-	-	-
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	957	1038	-	-	1566
Stage 1	989	-	-	-	-
Stage 2	1011	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	955	1038	-	-	1566
Mov Cap-2 Maneuver	955	-	-	-	-
Stage 1	989	-	-	-	-
Stage 2	1009	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	1.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1038	1566
HCM Lane V/C Ratio	-	-	0.029	0.002
HCM Control Delay (s)	-	-	8.6	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	3.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	66	78	0	6	14
Future Vol, veh/h	0	66	78	0	6	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	72	85	0	7	15

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	114	85	0	0	85	0
Stage 1	85	-	-	-	-	-
Stage 2	29	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	887	980	-	-	1524	-
Stage 1	943	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	883	980	-	-	1524	-
Mov Cap-2 Maneuver	883	-	-	-	-	-
Stage 1	943	-	-	-	-	-
Stage 2	994	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	2.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	980	1524
HCM Lane V/C Ratio	-	-	0.073	0.004
HCM Control Delay (s)	-	-	9	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↕	↗		↕	
Traffic Vol, veh/h	0	0	50	0	0	50	0	1445	288	0	1684	40
Future Vol, veh/h	0	0	50	0	0	50	0	1445	288	0	1684	40
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	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	0	-	-	275	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	52	0	0	52	0	1505	300	0	1754	42

Major/Minor	Minor2		Minor1		Major1			Major2			
Conflicting Flow All	-	-	898	-	-	753	-	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	6.9	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.3	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	286	0	0	357	0	-	0	0	-
Stage 1	0	0	-	0	0	-	0	-	0	0	-
Stage 2	0	0	-	0	0	-	0	-	0	0	-
Platoon blocked, %											
Mov Cap-1 Maneuver	-	-	286	-	-	357	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-

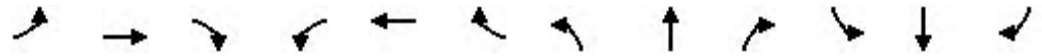
Approach	EB		WB		NB			SB		
HCM Control Delay, s	20.4		16.8		0			0		
HCM LOS	C		C							

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	286	357	-	-
HCM Lane V/C Ratio	-	0.182	0.146	-	-
HCM Control Delay (s)	-	20.4	16.8	-	-
HCM Lane LOS	-	C	C	-	-
HCM 95th %tile Q(veh)	-	0.7	0.5	-	-



HCM 6th Signalized Intersection Summary  
 2: US-395 & Cactus Rd

2040  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↗	↖	↗	
Traffic Volume (veh/h)	55	46	113	70	30	40	102	1639	142	66	1640	28
Future Volume (veh/h)	55	46	113	70	30	40	102	1639	142	66	1640	28
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		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	56	47	115	71	31	41	104	1672	145	67	1673	29
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	295	87	212	216	132	174	134	2076	926	95	2009	35
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.07	0.58	0.58	0.05	0.55	0.55
Sat Flow, veh/h	1349	489	1196	1243	742	981	1810	3610	1610	1810	3629	63
Grp Volume(v), veh/h	56	0	162	71	0	72	104	1672	145	67	830	872
Grp Sat Flow(s),veh/h/ln	1349	0	1685	1243	0	1723	1810	1805	1610	1810	1805	1887
Q Serve(g_s), s	2.6	0.0	6.1	3.8	0.0	2.5	3.9	25.4	2.9	2.5	26.3	26.5
Cycle Q Clear(g_c), s	5.1	0.0	6.1	9.9	0.0	2.5	3.9	25.4	2.9	2.5	26.3	26.5
Prop In Lane	1.00		0.71	1.00		0.57	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	295	0	299	216	0	306	134	2076	926	95	999	1044
V/C Ratio(X)	0.19	0.00	0.54	0.33	0.00	0.24	0.78	0.81	0.16	0.71	0.83	0.83
Avail Cap(c_a), veh/h	543	0	609	445	0	623	170	2421	1080	133	1174	1227
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(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.6	0.0	25.9	30.4	0.0	24.4	31.5	11.6	6.9	32.3	12.8	12.8
Incr Delay (d2), s/veh	0.3	0.0	1.5	0.9	0.0	0.4	15.9	1.8	0.1	9.4	4.5	4.5
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	0.8	0.0	2.4	1.1	0.0	1.0	2.1	7.0	0.7	1.2	8.3	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.9	0.0	27.4	31.3	0.0	24.8	47.3	13.4	6.9	41.7	17.3	17.3
LnGrp LOS	C	A	C	C	A	C	D	B	A	D	B	B
Approach Vol, veh/h		218			143			1921			1769	
Approach Delay, s/veh		27.3			28.0			14.8			18.2	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	44.3		16.8	9.6	42.8		16.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	46.4		25.0	6.5	45.0		25.0				
Max Q Clear Time (g_c+I1), s	4.5	27.4		8.1	5.9	28.5		11.9				
Green Ext Time (p_c), s	0.0	11.6		0.9	0.0	9.8		0.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				17.4								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 3: US-395 & Mojave Dr

2040  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↑↑	↗	↘	↑↑	
Traffic Volume (veh/h)	49	778	161	330	571	501	73	1333	507	352	1436	36
Future Volume (veh/h)	49	778	161	330	571	501	73	1333	507	352	1436	36
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		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	51	810	168	344	595	522	76	1389	528	367	1496	38
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	66	1052	469	200	667	583	80	1151	513	216	1418	36
Arrive On Green	0.04	0.29	0.29	0.11	0.37	0.37	0.04	0.32	0.32	0.12	0.39	0.39
Sat Flow, veh/h	1810	3610	1610	1810	1823	1595	1810	3610	1610	1810	3596	91
Grp Volume(v), veh/h	51	810	168	344	589	528	76	1389	528	367	750	784
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1613	1810	1805	1610	1810	1805	1882
Q Serve(g_s), s	3.2	23.1	9.3	12.5	34.7	34.9	4.7	36.0	36.0	13.5	44.5	44.5
Cycle Q Clear(g_c), s	3.2	23.1	9.3	12.5	34.7	34.9	4.7	36.0	36.0	13.5	44.5	44.5
Prop In Lane	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	66	1052	469	200	660	590	80	1151	513	216	712	742
V/C Ratio(X)	0.77	0.77	0.36	1.72	0.89	0.90	0.95	1.21	1.03	1.70	1.05	1.06
Avail Cap(c_a), veh/h	101	1279	571	200	739	660	80	1151	513	216	712	742
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(l)	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	53.9	36.5	31.6	50.2	33.7	33.8	53.8	38.4	38.4	49.7	34.2	34.2
Incr Delay (d2), s/veh	17.7	2.4	0.5	342.8	12.3	13.9	82.9	101.3	47.1	332.3	48.8	49.1
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	1.7	10.1	3.5	24.5	16.1	14.7	3.9	30.8	19.8	25.8	27.2	28.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.6	38.9	32.1	393.0	46.0	47.6	136.7	139.8	85.6	382.0	83.0	83.3
LnGrp LOS	E	D	C	F	D	D	F	F	F	F	F	F
Approach Vol, veh/h		1029			1461			1993			1901	
Approach Delay, s/veh		39.4			128.3			125.3			140.8	
Approach LOS		D			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	40.5	17.0	37.4	9.5	49.0	8.6	45.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	3.5	36.0	12.5	40.0	5.0	44.5	6.3	46.2				
Max Q Clear Time (g_c+11g_s), s	3.5	38.0	14.5	25.1	6.7	46.5	5.2	36.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	5.0	0.0	0.0	0.0	4.4				

Intersection Summary

HCM 6th Ctrl Delay		116.8										
HCM 6th LOS			F									

HCM 6th Signalized Intersection Summary  
4: US-395 & SR-18

2040  
Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	884	481	184	567	213	409	1209	231	286	1382	89
Future Volume (veh/h)	147	884	481	184	567	213	409	1209	231	286	1382	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		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	152	911	496	190	585	220	422	1246	238	295	1425	92
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	179	672	359	161	876	385	294	1173	222	219	1248	549
Arrive On Green	0.10	0.30	0.30	0.05	0.24	0.24	0.16	0.39	0.39	0.12	0.35	0.35
Sat Flow, veh/h	1810	2272	1214	3510	3610	1589	1810	3028	573	1810	3610	1587
Grp Volume(v), veh/h	152	720	687	190	585	220	422	738	746	295	1425	92
Grp Sat Flow(s),veh/h/ln	1810	1805	1681	1755	1805	1589	1810	1805	1796	1810	1805	1587
Q Serve(g_s), s	9.9	35.5	35.5	5.5	17.6	14.6	19.5	46.5	46.5	14.5	41.5	4.8
Cycle Q Clear(g_c), s	9.9	35.5	35.5	5.5	17.6	14.6	19.5	46.5	46.5	14.5	41.5	4.8
Prop In Lane	1.00		0.72	1.00		1.00	1.00		0.32	1.00		1.00
Lane Grp Cap(c), veh/h	179	534	497	161	876	385	294	699	696	219	1248	549
V/C Ratio(X)	0.85	1.35	1.38	1.18	0.67	0.57	1.44	1.06	1.07	1.35	1.14	0.17
Avail Cap(c_a), veh/h	205	534	497	161	876	385	294	699	696	219	1248	549
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	53.2	42.3	42.3	57.3	41.1	40.0	50.3	36.8	36.8	52.8	39.2	27.3
Incr Delay (d2), s/veh	24.4	169.1	183.5	127.9	2.0	2.0	214.3	49.6	55.0	184.3	73.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	39.8	39.1	5.2	7.6	5.6	25.9	28.3	29.2	17.5	29.8	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.6	211.4	225.7	185.1	43.0	42.0	264.5	86.4	91.7	237.0	112.9	27.9
LnGrp LOS	E	F	F	F	D	D	F	F	F	F	F	C
Approach Vol, veh/h		1559			995			1906			1812	
Approach Delay, s/veh		204.7			69.9			127.9			128.8	
Approach LOS		F			E			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	51.0	10.0	40.0	24.0	46.0	16.4	33.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	4.5	46.5	5.5	35.5	19.5	41.5	13.6	27.4				
Max Q Clear Time (g_c+110), s	4.5	48.5	7.5	37.5	21.5	43.5	11.9	19.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	2.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											138.0	
HCM 6th LOS											F	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑		↑
Traffic Vol, veh/h	1517	157	0	1504	0	84
Future Vol, veh/h	1517	157	0	1504	0	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	650	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1597	165	0	1583	0	88

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	799
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	333
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	333
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

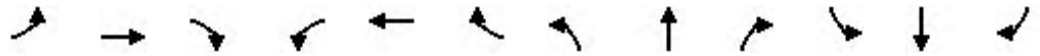
Approach	EB	WB	NB
HCM Control Delay, s	0	0	19.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	333	-	-	-
HCM Lane V/C Ratio	0.266	-	-	-
HCM Control Delay (s)	19.7	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	1	-	-	-

HCM 6th Signalized Intersection Summary  
6: Topaz Rd & Mojave Dr

2040

Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1553	38	28	1450	10	29	3	27	25	4	25
Future Volume (veh/h)	10	1553	38	28	1450	10	29	3	27	25	4	25
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	1635	40	29	1526	11	31	3	28	26	4	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	26	2224	54	59	2337	17	160	23	66	283	180	152
Arrive On Green	0.01	0.62	0.62	0.03	0.64	0.64	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1810	3601	88	1810	3674	26	610	244	703	1400	1900	1610
Grp Volume(v), veh/h	11	818	857	29	749	788	62	0	0	26	4	26
Grp Sat Flow(s),veh/h/ln	1810	1805	1884	1810	1805	1895	1557	0	0	1400	1900	1610
Q Serve(g_s), s	0.3	16.8	16.9	0.8	13.7	13.7	0.9	0.0	0.0	0.0	0.1	0.8
Cycle Q Clear(g_c), s	0.3	16.8	16.9	0.8	13.7	13.7	1.9	0.0	0.0	0.7	0.1	0.8
Prop In Lane	1.00		0.05	1.00		0.01	0.50		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	26	1115	1163	59	1148	1206	249	0	0	283	180	152
V/C Ratio(X)	0.43	0.73	0.74	0.49	0.65	0.65	0.25	0.00	0.00	0.09	0.02	0.17
Avail Cap(c_a), veh/h	174	1757	1834	181	1764	1852	669	0	0	672	708	600
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.9	7.1	7.1	25.1	6.0	6.0	22.5	0.0	0.0	22.0	21.7	22.0
Incr Delay (d2), s/veh	11.1	1.0	0.9	6.1	0.6	0.6	0.5	0.0	0.0	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.7	2.8	0.4	1.9	2.0	0.7	0.0	0.0	0.3	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.9	8.0	8.0	31.2	6.6	6.6	23.0	0.0	0.0	22.1	21.8	22.6
LnGrp LOS	D	A	A	C	A	A	C	A	A	C	C	C
Approach Vol, veh/h		1686			1566			62			56	
Approach Delay, s/veh		8.2			7.1			23.0			22.3	
Approach LOS		A			A			C			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		9.5	6.2	37.2		9.5	5.2	38.2				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		19.7	5.3	51.5		19.7	5.1	51.7				
Max Q Clear Time (g_c+I1), s		3.9	2.8	18.9		2.8	2.3	15.7				
Green Ext Time (p_c), s		0.2	0.0	13.8		0.1	0.0	12.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			8.2									
HCM 6th LOS			A									

Intersection												
Int Delay, s/veh	37.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑			↔			↔	
Traffic Vol, veh/h	35	1523	47	46	1436	18	23	0	94	11	0	28
Future Vol, veh/h	35	1523	47	46	1436	18	23	0	94	11	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	440	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	37	1603	49	48	1512	19	24	0	99	12	0	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1531	0	0	1652	0	0	2529	3304	802	2494	3344	766
Stage 1	-	-	-	-	-	-	1677	1677	-	1618	1618	-
Stage 2	-	-	-	-	-	-	852	1627	-	876	1726	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	441	-	-	396	-	-	~ 14	9	331	15	8	350
Stage 1	-	-	-	-	-	-	101	153	-	110	164	-
Stage 2	-	-	-	-	-	-	325	162	-	314	145	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	441	-	-	396	-	-	~ 11	7	331	~ 9	6	350
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 11	7	-	~ 9	6	-
Stage 1	-	-	-	-	-	-	93	140	-	101	144	-
Stage 2	-	-	-	-	-	-	262	142	-	202	133	-






















Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.5			\$ 865.1			\$ 492.1		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	49	441	-	-	396	-	-	30
HCM Lane V/C Ratio	2.513	0.084	-	-	0.122	-	-	1.368
HCM Control Delay (s)	\$ 865.1	13.9	-	-	15.4	-	-	\$ 492.1
HCM Lane LOS	F	B	-	-	C	-	-	F
HCM 95th %tile Q(veh)	12.9	0.3	-	-	0.4	-	-	4.7

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

HCM 6th Signalized Intersection Summary  
8: Cobalt Rd & Mojave Dr

2040  
Timing Plan: AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	373	1150	105	32	1006	354	47	157	46	227	53	447
Future Volume (veh/h)	373	1150	105	32	1006	354	47	157	46	227	53	447
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		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	393	1211	111	34	1059	373	49	165	48	239	56	471
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	354	2079	190	51	948	420	57	193	213	382	90	415
Arrive On Green	0.20	0.43	0.43	0.03	0.26	0.26	0.13	0.13	0.13	0.26	0.26	0.26
Sat Flow, veh/h	1810	4834	443	1810	3610	1601	430	1448	1599	1479	347	1605
Grp Volume(v), veh/h	393	866	456	34	1059	373	214	0	48	295	0	471
Grp Sat Flow(s),veh/h/ln	1810	1729	1818	1810	1805	1601	1878	0	1599	1826	0	1605
Q Serve(g_s), s	23.5	22.9	22.9	2.2	31.5	26.9	13.4	0.0	3.2	17.1	0.0	31.0
Cycle Q Clear(g_c), s	23.5	22.9	22.9	2.2	31.5	26.9	13.4	0.0	3.2	17.1	0.0	31.0
Prop In Lane	1.00		0.24	1.00		1.00	0.23		1.00	0.81		1.00
Lane Grp Cap(c), veh/h	354	1487	782	51	948	420	250	0	213	472	0	415
V/C Ratio(X)	1.11	0.58	0.58	0.67	1.12	0.89	0.85	0.00	0.23	0.63	0.00	1.14
Avail Cap(c_a), veh/h	354	1487	782	103	948	420	250	0	213	472	0	415
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.3	26.0	26.0	57.7	44.3	42.5	50.9	0.0	46.5	39.4	0.0	44.5
Incr Delay (d2), s/veh	80.5	0.6	1.1	13.8	67.1	20.0	29.2	0.0	2.4	6.1	0.0	86.9
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	18.0	8.8	9.4	1.2	22.0	12.3	8.3	0.0	1.4	8.5	0.0	21.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	128.8	26.6	27.1	71.6	111.4	62.5	80.0	0.0	48.9	45.5	0.0	131.4
LnGrp LOS	F	C	C	E	F	E	F	A	D	D	A	F
Approach Vol, veh/h		1715			1466			262				766
Approach Delay, s/veh		50.1			98.0			74.3				98.3
Approach LOS		D			F			E				F
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		20.5	7.9	56.1		35.5	28.0	36.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		16.0	6.8	48.2		31.0	23.5	31.5				
Max Q Clear Time (g_c+I1), s		15.4	4.2	24.9		19.1	25.5	33.5				
Green Ext Time (p_c), s		0.1	0.0	8.4		0.4	0.0	0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				77.1								
HCM 6th LOS				E								



HCM 6th Signalized Intersection Summary  
 9: Amethyst Rd & Mojave Dr

2040  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑		↖	↑↑		↖	↑↑	
Traffic Volume (veh/h)	26	1082	246	239	934	24	340	20	134	13	12	15
Future Volume (veh/h)	26	1082	246	239	934	24	340	20	134	13	12	15
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		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	1139	259	252	983	25	358	21	141	14	13	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	53	1539	477	250	1459	37	417	516	460	31	131	117
Arrive On Green	0.03	0.30	0.30	0.14	0.41	0.41	0.23	0.29	0.29	0.02	0.07	0.07
Sat Flow, veh/h	1810	5187	1609	1810	3597	91	1810	1805	1610	1810	1805	1610
Grp Volume(v), veh/h	27	1139	259	252	493	515	358	21	141	14	13	16
Grp Sat Flow(s),veh/h/ln	1810	1729	1609	1810	1805	1884	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	1.0	13.6	9.3	9.5	15.4	15.4	13.0	0.6	4.7	0.5	0.5	0.6
Cycle Q Clear(g_c), s	1.0	13.6	9.3	9.5	15.4	15.4	13.0	0.6	4.7	0.5	0.5	0.6
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	53	1539	477	250	732	764	417	516	460	31	131	117
V/C Ratio(X)	0.51	0.74	0.54	1.01	0.67	0.67	0.86	0.04	0.31	0.45	0.10	0.14
Avail Cap(c_a), veh/h	134	1812	562	250	746	779	672	1012	902	132	473	422
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(l)	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	32.9	21.8	20.3	29.6	16.7	16.7	25.4	17.7	19.2	33.4	29.7	29.8
Incr Delay (d2), s/veh	7.4	1.4	1.0	58.7	2.3	2.2	6.4	0.0	0.4	10.0	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	0.5	4.8	3.0	7.7	5.5	5.7	5.6	0.2	1.6	0.3	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.2	23.1	21.2	88.3	19.0	18.9	31.8	17.8	19.6	43.5	30.1	30.3
LnGrp LOS	D	C	C	F	B	B	C	B	B	D	C	C
Approach Vol, veh/h		1425			1260			520			43	
Approach Delay, s/veh		23.1			32.8			27.9			34.5	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.7	24.1	14.0	24.9	20.3	9.5	6.5	32.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	38.5	9.5	24.0	25.5	18.0	5.1	28.4				
Max Q Clear Time (g_c+1), s	12.5	6.7	11.5	15.6	15.0	2.6	3.0	17.4				
Green Ext Time (p_c), s	0.0	0.9	0.0	4.8	0.8	0.1	0.0	4.2				

Intersection Summary

HCM 6th Ctrl Delay	27.8
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary  
 10: Evado Rd & Mojave Dr

2040  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	1008	193	122	896	249	133	391	191	311	375	175
Future Volume (veh/h)	220	1008	193	122	896	249	133	391	191	311	375	175
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	232	1061	203	128	943	262	140	412	201	327	395	184
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	249	1130	495	143	919	407	167	500	420	352	694	578
Arrive On Green	0.14	0.31	0.31	0.08	0.25	0.25	0.09	0.26	0.26	0.19	0.37	0.37
Sat Flow, veh/h	1810	3610	1582	1810	3610	1601	1810	1900	1599	1810	1900	1582
Grp Volume(v), veh/h	232	1061	203	128	943	262	140	412	201	327	395	184
Grp Sat Flow(s),veh/h/ln	1810	1805	1582	1810	1805	1601	1810	1900	1599	1810	1900	1582
Q Serve(g_s), s	15.2	34.3	12.1	8.4	30.5	17.5	9.1	24.5	12.7	21.3	20.0	10.0
Cycle Q Clear(g_c), s	15.2	34.3	12.1	8.4	30.5	17.5	9.1	24.5	12.7	21.3	20.0	10.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	249	1130	495	143	919	407	167	500	420	352	694	578
V/C Ratio(X)	0.93	0.94	0.41	0.89	1.03	0.64	0.84	0.82	0.48	0.93	0.57	0.32
Avail Cap(c_a), veh/h	249	1130	495	143	919	407	196	500	420	355	694	578
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	51.1	40.0	32.4	54.6	44.7	39.8	53.5	41.6	37.2	47.4	30.5	27.3
Incr Delay (d2), s/veh	38.7	14.5	0.5	44.8	36.5	3.4	23.2	14.3	3.9	30.1	3.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	9.3	16.6	4.5	5.5	17.6	7.0	5.1	12.9	5.2	12.1	9.3	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.8	54.6	33.0	99.5	81.2	43.2	76.7	55.9	41.1	77.6	33.9	28.8
LnGrp LOS	F	D	C	F	F	D	E	E	D	E	C	C
Approach Vol, veh/h		1496			1333			753			906	
Approach Delay, s/veh		57.1			75.5			55.8			48.6	
Approach LOS		E			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	37.8	36.0	14.0	42.0	15.6	48.2	21.0	35.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	27.5	31.5	9.5	37.5	13.0	42.0	16.5	30.5				
Max Q Clear Time (g_c+Q), s	23.3	26.5	10.4	36.3	11.1	22.0	17.2	32.5				
Green Ext Time (p_c), s	0.0	1.4	0.0	0.9	0.1	2.6	0.0	0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											60.6	
HCM 6th LOS											E	

HCM 6th Signalized Intersection Summary  
 11: Amargosa Rd & Mojave Dr

2040  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑↑		↘	↑↑	↗	↘	↑	↗
Traffic Volume (veh/h)	147	1169	294	220	1000	118	175	406	230	127	433	92
Future Volume (veh/h)	147	1169	294	220	1000	118	175	406	230	127	433	92
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		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	155	1231	309	232	1053	124	184	427	242	134	456	97
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	184	1286	573	234	1806	212	199	991	439	162	482	406
Arrive On Green	0.10	0.36	0.36	0.13	0.38	0.38	0.11	0.27	0.27	0.09	0.25	0.25
Sat Flow, veh/h	1810	3610	1607	1810	4704	553	1810	3610	1601	1810	1900	1601
Grp Volume(v), veh/h	155	1231	309	232	774	403	184	427	242	134	456	97
Grp Sat Flow(s),veh/h/ln	1810	1805	1607	1810	1729	1799	1810	1805	1601	1810	1900	1601
Q Serve(g_s), s	10.1	39.9	18.3	15.3	21.3	21.3	12.1	11.7	15.5	8.7	28.2	5.8
Cycle Q Clear(g_c), s	10.1	39.9	18.3	15.3	21.3	21.3	12.1	11.7	15.5	8.7	28.2	5.8
Prop In Lane	1.00		1.00	1.00		0.31	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	184	1286	573	234	1328	691	199	991	439	162	482	406
V/C Ratio(X)	0.84	0.96	0.54	0.99	0.58	0.58	0.92	0.43	0.55	0.83	0.95	0.24
Avail Cap(c_a), veh/h	278	1293	576	234	1328	691	199	991	439	246	482	406
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	52.8	37.7	30.7	52.1	29.3	29.3	52.8	35.8	37.1	53.6	43.9	35.5
Incr Delay (d2), s/veh	13.4	15.8	1.0	56.1	0.7	1.3	42.6	1.4	4.9	13.0	29.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	19.3	6.9	10.3	8.4	8.9	7.6	5.1	6.4	4.4	16.6	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.2	53.5	31.7	108.2	29.9	30.6	95.4	37.1	42.0	66.6	73.3	36.9
LnGrp LOS	E	D	C	F	C	C	F	D	D	E	E	D
Approach Vol, veh/h		1695			1409			853			687	
Approach Delay, s/veh		50.7			43.0			51.1			66.9	
Approach LOS		D			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.2	37.4	20.0	47.2	17.7	34.9	16.7	50.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	16.3	27.3	15.5	42.9	13.2	30.4	18.4	40.0				
Max Q Clear Time (g_c+110), s	17.5	17.5	17.3	41.9	14.1	30.2	12.1	23.3				
Green Ext Time (p_c), s	0.1	2.4	0.0	0.8	0.0	0.1	0.2	6.5				

Intersection Summary

HCM 6th Ctrl Delay	50.8
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary  
 12: Village Dr & Mojave Dr

2040  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	1418	17	58	1212	589	37	26	140	754	58	88
Future Volume (veh/h)	58	1418	17	58	1212	589	37	26	140	754	58	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	61	1493	18	61	1276	620	39	27	147	838	0	93
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	79	1487	18	79	980	439	46	32	174	830	0	363
Arrive On Green	0.04	0.41	0.41	0.04	0.41	0.41	0.15	0.15	0.15	0.23	0.00	0.23
Sat Flow, veh/h	1810	3651	44	1810	2407	1078	306	212	1152	3619	0	1583
Grp Volume(v), veh/h	61	737	774	61	930	966	213	0	0	838	0	93
Grp Sat Flow(s),veh/h/ln	1810	1805	1890	1810	1805	1680	1669	0	0	1810	0	1583
Q Serve(g_s), s	3.6	43.5	43.5	3.6	43.5	43.5	13.3	0.0	0.0	24.5	0.0	5.1
Cycle Q Clear(g_c), s	3.6	43.5	43.5	3.6	43.5	43.5	13.3	0.0	0.0	24.5	0.0	5.1
Prop In Lane	1.00		0.02	1.00		0.64	0.18		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	79	735	770	79	735	684	253	0	0	830	0	363
V/C Ratio(X)	0.77	1.00	1.00	0.77	1.26	1.41	0.84	0.00	0.00	1.01	0.00	0.26
Avail Cap(c_a), veh/h	85	735	770	85	735	684	453	0	0	830	0	363
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.6	31.7	31.7	50.6	31.7	31.7	44.1	0.0	0.0	41.2	0.0	33.7
Incr Delay (d2), s/veh	33.1	34.0	33.6	33.1	130.0	193.9	7.5	0.0	0.0	33.6	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	24.6	25.7	2.3	44.2	53.3	5.8	0.0	0.0	14.3	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.6	65.6	65.3	83.6	161.6	225.6	51.6	0.0	0.0	74.8	0.0	34.1
LnGrp LOS	F	F	F	F	F	F	D	A	A	F	A	C
Approach Vol, veh/h		1572			1957			213			931	
Approach Delay, s/veh		66.2			190.8			51.6			70.7	
Approach LOS		E			F			D			E	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		20.7	9.2	48.0		29.0	9.2	48.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		29.0	5.0	43.5		24.5	5.0	43.5				
Max Q Clear Time (g_c+I1), s		15.3	5.6	45.5		26.5	5.6	45.5				
Green Ext Time (p_c), s		0.9	0.0	0.0		0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	118.6
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary  
 13: I-15 SB Ramps & Mojave Dr

2040  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑↓	↑
Traffic Volume (veh/h)	0	1560	717	248	1501	0	0	0	0	52	3	360
Future Volume (veh/h)	0	1560	717	248	1501	0	0	0	0	52	3	360
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No		No						No		
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1642	755	261	1580	0				38	0	400
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1881	826	300	2672	0				276	0	492
Arrive On Green	0.00	0.52	0.52	0.17	0.74	0.00				0.15	0.00	0.15
Sat Flow, veh/h	0	3705	1586	1810	3705	0				1810	0	3220
Grp Volume(v), veh/h	0	1642	755	261	1580	0				38	0	400
Grp Sat Flow(s),veh/h/ln	0	1805	1586	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	33.6	36.6	11.8	17.0	0.0				1.5	0.0	10.1
Cycle Q Clear(g_c), s	0.0	33.6	36.6	11.8	17.0	0.0				1.5	0.0	10.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1881	826	300	2672	0				276	0	492
V/C Ratio(X)	0.00	0.87	0.91	0.87	0.59	0.00				0.14	0.00	0.81
Avail Cap(c_a), veh/h	0	1912	840	334	2771	0				355	0	632
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.7	18.4	34.2	5.0	0.0				30.8	0.0	34.4
Incr Delay (d2), s/veh	0.0	4.7	14.2	19.9	0.3	0.0				0.2	0.0	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr0.0		13.0	14.6	6.6	4.0	0.0				0.7	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.4	32.6	54.0	5.4	0.0				31.0	0.0	40.8
LnGrp LOS	A	C	C	D	A	A				C	A	D
Approach Vol, veh/h		2397			1841						438	
Approach Delay, s/veh		25.6			12.3						39.9	
Approach LOS		C			B						D	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			18.4	48.3		17.3		66.7				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			15.5	44.5		16.5		64.5				
Max Q Clear Time (g_c+I1), s			13.8	38.6		12.1		19.0				
Green Ext Time (p_c), s			0.1	5.2		0.7		17.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			21.7									
HCM 6th LOS			C									
<b>Notes</b>												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary  
 14: I-15 NB Ramps & Mojave Dr

2040  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	381	1231	0	0	1213	35	536	0	250	0	0	0
Future Volume (veh/h)	381	1231	0	0	1213	35	536	0	250	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	401	1296	0	0	1277	37	646	0	175			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	439	2479	0	0	1412	614	750	0	334			
Arrive On Green	0.24	0.69	0.00	0.00	0.39	0.39	0.21	0.00	0.21			
Sat Flow, veh/h	1810	3705	0	0	3705	1570	3619	0	1610			
Grp Volume(v), veh/h	401	1296	0	0	1277	37	646	0	175			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1570	1810	0	1610			
Q Serve(g_s), s	18.3	14.9	0.0	0.0	28.3	1.2	14.6	0.0	8.2			
Cycle Q Clear(g_c), s	18.3	14.9	0.0	0.0	28.3	1.2	14.6	0.0	8.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	439	2479	0	0	1412	614	750	0	334			
V/C Ratio(X)	0.91	0.52	0.00	0.00	0.90	0.06	0.86	0.00	0.52			
Avail Cap(c_a), veh/h	479	2613	0	0	1466	637	831	0	370			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	31.3	6.5	0.0	0.0	24.4	16.1	32.5	0.0	29.9			
Incr Delay (d2), s/veh	20.9	0.2	0.0	0.0	8.1	0.0	8.5	0.0	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ft	0.0	4.2	0.0	0.0	12.5	0.4	6.9	0.0	3.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	6.7	0.0	0.0	32.5	16.2	41.0	0.0	31.2			
LnGrp LOS	D	A	A	A	C	B	D	A	C			
Approach Vol, veh/h		1697			1314			821				
Approach Delay, s/veh		17.4			32.0			38.9				
Approach LOS		B			C			D				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		22.1		62.8			25.1	37.7				
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5				
Max Green Setting (Gmax), s		19.5		61.5			22.5	34.5				
Max Q Clear Time (g_c+I1), s		16.6		16.9			20.3	30.3				
Green Ext Time (p_c), s		1.0		12.4			0.3	2.9				

Intersection Summary

HCM 6th Ctrl Delay	27.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.





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	0	0	48	0	0	25	0	1944	123	0	1744	120
Future Vol, veh/h	0	0	48	0	0	25	0	1944	123	0	1744	120
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	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	0	-	-	275	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	51	0	0	26	0	2046	129	0	1836	126

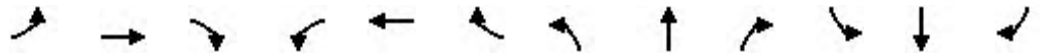
Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	981	-	-	1023	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	6.9	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.3	-	-
Pot Cap-1 Maneuver	0	0	252	0	0	237	0	0
Stage 1	0	0	-	0	0	-	0	0
Stage 2	0	0	-	0	0	-	0	0
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	252	-	-	237	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	22.8		22.1		0		0	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	252	237	-	-
HCM Lane V/C Ratio	-	0.201	0.111	-	-
HCM Control Delay (s)	-	22.8	22.1	-	-
HCM Lane LOS	-	C	C	-	-
HCM 95th %tile Q(veh)	-	0.7	0.4	-	-

HCM 6th Signalized Intersection Summary  
 2: US-395 & Cactus Rd

2040  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↗	↖	↗	
Traffic Volume (veh/h)	42	31	95	177	37	86	158	1938	91	37	1699	56
Future Volume (veh/h)	42	31	95	177	37	86	158	1938	91	37	1699	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	33	100	186	39	91	166	2040	96	39	1788	59
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	291	96	291	286	118	276	190	2147	958	61	1867	61
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.10	0.59	0.59	0.03	0.52	0.52
Sat Flow, veh/h	1280	411	1246	1277	506	1181	1810	3610	1610	1810	3567	117
Grp Volume(v), veh/h	44	0	133	186	0	130	166	2040	96	39	901	946
Grp Sat Flow(s),veh/h/ln	1280	0	1657	1277	0	1687	1810	1805	1610	1810	1805	1879
Q Serve(g_s), s	2.9	0.0	6.5	13.8	0.0	6.2	8.8	51.3	2.5	2.1	46.2	47.1
Cycle Q Clear(g_c), s	9.1	0.0	6.5	20.4	0.0	6.2	8.8	51.3	2.5	2.1	46.2	47.1
Prop In Lane	1.00		0.75	1.00		0.70	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	291	0	386	286	0	394	190	2147	958	61	945	983
V/C Ratio(X)	0.15	0.00	0.34	0.65	0.00	0.33	0.88	0.95	0.10	0.64	0.95	0.96
Avail Cap(c_a), veh/h	321	0	425	316	0	433	190	2147	958	93	951	990
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.8	0.0	31.1	39.6	0.0	31.0	43.0	18.4	8.5	46.5	22.1	22.3
Incr Delay (d2), s/veh	0.2	0.0	0.5	4.0	0.0	0.5	33.7	10.2	0.0	10.9	18.9	20.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	2.6	4.6	0.0	2.5	5.5	19.4	0.7	1.1	21.0	22.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.0	0.0	31.7	43.6	0.0	31.5	76.7	28.6	8.6	57.4	40.9	42.2
LnGrp LOS	D	A	C	D	A	C	E	C	A	E	D	D
Approach Vol, veh/h		177			316			2302			1886	
Approach Delay, s/veh		32.5			38.7			31.2			41.9	
Approach LOS		C			D			C			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	62.4		27.2	14.7	55.5		27.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	56.5		25.0	10.2	51.3		25.0				
Max Q Clear Time (g_c+I1), s	4.1	53.3		11.1	10.8	49.1		22.4				
Green Ext Time (p_c), s	0.0	2.9		0.7	0.0	1.9		0.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				36.1								
HCM 6th LOS				D								

HCM 6th Signalized Intersection Summary  
 3: US-395 & Mojave Dr

2040  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↑↑	↗	↘	↑↑	↗
Traffic Volume (veh/h)	48	388	123	241	574	410	172	1731	375	522	1412	39
Future Volume (veh/h)	48	388	123	241	574	410	172	1731	375	522	1412	39
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	51	408	129	254	604	432	181	1822	395	549	1486	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	66	1071	477	135	673	481	119	1238	552	231	1451	40
Arrive On Green	0.04	0.30	0.30	0.07	0.33	0.33	0.07	0.34	0.34	0.13	0.40	0.40
Sat Flow, veh/h	1810	3610	1609	1810	2009	1436	1810	3610	1610	1810	3588	99
Grp Volume(v), veh/h	51	408	129	254	543	493	181	1822	395	549	746	781
Grp Sat Flow(s),veh/h/ln	1810	1805	1609	1810	1805	1640	1810	1805	1610	1810	1805	1882
Q Serve(g_s), s	3.2	10.2	7.0	8.5	32.5	32.5	7.5	39.0	24.3	14.5	46.0	46.0
Cycle Q Clear(g_c), s	3.2	10.2	7.0	8.5	32.5	32.5	7.5	39.0	24.3	14.5	46.0	46.0
Prop In Lane	1.00		1.00	1.00		0.88	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	66	1071	477	135	604	549	119	1238	552	231	730	761
V/C Ratio(X)	0.77	0.38	0.27	1.88	0.90	0.90	1.52	1.47	0.72	2.38	1.02	1.03
Avail Cap(c_a), veh/h	100	1270	566	135	670	608	119	1238	552	231	730	761
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(l)	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	54.3	31.7	30.6	52.6	36.0	36.0	53.1	37.4	32.5	49.6	33.9	33.9
Incr Delay (d2), s/veh	18.1	0.2	0.3	421.9	14.1	15.3	270.6	216.8	4.4	634.1	39.1	39.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	4.3	2.6	19.5	15.6	14.3	12.2	53.1	9.4	46.9	26.1	27.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.4	31.9	30.9	474.5	50.0	51.3	323.8	254.2	36.9	683.7	73.0	73.1
LnGrp LOS	E	C	C	F	D	D	F	F	D	F	F	F
Approach Vol, veh/h		588			1290			2398			2076	
Approach Delay, s/veh		35.2			134.1			223.6			234.5	
Approach LOS		D			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	43.5	13.0	38.2	12.0	50.5	8.6	42.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.5	39.0	8.5	40.0	7.5	46.0	6.3	42.2				
Max Q Clear Time (g_c+11.5), s	11.5	41.0	10.5	12.2	9.5	48.0	5.2	34.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.9	0.0	0.0	0.0	3.5				

Intersection Summary

HCM 6th Ctrl Delay	191.6
HCM 6th LOS	F

HCM 6th Signalized Intersection Summary  
4: US-395 & SR-18

2040  
Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖↗	↖↗	↖	↖	↖↗		↖	↖↗	↖
Traffic Volume (veh/h)	196	752	454	345	915	267	455	1775	163	237	1179	94
Future Volume (veh/h)	196	752	454	345	915	267	455	1775	163	237	1179	94
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		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	202	775	468	356	943	275	469	1830	168	244	1215	97
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	143	552	331	249	887	396	294	1437	130	173	1309	583
Arrive On Green	0.08	0.25	0.25	0.07	0.25	0.25	0.16	0.43	0.43	0.10	0.36	0.36
Sat Flow, veh/h	1810	2171	1300	3510	3610	1610	1810	3348	303	1810	3610	1609
Grp Volume(v), veh/h	202	643	600	356	943	275	469	973	1025	244	1215	97
Grp Sat Flow(s),veh/h/ln	1810	1805	1666	1755	1805	1610	1810	1805	1845	1810	1805	1609
Q Serve(g_s), s	9.5	30.5	30.5	8.5	29.5	18.6	19.5	51.5	51.5	11.5	38.8	4.9
Cycle Q Clear(g_c), s	9.5	30.5	30.5	8.5	29.5	18.6	19.5	51.5	51.5	11.5	38.8	4.9
Prop In Lane	1.00		0.78	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	143	459	423	249	887	396	294	775	792	173	1309	583
V/C Ratio(X)	1.41	1.40	1.42	1.43	1.06	0.69	1.59	1.26	1.29	1.41	0.93	0.17
Avail Cap(c_a), veh/h	143	459	423	249	887	396	294	775	792	173	1309	583
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	55.3	44.8	44.8	55.8	45.3	41.2	50.3	34.3	34.3	54.3	36.8	25.9
Incr Delay (d2), s/veh	220.7	193.9	200.7	215.9	48.3	5.2	283.3	125.9	141.6	213.9	12.8	0.6
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/ft	2.9	37.5	35.4	11.1	18.4	7.6	31.5	47.5	52.0	15.3	18.1	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	275.9	238.7	245.4	271.6	93.5	46.4	333.5	160.1	175.8	268.1	49.5	26.6
LnGrp LOS	F	F	F	F	F	D	F	F	F	F	D	C
Approach Vol, veh/h		1445			1574			2467			1556	
Approach Delay, s/veh		246.7			125.6			199.6			82.4	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.0	56.0	13.0	35.0	24.0	48.0	14.0	34.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	1.5	51.5	8.5	30.5	19.5	43.5	9.5	29.5				
Max Q Clear Time (g_c+1/3), s	1.5	53.5	10.5	32.5	21.5	40.8	11.5	31.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			166.8									
HCM 6th LOS			F									

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑		↑
Traffic Vol, veh/h	1419	76	0	1374	0	72
Future Vol, veh/h	1419	76	0	1374	0	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	650	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1448	78	0	1402	0	73

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	724
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	373
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	373
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

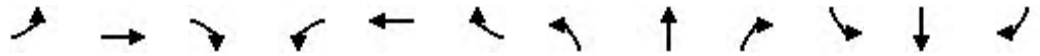
Approach	EB	WB	NB
HCM Control Delay, s	0	0	17
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	373	-	-	-
HCM Lane V/C Ratio	0.197	-	-	-
HCM Control Delay (s)	17	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.7	-	-	-

HCM 6th Signalized Intersection Summary  
6: Topaz Rd & Mojave Dr

2040

Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1412	54	25	1161	25	203	4	66	10	2	10
Future Volume (veh/h)	25	1412	54	25	1161	25	203	4	66	10	2	10
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	26	1441	55	26	1185	26	207	4	67	10	2	10
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	53	1843	70	53	1877	41	354	8	83	447	443	375
Arrive On Green	0.03	0.52	0.52	0.03	0.52	0.52	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1810	3546	135	1810	3612	79	1085	34	355	1350	1900	1610
Grp Volume(v), veh/h	26	732	764	26	592	619	278	0	0	10	2	10
Grp Sat Flow(s),veh/h/ln	1810	1805	1876	1810	1805	1886	1474	0	0	1350	1900	1610
Q Serve(g_s), s	0.9	20.3	20.4	0.9	14.5	14.5	10.9	0.0	0.0	0.0	0.1	0.3
Cycle Q Clear(g_c), s	0.9	20.3	20.4	0.9	14.5	14.5	11.0	0.0	0.0	0.3	0.1	0.3
Prop In Lane	1.00		0.07	1.00		0.04	0.74		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	53	938	975	53	938	980	445	0	0	447	443	375
V/C Ratio(X)	0.49	0.78	0.78	0.49	0.63	0.63	0.62	0.00	0.00	0.02	0.00	0.03
Avail Cap(c_a), veh/h	167	1297	1348	155	1286	1343	736	0	0	714	819	694
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.6	12.0	12.0	29.6	10.6	10.6	22.4	0.0	0.0	18.3	18.2	18.3
Incr Delay (d2), s/veh	7.0	2.1	2.1	7.0	0.7	0.7	1.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	5.8	6.0	0.4	3.9	4.1	3.8	0.0	0.0	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	14.1	14.1	36.6	11.3	11.3	23.9	0.0	0.0	18.4	18.2	18.3
LnGrp LOS	D	B	B	D	B	B	C	A	A	B	B	B
Approach Vol, veh/h		1522			1237			278			22	
Approach Delay, s/veh		14.5			11.9			23.9			18.3	
Approach LOS		B			B			C			B	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		18.9	6.3	36.7		18.9	6.3	36.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		26.7	5.3	44.5		26.7	5.7	44.1				
Max Q Clear Time (g_c+I1), s		13.0	2.9	22.4		2.3	2.9	16.5				
Green Ext Time (p_c), s		1.4	0.0	9.7		0.0	0.0	7.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			14.3									
HCM 6th LOS			B									

Intersection												
Int Delay, s/veh	7.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑			↕			↕	
Traffic Vol, veh/h	10	1438	39	36	1168	10	26	0	33	10	0	17
Future Vol, veh/h	10	1438	39	36	1168	10	26	0	33	10	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	440	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	1467	40	37	1192	10	27	0	34	10	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1202	0	0	1507	0	0	2157	2763	734	2025	2798	601
Stage 1	-	-	-	-	-	-	1487	1487	-	1271	1271	-
Stage 2	-	-	-	-	-	-	670	1276	-	754	1527	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	588	-	-	450	-	-	27	20	367	35	19	448
Stage 1	-	-	-	-	-	-	133	190	-	181	241	-
Stage 2	-	-	-	-	-	-	417	240	-	372	181	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	588	-	-	450	-	-	~ 24	18	367	29	17	448
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 24	18	-	29	17	-
Stage 1	-	-	-	-	-	-	131	187	-	178	221	-
Stage 2	-	-	-	-	-	-	368	220	-	332	178	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.4			\$ 325.7			84.8		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	50	588	-	-	450	-	-	71
HCM Lane V/C Ratio	1.204	0.017	-	-	0.082	-	-	0.388
HCM Control Delay (s)	\$ 325.7	11.2	-	-	13.7	-	-	84.8
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	5.4	0.1	-	-	0.3	-	-	1.5

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



HCM 6th Signalized Intersection Summary  
 8: Cobalt Rd & Mojave Dr

2040  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕↕↕		↖	↕↕	↖		↖	↖		↖	↖
Traffic Volume (veh/h)	127	1316	39	39	1071	155	24	41	25	86	33	120
Future Volume (veh/h)	127	1316	39	39	1071	155	24	41	25	86	33	120
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	134	1385	41	41	1127	163	25	43	26	91	35	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	162	2068	61	57	1234	549	101	173	236	354	136	430
Arrive On Green	0.09	0.40	0.40	0.03	0.34	0.34	0.15	0.15	0.15	0.27	0.27	0.27
Sat Flow, veh/h	1810	5177	153	1810	3610	1605	686	1180	1610	1324	509	1610
Grp Volume(v), veh/h	134	925	501	41	1127	163	68	0	26	126	0	126
Grp Sat Flow(s),veh/h/ln	1810	1729	1872	1810	1805	1605	1866	0	1610	1834	0	1610
Q Serve(g_s), s	8.4	25.4	25.4	2.6	34.7	8.6	3.7	0.0	1.6	6.3	0.0	7.2
Cycle Q Clear(g_c), s	8.4	25.4	25.4	2.6	34.7	8.6	3.7	0.0	1.6	6.3	0.0	7.2
Prop In Lane	1.00		0.08	1.00		1.00	0.37		1.00	0.72		1.00
Lane Grp Cap(c), veh/h	162	1381	748	57	1234	549	273	0	236	490	0	430
V/C Ratio(X)	0.83	0.67	0.67	0.72	0.91	0.30	0.25	0.00	0.11	0.26	0.00	0.29
Avail Cap(c_a), veh/h	195	1404	760	108	1291	574	273	0	236	490	0	430
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.9	28.6	28.6	55.7	36.5	28.0	43.8	0.0	42.9	33.4	0.0	33.8
Incr Delay (d2), s/veh	21.5	1.2	2.2	15.4	9.9	0.3	2.2	0.0	0.9	1.3	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	9.9	10.9	1.4	15.8	3.2	1.9	0.0	0.7	3.0	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.4	29.8	30.8	71.0	46.4	28.3	46.0	0.0	43.9	34.7	0.0	35.5
LnGrp LOS	E	C	C	E	D	C	D	A	D	C	A	D
Approach Vol, veh/h		1560			1331			94				252
Approach Delay, s/veh		33.9			44.9			45.4				35.1
Approach LOS		C			D			D				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		21.5	8.2	50.8		35.5	14.9	44.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		17.0	6.9	47.1		31.0	12.5	41.5				
Max Q Clear Time (g_c+I1), s		5.7	4.6	27.4		8.3	10.4	36.7				
Green Ext Time (p_c), s		0.1	0.0	8.5		0.3	0.1	3.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				38.8								
HCM 6th LOS				D								

HCM 6th Signalized Intersection Summary  
 9: Amethyst Rd & Mojave Dr

2040  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑		↖	↑↑		↖	↑↑	
Traffic Volume (veh/h)	20	1184	203	134	984	15	183	15	102	27	24	30
Future Volume (veh/h)	20	1184	203	134	984	15	183	15	102	27	24	30
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		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	1196	205	135	994	15	185	15	103	27	24	30
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	43	1774	551	174	1508	23	257	365	326	56	165	147
Arrive On Green	0.02	0.34	0.34	0.10	0.41	0.41	0.14	0.20	0.20	0.03	0.09	0.09
Sat Flow, veh/h	1810	5187	1610	1810	3640	55	1810	1805	1610	1810	1805	1610
Grp Volume(v), veh/h	20	1196	205	135	493	516	185	15	103	27	24	30
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1805	1890	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	0.6	10.8	5.3	4.0	12.1	12.1	5.4	0.4	3.0	0.8	0.7	0.9
Cycle Q Clear(g_c), s	0.6	10.8	5.3	4.0	12.1	12.1	5.4	0.4	3.0	0.8	0.7	0.9
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	43	1774	551	174	748	783	257	365	326	56	165	147
V/C Ratio(X)	0.46	0.67	0.37	0.77	0.66	0.66	0.72	0.04	0.32	0.49	0.15	0.20
Avail Cap(c_a), veh/h	168	2281	708	281	906	949	842	1278	1140	185	623	555
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.4	15.4	13.6	24.2	12.9	12.9	22.5	17.6	18.6	26.1	22.9	23.1
Incr Delay (d2), s/veh	7.5	0.5	0.4	7.1	1.3	1.3	3.8	0.0	0.6	6.4	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.2	1.5	1.8	3.6	3.8	2.2	0.1	1.0	0.4	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	16.0	14.0	31.3	14.2	14.2	26.3	17.6	19.2	32.5	23.3	23.7
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	C	C
Approach Vol, veh/h		1421			1144			303			81	
Approach Delay, s/veh		15.9			16.2			23.4			26.5	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.2	15.6	9.8	23.2	12.3	9.5	5.8	27.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.6	38.8	8.5	24.1	25.5	18.9	5.1	27.5				
Max Q Clear Time (g_c+1/2g), s	12.8	5.0	6.0	12.8	7.4	2.9	2.6	14.1				
Green Ext Time (p_c), s	0.0	0.6	0.1	5.9	0.4	0.1	0.0	4.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				17.1								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
 10: Evado Rd & Mojave Dr

2040  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑	↗	↘	↑	↗
Traffic Volume (veh/h)	104	1064	191	99	965	274	234	233	103	176	212	92
Future Volume (veh/h)	104	1064	191	99	965	274	234	233	103	176	212	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	107	1097	197	102	995	282	241	240	106	181	219	95
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	133	1207	531	128	1196	526	272	604	505	213	542	453
Arrive On Green	0.07	0.33	0.33	0.07	0.33	0.33	0.15	0.32	0.32	0.12	0.29	0.29
Sat Flow, veh/h	1810	3610	1588	1810	3610	1588	1810	1900	1588	1810	1900	1588
Grp Volume(v), veh/h	107	1097	197	102	995	282	241	240	106	181	219	95
Grp Sat Flow(s),veh/h/ln	1810	1805	1588	1810	1805	1588	1810	1900	1588	1810	1900	1588
Q Serve(g_s), s	6.6	32.8	10.6	6.3	28.7	16.3	14.7	11.1	5.5	11.1	10.5	5.1
Cycle Q Clear(g_c), s	6.6	32.8	10.6	6.3	28.7	16.3	14.7	11.1	5.5	11.1	10.5	5.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	133	1207	531	128	1196	526	272	604	505	213	542	453
V/C Ratio(X)	0.80	0.91	0.37	0.80	0.83	0.54	0.89	0.40	0.21	0.85	0.40	0.21
Avail Cap(c_a), veh/h	168	1264	556	157	1241	546	329	604	505	332	542	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	51.5	35.9	28.5	51.7	34.8	30.7	47.0	30.0	28.1	48.8	32.6	30.6
Incr Delay (d2), s/veh	19.4	9.6	0.4	20.6	4.8	1.0	21.2	2.0	0.9	11.7	2.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	3.6	15.1	3.9	3.5	12.6	6.0	7.9	5.2	2.1	5.5	4.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.9	45.5	29.0	72.3	39.7	31.6	68.2	32.0	29.1	60.5	34.8	31.7
LnGrp LOS	E	D	C	E	D	C	E	C	C	E	C	C
Approach Vol, veh/h		1401			1379			587			495	
Approach Delay, s/veh		45.1			40.4			46.3			43.6	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.8	40.4	12.5	42.2	21.5	36.7	12.8	41.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	20.7	32.0	9.8	39.5	20.5	32.2	10.5	38.8				
Max Q Clear Time (g_c+1/3), s	11.3	13.1	8.3	34.8	16.7	12.5	8.6	30.7				
Green Ext Time (p_c), s	0.3	1.4	0.0	2.9	0.2	1.3	0.0	4.3				

Intersection Summary

HCM 6th Ctrl Delay	43.4
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary  
 11: Amargosa Rd & Mojave Dr

2040  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	1089	282	214	1078	119	292	514	218	62	447	53
Future Volume (veh/h)	86	1089	282	214	1078	119	292	514	218	62	447	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	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		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	91	1146	297	225	1135	125	307	541	229	65	471	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	115	1068	472	231	1705	188	309	1373	612	84	486	411
Arrive On Green	0.06	0.30	0.30	0.13	0.36	0.36	0.17	0.38	0.38	0.05	0.26	0.26
Sat Flow, veh/h	1810	3610	1595	1810	4738	521	1810	3610	1609	1810	1900	1608
Grp Volume(v), veh/h	91	1146	297	225	828	432	307	541	229	65	471	56
Grp Sat Flow(s),veh/h/ln	1810	1805	1595	1810	1729	1801	1810	1805	1609	1810	1900	1608
Q Serve(g_s), s	6.0	35.5	19.3	14.9	24.2	24.2	20.3	13.1	12.3	4.3	29.4	3.2
Cycle Q Clear(g_c), s	6.0	35.5	19.3	14.9	24.2	24.2	20.3	13.1	12.3	4.3	29.4	3.2
Prop In Lane	1.00		1.00	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	115	1068	472	231	1244	648	309	1373	612	84	486	411
V/C Ratio(X)	0.79	1.07	0.63	0.98	0.67	0.67	0.99	0.39	0.37	0.77	0.97	0.14
Avail Cap(c_a), veh/h	188	1068	472	231	1244	648	309	1373	612	148	486	411
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(l)	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	55.4	42.3	36.6	52.2	32.3	32.3	49.7	27.1	26.9	56.6	44.2	34.4
Incr Delay (d2), s/veh	11.4	49.4	2.7	52.1	1.4	2.6	49.2	0.9	1.7	13.9	33.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	3.0	22.2	7.5	9.8	9.8	10.4	13.0	5.5	4.8	2.2	17.7	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.8	91.6	39.2	104.2	33.7	34.9	98.9	28.0	28.6	70.5	78.0	35.1
LnGrp LOS	E	F	D	F	C	C	F	C	C	E	E	D
Approach Vol, veh/h		1534			1485			1077			592	
Approach Delay, s/veh		80.0			44.7			48.3			73.1	
Approach LOS		F			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	50.1	19.8	40.0	25.0	35.2	12.1	47.7					
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	41.4	15.3	35.5	20.5	30.7	12.5	38.3					
Max Q Clear Time (g_c+1/3), s	15.1	16.9	37.5	22.3	31.4	8.0	26.2					
Green Ext Time (p_c), s	0.0	4.1	0.0	0.0	0.0	0.0	0.1	5.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			60.7									
HCM 6th LOS			E									

HCM 6th Signalized Intersection Summary  
 12: Village Dr & Mojave Dr

2040  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	1281	23	101	1316	563	28	26	100	616	26	106
Future Volume (veh/h)	71	1281	23	101	1316	563	28	26	100	616	26	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	72	1307	23	103	1343	574	29	27	102	648	0	108
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	84	1647	29	129	1202	478	36	33	126	690	0	300
Arrive On Green	0.05	0.45	0.45	0.07	0.48	0.48	0.12	0.12	0.12	0.19	0.00	0.19
Sat Flow, veh/h	1810	3628	64	1810	2510	997	306	285	1077	3619	0	1572
Grp Volume(v), veh/h	72	650	680	103	937	980	158	0	0	648	0	108
Grp Sat Flow(s),veh/h/ln	1810	1805	1887	1810	1805	1702	1668	0	0	1810	0	1572
Q Serve(g_s), s	4.2	33.0	33.1	6.0	51.5	51.5	9.9	0.0	0.0	19.0	0.0	6.4
Cycle Q Clear(g_c), s	4.2	33.0	33.1	6.0	51.5	51.5	9.9	0.0	0.0	19.0	0.0	6.4
Prop In Lane	1.00		0.03	1.00		0.59	0.18		0.65	1.00		1.00
Lane Grp Cap(c), veh/h	84	820	857	129	864	815	194	0	0	690	0	300
V/C Ratio(X)	0.86	0.79	0.79	0.80	1.08	1.20	0.81	0.00	0.00	0.94	0.00	0.36
Avail Cap(c_a), veh/h	84	820	857	148	864	815	388	0	0	690	0	300
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.9	25.0	25.1	49.2	28.0	28.0	46.4	0.0	0.0	42.9	0.0	37.8
Incr Delay (d2), s/veh	53.7	5.4	5.2	23.0	56.0	102.5	7.9	0.0	0.0	20.7	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	3.1	14.4	15.0	3.5	33.7	42.4	4.4	0.0	0.0	10.1	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	104.6	30.4	30.2	72.1	84.0	130.6	54.3	0.0	0.0	63.7	0.0	38.6
LnGrp LOS	F	C	C	E	F	F	D	A	A	E	A	D
Approach Vol, veh/h		1402			2020			158				756
Approach Delay, s/veh		34.1			106.0			54.3				60.1
Approach LOS		C			F			D				E
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		17.0	12.2	53.3		25.0	9.5	56.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		25.0	8.8	47.7		20.5	5.0	51.5				
Max Q Clear Time (g_c+I1), s		11.9	8.0	35.1		21.0	6.2	53.5				
Green Ext Time (p_c), s		0.6	0.0	6.7		0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	72.9
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary  
 13: I-15 SB Ramps & Mojave Dr

2040  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑↓	↑
Traffic Volume (veh/h)	0	1189	808	261	1476	0	0	0	0	73	0	503
Future Volume (veh/h)	0	1189	808	261	1476	0	0	0	0	73	0	503
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1226	833	269	1522	0				50	0	546
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1679	739	312	2498	0				361	0	642
Arrive On Green	0.00	0.47	0.47	0.17	0.69	0.00				0.20	0.00	0.20
Sat Flow, veh/h	0	3705	1588	1810	3705	0				1810	0	3220
Grp Volume(v), veh/h	0	1226	833	269	1522	0				50	0	546
Grp Sat Flow(s),veh/h/ln	0	1805	1588	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	22.8	38.5	12.0	18.6	0.0				1.9	0.0	13.5
Cycle Q Clear(g_c), s	0.0	22.8	38.5	12.0	18.6	0.0				1.9	0.0	13.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1679	739	312	2498	0				361	0	642
V/C Ratio(X)	0.00	0.73	1.13	0.86	0.61	0.00				0.14	0.00	0.85
Avail Cap(c_a), veh/h	0	1679	739	405	2683	0				426	0	759
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.9	22.1	33.3	6.8	0.0				27.3	0.0	31.9
Incr Delay (d2), s/veh	0.0	1.6	74.0	14.1	0.4	0.0				0.2	0.0	8.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr0.0		8.7	27.6	6.2	5.1	0.0				0.8	0.0	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.6	96.1	47.4	7.2	0.0				27.4	0.0	39.9
LnGrp LOS		A	B	F	D	A	A			C	A	D
Approach Vol, veh/h		2059			1791					596		
Approach Delay, s/veh		50.5			13.2					38.9		
Approach LOS		D			B					D		
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			18.8	43.0		21.0		61.8				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			18.5	38.5		19.5		61.5				
Max Q Clear Time (g_c+I1), s			14.0	40.5		15.5		20.6				
Green Ext Time (p_c), s			0.3	0.0		1.0		15.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay		33.9								596		
HCM 6th LOS		C								D		
<b>Notes</b>												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary  
 14: I-15 NB Ramps & Mojave Dr

2040  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	398	864	0	0	1023	42	714	0	199	0	0	0
Future Volume (veh/h)	398	864	0	0	1023	42	714	0	199	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	415	900	0	0	1066	44	808	0	138			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	453	2296	0	0	1200	527	930	0	414			
Arrive On Green	0.25	0.64	0.00	0.00	0.33	0.33	0.26	0.00	0.26			
Sat Flow, veh/h	1810	3705	0	0	3705	1586	3619	0	1610			
Grp Volume(v), veh/h	415	900	0	0	1066	44	808	0	138			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1586	1810	0	1610			
Q Serve(g_s), s	18.8	10.2	0.0	0.0	23.5	1.6	18.0	0.0	5.9			
Cycle Q Clear(g_c), s	18.8	10.2	0.0	0.0	23.5	1.6	18.0	0.0	5.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	453	2296	0	0	1200	527	930	0	414			
V/C Ratio(X)	0.92	0.39	0.00	0.00	0.89	0.08	0.87	0.00	0.33			
Avail Cap(c_a), veh/h	484	2425	0	0	1266	556	1054	0	469			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	30.7	7.4	0.0	0.0	26.6	19.3	29.9	0.0	25.4			
Incr Delay (d2), s/veh	21.6	0.1	0.0	0.0	7.8	0.1	7.2	0.0	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ft	0.4	3.1	0.0	0.0	10.6	0.6	8.2	0.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.3	7.5	0.0	0.0	34.4	19.3	37.1	0.0	25.9			
LnGrp LOS	D	A	A	A	C	B	D	A	C			
Approach Vol, veh/h		1315			1110			946				
Approach Delay, s/veh		21.7			33.8			35.5				
Approach LOS		C			C			D				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		26.1		58.0			25.5	32.5				
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5				
Max Green Setting (Gmax), s		24.5		56.5			22.5	29.5				
Max Q Clear Time (g_c+I1), s		20.0		12.2			20.8	25.5				
Green Ext Time (p_c), s		1.7		7.2			0.3	2.4				

Intersection Summary

HCM 6th Ctrl Delay	29.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.





Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↕	↗		↕	↗
Traffic Vol, veh/h	0	0	50	0	0	50	0	1455	288	0	1737	40
Future Vol, veh/h	0	0	50	0	0	50	0	1455	288	0	1737	40
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	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	0	-	-	275	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	52	0	0	52	0	1516	300	0	1809	42























Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	926	-	-	758	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	6.9	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.3	-	-
Pot Cap-1 Maneuver	0	0	274	0	0	354	0	0
Stage 1	0	0	-	0	0	-	0	0
Stage 2	0	0	-	0	0	-	0	0
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	274	-	-	354	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	21.2		16.9		0		0	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	274	354	-	-
HCM Lane V/C Ratio	-	0.19	0.147	-	-
HCM Control Delay (s)	-	21.2	16.9	-	-
HCM Lane LOS	-	C	C	-	-
HCM 95th %tile Q(veh)	-	0.7	0.5	-	-

HCM 6th Signalized Intersection Summary  
2: US-395 & Cactus Rd

2040 plus Project  
Timing Plan: AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	46	113	92	30	49	102	1639	195	119	1640	28
Future Volume (veh/h)	55	46	113	92	30	49	102	1639	195	119	1640	28
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		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	56	47	115	94	31	50	104	1672	199	121	1673	29
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	302	94	231	231	126	204	133	2001	892	126	1995	35
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.07	0.55	0.55	0.07	0.55	0.55
Sat Flow, veh/h	1338	489	1196	1243	654	1056	1810	3610	1610	1810	3629	63
Grp Volume(v), veh/h	56	0	162	94	0	81	104	1672	199	121	830	872
Grp Sat Flow(s),veh/h/ln	1338	0	1685	1243	0	1710	1810	1805	1610	1810	1805	1887
Q Serve(g_s), s	2.7	0.0	6.3	5.4	0.0	3.0	4.2	28.3	4.6	4.9	28.2	28.4
Cycle Q Clear(g_c), s	5.7	0.0	6.3	11.7	0.0	3.0	4.2	28.3	4.6	4.9	28.2	28.4
Prop In Lane	1.00		0.71	1.00		0.62	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	302	0	325	231	0	330	133	2001	892	126	992	1038
V/C Ratio(X)	0.19	0.00	0.50	0.41	0.00	0.25	0.78	0.84	0.22	0.96	0.84	0.84
Avail Cap(c_a), veh/h	499	0	573	414	0	581	160	2278	1016	126	1105	1155
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(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	0.0	26.5	31.7	0.0	25.1	33.5	13.6	8.3	34.1	13.8	13.8
Incr Delay (d2), s/veh	0.3	0.0	1.2	1.2	0.0	0.4	18.2	2.6	0.1	68.9	5.3	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	2.5	1.6	0.0	1.2	2.3	8.6	1.2	4.3	9.5	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.8	0.0	27.7	32.9	0.0	25.5	51.6	16.2	8.5	103.1	19.1	19.1
LnGrp LOS	C	A	C	C	A	C	D	B	A	F	B	B
Approach Vol, veh/h		218			175			1975			1823	
Approach Delay, s/veh		27.7			29.5			17.3			24.7	
Approach LOS		C			C			B			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	45.2		18.7	9.9	44.9		18.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	46.4		25.0	6.5	45.0		25.0				
Max Q Clear Time (g_c+I1), s	6.9	30.3		8.3	6.2	30.4		13.7				
Green Ext Time (p_c), s	0.0	10.5		0.9	0.0	9.0		0.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				21.5								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary  
 3: US-395 & Mojave Dr

2040 plus Project  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↑↑	↗	↘	↑↑	
Traffic Volume (veh/h)	55	784	161	338	573	501	73	1379	538	369	1440	36
Future Volume (veh/h)	55	784	161	338	573	501	73	1379	538	369	1440	36
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		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	57	817	168	352	597	522	76	1436	560	384	1500	38
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	74	1069	477	199	667	581	80	1144	510	215	1408	36
Arrive On Green	0.04	0.30	0.30	0.11	0.37	0.37	0.04	0.32	0.32	0.12	0.39	0.39
Sat Flow, veh/h	1810	3610	1610	1810	1827	1592	1810	3610	1610	1810	3596	91
Grp Volume(v), veh/h	57	817	168	352	590	529	76	1436	560	384	752	786
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1613	1810	1805	1610	1810	1805	1882
Q Serve(g_s), s	3.5	23.4	9.3	12.5	35.0	35.2	4.8	36.0	36.0	13.5	44.5	44.5
Cycle Q Clear(g_c), s	3.5	23.4	9.3	12.5	35.0	35.2	4.8	36.0	36.0	13.5	44.5	44.5
Prop In Lane	1.00		1.00	1.00		0.99	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	74	1069	477	199	659	589	80	1144	510	215	707	737
V/C Ratio(X)	0.77	0.76	0.35	1.77	0.89	0.90	0.95	1.26	1.10	1.79	1.06	1.07
Avail Cap(c_a), veh/h	100	1271	567	199	734	656	80	1144	510	215	707	737
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(l)	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	54.0	36.4	31.4	50.6	34.0	34.1	54.2	38.8	38.8	50.1	34.6	34.6
Incr Delay (d2), s/veh	22.0	2.4	0.4	365.5	12.7	14.3	85.3	122.3	69.2	371.9	52.0	52.4
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/lr	2.0	10.2	3.5	25.6	16.4	15.0	4.0	34.1	22.9	28.0	27.9	29.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.0	38.8	31.9	416.1	46.7	48.3	139.5	161.1	108.0	422.0	86.6	87.0
LnGrp LOS	E	D	C	F	D	D	F	F	F	F	F	F
Approach Vol, veh/h		1042			1471			2072			1922	
Approach Delay, s/veh		39.7			135.7			146.0			153.8	
Approach LOS		D			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	40.5	17.0	38.1	9.5	49.0	9.1	46.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	3.5	36.0	12.5	40.0	5.0	44.5	6.3	46.2				
Max Q Clear Time (g_c+11g), s	3.5	38.0	14.5	25.4	6.8	46.5	5.5	37.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	5.0	0.0	0.0	0.0	4.3				

Intersection Summary

HCM 6th Ctrl Delay		128.9										
HCM 6th LOS			F									

HCM 6th Signalized Intersection Summary  
4: US-395 & SR-18

2040 plus Project  
Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	884	481	184	567	213	409	1262	231	286	1392	93
Future Volume (veh/h)	173	884	481	184	567	213	409	1262	231	286	1392	93
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		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	178	911	496	190	585	220	422	1301	238	295	1435	96
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	205	672	359	161	825	363	294	1183	214	219	1248	549
Arrive On Green	0.11	0.30	0.30	0.05	0.23	0.23	0.16	0.39	0.39	0.12	0.35	0.35
Sat Flow, veh/h	1810	2272	1214	3510	3610	1589	1810	3052	552	1810	3610	1587
Grp Volume(v), veh/h	178	720	687	190	585	220	422	764	775	295	1435	96
Grp Sat Flow(s),veh/h/ln	1810	1805	1681	1755	1805	1589	1810	1805	1800	1810	1805	1587
Q Serve(g_s), s	11.6	35.5	35.5	5.5	17.9	14.9	19.5	46.5	46.5	14.5	41.5	5.1
Cycle Q Clear(g_c), s	11.6	35.5	35.5	5.5	17.9	14.9	19.5	46.5	46.5	14.5	41.5	5.1
Prop In Lane	1.00		0.72	1.00		1.00	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	205	534	497	161	825	363	294	699	697	219	1248	549
V/C Ratio(X)	0.87	1.35	1.38	1.18	0.71	0.61	1.44	1.09	1.11	1.35	1.15	0.17
Avail Cap(c_a), veh/h	205	534	497	161	825	363	294	699	697	219	1248	549
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(l)	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	52.3	42.3	42.3	57.3	42.6	41.4	50.3	36.8	36.8	52.8	39.2	27.3
Incr Delay (d2), s/veh	30.6	169.1	183.5	127.9	2.8	2.9	214.3	61.8	69.0	184.3	76.9	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	6.8	39.8	39.1	5.2	7.9	5.8	25.9	30.7	32.0	17.5	30.3	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.9	211.4	225.7	185.1	45.4	44.3	264.5	98.6	105.8	237.0	116.2	28.0
LnGrp LOS	F	F	F	F	D	D	F	F	F	F	F	C
Approach Vol, veh/h		1585			995			1961			1826	
Approach Delay, s/veh		203.2			71.9			137.1			131.1	
Approach LOS		F			E			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	51.0	10.0	40.0	24.0	46.0	18.1	31.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	4.5	46.5	5.5	35.5	19.5	41.5	13.6	27.4				
Max Q Clear Time (g_c+110), s	4.5	48.5	7.5	37.5	21.5	43.5	13.6	19.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5				

Intersection Summary

HCM 6th Ctrl Delay		141.6										
HCM 6th LOS			F									

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	0	1572	157	0	1513	217	0	0	84	0	0	6
Future Vol, veh/h	0	1572	157	0	1513	217	0	0	84	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	650	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	1655	165	0	1593	228	0	0	88	0	0	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	828	-	-	911
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.9	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	318	0	0	281
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	318	-	-	281
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			20.6			18.1		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	318	-	-	-	-	281
HCM Lane V/C Ratio	0.278	-	-	-	-	0.022
HCM Control Delay (s)	20.6	-	-	-	-	18.1
HCM Lane LOS	C	-	-	-	-	C
HCM 95th %tile Q(veh)	1.1	-	-	-	-	0.1

HCM 6th Signalized Intersection Summary  
6: Topaz Rd & Mojave Dr

2040 plus Project  
Timing Plan: AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	1570	38	28	1644	191	29	3	27	74	4	33
Future Volume (veh/h)	48	1570	38	28	1644	191	29	3	27	74	4	33
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	51	1653	40	29	1731	201	31	3	28	78	4	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	84	2449	59	57	2171	247	134	16	54	237	148	126
Arrive On Green	0.05	0.68	0.68	0.03	0.66	0.66	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1810	3602	87	1810	3266	372	636	209	696	1400	1900	1610
Grp Volume(v), veh/h	51	826	867	29	942	990	62	0	0	78	4	35
Grp Sat Flow(s),veh/h/ln	1810	1805	1884	1810	1805	1833	1541	0	0	1400	1900	1610
Q Serve(g_s), s	1.8	17.3	17.5	1.0	23.4	25.2	1.6	0.0	0.0	0.3	0.1	1.3
Cycle Q Clear(g_c), s	1.8	17.3	17.5	1.0	23.4	25.2	2.4	0.0	0.0	2.7	0.1	1.3
Prop In Lane	1.00		0.05	1.00		0.20	0.50		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	84	1227	1281	57	1200	1219	205	0	0	237	148	126
V/C Ratio(X)	0.61	0.67	0.68	0.51	0.78	0.81	0.30	0.00	0.00	0.33	0.03	0.28
Avail Cap(c_a), veh/h	150	1479	1544	150	1479	1502	526	0	0	536	554	470
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	6.1	6.1	30.5	7.5	7.8	28.3	0.0	0.0	28.5	27.3	27.8
Incr Delay (d2), s/veh	6.8	0.9	0.9	6.9	2.3	2.9	0.8	0.0	0.0	0.8	0.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.9	3.0	0.5	4.6	5.2	0.9	0.0	0.0	1.2	0.1	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.8	7.0	7.0	37.4	9.8	10.7	29.1	0.0	0.0	29.3	27.4	29.0
LnGrp LOS	D	A	A	D	A	B	C	A	A	C	C	C
Approach Vol, veh/h		1744			1961			62			117	
Approach Delay, s/veh		7.9			10.7			29.1			29.1	
Approach LOS		A			B			C			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		9.5	6.5	48.1		9.5	7.5	47.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.7	5.3	52.5		18.7	5.3	52.5				
Max Q Clear Time (g_c+I1), s		4.4	3.0	19.5		4.7	3.8	27.2				
Green Ext Time (p_c), s		0.2	0.0	14.1		0.2	0.0	15.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				10.3								
HCM 6th LOS				B								



Intersection												
Int Delay, s/veh	62.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑			↕			↕	
Traffic Vol, veh/h	35	1589	47	46	1813	18	23	0	94	11	0	28
Future Vol, veh/h	35	1589	47	46	1813	18	23	0	94	11	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	440	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	37	1673	49	48	1908	19	24	0	99	12	0	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1927	0	0	1722	0	0	2797	3770	837	2925	3810	964
Stage 1	-	-	-	-	-	-	1747	1747	-	2014	2014	-
Stage 2	-	-	-	-	-	-	1050	2023	-	911	1796	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	310	-	-	372	-	-	~9	4	314	~7	4	259
Stage 1	-	-	-	-	-	-	91	141	-	62	104	-
Stage 2	-	-	-	-	-	-	247	103	-	299	134	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	310	-	-	372	-	-	~7	3	314	~4	3	259
Mov Cap-2 Maneuver	-	-	-	-	-	-	~7	3	-	~4	3	-
Stage 1	-	-	-	-	-	-	80	124	-	55	91	-
Stage 2	-	-	-	-	-	-	191	90	-	180	118	-
























Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.4			\$ 1477.9			\$ 1423.8		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	33	310	-	-	372	-	-	14
HCM Lane V/C Ratio	3.732	0.119	-	-	0.13	-	-	2.932
HCM Control Delay (s)	\$ 1477.9	18.2	-	-	16.1	-	-	\$ 1423.8
HCM Lane LOS	F	C	-	-	C	-	-	F
HCM 95th %tile Q(veh)	14.5	0.4	-	-	0.4	-	-	6

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

HCM 6th Signalized Intersection Summary  
8: Cobalt Rd & Mojave Dr

2040 plus Project  
Timing Plan: AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (veh/h)	373	1216	105	32	1383	354	47	157	46	227	53	447
Future Volume (veh/h)	373	1216	105	32	1383	354	47	157	46	227	53	447
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		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	393	1280	111	34	1456	373	49	165	48	239	56	471
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	354	2090	181	51	948	420	57	193	213	382	90	415
Arrive On Green	0.20	0.43	0.43	0.03	0.26	0.26	0.13	0.13	0.13	0.26	0.26	0.26
Sat Flow, veh/h	1810	4859	421	1810	3610	1601	430	1448	1599	1479	347	1605
Grp Volume(v), veh/h	393	911	480	34	1456	373	214	0	48	295	0	471
Grp Sat Flow(s),veh/h/ln	1810	1729	1822	1810	1805	1601	1878	0	1599	1826	0	1605
Q Serve(g_s), s	23.5	24.5	24.5	2.2	31.5	26.9	13.4	0.0	3.2	17.1	0.0	31.0
Cycle Q Clear(g_c), s	23.5	24.5	24.5	2.2	31.5	26.9	13.4	0.0	3.2	17.1	0.0	31.0
Prop In Lane	1.00		0.23	1.00		1.00	0.23		1.00	0.81		1.00
Lane Grp Cap(c), veh/h	354	1487	784	51	948	420	250	0	213	472	0	415
V/C Ratio(X)	1.11	0.61	0.61	0.67	1.54	0.89	0.85	0.00	0.23	0.63	0.00	1.14
Avail Cap(c_a), veh/h	354	1487	784	103	948	420	250	0	213	472	0	415
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.3	26.5	26.5	57.7	44.3	42.5	50.9	0.0	46.5	39.4	0.0	44.5
Incr Delay (d2), s/veh	80.5	0.7	1.4	13.8	246.7	20.0	29.2	0.0	2.4	6.1	0.0	86.9
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	18.0	9.4	10.1	1.2	45.7	12.3	8.3	0.0	1.4	8.5	0.0	21.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	128.8	27.2	27.9	71.6	291.0	62.5	80.0	0.0	48.9	45.5	0.0	131.4
LnGrp LOS	F	C	C	E	F	E	F	A	D	D	A	F
Approach Vol, veh/h		1784			1863			262				766
Approach Delay, s/veh		49.8			241.2			74.3				98.3
Approach LOS		D			F			E				F
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		20.5	7.9	56.1		35.5	28.0	36.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		16.0	6.8	48.2		31.0	23.5	31.5				
Max Q Clear Time (g_c+I1), s		15.4	4.2	26.5		19.1	25.5	33.5				
Green Ext Time (p_c), s		0.1	0.0	8.7		0.4	0.0	0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				135.4								
HCM 6th LOS				F								

HCM 6th Signalized Intersection Summary  
 9: Amethyst Rd & Mojave Dr

2040 plus Project  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑		↖	↑↑		↖	↑↑	
Traffic Volume (veh/h)	26	1148	246	239	1311	24	340	20	134	13	12	15
Future Volume (veh/h)	26	1148	246	239	1311	24	340	20	134	13	12	15
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		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	27	1208	259	252	1380	25	358	21	141	14	13	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	53	1578	489	247	1492	27	416	513	458	31	129	115
Arrive On Green	0.03	0.30	0.30	0.14	0.41	0.41	0.23	0.28	0.28	0.02	0.07	0.07
Sat Flow, veh/h	1810	5187	1609	1810	3628	66	1810	1805	1610	1810	1805	1610
Grp Volume(v), veh/h	27	1208	259	252	686	719	358	21	141	14	13	16
Grp Sat Flow(s),veh/h/ln	1810	1729	1609	1810	1805	1888	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	1.0	14.7	9.3	9.5	25.2	25.2	13.2	0.6	4.8	0.5	0.5	0.6
Cycle Q Clear(g_c), s	1.0	14.7	9.3	9.5	25.2	25.2	13.2	0.6	4.8	0.5	0.5	0.6
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	53	1578	489	247	742	776	416	513	458	31	129	115
V/C Ratio(X)	0.51	0.77	0.53	1.02	0.92	0.93	0.86	0.04	0.31	0.45	0.10	0.14
Avail Cap(c_a), veh/h	132	1786	554	247	742	776	662	997	889	130	466	416
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(l)	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	33.4	22.0	20.1	30.1	19.5	19.5	25.8	18.1	19.6	33.9	30.3	30.3
Incr Delay (d2), s/veh	7.4	1.8	0.9	63.1	17.3	16.9	6.8	0.0	0.4	10.1	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	0.5	5.2	3.0	8.0	11.8	12.2	5.8	0.2	1.6	0.3	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.8	23.8	21.0	93.2	36.8	36.4	32.6	18.1	19.9	44.0	30.6	30.9
LnGrp LOS	D	C	C	F	D	D	C	B	B	D	C	C
Approach Vol, veh/h		1494			1657			520			43	
Approach Delay, s/veh		23.6			45.2			28.6			35.1	
Approach LOS		C			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.7	24.3	14.0	25.7	20.5	9.5	6.5	33.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	38.5	9.5	24.0	25.5	18.0	5.1	28.4				
Max Q Clear Time (g_c+1/2), s	12.5	6.8	11.5	16.7	15.2	2.6	3.0	27.2				
Green Ext Time (p_c), s	0.0	0.9	0.0	4.5	0.8	0.1	0.0	0.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											34.1	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary  
 10: Evado Rd & Mojave Dr

2040 plus Project  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	1074	193	122	1273	249	133	391	191	311	375	175
Future Volume (veh/h)	220	1074	193	122	1273	249	133	391	191	311	375	175
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	232	1131	203	128	1340	262	140	412	201	327	395	184
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	249	1130	495	143	919	407	167	500	420	352	694	578
Arrive On Green	0.14	0.31	0.31	0.08	0.25	0.25	0.09	0.26	0.26	0.19	0.37	0.37
Sat Flow, veh/h	1810	3610	1582	1810	3610	1601	1810	1900	1599	1810	1900	1582
Grp Volume(v), veh/h	232	1131	203	128	1340	262	140	412	201	327	395	184
Grp Sat Flow(s),veh/h/ln	1810	1805	1582	1810	1805	1601	1810	1900	1599	1810	1900	1582
Q Serve(g_s), s	15.2	37.5	12.1	8.4	30.5	17.5	9.1	24.5	12.7	21.3	20.0	10.0
Cycle Q Clear(g_c), s	15.2	37.5	12.1	8.4	30.5	17.5	9.1	24.5	12.7	21.3	20.0	10.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	249	1130	495	143	919	407	167	500	420	352	694	578
V/C Ratio(X)	0.93	1.00	0.41	0.89	1.46	0.64	0.84	0.82	0.48	0.93	0.57	0.32
Avail Cap(c_a), veh/h	249	1130	495	143	919	407	196	500	420	355	694	578
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(l)	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	51.1	41.2	32.4	54.6	44.7	39.8	53.5	41.6	37.2	47.4	30.5	27.3
Incr Delay (d2), s/veh	38.7	27.0	0.5	44.8	212.2	3.4	23.2	14.3	3.9	30.1	3.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	9.3	19.9	4.5	5.5	40.0	7.0	5.1	12.9	5.2	12.1	9.3	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.8	68.2	33.0	99.5	256.9	43.2	76.7	55.9	41.1	77.6	33.9	28.8
LnGrp LOS	F	F	C	F	F	D	E	E	D	E	C	C
Approach Vol, veh/h		1566			1730			753			906	
Approach Delay, s/veh		66.8			212.9			55.8			48.6	
Approach LOS		E			F			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	37.8	36.0	14.0	42.0	15.6	48.2	21.0	35.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	23.5	31.5	9.5	37.5	13.0	42.0	16.5	30.5				
Max Q Clear Time (g_c+Q), s	23.3	26.5	10.4	39.5	11.1	22.0	17.2	32.5				
Green Ext Time (p_c), s	0.0	1.4	0.0	0.0	0.1	2.6	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay		112.8										
HCM 6th LOS			F									

HCM 6th Signalized Intersection Summary  
 11: Amargosa Rd & Mojave Dr

2040 plus Project  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑↑		↘	↑↑	↗	↘	↑	↗
Traffic Volume (veh/h)	147	1235	294	220	1377	118	175	406	230	127	433	92
Future Volume (veh/h)	147	1235	294	220	1377	118	175	406	230	127	433	92
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		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	155	1300	309	232	1449	124	184	427	242	134	456	97
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	184	1291	575	234	1873	160	199	988	438	162	481	405
Arrive On Green	0.10	0.36	0.36	0.13	0.38	0.38	0.11	0.27	0.27	0.09	0.25	0.25
Sat Flow, veh/h	1810	3610	1607	1810	4866	416	1810	3610	1601	1810	1900	1601
Grp Volume(v), veh/h	155	1300	309	232	1030	543	184	427	242	134	456	97
Grp Sat Flow(s),veh/h/ln	1810	1805	1607	1810	1729	1824	1810	1805	1601	1810	1900	1601
Q Serve(g_s), s	10.1	42.9	18.3	15.4	31.3	31.3	12.1	11.7	15.5	8.7	28.3	5.8
Cycle Q Clear(g_c), s	10.1	42.9	18.3	15.4	31.3	31.3	12.1	11.7	15.5	8.7	28.3	5.8
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	184	1291	575	234	1331	702	199	988	438	162	481	405
V/C Ratio(X)	0.84	1.01	0.54	0.99	0.77	0.77	0.92	0.43	0.55	0.83	0.95	0.24
Avail Cap(c_a), veh/h	277	1291	575	234	1331	702	199	988	438	246	481	405
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	52.9	38.6	30.7	52.2	32.3	32.3	52.9	35.9	37.3	53.7	44.0	35.6
Incr Delay (d2), s/veh	13.5	26.8	1.0	56.7	2.9	5.4	43.0	1.4	4.9	13.0	29.8	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	22.5	6.9	10.4	12.8	14.0	7.7	5.1	6.4	4.4	16.7	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.4	65.4	31.7	108.9	35.2	37.7	95.9	37.3	42.2	66.8	73.8	37.0
LnGrp LOS	E	F	C	F	D	D	F	D	D	E	E	D
Approach Vol, veh/h		1764			1805			853			687	
Approach Delay, s/veh		59.6			45.4			51.3			67.2	
Approach LOS		E			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.2	37.4	20.0	47.4	17.7	34.9	16.7	50.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	10.3	27.3	15.5	42.9	13.2	30.4	18.4	40.0				
Max Q Clear Time (g_c+110), s	17.5	17.5	17.4	44.9	14.1	30.3	12.1	33.3				
Green Ext Time (p_c), s	0.1	2.3	0.0	0.0	0.0	0.0	0.2	4.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay					54.2							
HCM 6th LOS					D							

HCM 6th Signalized Intersection Summary  
 12: Village Dr & Mojave Dr

2040 plus Project  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	1484	17	58	1589	589	37	26	140	754	58	88
Future Volume (veh/h)	58	1484	17	58	1589	589	37	26	140	754	58	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	61	1562	18	61	1673	620	39	27	147	838	0	93
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	79	1488	17	79	1065	368	46	32	174	830	0	363
Arrive On Green	0.04	0.41	0.41	0.04	0.41	0.41	0.15	0.15	0.15	0.23	0.00	0.23
Sat Flow, veh/h	1810	3654	42	1810	2616	905	306	212	1152	3619	0	1583
Grp Volume(v), veh/h	61	771	809	61	1117	1176	213	0	0	838	0	93
Grp Sat Flow(s),veh/h/ln	1810	1805	1891	1810	1805	1716	1669	0	0	1810	0	1583
Q Serve(g_s), s	3.6	43.5	43.5	3.6	43.5	43.5	13.3	0.0	0.0	24.5	0.0	5.1
Cycle Q Clear(g_c), s	3.6	43.5	43.5	3.6	43.5	43.5	13.3	0.0	0.0	24.5	0.0	5.1
Prop In Lane	1.00		0.02	1.00		0.53	0.18		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	79	735	770	79	735	699	253	0	0	830	0	363
V/C Ratio(X)	0.77	1.05	1.05	0.77	1.52	1.68	0.84	0.00	0.00	1.01	0.00	0.26
Avail Cap(c_a), veh/h	85	735	770	85	735	699	453	0	0	830	0	363
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.6	31.7	31.7	50.6	31.7	31.7	44.1	0.0	0.0	41.2	0.0	33.7
Incr Delay (d2), s/veh	33.1	46.7	46.6	33.1	240.8	313.5	7.5	0.0	0.0	33.6	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	27.2	28.5	2.3	66.9	77.7	5.8	0.0	0.0	14.3	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.6	78.3	78.2	83.6	272.5	345.1	51.6	0.0	0.0	74.8	0.0	34.1
LnGrp LOS	F	F	F	F	F	F	D	A	A	F	A	C
Approach Vol, veh/h		1641			2354			213			931	
Approach Delay, s/veh		78.5			303.9			51.6			70.7	
Approach LOS		E			F			D			E	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		20.7	9.2	48.0		29.0	9.2	48.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		29.0	5.0	43.5		24.5	5.0	43.5				
Max Q Clear Time (g_c+I1), s		15.3	5.6	45.5		26.5	5.6	45.5				
Green Ext Time (p_c), s		0.9	0.0	0.0		0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	179.2
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary  
 13: I-15 SB Ramps & Mojave Dr

2040 plus Project  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑↓	↑
Traffic Volume (veh/h)	0	1588	755	248	1735	0	0	0	0	52	3	503
Future Volume (veh/h)	0	1588	755	248	1735	0	0	0	0	52	3	503
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1672	795	261	1826	0				38	0	550
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1803	792	297	2577	0				335	0	596
Arrive On Green	0.00	0.50	0.50	0.16	0.71	0.00				0.19	0.00	0.19
Sat Flow, veh/h	0	3705	1586	1810	3705	0				1810	0	3220
Grp Volume(v), veh/h	0	1672	795	261	1826	0				38	0	550
Grp Sat Flow(s),veh/h/ln	0	1805	1586	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	38.5	44.5	12.6	26.1	0.0				1.6	0.0	15.0
Cycle Q Clear(g_c), s	0.0	38.5	44.5	12.6	26.1	0.0				1.6	0.0	15.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1803	792	297	2577	0				335	0	596
V/C Ratio(X)	0.00	0.93	1.00	0.88	0.71	0.00				0.11	0.00	0.92
Avail Cap(c_a), veh/h	0	1803	792	315	2613	0				335	0	596
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.8	22.3	36.4	7.4	0.0				30.2	0.0	35.7
Incr Delay (d2), s/veh	0.0	8.9	33.0	22.8	0.9	0.0				0.1	0.0	20.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr0.0		16.3	21.6	7.2	7.2	0.0				0.7	0.0	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	29.7	55.3	59.2	8.3	0.0				30.4	0.0	55.7
LnGrp LOS	A	C	F	E	A	A				C	A	E
Approach Vol, veh/h		2467			2087						588	
Approach Delay, s/veh		37.9			14.6						54.1	
Approach LOS		D			B						D	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			19.1	49.0		21.0		68.1				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			15.5	44.5		16.5		64.5				
Max Q Clear Time (g_c+I1), s			14.6	46.5		17.0		28.1				
Green Ext Time (p_c), s			0.1	0.0		0.0		19.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			30.3								588	
HCM 6th LOS			C								D	
<b>Notes</b>												
User approved volume balancing among the lanes for turning movement.												



HCM 6th Signalized Intersection Summary  
 14: I-15 NB Ramps & Mojave Dr

2040 plus Project  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	406	1233	0	0	1227	35	756	0	250	0	0	0
Future Volume (veh/h)	406	1233	0	0	1227	35	756	0	250	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	427	1298	0	0	1292	37	878	0	175			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	454	2462	0	0	1374	597	788	0	350			
Arrive On Green	0.25	0.68	0.00	0.00	0.38	0.38	0.22	0.00	0.22			
Sat Flow, veh/h	1810	3705	0	0	3705	1569	3619	0	1610			
Grp Volume(v), veh/h	427	1298	0	0	1292	37	878	0	175			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1569	1810	0	1610			
Q Serve(g_s), s	20.7	16.0	0.0	0.0	30.9	1.3	19.5	0.0	8.5			
Cycle Q Clear(g_c), s	20.7	16.0	0.0	0.0	30.9	1.3	19.5	0.0	8.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	454	2462	0	0	1374	597	788	0	350			
V/C Ratio(X)	0.94	0.53	0.00	0.00	0.94	0.06	1.11	0.00	0.50			
Avail Cap(c_a), veh/h	454	2477	0	0	1390	604	788	0	350			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	32.9	7.1	0.0	0.0	26.8	17.6	35.1	0.0	30.8			
Incr Delay (d2), s/veh	27.7	0.2	0.0	0.0	12.5	0.0	68.5	0.0	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ft	2.0	4.7	0.0	0.0	14.5	0.5	15.6	0.0	3.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.6	7.3	0.0	0.0	39.3	17.6	103.5	0.0	31.9			
LnGrp LOS	E	A	A	A	D	B	F	A	C			
Approach Vol, veh/h		1725			1329			1053				
Approach Delay, s/veh		20.5			38.7			91.6				
Approach LOS		C			D			F				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		24.0		65.6			27.0	38.6				
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5				
Max Green Setting (Gmax), s		19.5		61.5			22.5	34.5				
Max Q Clear Time (g_c+I1), s		21.5		18.0			22.7	32.9				
Green Ext Time (p_c), s		0.0		12.3			0.0	1.2				

Intersection Summary

HCM 6th Ctrl Delay	44.6
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Intersection						
Int Delay, s/veh	7.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	↑	↑	
Traffic Vol, veh/h	10	102	424	0	6	60
Future Vol, veh/h	10	102	424	0	6	60
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	-	100	-	-	-
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	111	461	0	7	65

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	962	40	72	0	0
Stage 1	40	-	-	-	-
Stage 2	922	-	-	-	-
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	286	1037	1541	-	-
Stage 1	988	-	-	-	-
Stage 2	391	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	200	1037	1541	-	-
Mov Cap-2 Maneuver	308	-	-	-	-
Stage 1	693	-	-	-	-
Stage 2	391	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	8.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1541	-	856	-	-
HCM Lane V/C Ratio	0.299	-	0.142	-	-
HCM Control Delay (s)	8.3	-	9.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	1.3	-	0.5	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	0	12	16	424	102	6
Future Vol, veh/h	0	12	16	424	102	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	13	17	461	111	7

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	610	115	118	0	0
Stage 1	115	-	-	-	-
Stage 2	495	-	-	-	-
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	461	943	1483	-	-
Stage 1	915	-	-	-	-
Stage 2	617	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	456	943	1483	-	-
Mov Cap-2 Maneuver	456	-	-	-	-
Stage 1	905	-	-	-	-
Stage 2	617	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1483	-	943	-	-
HCM Lane V/C Ratio	0.012	-	0.014	-	-
HCM Control Delay (s)	7.5	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	128	437	26	0	2
Future Vol, veh/h	0	128	437	26	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	139	475	28	0	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	252
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	754
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	754
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	754
HCM Lane V/C Ratio	-	-	-	0.003
HCM Control Delay (s)	-	-	-	9.8
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	0	8	368	12	10	4
Future Vol, veh/h	0	8	368	12	10	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	9	400	13	11	4

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	433	407	0	0	413	0
Stage 1	407	-	-	-	-	-
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	584	648	-	-	1157	-
Stage 1	676	-	-	-	-	-
Stage 2	1002	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	578	648	-	-	1157	-
Mov Cap-2 Maneuver	578	-	-	-	-	-
Stage 1	676	-	-	-	-	-
Stage 2	992	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	5.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	648	1157
HCM Lane V/C Ratio	-	-	0.013	0.009
HCM Control Delay (s)	-	-	10.6	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	4	196	180	78	10
Future Vol, veh/h	4	4	196	180	78	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	4	213	196	85	11

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	492	311	0	0	409	0
Stage 1	311	-	-	-	-	-
Stage 2	181	-	-	-	-	-
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	540	734	-	-	1161	-
Stage 1	748	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	500	734	-	-	1161	-
Mov Cap-2 Maneuver	500	-	-	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	792	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	0	7.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	595	1161
HCM Lane V/C Ratio	-	-	0.015	0.073
HCM Control Delay (s)	-	-	11.1	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0.2

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	12	12	170	16	88
Future Vol, veh/h	0	12	12	170	16	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	13	13	185	17	96

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	236	106	0	0	198
Stage 1	106	-	-	-	-
Stage 2	130	-	-	-	-
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	757	954	-	-	1387
Stage 1	923	-	-	-	-
Stage 2	901	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	747	954	-	-	1387
Mov Cap-2 Maneuver	747	-	-	-	-
Stage 1	923	-	-	-	-
Stage 2	889	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	1.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	954	1387
HCM Lane V/C Ratio	-	-	0.014	0.013
HCM Control Delay (s)	-	-	8.8	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	28	31	0	40	107
Future Vol, veh/h	0	28	31	0	40	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	30	34	0	43	116

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	236	34	0	0	34
Stage 1	34	-	-	-	-
Stage 2	202	-	-	-	-
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	757	1045	-	-	1591
Stage 1	994	-	-	-	-
Stage 2	837	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	735	1045	-	-	1591
Mov Cap-2 Maneuver	735	-	-	-	-
Stage 1	994	-	-	-	-
Stage 2	813	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1045	1591
HCM Lane V/C Ratio	-	-	0.029	0.027
HCM Control Delay (s)	-	-	8.5	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1



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	0	0	48	0	0	25	0	1989	123	0	1759	120
Future Vol, veh/h	0	0	48	0	0	25	0	1989	123	0	1759	120
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	-	-	Free	-	-	None
Storage Length	-	-	0	-	-	0	-	-	275	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	51	0	0	26	0	2094	129	0	1852	126

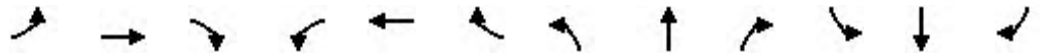
Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	989	-	-	1047	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	6.9	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.3	-	-
Pot Cap-1 Maneuver	0	0	249	0	0	228	0	0
Stage 1	0	0	-	0	0	-	0	0
Stage 2	0	0	-	0	0	-	0	0
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	249	-	-	228	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	23.1		22.8		0		0	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	249	228	-	-
HCM Lane V/C Ratio	-	0.203	0.115	-	-
HCM Control Delay (s)	-	23.1	22.8	-	-
HCM Lane LOS	-	C	C	-	-
HCM 95th %tile Q(veh)	-	0.7	0.4	-	-

HCM 6th Signalized Intersection Summary  
2: US-395 & Cactus Rd

2040 plus Project  
Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	31	95	277	37	130	158	1939	106	52	1699	56
Future Volume (veh/h)	42	31	95	277	37	130	158	1939	106	52	1699	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	44	33	100	292	39	137	166	2041	112	55	1788	59
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	270	103	311	308	92	324	185	2078	927	71	1830	60
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.10	0.58	0.58	0.04	0.51	0.51
Sat Flow, veh/h	1228	411	1246	1277	369	1297	1810	3610	1610	1810	3567	117
Grp Volume(v), veh/h	44	0	133	292	0	176	166	2041	112	55	901	946
Grp Sat Flow(s),veh/h/ln	1228	0	1657	1277	0	1667	1810	1805	1610	1810	1805	1879
Q Serve(g_s), s	3.1	0.0	6.5	18.5	0.0	8.9	9.1	55.2	3.2	3.0	48.5	49.4
Cycle Q Clear(g_c), s	12.0	0.0	6.5	25.0	0.0	8.9	9.1	55.2	3.2	3.0	48.5	49.4
Prop In Lane	1.00		0.75	1.00		0.78	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	270	0	414	308	0	417	185	2078	927	71	926	964
V/C Ratio(X)	0.16	0.00	0.32	0.95	0.00	0.42	0.90	0.98	0.12	0.77	0.97	0.98
Avail Cap(c_a), veh/h	270	0	414	308	0	417	185	2078	927	90	926	964
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(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	0.0	30.6	42.6	0.0	31.4	44.4	20.7	9.7	47.6	23.7	23.9
Incr Delay (d2), s/veh	0.3	0.0	0.4	37.9	0.0	0.7	39.3	15.6	0.1	26.6	23.1	24.5
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	0.9	0.0	2.6	10.4	0.0	3.6	5.8	22.8	1.0	1.8	23.0	24.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.7	0.0	31.0	80.5	0.0	32.1	83.7	36.4	9.7	74.2	46.8	48.4
LnGrp LOS	D	A	C	F	A	C	F	D	A	E	D	D
Approach Vol, veh/h		177			468			2319			1902	
Approach Delay, s/veh		32.4			62.3			38.5			48.3	
Approach LOS		C			E			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	62.1		29.5	14.7	55.8		29.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	56.5		25.0	10.2	51.3		25.0				
Max Q Clear Time (g_c+I1), s	5.0	57.2		14.0	11.1	51.4		27.0				
Green Ext Time (p_c), s	0.0	0.0		0.6	0.0	0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			44.4									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary  
3: US-395 & Mojave Dr

2040 plus Project  
Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↑↑	↗	↘	↑↑	↗
Traffic Volume (veh/h)	49	389	123	284	585	411	172	1744	383	599	1433	39
Future Volume (veh/h)	49	389	123	284	585	411	172	1744	383	599	1433	39
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	409	129	299	616	433	181	1836	403	631	1508	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	67	1083	483	135	683	480	119	1232	549	230	1445	39
Arrive On Green	0.04	0.30	0.30	0.07	0.34	0.34	0.07	0.34	0.34	0.13	0.40	0.40
Sat Flow, veh/h	1810	3610	1609	1810	2025	1422	1810	3610	1610	1810	3590	97
Grp Volume(v), veh/h	52	409	129	299	549	500	181	1836	403	631	757	792
Grp Sat Flow(s),veh/h/ln	1810	1805	1609	1810	1805	1642	1810	1805	1610	1810	1805	1882
Q Serve(g_s), s	3.3	10.2	7.0	8.5	33.1	33.2	7.5	39.0	25.1	14.5	46.0	46.0
Cycle Q Clear(g_c), s	3.3	10.2	7.0	8.5	33.1	33.2	7.5	39.0	25.1	14.5	46.0	46.0
Prop In Lane	1.00		1.00	1.00		0.87	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	67	1083	483	135	609	554	119	1232	549	230	727	758
V/C Ratio(X)	0.77	0.38	0.27	2.22	0.90	0.90	1.52	1.49	0.73	2.75	1.04	1.05
Avail Cap(c_a), veh/h	100	1264	563	135	667	607	119	1232	549	230	727	758
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(l)	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	54.5	31.6	30.4	52.9	36.1	36.1	53.4	37.6	33.1	49.9	34.1	34.1
Incr Delay (d2), s/veh	19.1	0.2	0.3	573.1	14.8	16.0	273.8	225.0	5.0	798.9	44.8	45.1
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	1.8	4.3	2.6	25.1	15.9	14.7	12.3	54.3	9.9	57.2	27.2	28.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.6	31.8	30.7	625.9	50.9	52.1	327.2	262.6	38.1	848.8	78.9	79.3
LnGrp LOS	E	C	C	F	D	D	F	F	D	F	F	F
Approach Vol, veh/h		590			1348			2420			2180	
Approach Delay, s/veh		35.2			178.9			230.1			301.9	
Approach LOS		D			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	43.5	13.0	38.8	12.0	50.5	8.8	43.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	4.5	39.0	8.5	40.0	7.5	46.0	6.3	42.2				
Max Q Clear Time (g_c+11g), s	4.5	41.0	10.5	12.2	9.5	48.0	5.3	35.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.9	0.0	0.0	0.0	3.4				

Intersection Summary

HCM 6th Ctrl Delay		225.9										
HCM 6th LOS			F									

HCM 6th Signalized Intersection Summary  
4: US-395 & SR-18

2040 plus Project  
Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖↗	↖↗	↖	↖	↖↗		↖	↖↗	↖
Traffic Volume (veh/h)	202	752	454	345	915	267	455	1790	163	237	1224	116
Future Volume (veh/h)	202	752	454	345	915	267	455	1790	163	237	1224	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		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	208	775	468	356	943	275	469	1845	168	244	1262	120
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	143	552	331	249	887	396	294	1438	129	173	1309	583
Arrive On Green	0.08	0.25	0.25	0.07	0.25	0.25	0.16	0.43	0.43	0.10	0.36	0.36
Sat Flow, veh/h	1810	2171	1300	3510	3610	1610	1810	3350	300	1810	3610	1609
Grp Volume(v), veh/h	208	643	600	356	943	275	469	981	1032	244	1262	120
Grp Sat Flow(s),veh/h/ln	1810	1805	1666	1755	1805	1610	1810	1805	1846	1810	1805	1609
Q Serve(g_s), s	9.5	30.5	30.5	8.5	29.5	18.6	19.5	51.5	51.5	11.5	41.1	6.2
Cycle Q Clear(g_c), s	9.5	30.5	30.5	8.5	29.5	18.6	19.5	51.5	51.5	11.5	41.1	6.2
Prop In Lane	1.00		0.78	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	143	459	423	249	887	396	294	775	792	173	1309	583
V/C Ratio(X)	1.45	1.40	1.42	1.43	1.06	0.69	1.59	1.27	1.30	1.41	0.96	0.21
Avail Cap(c_a), veh/h	143	459	423	249	887	396	294	775	792	173	1309	583
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	55.3	44.8	44.8	55.8	45.3	41.2	50.3	34.3	34.3	54.3	37.5	26.3
Incr Delay (d2), s/veh	237.9	193.9	200.7	215.9	48.3	5.2	283.3	129.9	145.6	213.9	17.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	37.5	35.4	11.1	18.4	7.6	31.5	48.3	52.9	15.3	19.9	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	293.1	238.7	245.4	271.6	93.5	46.4	333.5	164.1	179.9	268.1	55.2	27.1
LnGrp LOS	F	F	F	F	F	D	F	F	F	F	E	C
Approach Vol, veh/h		1451			1574			2482			1626	
Approach Delay, s/veh		249.3			125.6			202.7			85.1	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.0	56.0	13.0	35.0	24.0	48.0	14.0	34.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	1.5	51.5	8.5	30.5	19.5	43.5	9.5	29.5				
Max Q Clear Time (g_c+1/3), s	1.5	53.5	10.5	32.5	21.5	43.1	11.5	31.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	168.3
HCM 6th LOS	F

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	0	1506	76	0	1419	64	0	0	72	0	0	27
Future Vol, veh/h	0	1506	76	0	1419	64	0	0	72	0	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	650	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	1537	78	0	1448	65	0	0	73	0	0	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	769	-	-	757
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.9	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	348	0	0	355
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	348	-	-	355
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			18.1			16		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	348	-	-	-	-	355
HCM Lane V/C Ratio	0.211	-	-	-	-	0.078
HCM Control Delay (s)	18.1	-	-	-	-	16
HCM Lane LOS	C	-	-	-	-	C
HCM 95th %tile Q(veh)	0.8	-	-	-	-	0.3

HCM 6th Signalized Intersection Summary  
6: Topaz Rd & Mojave Dr

2040 plus Project  
Timing Plan: PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	1489	54	25	1214	73	203	4	66	253	2	52
Future Volume (veh/h)	35	1489	54	25	1214	73	203	4	66	253	2	52
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	36	1519	55	26	1239	74	207	4	67	258	2	53
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	65	1698	61	51	1627	97	0	7	113	302	578	490
Arrive On Green	0.04	0.48	0.48	0.03	0.47	0.47	0.00	0.07	0.07	0.17	0.30	0.30
Sat Flow, veh/h	1810	3554	128	1810	3461	206	0	92	1533	1810	1900	1610
Grp Volume(v), veh/h	36	770	804	26	645	668	0	0	71	258	2	53
Grp Sat Flow(s),veh/h/ln	1810	1805	1877	1810	1805	1863	0	0	1624	1810	1900	1610
Q Serve(g_s), s	1.4	27.6	27.8	1.0	21.0	21.0	0.0	0.0	3.0	9.8	0.1	1.7
Cycle Q Clear(g_c), s	1.4	27.6	27.8	1.0	21.0	21.0	0.0	0.0	3.0	9.8	0.1	1.7
Prop In Lane	1.00		0.07	1.00		0.11	0.00		0.94	1.00		1.00
Lane Grp Cap(c), veh/h	65	862	897	51	849	876	0	0	120	302	578	490
V/C Ratio(X)	0.56	0.89	0.90	0.51	0.76	0.76	0.00	0.00	0.59	0.85	0.00	0.11
Avail Cap(c_a), veh/h	130	906	942	127	904	933	0	0	416	333	703	596
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	0.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.7	16.9	17.0	34.1	15.5	15.6	0.0	0.0	31.9	28.8	17.2	17.8
Incr Delay (d2), s/veh	7.3	10.8	10.9	7.6	3.6	3.5	0.0	0.0	4.6	17.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	11.1	11.6	0.5	7.3	7.6	0.0	0.0	1.3	5.6	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.0	27.7	27.9	41.7	19.1	19.1	0.0	0.0	36.5	46.4	17.2	17.9
LnGrp LOS	D	C	C	D	B	B	A	A	D	D	B	B
Approach Vol, veh/h		1610			1339			71			313	
Approach Delay, s/veh		28.1			19.5			36.5			41.4	
Approach LOS		C			B			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.4	9.7	6.5	38.5	0.0	26.1	7.0	37.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	13.1	18.2	5.0	35.7	5.0	26.3	5.1	35.6				
Max Q Clear Time (g_c+I1), s	11.8	5.0	3.0	29.8	0.0	3.7	3.4	23.0				
Green Ext Time (p_c), s	0.1	0.2	0.0	4.1	0.0	0.1	0.0	6.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			26.1									
HCM 6th LOS			C									

Intersection												
Int Delay, s/veh	18.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑			↔			↔	
Traffic Vol, veh/h	10	1758	39	36	1268	10	26	0	33	10	0	17
Future Vol, veh/h	10	1758	39	36	1268	10	26	0	33	10	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	440	130	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	1794	40	37	1294	10	27	0	34	10	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1304	0	0	1834	0	0	2535	3192	897	2290	3227	652
Stage 1	-	-	-	-	-	-	1814	1814	-	1373	1373	-
Stage 2	-	-	-	-	-	-	721	1378	-	917	1854	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	538	-	-	337	-	-	~ 14	10	287	22	10	415
Stage 1	-	-	-	-	-	-	83	131	-	156	215	-
Stage 2	-	-	-	-	-	-	389	214	-	297	125	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	538	-	-	337	-	-	~ 12	9	287	18	9	415
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 12	9	-	18	9	-
Stage 1	-	-	-	-	-	-	81	129	-	153	191	-
Stage 2	-	-	-	-	-	-	332	190	-	257	123	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.5			\$ 921			170		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	26	538	-	-	337	-	-	45
HCM Lane V/C Ratio	2.316	0.019	-	-	0.109	-	-	0.612
HCM Control Delay (s)	\$ 921	11.8	-	-	17	-	-	170
HCM Lane LOS	F	B	-	-	C	-	-	F
HCM 95th %tile Q(veh)	7.3	0.1	-	-	0.4	-	-	2.3

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

HCM 6th Signalized Intersection Summary  
8: Cobalt Rd & Mojave Dr

2040 plus Project  
Timing Plan: PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	1636	39	39	1171	155	24	41	25	86	33	120
Future Volume (veh/h)	127	1636	39	39	1171	155	24	41	25	86	33	120
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	134	1722	41	41	1233	163	25	43	26	91	35	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	161	2134	51	57	1269	565	99	170	232	348	134	423
Arrive On Green	0.09	0.41	0.41	0.03	0.35	0.35	0.14	0.14	0.14	0.26	0.26	0.26
Sat Flow, veh/h	1810	5211	124	1810	3610	1606	686	1180	1610	1324	509	1610
Grp Volume(v), veh/h	134	1142	621	41	1233	163	68	0	26	126	0	126
Grp Sat Flow(s),veh/h/ln	1810	1729	1877	1810	1805	1606	1866	0	1610	1834	0	1610
Q Serve(g_s), s	8.6	34.4	34.4	2.7	39.7	8.6	3.8	0.0	1.7	6.4	0.0	7.4
Cycle Q Clear(g_c), s	8.6	34.4	34.4	2.7	39.7	8.6	3.8	0.0	1.7	6.4	0.0	7.4
Prop In Lane	1.00		0.07	1.00		1.00	0.37		1.00	0.72		1.00
Lane Grp Cap(c), veh/h	161	1416	769	57	1269	565	269	0	232	482	0	423
V/C Ratio(X)	0.83	0.81	0.81	0.72	0.97	0.29	0.25	0.00	0.11	0.26	0.00	0.30
Avail Cap(c_a), veh/h	192	1416	769	106	1269	565	269	0	232	482	0	423
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.9	30.7	30.7	56.7	37.7	27.6	44.9	0.0	43.9	34.4	0.0	34.8
Incr Delay (d2), s/veh	22.4	3.6	6.4	15.9	18.7	0.3	2.3	0.0	1.0	1.3	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	13.8	15.6	1.4	19.4	3.2	1.9	0.0	0.7	3.1	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.3	34.3	37.1	72.6	56.4	27.9	47.1	0.0	44.9	35.8	0.0	36.6
LnGrp LOS	E	C	D	E	E	C	D	A	D	D	A	D
Approach Vol, veh/h		1897			1437			94			252	
Approach Delay, s/veh		38.1			53.6			46.5			36.2	
Approach LOS		D			D			D			D	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		21.5	8.2	52.8		35.5	15.0	46.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		17.0	6.9	47.1		31.0	12.5	41.5				
Max Q Clear Time (g_c+I1), s		5.8	4.7	36.4		8.4	10.6	41.7				
Green Ext Time (p_c), s		0.1	0.0	7.2		0.3	0.1	0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			44.2									
HCM 6th LOS			D									



HCM 6th Signalized Intersection Summary  
 9: Amethyst Rd & Mojave Dr

2040 plus Project  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑		↘	↑↑		↘	↑↑	
Traffic Volume (veh/h)	20	1504	203	134	1084	15	183	15	102	27	24	30
Future Volume (veh/h)	20	1504	203	134	1084	15	183	15	102	27	24	30
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		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	1519	205	135	1095	15	185	15	103	27	24	30
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	43	1946	604	174	1632	22	252	349	311	55	153	136
Arrive On Green	0.02	0.38	0.38	0.10	0.45	0.45	0.14	0.19	0.19	0.03	0.08	0.08
Sat Flow, veh/h	1810	5187	1610	1810	3646	50	1810	1805	1610	1810	1805	1610
Grp Volume(v), veh/h	20	1519	205	135	542	568	185	15	103	27	24	30
Grp Sat Flow(s),veh/h/ln	1810	1729	1610	1810	1805	1891	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	0.6	15.3	5.4	4.3	14.0	14.0	5.8	0.4	3.3	0.9	0.7	1.0
Cycle Q Clear(g_c), s	0.6	15.3	5.4	4.3	14.0	14.0	5.8	0.4	3.3	0.9	0.7	1.0
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	43	1946	604	174	808	846	252	349	311	55	153	136
V/C Ratio(X)	0.47	0.78	0.34	0.78	0.67	0.67	0.74	0.04	0.33	0.49	0.16	0.22
Avail Cap(c_a), veh/h	156	2118	658	261	841	881	782	1187	1059	172	578	516
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	28.4	16.3	13.2	26.1	12.9	12.9	24.4	19.4	20.5	28.2	25.1	25.2
Incr Delay (d2), s/veh	7.7	1.8	0.3	8.2	2.0	1.9	4.2	0.0	0.6	6.7	0.5	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	0.3	4.8	1.5	2.0	4.4	4.5	2.4	0.1	1.1	0.5	0.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.1	18.1	13.5	34.2	14.9	14.8	28.5	19.4	21.1	34.9	25.5	26.0
LnGrp LOS	D	B	B	C	B	B	C	B	C	C	C	C
Approach Vol, veh/h		1744			1245			303			81	
Approach Delay, s/veh		17.8			16.9			25.6			28.8	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.3	15.9	10.2	26.6	12.7	9.5	5.9	30.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.6	38.8	8.5	24.1	25.5	18.9	5.1	27.5				
Max Q Clear Time (g_c+I), s	12.9	5.3	6.3	17.3	7.8	3.0	2.6	16.0				
Green Ext Time (p_c), s	0.0	0.6	0.1	4.9	0.4	0.2	0.0	4.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			18.4									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary  
 10: Evado Rd & Mojave Dr

2040 plus Project  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	1384	191	99	1065	274	234	233	103	176	212	92
Future Volume (veh/h)	104	1384	191	99	1065	274	234	233	103	176	212	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	107	1427	197	102	1098	282	241	240	106	181	219	95
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	133	1240	545	127	1229	541	271	594	496	212	532	445
Arrive On Green	0.07	0.34	0.34	0.07	0.34	0.34	0.15	0.31	0.31	0.12	0.28	0.28
Sat Flow, veh/h	1810	3610	1588	1810	3610	1588	1810	1900	1588	1810	1900	1588
Grp Volume(v), veh/h	107	1427	197	102	1098	282	241	240	106	181	219	95
Grp Sat Flow(s),veh/h/ln	1810	1805	1588	1810	1805	1588	1810	1900	1588	1810	1900	1588
Q Serve(g_s), s	6.7	39.5	10.7	6.4	33.2	16.4	15.0	11.4	5.7	11.3	10.8	5.3
Cycle Q Clear(g_c), s	6.7	39.5	10.7	6.4	33.2	16.4	15.0	11.4	5.7	11.3	10.8	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	133	1240	545	127	1229	541	271	594	496	212	532	445
V/C Ratio(X)	0.81	1.15	0.36	0.80	0.89	0.52	0.89	0.40	0.21	0.85	0.41	0.21
Avail Cap(c_a), veh/h	165	1240	545	154	1229	541	323	594	496	326	532	445
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	52.5	37.8	28.3	52.7	36.0	30.4	48.0	31.1	29.1	49.8	33.7	31.7
Incr Delay (d2), s/veh	20.3	77.7	0.4	21.6	8.7	0.9	22.2	2.0	1.0	12.5	2.3	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	29.6	3.9	3.6	15.1	6.1	8.2	5.3	2.2	5.6	5.1	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.8	115.4	28.7	74.3	44.7	31.3	70.2	33.2	30.1	62.3	36.1	32.8
LnGrp LOS	E	F	C	E	D	C	E	C	C	E	D	C
Approach Vol, veh/h		1731			1482			587			495	
Approach Delay, s/veh		102.9			44.2			47.8			45.0	
Approach LOS		F			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	40.4	12.6	44.0	21.7	36.7	12.9	43.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	20.7	32.0	9.8	39.5	20.5	32.2	10.5	38.8				
Max Q Clear Time (g_c+1/3), s	11.3	13.4	8.4	41.5	17.0	12.8	8.7	35.2				
Green Ext Time (p_c), s	0.3	1.4	0.0	0.0	0.2	1.3	0.0	2.4				

Intersection Summary

HCM 6th Ctrl Delay	68.4
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary  
 11: Amargosa Rd & Mojave Dr

2040 plus Project  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑↑		↘	↑↑	↗	↘	↑	↗
Traffic Volume (veh/h)	86	1409	282	214	1178	119	292	514	218	62	447	53
Future Volume (veh/h)	86	1409	282	214	1178	119	292	514	218	62	447	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	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		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	91	1483	297	225	1240	125	307	541	229	65	471	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	115	1068	472	231	1721	174	309	1373	612	84	486	411
Arrive On Green	0.06	0.30	0.30	0.13	0.36	0.36	0.17	0.38	0.38	0.05	0.26	0.26
Sat Flow, veh/h	1810	3610	1595	1810	4785	482	1810	3610	1609	1810	1900	1608
Grp Volume(v), veh/h	91	1483	297	225	896	469	307	541	229	65	471	56
Grp Sat Flow(s),veh/h/ln	1810	1805	1595	1810	1729	1809	1810	1805	1609	1810	1900	1608
Q Serve(g_s), s	6.0	35.5	19.3	14.9	26.9	26.9	20.3	13.1	12.3	4.3	29.4	3.2
Cycle Q Clear(g_c), s	6.0	35.5	19.3	14.9	26.9	26.9	20.3	13.1	12.3	4.3	29.4	3.2
Prop In Lane	1.00		1.00	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	115	1068	472	231	1244	651	309	1373	612	84	486	411
V/C Ratio(X)	0.79	1.39	0.63	0.98	0.72	0.72	0.99	0.39	0.37	0.77	0.97	0.14
Avail Cap(c_a), veh/h	188	1068	472	231	1244	651	309	1373	612	148	486	411
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(l)	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	55.4	42.3	36.6	52.2	33.2	33.2	49.7	27.1	26.9	56.6	44.2	34.4
Incr Delay (d2), s/veh	11.4	180.7	2.7	52.1	2.1	3.9	49.2	0.9	1.7	13.9	33.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	41.7	7.5	9.8	11.0	11.8	13.0	5.5	4.8	2.2	17.7	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.8	223.0	39.2	104.2	35.3	37.1	98.9	28.0	28.6	70.5	78.0	35.1
LnGrp LOS	E	F	D	F	D	D	F	C	C	E	E	D
Approach Vol, veh/h		1871			1590			1077			592	
Approach Delay, s/veh		186.2			45.6			48.3			73.1	
Approach LOS		F			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	50.1	19.8	40.0	25.0	35.2	12.1	47.7					
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5					
Max Green Setting (Gmax), s	41.4	15.3	35.5	20.5	30.7	12.5	38.3					
Max Q Clear Time (g_c+10), s	15.1	16.9	37.5	22.3	31.4	8.0	28.9					
Green Ext Time (p_c), s	0.0	4.1	0.0	0.0	0.0	0.0	0.1	5.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			100.6									
HCM 6th LOS			F									

HCM 6th Signalized Intersection Summary  
 12: Village Dr & Mojave Dr

2040 plus Project  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	1601	23	101	1416	563	28	26	100	616	26	106
Future Volume (veh/h)	71	1601	23	101	1416	563	28	26	100	616	26	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	72	1634	23	103	1445	574	29	27	102	648	0	108
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	84	1654	23	129	1230	454	36	33	126	690	0	300
Arrive On Green	0.05	0.45	0.45	0.07	0.48	0.48	0.12	0.12	0.12	0.19	0.00	0.19
Sat Flow, veh/h	1810	3643	51	1810	2568	949	306	285	1077	3619	0	1572
Grp Volume(v), veh/h	72	808	849	103	984	1035	158	0	0	648	0	108
Grp Sat Flow(s),veh/h/ln	1810	1805	1889	1810	1805	1712	1668	0	0	1810	0	1572
Q Serve(g_s), s	4.2	47.6	47.9	6.0	51.5	51.5	9.9	0.0	0.0	19.0	0.0	6.4
Cycle Q Clear(g_c), s	4.2	47.6	47.9	6.0	51.5	51.5	9.9	0.0	0.0	19.0	0.0	6.4
Prop In Lane	1.00		0.03	1.00		0.55	0.18		0.65	1.00		1.00
Lane Grp Cap(c), veh/h	84	820	858	129	864	820	194	0	0	690	0	300
V/C Ratio(X)	0.86	0.99	0.99	0.80	1.14	1.26	0.81	0.00	0.00	0.94	0.00	0.36
Avail Cap(c_a), veh/h	84	820	858	148	864	820	388	0	0	690	0	300
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.9	29.0	29.1	49.2	28.0	28.0	46.4	0.0	0.0	42.9	0.0	37.8
Incr Delay (d2), s/veh	53.7	28.0	28.0	23.0	76.1	128.1	7.9	0.0	0.0	20.7	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	25.4	26.7	3.5	38.6	48.4	4.4	0.0	0.0	10.1	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	104.6	57.0	57.1	72.1	104.1	156.1	54.3	0.0	0.0	63.7	0.0	38.6
LnGrp LOS	F	E	E	E	F	F	D	A	A	E	A	D
Approach Vol, veh/h		1729			2122			158				756
Approach Delay, s/veh		59.0			127.9			54.3				60.1
Approach LOS		E			F			D				E
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		17.0	12.2	53.3		25.0	9.5	56.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		25.0	8.8	47.7		20.5	5.0	51.5				
Max Q Clear Time (g_c+I1), s		11.9	8.0	49.9		21.0	6.2	53.5				
Green Ext Time (p_c), s		0.6	0.0	0.0		0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	89.7
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary  
 13: I-15 SB Ramps & Mojave Dr

2040 plus Project  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑↓	↑
Traffic Volume (veh/h)	0	1321	996	261	1538	0	0	0	0	73	0	541
Future Volume (veh/h)	0	1321	996	261	1538	0	0	0	0	73	0	541
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No		No						No		
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1362	1027	269	1586	0				50	0	585
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1656	728	311	2469	0				378	0	672
Arrive On Green	0.00	0.46	0.46	0.17	0.68	0.00				0.21	0.00	0.21
Sat Flow, veh/h	0	3705	1588	1810	3705	0				1810	0	3220
Grp Volume(v), veh/h	0	1362	1027	269	1586	0				50	0	585
Grp Sat Flow(s),veh/h/ln	0	1805	1588	1810	1805	0				1810	0	1610
Q Serve(g_s), s	0.0	27.5	38.5	12.1	20.8	0.0				1.9	0.0	14.7
Cycle Q Clear(g_c), s	0.0	27.5	38.5	12.1	20.8	0.0				1.9	0.0	14.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1656	728	311	2469	0				378	0	672
V/C Ratio(X)	0.00	0.82	1.41	0.87	0.64	0.00				0.13	0.00	0.87
Avail Cap(c_a), veh/h	0	1656	728	399	2645	0				420	0	748
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	19.8	22.7	33.8	7.5	0.0				27.0	0.0	32.1
Incr Delay (d2), s/veh	0.0	3.5	192.6	14.7	0.5	0.0				0.2	0.0	10.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr0.0		10.9	51.5	6.3	5.9	0.0				0.8	0.0	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	23.2	215.4	48.5	8.0	0.0				27.2	0.0	42.2
LnGrp LOS	A	C	F	D	A	A				C	A	D
Approach Vol, veh/h		2389			1855					635		
Approach Delay, s/veh		105.8			13.8					41.0		
Approach LOS		F			B					D		
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			18.9	43.0		22.0		61.9				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			18.5	38.5		19.5		61.5				
Max Q Clear Time (g_c+I1), s			14.1	40.5		16.7		22.8				
Green Ext Time (p_c), s			0.3	0.0		0.8		16.4				

Intersection Summary

HCM 6th Ctrl Delay	62.4
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary  
 14: I-15 NB Ramps & Mojave Dr

2040 plus Project  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗	↘	↕	↗			
Traffic Volume (veh/h)	519	876	0	0	1026	42	773	0	199	0	0	0
Future Volume (veh/h)	519	876	0	0	1026	42	773	0	199	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1900	1900	0	0	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	541	912	0	0	1069	44	869	0	138			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0			
Cap, veh/h	463	2282	0	0	1174	516	961	0	427			
Arrive On Green	0.26	0.63	0.00	0.00	0.33	0.33	0.27	0.00	0.27			
Sat Flow, veh/h	1810	3705	0	0	3705	1585	3619	0	1610			
Grp Volume(v), veh/h	541	912	0	0	1069	44	869	0	138			
Grp Sat Flow(s),veh/h/ln	1810	1805	0	0	1805	1585	1810	0	1610			
Q Serve(g_s), s	22.5	10.9	0.0	0.0	25.0	1.7	20.4	0.0	6.1			
Cycle Q Clear(g_c), s	22.5	10.9	0.0	0.0	25.0	1.7	20.4	0.0	6.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	463	2282	0	0	1174	516	961	0	427			
V/C Ratio(X)	1.17	0.40	0.00	0.00	0.91	0.09	0.90	0.00	0.32			
Avail Cap(c_a), veh/h	463	2319	0	0	1211	532	1008	0	449			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	32.7	8.0	0.0	0.0	28.5	20.6	31.2	0.0	25.9			
Incr Delay (d2), s/veh	97.0	0.1	0.0	0.0	10.2	0.1	11.0	0.0	0.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	11.7	3.5	0.0	0.0	11.6	0.6	9.8	0.0	2.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	129.7	8.1	0.0	0.0	38.6	20.7	42.3	0.0	26.4			
LnGrp LOS	F	A	A	A	D	C	D	A	C			
Approach Vol, veh/h		1453			1113			1007				
Approach Delay, s/veh		53.4			37.9			40.1				
Approach LOS		D			D			D				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		27.8		60.1			27.0	33.1				
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5				
Max Green Setting (Gmax), s		24.5		56.5			22.5	29.5				
Max Q Clear Time (g_c+I1), s		22.4		12.9			24.5	27.0				
Green Ext Time (p_c), s		0.9		7.3			0.0	1.6				

Intersection Summary

HCM 6th Ctrl Delay	44.8
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Intersection						
Int Delay, s/veh	12.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	532	108	2	2	16
Future Vol, veh/h	50	532	108	2	2	16
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	-	100	-	-	-
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	54	578	117	2	2	17

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	247	11	19	0	0
Stage 1	11	-	-	-	-
Stage 2	236	-	-	-	-
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	746	1076	1611	-	-
Stage 1	1017	-	-	-	-
Stage 2	808	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	692	1076	1611	-	-
Mov Cap-2 Maneuver	704	-	-	-	-
Stage 1	943	-	-	-	-
Stage 2	808	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.9	7.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1611	-	1029	-	-
HCM Lane V/C Ratio	0.073	-	0.615	-	-
HCM Control Delay (s)	7.4	-	13.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	4.4	-	-



Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	2	42	6	108	532	2
Future Vol, veh/h	2	42	6	108	532	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
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	2	46	7	117	578	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	710	579	580	0	-	0
Stage 1	579	-	-	-	-	-
Stage 2	131	-	-	-	-	-
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	403	519	1004	-	-	-
Stage 1	564	-	-	-	-	-
Stage 2	900	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	400	519	1004	-	-	-
Mov Cap-2 Maneuver	400	-	-	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	900	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.8	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1004	-	512	-	-
HCM Lane V/C Ratio	0.006	-	0.093	-	-
HCM Control Delay (s)	8.6	-	12.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-



Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	241	206	10	0	4
Future Vol, veh/h	0	241	206	10	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	262	224	11	0	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	118
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0 918
Stage 1	0	-	-	-	0 -
Stage 2	0	-	-	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	918
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	918
HCM Lane V/C Ratio	-	-	-	0.005
HCM Control Delay (s)	-	-	-	8.9
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	24	98	6	4	22
Future Vol, veh/h	0	24	98	6	4	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	26	107	7	4	24

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	143	111	0	0	114	0
Stage 1	111	-	-	-	-	-
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	854	948	-	-	1488	-
Stage 1	919	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	851	948	-	-	1488	-
Mov Cap-2 Maneuver	851	-	-	-	-	-
Stage 1	919	-	-	-	-	-
Stage 2	993	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	1.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	948	1488
HCM Lane V/C Ratio	-	-	0.028	0.003
HCM Control Delay (s)	-	-	8.9	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	22	84	38	16	4
Future Vol, veh/h	22	22	84	38	16	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	24	24	91	41	17	4

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	150	112	0	0	132
Stage 1	112	-	-	-	-
Stage 2	38	-	-	-	-
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	847	947	-	-	1466
Stage 1	918	-	-	-	-
Stage 2	990	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	837	947	-	-	1466
Mov Cap-2 Maneuver	837	-	-	-	-
Stage 1	918	-	-	-	-
Stage 2	978	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	889	1466
HCM Lane V/C Ratio	-	-	0.054	0.012
HCM Control Delay (s)	-	-	9.3	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	56	46	52	6	20
Future Vol, veh/h	0	56	46	52	6	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	61	50	57	7	22

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	115	79	0	0	107	0
Stage 1	79	-	-	-	-	-
Stage 2	36	-	-	-	-	-
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	886	987	-	-	1497	-
Stage 1	949	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	882	987	-	-	1497	-
Mov Cap-2 Maneuver	882	-	-	-	-	-
Stage 1	949	-	-	-	-	-
Stage 2	987	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	1.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	987	1497
HCM Lane V/C Ratio	-	-	0.062	0.004
HCM Control Delay (s)	-	-	8.9	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection						
Int Delay, s/veh	4.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	132	129	0	12	27
Future Vol, veh/h	0	132	129	0	12	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	143	140	0	13	29

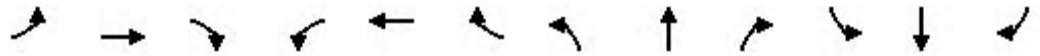
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	195	140	0	0	140	0
Stage 1	140	-	-	-	-	-
Stage 2	55	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	798	913	-	-	1456	-
Stage 1	892	-	-	-	-	-
Stage 2	973	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	791	913	-	-	1456	-
Mov Cap-2 Maneuver	791	-	-	-	-	-
Stage 1	892	-	-	-	-	-
Stage 2	964	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	2.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	913	1456
HCM Lane V/C Ratio	-	-	0.157	0.009
HCM Control Delay (s)	-	-	9.7	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0

HCM 6th Signalized Intersection Summary  
 3: US-395 & Mojave Dr

2026 plus Project - Improvement  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	677	87	241	494	432	52	917	470	309	555	23
Future Volume (veh/h)	47	677	87	241	494	432	52	917	470	309	555	23
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		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	49	705	91	251	515	450	54	955	490	322	578	24
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	65	883	394	248	1247	822	70	1023	456	299	1447	60
Arrive On Green	0.04	0.24	0.24	0.14	0.35	0.35	0.04	0.28	0.28	0.17	0.41	0.41
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	3610	1610	1810	3530	146
Grp Volume(v), veh/h	49	705	91	251	515	450	54	955	490	322	295	307
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1610	1810	1805	1871
Q Serve(g_s), s	2.8	19.4	4.8	14.5	11.5	20.1	3.1	27.3	30.0	17.5	12.2	12.3
Cycle Q Clear(g_c), s	2.8	19.4	4.8	14.5	11.5	20.1	3.1	27.3	30.0	17.5	12.2	12.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	65	883	394	248	1247	822	70	1023	456	299	740	767
V/C Ratio(X)	0.75	0.80	0.23	1.01	0.41	0.55	0.77	0.93	1.07	1.08	0.40	0.40
Avail Cap(c_a), veh/h	120	1364	608	248	1619	988	154	1023	456	299	740	767
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	50.6	37.6	32.0	45.7	26.5	17.6	50.4	37.0	37.9	44.2	22.0	22.1
Incr Delay (d2), s/veh	15.8	1.9	0.3	60.6	0.2	0.6	16.1	14.8	63.4	74.0	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	8.4	1.8	10.3	4.6	6.6	1.7	13.2	18.9	13.5	4.8	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.4	39.5	32.3	106.2	26.7	18.2	66.5	51.8	101.4	118.2	22.4	22.4
LnGrp LOS	E	D	C	F	C	B	E	D	F	F	C	C
Approach Vol, veh/h		845			1216			1499			924	
Approach Delay, s/veh		40.3			40.0			68.6			55.8	
Approach LOS		D			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	34.5	19.0	30.4	8.6	47.9	8.3	41.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	17.5	30.0	14.5	40.0	9.0	38.5	7.0	47.5				
Max Q Clear Time (g_c+I1), s	19.5	32.0	16.5	21.4	5.1	14.3	4.8	13.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	4.5	0.0	3.1	0.0	1.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				52.8								
HCM 6th LOS				D								

HCM 6th Signalized Intersection Summary  
4: US-395 & SR-18

2026 plus Project - Improvement  
Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖↗	↖↗	↖	↖↗↗	↖↗↗		↖	↖↗	↖
Traffic Volume (veh/h)	153	762	388	159	489	184	352	950	199	148	615	60
Future Volume (veh/h)	153	762	388	159	489	184	352	950	199	148	615	60
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		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	158	786	400	164	504	190	363	979	205	153	634	62
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	187	783	397	196	1048	462	387	1531	320	181	873	384
Arrive On Green	0.10	0.34	0.34	0.06	0.29	0.29	0.21	0.36	0.36	0.10	0.24	0.24
Sat Flow, veh/h	1810	2319	1175	3510	3610	1590	1810	4297	898	1810	3610	1585
Grp Volume(v), veh/h	158	611	575	164	504	190	363	787	397	153	634	62
Grp Sat Flow(s),veh/h/ln	1810	1805	1689	1755	1805	1590	1810	1729	1737	1810	1805	1585
Q Serve(g_s), s	10.3	40.5	40.5	5.5	13.8	11.5	23.6	22.7	22.8	10.0	19.4	3.7
Cycle Q Clear(g_c), s	10.3	40.5	40.5	5.5	13.8	11.5	23.6	22.7	22.8	10.0	19.4	3.7
Prop In Lane	1.00		0.70	1.00		1.00	1.00		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	187	610	571	196	1048	462	387	1232	619	181	873	384
V/C Ratio(X)	0.84	1.00	1.01	0.84	0.48	0.41	0.94	0.64	0.64	0.85	0.73	0.16
Avail Cap(c_a), veh/h	279	610	571	196	1048	462	390	1232	619	213	873	384
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(l)	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	52.8	39.7	39.7	56.0	35.1	34.3	46.3	32.2	32.2	53.1	41.8	35.8
Incr Delay (d2), s/veh	13.9	37.0	39.5	25.7	0.3	0.6	30.0	1.1	2.2	23.1	5.2	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	5.2	22.9	21.8	3.1	5.8	4.3	13.3	9.1	9.3	5.5	8.8	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.7	76.6	79.2	81.7	35.4	34.9	76.3	33.3	34.4	76.2	47.0	36.7
LnGrp LOS	E	F	F	F	D	C	E	C	C	E	D	D
Approach Vol, veh/h		1344			858			1547			849	
Approach Delay, s/veh		76.6			44.2			43.7			51.5	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.5	47.2	11.2	45.0	30.2	33.5	16.9	39.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	4.5	40.7	6.7	40.5	25.8	29.0	18.5	28.7				
Max Q Clear Time (g_c+1/2g), s	4.5	24.8	7.5	42.5	25.6	21.4	12.3	15.8				
Green Ext Time (p_c), s	0.1	6.3	0.0	0.0	0.0	2.3	0.2	2.9				

Intersection Summary

HCM 6th Ctrl Delay	54.8
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary  
6: Topaz Rd & Mojave Dr

2026 plus Project - Improvement  
Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	1357	1	0	1451	181	1	0	0	49	0	8
Future Volume (veh/h)	38	1357	1	0	1451	181	1	0	0	49	0	8
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		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	1475	1	0	1577	197	1	0	0	53	0	9
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	75	2808	2	3	2068	255	247	0	0	249	164	139
Arrive On Green	0.04	0.76	0.76	0.00	0.64	0.64	0.09	0.00	0.00	0.09	0.00	0.09
Sat Flow, veh/h	1810	3702	3	1810	3235	398	1428	0	0	1440	1900	1610
Grp Volume(v), veh/h	41	719	757	0	870	904	1	0	0	53	0	9
Grp Sat Flow(s),veh/h/ln	1810	1805	1900	1810	1805	1828	1428	0	0	1440	1900	1610
Q Serve(g_s), s	1.3	9.3	9.3	0.0	19.5	20.5	0.0	0.0	0.0	2.0	0.0	0.3
Cycle Q Clear(g_c), s	1.3	9.3	9.3	0.0	19.5	20.5	0.0	0.0	0.0	2.0	0.0	0.3
Prop In Lane	1.00		0.00	1.00		0.22	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	75	1369	1441	3	1154	1169	247	0	0	249	164	139
V/C Ratio(X)	0.54	0.53	0.53	0.00	0.75	0.77	0.00	0.00	0.00	0.21	0.00	0.06
Avail Cap(c_a), veh/h	172	1619	1704	156	1604	1624	605	0	0	609	639	542
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	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.2	2.8	2.8	0.0	7.3	7.5	24.2	0.0	0.0	25.1	0.0	24.3
Incr Delay (d2), s/veh	6.0	0.3	0.3	0.0	1.3	1.6	0.0	0.0	0.0	0.4	0.0	0.2
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/lr	0.6	0.1	0.1	0.0	3.5	3.8	0.0	0.0	0.0	0.7	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.2	3.1	3.1	0.0	8.6	9.0	24.2	0.0	0.0	25.5	0.0	24.5
LnGrp LOS	C	A	A	A	A	A	C	A	A	C	A	C
Approach Vol, veh/h		1517			1774			1			62	
Approach Delay, s/veh		3.9			8.8			24.2			25.4	
Approach LOS		A			A			C			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		9.5	0.0	48.5		9.5	6.9	41.5				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		19.5	5.0	52.0		19.5	5.5	51.5				
Max Q Clear Time (g_c+I1), s		2.0	0.0	11.3		4.0	3.3	22.5				
Green Ext Time (p_c), s		0.0	0.0	11.7		0.1	0.0	14.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				6.9								
HCM 6th LOS				A								



HCM 6th Signalized Intersection Summary  
7: Diamond Rd & Mojave Dr

2026 plus Project - Improvement  
Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	1334	40	40	1590	16	20	0	81	10	0	24
Future Volume (veh/h)	30	1334	40	40	1590	16	20	0	81	10	0	24
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	33	1450	43	43	1728	17	22	0	88	11	0	26
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	65	2217	989	78	2277	22	98	11	137	111	23	124
Arrive On Green	0.04	0.61	0.61	0.04	0.62	0.62	0.11	0.00	0.11	0.11	0.00	0.11
Sat Flow, veh/h	1810	3610	1610	1810	3663	36	214	105	1276	279	213	1162
Grp Volume(v), veh/h	33	1450	43	43	851	894	110	0	0	37	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1894	1595	0	0	1654	0	0
Q Serve(g_s), s	1.0	14.8	0.6	1.3	19.3	19.4	1.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.0	14.8	0.6	1.3	19.3	19.4	3.7	0.0	0.0	1.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.20		0.80	0.30		0.70
Lane Grp Cap(c), veh/h	65	2217	989	78	1122	1177	246	0	0	259	0	0
V/C Ratio(X)	0.51	0.65	0.04	0.55	0.76	0.76	0.45	0.00	0.00	0.14	0.00	0.00
Avail Cap(c_a), veh/h	174	3193	1424	199	1622	1701	611	0	0	612	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.1	7.1	4.4	26.9	7.8	7.8	24.5	0.0	0.0	23.4	0.0	0.0
Incr Delay (d2), s/veh	6.1	0.3	0.0	5.9	1.3	1.2	1.3	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.7	0.1	0.6	3.6	3.8	1.4	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.3	7.5	4.4	32.8	9.0	9.0	25.8	0.0	0.0	23.6	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	C	A	A	C	A	A
Approach Vol, veh/h		1526			1788			110			37	
Approach Delay, s/veh		7.9			9.6			25.8			23.6	
Approach LOS		A			A			C			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		10.6	7.0	39.7		10.6	6.5	40.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		19.5	6.3	50.7		19.5	5.5	51.5				
Max Q Clear Time (g_c+I1), s		5.7	3.3	16.8		3.1	3.0	21.4				
Green Ext Time (p_c), s		0.4	0.0	12.3		0.1	0.0	14.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				9.5								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary  
8: Cobalt Rd & Mojave Dr

2026 plus Project - Improvement  
Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑ ↗			↖ ↑↑↑ ↗		↖		↖	↖		↖	↖
Traffic Volume (veh/h)	321	995	88	23	1223	305	37	133	36	192	38	385
Future Volume (veh/h)	321	995	88	23	1223	305	37	133	36	192	38	385
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		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	387	1199	106	28	1473	367	45	160	43	231	46	464
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	354	2100	186	46	1362	420	55	196	213	393	78	415
Arrive On Green	0.20	0.43	0.43	0.03	0.26	0.26	0.13	0.13	0.13	0.26	0.26	0.26
Sat Flow, veh/h	1810	4850	429	1810	5187	1601	413	1467	1599	1521	303	1605
Grp Volume(v), veh/h	387	855	450	28	1473	367	205	0	43	277	0	464
Grp Sat Flow(s),veh/h/ln	1810	1729	1821	1810	1729	1601	1879	0	1599	1824	0	1605
Q Serve(g_s), s	23.5	22.3	22.3	1.8	31.5	26.3	12.7	0.0	2.9	15.9	0.0	31.0
Cycle Q Clear(g_c), s	23.5	22.3	22.3	1.8	31.5	26.3	12.7	0.0	2.9	15.9	0.0	31.0
Prop In Lane	1.00		0.24	1.00		1.00	0.22		1.00	0.83		1.00
Lane Grp Cap(c), veh/h	354	1497	789	46	1362	420	251	0	213	471	0	415
V/C Ratio(X)	1.09	0.57	0.57	0.61	1.08	0.87	0.82	0.00	0.20	0.59	0.00	1.12
Avail Cap(c_a), veh/h	354	1497	789	92	1362	420	251	0	213	471	0	415
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.3	25.6	25.6	57.9	44.2	42.3	50.6	0.0	46.3	38.9	0.0	44.5
Incr Delay (d2), s/veh	74.8	0.5	1.0	12.5	49.8	18.0	24.8	0.0	2.1	5.3	0.0	80.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	8.6	9.1	1.0	18.9	11.9	7.7	0.0	1.2	7.8	0.0	20.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	123.1	26.1	26.6	70.4	94.0	60.3	75.4	0.0	48.4	44.2	0.0	125.3
LnGrp LOS	F	C	C	E	F	E	E	A	D	D	A	F
Approach Vol, veh/h	1692				1868		248		741			
Approach Delay, s/veh	48.4				87.0		70.7		95.0			
Approach LOS	D				F		E		F			
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	20.5		7.5		56.5		35.5		28.0		36.0	
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5		4.5		4.5	
Max Green Setting (Gmax), s	16.0		6.1		48.9		31.0		23.5		31.5	
Max Q Clear Time (g_c+I1), s	14.7		3.8		24.3		17.9		25.5		33.5	
Green Ext Time (p_c), s	0.1		0.0		8.4		0.4		0.0		0.0	
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			73.1									
HCM 6th LOS			E									

HCM 6th Signalized Intersection Summary  
 10: Evado Rd & Mojave Dr

2026 plus Project - Improvement  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑↑	↗	↘	↑	↗	↘	↑	↗
Traffic Volume (veh/h)	189	936	150	105	1157	214	102	337	165	268	323	151
Future Volume (veh/h)	189	936	150	105	1157	214	102	337	165	268	323	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	199	985	158	111	1218	225	107	355	174	282	340	159
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	228	1143	501	137	1381	426	134	526	443	312	713	594
Arrive On Green	0.13	0.32	0.32	0.08	0.27	0.27	0.07	0.28	0.28	0.17	0.38	0.38
Sat Flow, veh/h	1810	3610	1582	1810	5187	1601	1810	1900	1600	1810	1900	1582
Grp Volume(v), veh/h	199	985	158	111	1218	225	107	355	174	282	340	159
Grp Sat Flow(s),veh/h/ln	1810	1805	1582	1810	1729	1601	1810	1900	1600	1810	1900	1582
Q Serve(g_s), s	12.3	29.2	8.6	6.9	25.6	13.7	6.6	18.9	10.0	17.4	15.5	7.9
Cycle Q Clear(g_c), s	12.3	29.2	8.6	6.9	25.6	13.7	6.6	18.9	10.0	17.4	15.5	7.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	228	1143	501	137	1381	426	134	526	443	312	713	594
V/C Ratio(X)	0.87	0.86	0.32	0.81	0.88	0.53	0.80	0.67	0.39	0.90	0.48	0.27
Avail Cap(c_a), veh/h	262	1180	517	172	1436	443	231	526	443	358	713	594
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(l)	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	48.8	36.6	29.5	51.7	40.0	35.6	51.8	36.6	33.4	46.1	27.0	24.7
Incr Delay (d2), s/veh	23.5	6.6	0.4	19.9	6.6	1.1	10.3	6.8	2.6	23.4	2.3	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	6.8	13.1	3.2	3.8	11.1	5.2	3.3	9.3	4.0	9.5	7.1	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.3	43.1	29.9	71.6	46.6	36.7	62.2	43.4	36.0	69.6	29.3	25.8
LnGrp LOS	E	D	C	E	D	D	E	D	D	E	C	C
Approach Vol, veh/h		1342			1554			636			781	
Approach Delay, s/veh		45.9			47.0			44.5			43.1	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.1	36.0	13.1	40.5	12.9	47.2	18.9	34.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	27.5	31.5	10.8	37.2	14.5	39.5	16.5	31.5				
Max Q Clear Time (g_c+1/19), s	19.4	20.9	8.9	31.2	8.6	17.5	14.3	27.6				
Green Ext Time (p_c), s	0.2	1.8	0.0	3.2	0.1	2.2	0.1	2.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			45.6									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary  
 11: Amargosa Rd & Mojave Dr

2026 plus Project - Improvement  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑		↖	↑↑	↗	↖	↑	↗
Traffic Volume (veh/h)	99	1075	253	190	1246	93	151	296	198	109	373	80
Future Volume (veh/h)	99	1075	253	190	1246	93	151	296	198	109	373	80
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		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	105	1144	269	202	1326	99	161	315	211	116	397	85
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	133	1384	429	237	1597	119	194	1233	547	146	599	505
Arrive On Green	0.07	0.27	0.27	0.13	0.32	0.32	0.11	0.34	0.34	0.08	0.32	0.32
Sat Flow, veh/h	1810	5187	1607	1810	4923	368	1810	3610	1603	1810	1900	1603
Grp Volume(v), veh/h	105	1144	269	202	931	494	161	315	211	116	397	85
Grp Sat Flow(s),veh/h/ln	1810	1729	1607	1810	1729	1833	1810	1805	1603	1810	1900	1603
Q Serve(g_s), s	5.7	20.7	14.7	10.9	24.9	24.9	8.7	6.3	10.0	6.3	18.1	3.8
Cycle Q Clear(g_c), s	5.7	20.7	14.7	10.9	24.9	24.9	8.7	6.3	10.0	6.3	18.1	3.8
Prop In Lane	1.00		1.00	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	133	1384	429	237	1122	595	194	1233	547	146	599	505
V/C Ratio(X)	0.79	0.83	0.63	0.85	0.83	0.83	0.83	0.26	0.39	0.79	0.66	0.17
Avail Cap(c_a), veh/h	176	1479	458	317	1255	666	262	1233	547	262	599	505
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	45.6	34.5	32.3	42.5	31.2	31.2	43.7	23.7	25.0	45.1	29.6	24.8
Incr Delay (d2), s/veh	16.3	3.8	2.5	15.5	4.4	8.0	14.9	0.5	2.0	9.3	5.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	8.6	5.7	5.7	10.2	11.4	4.5	2.6	3.8	3.1	8.6	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.9	38.3	34.7	58.0	35.6	39.2	58.6	24.2	27.0	54.4	35.4	25.5
LnGrp LOS	E	D	C	E	D	D	E	C	C	D	D	C
Approach Vol, veh/h		1518			1627			687			598	
Approach Delay, s/veh		39.3			39.5			33.2			37.7	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.6	38.6	17.6	31.2	15.2	36.0	11.8	36.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	14.5	31.5	17.5	28.5	14.5	31.5	9.7	36.3				
Max Q Clear Time (g_c+I), s	10.3	12.0	12.9	22.7	10.7	20.1	7.7	26.9				
Green Ext Time (p_c), s	0.1	2.3	0.2	3.6	0.1	1.8	0.0	5.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											38.2	
HCM 6th LOS											D	

HCM 6th Signalized Intersection Summary  
 12: Village Dr & Mojave Dr

2026 plus Project - Improvement  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1290	15	49	1429	508	32	22	121	650	50	76
Future Volume (veh/h)	50	1290	15	49	1429	508	32	22	121	650	50	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	53	1358	16	52	1504	535	34	23	127	722	0	80
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	68	1943	23	67	1406	468	54	37	78	779	0	341
Arrive On Green	0.04	0.53	0.53	0.04	0.53	0.53	0.05	0.05	0.05	0.22	0.00	0.22
Sat Flow, veh/h	1810	3653	43	1810	2646	881	1101	744	1581	3619	0	1583
Grp Volume(v), veh/h	53	671	703	52	993	1046	57	0	127	722	0	80
Grp Sat Flow(s),veh/h/ln	1810	1805	1891	1810	1805	1723	1845	0	1581	1810	0	1583
Q Serve(g_s), s	3.1	29.9	30.0	3.1	57.5	57.5	3.3	0.0	5.3	21.2	0.0	4.5
Cycle Q Clear(g_c), s	3.1	29.9	30.0	3.1	57.5	57.5	3.3	0.0	5.3	21.2	0.0	4.5
Prop In Lane	1.00		0.02	1.00		0.51	0.60		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	68	960	1006	67	959	915	91	0	78	779	0	341
V/C Ratio(X)	0.77	0.70	0.70	0.77	1.04	1.14	0.63	0.00	1.64	0.93	0.00	0.23
Avail Cap(c_a), veh/h	84	960	1006	105	959	915	273	0	234	786	0	344
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.6	18.9	18.9	51.6	25.4	25.4	50.5	0.0	51.4	41.6	0.0	35.1
Incr Delay (d2), s/veh	29.6	2.3	2.2	16.9	38.7	77.2	7.0	0.0	302.1	16.9	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	12.0	12.6	1.7	32.3	40.6	1.6	0.0	8.6	10.8	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.2	21.1	21.0	68.5	64.0	102.5	57.5	0.0	353.5	58.5	0.0	35.4
LnGrp LOS	F	C	C	E	F	F	E	A	F	E	A	D
Approach Vol, veh/h		1427			2091			184			802	
Approach Delay, s/veh		23.3			83.4			261.8			56.2	
Approach LOS		C			F			F			E	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		9.8	8.5	62.1		27.8	8.6	62.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		16.0	6.3	56.2		23.5	5.0	57.5				
Max Q Clear Time (g_c+I1), s		5.3	5.1	32.0		23.2	5.1	59.5				
Green Ext Time (p_c), s		0.0	0.0	10.0		0.1	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	66.8
HCM 6th LOS	E

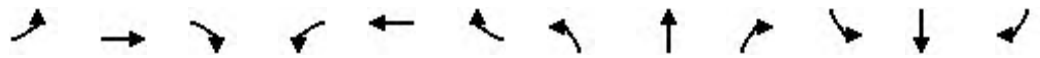
Notes

User approved volume balancing among the lanes for turning movement.



HCM 6th Signalized Intersection Summary  
 3: US-395 & Mojave Dr

2026 plus Project - Improvement  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑	↗	↘	↑↑	↗	↘	↑↑	↗
Traffic Volume (veh/h)	37	336	88	244	506	336	104	712	319	532	865	33
Future Volume (veh/h)	37	336	88	244	506	336	104	712	319	532	865	33
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	40	365	96	265	550	365	113	774	347	578	940	36
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	64	554	247	233	891	803	144	954	426	456	1549	59
Arrive On Green	0.04	0.15	0.15	0.13	0.25	0.25	0.08	0.26	0.26	0.25	0.44	0.44
Sat Flow, veh/h	1810	3610	1607	1810	3610	1608	1810	3610	1610	1810	3545	136
Grp Volume(v), veh/h	40	365	96	265	550	365	113	774	347	578	479	497
Grp Sat Flow(s),veh/h/ln	1810	1805	1607	1810	1805	1608	1810	1805	1610	1810	1805	1876
Q Serve(g_s), s	1.9	8.5	4.8	11.5	12.1	13.1	5.5	17.9	18.0	22.5	18.1	18.1
Cycle Q Clear(g_c), s	1.9	8.5	4.8	11.5	12.1	13.1	5.5	17.9	18.0	22.5	18.1	18.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	64	554	247	233	891	803	144	954	426	456	789	819
V/C Ratio(X)	0.63	0.66	0.39	1.14	0.62	0.45	0.79	0.81	0.82	1.27	0.61	0.61
Avail Cap(c_a), veh/h	138	1617	720	233	1807	1210	225	1132	505	456	796	827
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.5	35.6	34.0	38.9	29.9	14.5	40.4	30.8	30.8	33.4	19.3	19.3
Incr Delay (d2), s/veh	9.7	1.3	1.0	101.0	0.7	0.4	9.3	3.9	8.6	137.0	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.6	1.8	11.2	4.8	4.1	2.6	7.5	7.3	26.2	6.8	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	37.0	35.0	139.9	30.6	14.9	49.6	34.7	39.4	170.5	20.6	20.5
LnGrp LOS	D	D	D	F	C	B	D	C	D	F	C	C
Approach Vol, veh/h		501			1180			1234			1554	
Approach Delay, s/veh		37.8			50.3			37.4			76.3	
Approach LOS		D			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.0	28.1	16.0	18.2	11.6	43.5	7.6	26.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	22.5	28.0	11.5	40.0	11.1	39.4	6.8	44.7				
Max Q Clear Time (g_c+I1), s	24.5	20.0	13.5	10.5	7.5	20.1	3.9	14.1				
Green Ext Time (p_c), s	0.0	3.6	0.0	2.5	0.1	5.2	0.0	1.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			54.4									
HCM 6th LOS			D									



HCM 6th Signalized Intersection Summary  
4: US-395 & SR-18

2026 plus Project - Improvement  
Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗		↘	↗	↘	↘	↗		↘	↗	↘
Traffic Volume (veh/h)	137	647	388	297	788	202	346	893	140	184	790	103
Future Volume (veh/h)	137	647	388	297	788	202	346	893	140	184	790	103
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		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	141	667	400	306	812	208	357	921	144	190	814	106
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	168	643	385	340	1084	484	382	1520	237	218	886	395
Arrive On Green	0.09	0.30	0.30	0.10	0.30	0.30	0.21	0.34	0.34	0.12	0.25	0.25
Sat Flow, veh/h	1810	2171	1300	3510	3610	1610	1810	4525	705	1810	3610	1608
Grp Volume(v), veh/h	141	555	512	306	812	208	357	703	362	190	814	106
Grp Sat Flow(s),veh/h/ln	1810	1805	1666	1755	1805	1610	1810	1729	1772	1810	1805	1608
Q Serve(g_s), s	9.2	35.5	35.5	10.3	24.3	12.4	23.2	20.3	20.4	12.4	26.3	6.4
Cycle Q Clear(g_c), s	9.2	35.5	35.5	10.3	24.3	12.4	23.2	20.3	20.4	12.4	26.3	6.4
Prop In Lane	1.00		0.78	1.00		1.00	1.00		0.40	1.00		1.00
Lane Grp Cap(c), veh/h	168	535	494	340	1084	484	382	1161	595	218	886	395
V/C Ratio(X)	0.84	1.04	1.04	0.90	0.75	0.43	0.94	0.61	0.61	0.87	0.92	0.27
Avail Cap(c_a), veh/h	195	535	494	340	1084	484	385	1161	595	254	886	395
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	53.4	42.1	42.1	53.5	37.8	33.7	46.4	33.2	33.2	51.7	44.0	36.5
Incr Delay (d2), s/veh	23.7	48.7	50.6	25.6	2.9	0.6	29.8	0.9	1.8	23.9	16.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	22.0	20.5	5.6	10.5	4.7	13.0	8.1	8.5	6.8	13.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.2	90.8	92.7	79.1	40.7	34.3	76.3	34.1	35.0	75.6	60.0	38.2
LnGrp LOS	E	F	F	E	D	C	E	C	C	E	E	D
Approach Vol, veh/h		1208			1326			1422			1110	
Approach Delay, s/veh		90.0			48.6			44.9			60.6	
Approach LOS		F			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	48.9	44.7	16.1	40.0	29.8	33.9	15.6	40.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	16.8	38.1	11.6	35.5	25.5	29.4	12.9	34.2				
Max Q Clear Time (g_c+1/4), s	14.4	22.4	12.3	37.5	25.2	28.3	11.2	26.3				
Green Ext Time (p_c), s	0.1	5.5	0.0	0.0	0.0	0.6	0.1	3.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											60.1	
HCM 6th LOS											E	



HCM 6th Signalized Intersection Summary  
6: Topaz Rd & Mojave Dr

2026 plus Project - Improvement  
Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1302	1	2	1056	48	1	0	0	243	0	42
Future Volume (veh/h)	10	1302	1	2	1056	48	1	0	0	243	0	42
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		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	11	1329	1	2	1078	52	1	0	0	264	0	46
Peak Hour Factor	0.92	0.98	0.98	0.98	0.98	0.92	0.98	0.92	0.98	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	26	1841	1	5	1704	82	461	0	0	475	436	369
Arrive On Green	0.01	0.50	0.50	0.00	0.49	0.49	0.23	0.00	0.00	0.23	0.00	0.23
Sat Flow, veh/h	1810	3702	3	1810	3506	169	1381	0	0	1440	1900	1610
Grp Volume(v), veh/h	11	648	682	2	555	575	1	0	0	264	0	46
Grp Sat Flow(s),veh/h/ln	1810	1805	1899	1810	1805	1870	1381	0	0	1440	1900	1610
Q Serve(g_s), s	0.3	14.0	14.0	0.1	11.4	11.4	0.0	0.0	0.0	8.6	0.0	1.1
Cycle Q Clear(g_c), s	0.3	14.0	14.0	0.1	11.4	11.4	0.0	0.0	0.0	8.6	0.0	1.1
Prop In Lane	1.00		0.00	1.00		0.09	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	26	898	945	5	877	909	461	0	0	475	436	369
V/C Ratio(X)	0.43	0.72	0.72	0.40	0.63	0.63	0.00	0.00	0.00	0.56	0.00	0.12
Avail Cap(c_a), veh/h	185	1537	1618	185	1537	1592	944	0	0	978	1100	932
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.4	9.8	9.8	24.8	9.5	9.5	14.8	0.0	0.0	18.1	0.0	15.3
Incr Delay (d2), s/veh	10.9	1.1	1.1	45.4	0.8	0.7	0.0	0.0	0.0	1.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	0.2	3.2	3.4	0.1	2.7	2.8	0.0	0.0	0.0	2.7	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.3	10.9	10.9	70.2	10.3	10.3	14.8	0.0	0.0	19.2	0.0	15.4
LnGrp LOS	D	B	B	E	B	B	B	A	A	B	A	B
Approach Vol, veh/h		1341			1132			1			310	
Approach Delay, s/veh		11.1			10.4			14.8			18.6	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		15.9	4.6	29.3		15.9	5.2	28.8				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		28.9	5.1	42.5		28.9	5.1	42.5				
Max Q Clear Time (g_c+I1), s		2.0	2.1	16.0		10.6	2.3	13.4				
Green Ext Time (p_c), s		0.0	0.0	8.8		0.8	0.0	7.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				11.7								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary  
7: Diamond Rd & Mojave Dr

2026 plus Project - Improvement  
Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1503	34	31	1069	4	22	0	29	6	0	14
Future Volume (veh/h)	6	1503	34	31	1069	4	22	0	29	6	0	14
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	6	1534	35	32	1091	4	22	0	30	6	0	14
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	446	2389	1065	311	2441	9	179	26	110	144	28	136
Arrive On Green	0.66	0.66	0.66	0.66	0.66	0.66	0.12	0.00	0.12	0.12	0.00	0.12
Sat Flow, veh/h	523	3610	1610	333	3689	14	454	216	913	253	229	1125
Grp Volume(v), veh/h	6	1534	35	32	534	561	52	0	0	20	0	0
Grp Sat Flow(s),veh/h/ln	523	1805	1610	333	1805	1898	1583	0	0	1607	0	0
Q Serve(g_s), s	0.2	10.3	0.3	2.6	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.1	10.3	0.3	12.9	5.9	5.9	1.1	0.0	0.0	0.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	0.42		0.58	0.30		0.70
Lane Grp Cap(c), veh/h	446	2389	1065	311	1194	1256	315	0	0	307	0	0
V/C Ratio(X)	0.01	0.64	0.03	0.10	0.45	0.45	0.17	0.00	0.00	0.07	0.00	0.00
Avail Cap(c_a), veh/h	865	5278	2354	577	2639	2775	886	0	0	885	0	0
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.8	4.1	2.4	7.9	3.4	3.4	16.5	0.0	0.0	16.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.1	0.3	0.3	0.2	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	0.0	0.1	0.0	0.1	0.1	0.1	0.4	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.8	4.4	2.4	8.1	3.6	3.6	16.7	0.0	0.0	16.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		1575			1127			52			20	
Approach Delay, s/veh		4.4			3.7			16.7			16.3	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		9.5		31.9		9.5		31.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		20.5		60.5		20.5		60.5				
Max Q Clear Time (g_c+I1), s		3.1		12.3		2.4		14.9				
Green Ext Time (p_c), s		0.2		15.0		0.0		8.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				4.4								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary  
8: Cobalt Rd & Mojave Dr

2026 plus Project - Improvement  
Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑			↖ ↑↑↑		↖		↖	↖		↖	↖
Traffic Volume (veh/h)	76	1378	32	32	1018	93	17	17	16	56	20	91
Future Volume (veh/h)	76	1378	32	32	1018	93	17	17	16	56	20	91
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	83	1498	35	35	1107	101	18	18	17	61	22	99
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	107	1849	43	54	1689	523	149	149	259	390	141	466
Arrive On Green	0.06	0.35	0.35	0.03	0.33	0.33	0.16	0.16	0.16	0.29	0.29	0.29
Sat Flow, veh/h	1810	5214	122	1810	5187	1605	927	927	1610	1347	486	1610
Grp Volume(v), veh/h	83	994	539	35	1107	101	36	0	17	83	0	99
Grp Sat Flow(s),veh/h/ln	1810	1729	1878	1810	1729	1605	1854	0	1610	1833	0	1610
Q Serve(g_s), s	4.9	28.3	28.3	2.1	19.9	4.9	1.8	0.0	1.0	3.7	0.0	5.1
Cycle Q Clear(g_c), s	4.9	28.3	28.3	2.1	19.9	4.9	1.8	0.0	1.0	3.7	0.0	5.1
Prop In Lane	1.00		0.06	1.00		1.00	0.50		1.00	0.73		1.00
Lane Grp Cap(c), veh/h	107	1226	666	54	1689	523	298	0	259	530	0	466
V/C Ratio(X)	0.78	0.81	0.81	0.64	0.66	0.19	0.12	0.00	0.07	0.16	0.00	0.21
Avail Cap(c_a), veh/h	208	1477	802	108	1929	597	298	0	259	530	0	466
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.5	31.8	31.8	52.2	31.5	26.4	39.1	0.0	38.8	28.8	0.0	29.3
Incr Delay (d2), s/veh	11.4	2.9	5.3	12.1	0.7	0.2	0.8	0.0	0.5	0.6	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	11.3	12.7	1.1	7.8	1.8	0.9	0.0	0.4	1.7	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.0	34.8	37.1	64.3	32.1	26.6	39.9	0.0	39.2	29.4	0.0	30.3
LnGrp LOS	E	C	D	E	C	C	D	A	D	C	A	C
Approach Vol, veh/h	1616				1243		53		182			
Approach Delay, s/veh	36.9				32.6		39.7		29.9			
Approach LOS	D				C		D		C			
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	22.0		7.8		43.1		36.0		10.9		40.0	
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5		4.5		4.5	
Max Green Setting (Gmax), s	17.5		6.5		46.5		31.5		12.5		40.5	
Max Q Clear Time (g_c+I1), s	3.8		4.1		30.3		5.7		6.9		21.9	
Green Ext Time (p_c), s	0.1		0.0		8.3		0.2		0.1		6.9	
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			34.8									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary  
 10: Evado Rd & Mojave Dr

2026 plus Project - Improvement  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑↑	↗	↘	↑	↗	↘	↑	↗
Traffic Volume (veh/h)	90	1246	159	85	934	236	168	174	76	152	174	79
Future Volume (veh/h)	90	1246	159	85	934	236	168	174	76	152	174	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	93	1285	164	88	963	243	173	179	78	157	179	81
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	118	1401	617	111	1995	611	202	553	462	186	537	448
Arrive On Green	0.07	0.39	0.39	0.06	0.38	0.38	0.11	0.29	0.29	0.10	0.28	0.28
Sat Flow, veh/h	1810	3610	1589	1810	5187	1589	1810	1900	1588	1810	1900	1588
Grp Volume(v), veh/h	93	1285	164	88	963	243	173	179	78	157	179	81
Grp Sat Flow(s),veh/h/ln	1810	1805	1589	1810	1729	1589	1810	1900	1588	1810	1900	1588
Q Serve(g_s), s	5.8	38.9	8.1	5.5	16.1	12.8	10.8	8.5	4.2	9.8	8.6	4.4
Cycle Q Clear(g_c), s	5.8	38.9	8.1	5.5	16.1	12.8	10.8	8.5	4.2	9.8	8.6	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	118	1401	617	111	1995	611	202	553	462	186	537	448
V/C Ratio(X)	0.79	0.92	0.27	0.79	0.48	0.40	0.86	0.32	0.17	0.85	0.33	0.18
Avail Cap(c_a), veh/h	198	1459	642	134	1995	611	228	553	462	222	537	448
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(l)	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	53.0	33.4	24.0	53.3	26.8	25.7	50.2	31.9	30.4	50.7	32.7	31.2
Incr Delay (d2), s/veh	11.1	9.3	0.2	22.8	0.2	0.4	24.3	1.5	0.8	21.9	1.7	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	17.6	2.9	3.1	6.3	4.6	6.1	4.0	1.6	5.4	4.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.1	42.7	24.2	76.0	26.9	26.1	74.5	33.5	31.2	72.6	34.4	32.1
LnGrp LOS	E	D	C	E	C	C	E	C	C	E	C	C
Approach Vol, veh/h		1542			1294			430			417	
Approach Delay, s/veh		42.0			30.1			49.6			48.3	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.3	38.0	11.6	49.2	17.3	37.0	12.0	48.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	14.5	32.9	8.5	46.5	14.5	32.5	12.6	42.4				
Max Q Clear Time (g_c+fl), s	11.8	10.5	7.5	40.9	12.8	10.6	7.8	18.1				
Green Ext Time (p_c), s	0.1	1.0	0.0	3.8	0.1	1.0	0.1	7.3				

Intersection Summary

HCM 6th Ctrl Delay	39.4
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary  
 11: Amargosa Rd & Mojave Dr

2026 plus Project - Improvement  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑		↘	↑↑	↗	↘	↑	↗
Traffic Volume (veh/h)	56	1268	243	184	1032	103	252	443	188	54	385	42
Future Volume (veh/h)	56	1268	243	184	1032	103	252	443	188	54	385	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	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		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	60	1349	259	196	1098	110	268	471	200	57	410	45
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	78	1441	443	224	1715	172	297	1419	632	74	513	434
Arrive On Green	0.04	0.28	0.28	0.12	0.36	0.36	0.16	0.39	0.39	0.04	0.27	0.27
Sat Flow, veh/h	1810	5187	1595	1810	4788	479	1810	3610	1609	1810	1900	1608
Grp Volume(v), veh/h	60	1349	259	196	793	415	268	471	200	57	410	45
Grp Sat Flow(s),veh/h/ln	1810	1729	1595	1810	1729	1809	1810	1805	1609	1810	1900	1608
Q Serve(g_s), s	3.6	27.7	15.3	11.6	20.9	20.9	15.9	10.0	9.4	3.4	22.0	2.3
Cycle Q Clear(g_c), s	3.6	27.7	15.3	11.6	20.9	20.9	15.9	10.0	9.4	3.4	22.0	2.3
Prop In Lane	1.00		1.00	1.00		0.26	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	78	1441	443	224	1239	648	297	1419	632	74	513	434
V/C Ratio(X)	0.77	0.94	0.58	0.88	0.64	0.64	0.90	0.33	0.32	0.77	0.80	0.10
Avail Cap(c_a), veh/h	151	1448	445	224	1239	648	306	1419	632	147	513	434
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	38.5	34.0	47.1	29.2	29.2	44.8	23.1	23.0	51.9	37.1	30.0
Incr Delay (d2), s/veh	14.7	11.7	2.0	30.0	1.1	2.1	27.7	0.6	1.3	15.3	12.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	12.6	5.8	6.9	8.3	8.9	9.1	4.1	3.6	1.8	11.4	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.4	50.2	36.0	77.1	30.3	31.3	72.5	23.8	24.3	67.2	49.4	30.4
LnGrp LOS	E	D	D	E	C	C	E	C	C	E	D	C
Approach Vol, veh/h		1668			1404			939			512	
Approach Delay, s/veh		48.6			37.1			37.8			49.8	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	47.5	18.0	34.9	22.4	34.0	9.2	43.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	39.1	39.1	13.5	30.5	18.5	29.5	9.1	34.9				
Max Q Clear Time (g_c+1/4), s	12.0	12.0	13.6	29.7	17.9	24.0	5.6	22.9				
Green Ext Time (p_c), s	0.0	3.5	0.0	0.6	0.1	1.1	0.0	5.6				

Intersection Summary

HCM 6th Ctrl Delay	42.9
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary  
12: Village Dr & Mojave Dr

2026 plus Project - Improvement  
Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	1433	20	76	1237	485	24	22	86	531	23	86
Future Volume (veh/h)	61	1433	20	76	1237	485	24	22	86	531	23	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	62	1462	20	78	1262	495	24	22	88	558	0	88
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	80	1860	25	101	1335	500	53	49	85	656	0	285
Arrive On Green	0.04	0.51	0.51	0.06	0.52	0.52	0.05	0.05	0.05	0.18	0.00	0.18
Sat Flow, veh/h	1810	3645	50	1810	2558	957	966	886	1549	3619	0	1571
Grp Volume(v), veh/h	62	723	759	78	873	884	46	0	88	558	0	88
Grp Sat Flow(s),veh/h/ln	1810	1805	1890	1810	1805	1710	1852	0	1549	1810	0	1571
Q Serve(g_s), s	3.1	29.8	29.9	3.9	40.7	46.6	2.2	0.0	5.0	13.6	0.0	4.4
Cycle Q Clear(g_c), s	3.1	29.8	29.9	3.9	40.7	46.6	2.2	0.0	5.0	13.6	0.0	4.4
Prop In Lane	1.00		0.03	1.00		0.56	0.52		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	80	921	964	101	942	893	102	0	85	656	0	285
V/C Ratio(X)	0.77	0.79	0.79	0.77	0.93	0.99	0.45	0.00	1.03	0.85	0.00	0.31
Avail Cap(c_a), veh/h	105	921	964	141	942	893	218	0	182	736	0	319
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.0	18.2	18.2	42.4	20.1	21.5	41.7	0.0	43.0	36.1	0.0	32.3
Incr Delay (d2), s/veh	22.4	4.5	4.4	15.8	14.7	27.7	3.1	0.0	54.5	8.6	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	12.1	12.6	2.1	18.6	22.9	1.0	0.0	3.1	6.4	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.5	22.7	22.6	58.2	34.9	49.3	44.8	0.0	97.5	44.7	0.0	32.9
LnGrp LOS	E	C	C	E	C	D	D	A	F	D	A	C
Approach Vol, veh/h		1544			1835			134				646
Approach Delay, s/veh		24.4			42.8			79.4				43.1
Approach LOS		C			D			E				D
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		9.5	9.6	51.0		21.0	8.5	52.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		10.7	7.1	45.7		18.5	5.3	47.5				
Max Q Clear Time (g_c+I1), s		4.2	5.9	31.9		15.6	5.1	48.6				
Green Ext Time (p_c), s		0.0	0.0	8.0		0.8	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	37.2
HCM 6th LOS	D

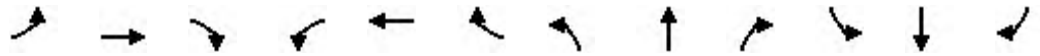
Notes

User approved volume balancing among the lanes for turning movement.



HCM 6th Signalized Intersection Summary  
 3: US-395 & Mojave Dr

2040 plus Project - Improvements  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	784	161	338	573	501	73	1379	538	369	1440	36
Future Volume (veh/h)	55	784	161	338	573	501	73	1379	538	369	1440	36
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		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	57	817	168	352	597	522	76	1436	560	384	1500	38
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	74	994	443	205	1255	757	82	1177	525	221	1450	37
Arrive On Green	0.04	0.28	0.28	0.11	0.35	0.35	0.05	0.33	0.33	0.12	0.40	0.40
Sat Flow, veh/h	1810	3610	1610	1810	3610	1610	1810	3610	1610	1810	3596	91
Grp Volume(v), veh/h	57	817	168	352	597	522	76	1436	560	384	752	786
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1610	1810	1805	1610	1810	1805	1882
Q Serve(g_s), s	3.4	23.4	9.3	12.5	14.3	28.1	4.6	36.0	36.0	13.5	44.5	44.5
Cycle Q Clear(g_c), s	3.4	23.4	9.3	12.5	14.3	28.1	4.6	36.0	36.0	13.5	44.5	44.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	74	994	443	205	1255	757	82	1177	525	221	728	759
V/C Ratio(X)	0.77	0.82	0.38	1.72	0.48	0.69	0.93	1.22	1.07	1.74	1.03	1.04
Avail Cap(c_a), veh/h	144	1308	583	205	1429	834	82	1177	525	221	728	759
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(l)	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	52.4	37.5	32.4	48.9	28.1	22.9	52.5	37.2	37.2	48.4	32.9	32.9
Incr Delay (d2), s/veh	15.3	3.3	0.5	342.8	0.3	2.2	75.2	106.7	58.2	349.0	42.1	42.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	10.3	3.5	24.9	5.8	9.9	3.7	32.0	21.5	27.2	25.9	27.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.8	40.8	32.9	391.8	28.4	25.1	127.7	143.9	95.4	397.5	75.1	75.3
LnGrp LOS	E	D	C	F	C	C	F	F	F	F	F	F
Approach Vol, veh/h		1042			1471			2072			1922	
Approach Delay, s/veh		41.0			114.2			130.2			139.6	
Approach LOS		D			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.0	40.5	17.0	34.9	9.5	49.0	9.0	42.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	13.5	36.0	12.5	40.0	5.0	44.5	8.8	43.7				
Max Q Clear Time (g_c+I1), s	15.5	38.0	14.5	25.4	6.6	46.5	5.4	16.3				
Green Ext Time (p_c), s	0.0	0.0	0.0	5.0	0.0	0.0	0.0	1.5				

Intersection Summary

HCM 6th Ctrl Delay	115.1
HCM 6th LOS	F



HCM 6th Signalized Intersection Summary  
4: US-395 & SR-18

2040 plus Project - Improvements  
Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	884	481	184	567	213	409	1262	231	286	1392	93
Future Volume (veh/h)	173	884	481	184	567	213	409	1262	231	286	1392	93
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		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	178	911	496	190	585	220	422	1301	238	295	1435	96
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	206	672	359	161	823	362	294	1494	273	306	1248	549
Arrive On Green	0.11	0.30	0.30	0.05	0.23	0.23	0.16	0.34	0.34	0.17	0.35	0.35
Sat Flow, veh/h	1810	2272	1214	3510	3610	1589	1810	4405	806	1810	3610	1587
Grp Volume(v), veh/h	178	720	687	190	585	220	422	1021	518	295	1435	96
Grp Sat Flow(s),veh/h/ln	1810	1805	1681	1755	1805	1589	1810	1729	1753	1810	1805	1587
Q Serve(g_s), s	11.6	35.5	35.5	5.5	17.9	14.9	19.5	33.2	33.2	19.4	41.5	5.1
Cycle Q Clear(g_c), s	11.6	35.5	35.5	5.5	17.9	14.9	19.5	33.2	33.2	19.4	41.5	5.1
Prop In Lane	1.00		0.72	1.00		1.00	1.00		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	206	534	497	161	823	362	294	1173	595	306	1248	549
V/C Ratio(X)	0.86	1.35	1.38	1.18	0.71	0.61	1.44	0.87	0.87	0.96	1.15	0.17
Avail Cap(c_a), veh/h	234	534	497	161	823	362	294	1173	595	306	1248	549
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(l)	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	52.3	42.3	42.3	57.3	42.7	41.5	50.3	37.2	37.2	49.5	39.2	27.3
Incr Delay (d2), s/veh	24.9	169.1	183.5	127.9	2.9	2.9	214.3	7.3	13.3	41.5	76.9	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	6.5	39.8	39.1	5.2	7.9	5.8	25.9	14.2	15.4	11.9	30.3	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.2	211.4	225.7	185.1	45.6	44.4	264.5	44.5	50.4	91.0	116.2	28.0
LnGrp LOS	E	F	F	F	D	D	F	D	D	F	F	C
Approach Vol, veh/h		1585			995			1961			1826	
Approach Delay, s/veh		202.5			72.0			93.4			107.5	
Approach LOS		F			E			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.8	45.2	10.0	40.0	24.0	46.0	18.1	31.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	20.3	40.7	5.5	35.5	19.5	41.5	15.5	25.5				
Max Q Clear Time (g_c+Q), s	21.4	35.2	7.5	37.5	21.5	43.5	13.6	19.9				
Green Ext Time (p_c), s	0.0	3.8	0.0	0.0	0.0	0.0	0.1	2.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			121.3									
HCM 6th LOS			F									

HCM 6th Signalized Intersection Summary  
7: Diamond Rd & Mojave Dr

2040 plus Project - Improvements  
Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	1589	47	46	1813	18	23	0	94	11	0	28
Future Volume (veh/h)	35	1589	47	46	1813	18	23	0	94	11	0	28
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	1673	49	48	1908	19	24	0	99	12	0	29
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	68	2312	1031	80	2371	24	88	12	141	100	24	130
Arrive On Green	0.04	0.64	0.64	0.04	0.65	0.65	0.11	0.00	0.11	0.11	0.00	0.11
Sat Flow, veh/h	1810	3610	1610	1810	3662	36	207	105	1284	271	218	1181
Grp Volume(v), veh/h	37	1673	49	48	939	988	123	0	0	41	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1893	1596	0	0	1670	0	0
Q Serve(g_s), s	1.3	20.4	0.7	1.7	25.2	25.3	2.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.3	20.4	0.7	1.7	25.2	25.3	4.8	0.0	0.0	1.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.20		0.80	0.29		0.71
Lane Grp Cap(c), veh/h	68	2312	1031	80	1169	1226	241	0	0	255	0	0
V/C Ratio(X)	0.55	0.72	0.05	0.60	0.80	0.81	0.51	0.00	0.00	0.16	0.00	0.00
Avail Cap(c_a), veh/h	140	2911	1298	140	1455	1527	504	0	0	508	0	0
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	31.2	7.9	4.4	30.9	8.5	8.6	28.2	0.0	0.0	26.7	0.0	0.0
Incr Delay (d2), s/veh	6.7	0.7	0.0	6.9	2.7	2.6	1.7	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	0.6	4.2	0.1	0.8	5.7	6.0	1.8	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.9	8.6	4.4	37.8	11.2	11.2	29.9	0.0	0.0	27.0	0.0	0.0
LnGrp LOS	D	A	A	D	B	B	C	A	A	C	A	A
Approach Vol, veh/h		1759			1975			123			41	
Approach Delay, s/veh		9.1			11.9			29.9			27.0	
Approach LOS		A			B			C			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.8	7.4	46.7		11.8	7.0	47.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.3	5.1	53.1		18.3	5.1	53.1				
Max Q Clear Time (g_c+I1), s		6.8	3.7	22.4		3.5	3.3	27.3				
Green Ext Time (p_c), s		0.4	0.0	14.7		0.1	0.0	15.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay					11.3							
HCM 6th LOS					B							

HCM 6th Signalized Intersection Summary  
8: Cobalt Rd & Mojave Dr

2040 plus Project - Improvements  
Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑ ↗			↖ ↑↑↑ ↗		↖		↖	↖		↖	↖
Traffic Volume (veh/h)	373	1216	105	32	1383	354	47	157	46	227	53	447
Future Volume (veh/h)	373	1216	105	32	1383	354	47	157	46	227	53	447
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		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	393	1280	111	34	1456	373	49	165	48	239	56	471
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	362	2086	181	51	1336	412	58	194	215	382	90	415
Arrive On Green	0.20	0.43	0.43	0.03	0.26	0.26	0.13	0.13	0.13	0.26	0.26	0.26
Sat Flow, veh/h	1810	4859	421	1810	5187	1601	430	1448	1599	1479	347	1605
Grp Volume(v), veh/h	393	911	480	34	1456	373	214	0	48	295	0	471
Grp Sat Flow(s),veh/h/ln	1810	1729	1822	1810	1729	1601	1878	0	1599	1826	0	1605
Q Serve(g_s), s	24.0	24.5	24.5	2.2	30.9	27.1	13.4	0.0	3.2	17.1	0.0	31.0
Cycle Q Clear(g_c), s	24.0	24.5	24.5	2.2	30.9	27.1	13.4	0.0	3.2	17.1	0.0	31.0
Prop In Lane	1.00		0.23	1.00		1.00	0.23		1.00	0.81		1.00
Lane Grp Cap(c), veh/h	362	1484	782	51	1336	412	252	0	215	472	0	415
V/C Ratio(X)	1.09	0.61	0.61	0.67	1.09	0.90	0.85	0.00	0.22	0.63	0.00	1.14
Avail Cap(c_a), veh/h	362	1484	782	98	1336	412	252	0	215	472	0	415
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.0	26.5	26.5	57.7	44.5	43.1	50.8	0.0	46.4	39.4	0.0	44.5
Incr Delay (d2), s/veh	72.3	0.8	1.4	13.8	53.0	23.0	28.4	0.0	2.4	6.1	0.0	86.9
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	7.5	9.4	10.1	1.2	19.0	12.7	8.3	0.0	1.4	8.5	0.0	21.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	120.3	27.3	28.0	71.6	97.6	66.1	79.1	0.0	48.8	45.5	0.0	131.4
LnGrp LOS	F	C	C	E	F	E	E	A	D	D	A	F
Approach Vol, veh/h	1784		1863				262		766			
Approach Delay, s/veh	48.0		90.8				73.6		98.3			
Approach LOS	D		F				E		F			
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	20.6		7.9		56.0		35.5		28.5		35.4	
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5		4.5		4.5	
Max Green Setting (Gmax), s	16.1		6.5		48.4		31.0		24.0		30.9	
Max Q Clear Time (g_c+I1), s	15.4		4.2		26.5		19.1		26.0		32.9	
Green Ext Time (p_c), s	0.1		0.0		8.7		0.4		0.0		0.0	
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			74.7									
HCM 6th LOS			E									

HCM 6th Signalized Intersection Summary  
 10: Evado Rd & Mojave Dr

2040 plus Project - Improvements  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑↑	↗	↘	↑	↗	↘	↑	↗
Traffic Volume (veh/h)	220	1074	193	122	1273	249	133	391	191	311	375	175
Future Volume (veh/h)	220	1074	193	122	1273	249	133	391	191	311	375	175
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	232	1131	203	128	1340	262	140	412	201	327	395	184
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	249	1173	514	143	1383	427	167	488	410	342	672	559
Arrive On Green	0.14	0.32	0.32	0.08	0.27	0.27	0.09	0.26	0.26	0.19	0.35	0.35
Sat Flow, veh/h	1810	3610	1582	1810	5187	1601	1810	1900	1599	1810	1900	1582
Grp Volume(v), veh/h	232	1131	203	128	1340	262	140	412	201	327	395	184
Grp Sat Flow(s),veh/h/ln	1810	1805	1582	1810	1729	1601	1810	1900	1599	1810	1900	1582
Q Serve(g_s), s	15.2	37.0	11.9	8.4	30.7	17.2	9.1	24.7	12.8	21.5	20.4	10.2
Cycle Q Clear(g_c), s	15.2	37.0	11.9	8.4	30.7	17.2	9.1	24.7	12.8	21.5	20.4	10.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	249	1173	514	143	1383	427	167	488	410	342	672	559
V/C Ratio(X)	0.93	0.96	0.39	0.89	0.97	0.61	0.84	0.84	0.49	0.96	0.59	0.33
Avail Cap(c_a), veh/h	249	1173	514	143	1383	427	196	488	410	342	672	559
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	51.2	39.8	31.4	54.7	43.5	38.6	53.6	42.3	37.9	48.1	31.7	28.4
Incr Delay (d2), s/veh	39.1	18.2	0.5	45.2	17.2	2.6	23.3	16.3	4.1	36.9	3.8	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	18.4	4.4	5.5	14.6	6.8	5.1	13.2	5.3	12.8	9.5	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.3	58.0	31.9	99.9	60.7	41.2	76.8	58.6	42.1	85.0	35.4	30.0
LnGrp LOS	F	E	C	F	E	D	E	E	D	F	D	C
Approach Vol, veh/h		1566			1730			753			906	
Approach Delay, s/veh		59.4			60.7			57.6			52.2	
Approach LOS		E			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	37.2	35.3	14.0	43.5	15.6	46.9	21.0	36.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	27.7	30.8	9.5	39.0	13.0	40.5	16.5	32.0				
Max Q Clear Time (g_c+Q), s	23.5	26.7	10.4	39.0	11.1	22.4	17.2	32.7				
Green Ext Time (p_c), s	0.0	1.2	0.0	0.0	0.1	2.5	0.0	0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			58.3									
HCM 6th LOS			E									

HCM 6th Signalized Intersection Summary  
 11: Amargosa Rd & Mojave Dr

2040 plus Project - Improvements  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑↑	↗	↖	↑↑↑		↖	↑↑	↗	↖	↑	↗
Traffic Volume (veh/h)	147	1235	294	220	1377	118	175	406	230	127	433	92
Future Volume (veh/h)	147	1235	294	220	1377	118	175	406	230	127	433	92
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		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	155	1300	309	232	1449	124	184	427	242	134	456	97
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	181	1526	473	219	1534	131	162	1093	485	167	580	490
Arrive On Green	0.10	0.29	0.29	0.12	0.32	0.32	0.09	0.30	0.30	0.09	0.31	0.31
Sat Flow, veh/h	1810	5187	1607	1810	4866	416	1810	3610	1602	1810	1900	1602
Grp Volume(v), veh/h	155	1300	309	232	1030	543	184	427	242	134	456	97
Grp Sat Flow(s),veh/h/ln	1810	1729	1607	1810	1729	1824	1810	1805	1602	1810	1900	1602
Q Serve(g_s), s	8.0	22.4	16.0	11.5	27.6	27.6	8.5	8.9	11.8	6.9	20.8	4.2
Cycle Q Clear(g_c), s	8.0	22.4	16.0	11.5	27.6	27.6	8.5	8.9	11.8	6.9	20.8	4.2
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	181	1526	473	219	1090	575	162	1093	485	167	580	490
V/C Ratio(X)	0.86	0.85	0.65	1.06	0.94	0.94	1.14	0.39	0.50	0.80	0.79	0.20
Avail Cap(c_a), veh/h	181	1530	474	219	1093	577	162	1093	485	275	580	490
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	31.6	29.3	41.7	31.7	31.7	43.2	26.2	27.2	42.2	30.1	24.4
Incr Delay (d2), s/veh	30.9	4.8	3.2	77.0	15.7	24.5	111.8	1.1	3.6	8.6	10.3	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	9.2	6.1	9.5	12.8	15.0	8.6	3.7	4.6	3.3	10.4	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.0	36.4	32.5	118.7	47.4	56.2	155.0	27.2	30.8	50.9	40.4	25.3
LnGrp LOS	E	D	C	F	D	E	F	C	C	D	D	C
Approach Vol, veh/h		1764			1805			853			687	
Approach Delay, s/veh		38.9			59.2			55.8			40.3	
Approach LOS		D			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.3	33.2	16.0	32.4	13.0	33.5	14.0	34.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	14.4	23.1	11.5	28.0	8.5	29.0	9.5	30.0				
Max Q Clear Time (g_c+10), s	10.9	13.8	13.5	24.4	10.5	22.8	10.0	29.6				
Green Ext Time (p_c), s	0.1	2.3	0.0	2.6	0.0	1.5	0.0	0.3				

Intersection Summary

HCM 6th Ctrl Delay	49.1
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary  
 12: Village Dr & Mojave Dr

2040 plus Project - Improvements  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↖	↗	↖	↗	↖
Traffic Volume (veh/h)	58	1484	17	58	1589	589	37	26	140	754	58	88
Future Volume (veh/h)	58	1484	17	58	1589	589	37	26	140	754	58	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	61	1562	18	61	1673	620	39	27	147	838	0	93
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	79	1868	22	79	1338	463	59	41	85	817	0	357
Arrive On Green	0.04	0.51	0.51	0.04	0.51	0.51	0.05	0.05	0.05	0.23	0.00	0.23
Sat Flow, veh/h	1810	3654	42	1810	2617	906	1091	755	1583	3619	0	1583
Grp Volume(v), veh/h	61	771	809	61	1117	1176	66	0	147	838	0	93
Grp Sat Flow(s),veh/h/ln	1810	1805	1891	1810	1805	1717	1845	0	1583	1810	0	1583
Q Serve(g_s), s	3.6	39.6	39.7	3.6	55.5	55.5	3.8	0.0	5.9	24.5	0.0	5.2
Cycle Q Clear(g_c), s	3.6	39.6	39.7	3.6	55.5	55.5	3.8	0.0	5.9	24.5	0.0	5.2
Prop In Lane	1.00		0.02	1.00		0.53	0.59		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	79	923	966	79	923	878	99	0	85	817	0	357
V/C Ratio(X)	0.77	0.84	0.84	0.77	1.21	1.34	0.66	0.00	1.72	1.03	0.00	0.26
Avail Cap(c_a), veh/h	83	923	966	90	923	878	289	0	248	817	0	357
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.4	22.6	22.7	51.4	26.5	26.5	50.4	0.0	51.4	42.0	0.0	34.6
Incr Delay (d2), s/veh	34.0	6.7	6.5	29.9	105.0	160.5	7.4	0.0	342.4	38.3	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	17.1	17.9	2.3	48.4	59.6	1.9	0.0	10.4	14.8	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.4	29.4	29.2	81.3	131.5	187.1	57.7	0.0	393.7	80.4	0.0	35.0
LnGrp LOS	F	C	C	F	F	F	E	A	F	F	A	C
Approach Vol, veh/h		1641			2354			213			931	
Approach Delay, s/veh		31.4			158.0			289.6			75.9	
Approach LOS		C			F			F			E	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		10.4	9.2	60.0		29.0	9.2	60.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		17.0	5.4	55.1		24.5	5.0	55.5				
Max Q Clear Time (g_c+I1), s		5.8	5.6	41.7		26.5	5.6	57.5				
Green Ext Time (p_c), s		0.0	0.0	8.4		0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	108.1
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.



HCM 6th Signalized Intersection Summary  
 13: I-15 SB Ramps & Mojave Dr

2040 plus Project - Improvements  
 Timing Plan: AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↑↑	↑	↑	↑↑						↑	↑↑	
Traffic Volume (veh/h)	0	1588	755	248	1735	0	0	0	0	52	3	503	
Future Volume (veh/h)	0	1588	755	248	1735	0	0	0	0	52	3	503	
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0	
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00				1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00	
Work Zone On Approach		No			No						No		
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900	
Adj Flow Rate, veh/h	0	1672	795	261	1826	0				55	3	529	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95	
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0	
Cap, veh/h	0	1876	824	291	2596	0				350	19	576	
Arrive On Green	0.00	0.52	0.52	0.16	0.72	0.00				0.20	0.20	0.20	
Sat Flow, veh/h	0	3705	1586	1810	3705	0				1720	94	2834	
Grp Volume(v), veh/h	0	1672	795	261	1826	0				58	0	529	
Grp Sat Flow(s),veh/h/ln	0	1805	1586	1810	1805	0				1814	0	1417	
Q Serve(g_s), s	0.0	48.1	56.0	16.4	33.4	0.0				3.1	0.0	21.2	
Cycle Q Clear(g_c), s	0.0	48.1	56.0	16.4	33.4	0.0				3.1	0.0	21.2	
Prop In Lane	0.00		1.00	1.00		0.00				0.95		1.00	
Lane Grp Cap(c), veh/h	0	1876	824	291	2596	0				369	0	576	
V/C Ratio(X)	0.00	0.89	0.96	0.90	0.70	0.00				0.16	0.00	0.92	
Avail Cap(c_a), veh/h	0	1882	827	335	2691	0				383	0	598	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00	
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00	
Uniform Delay (d), s/veh	0.0	24.9	26.8	47.8	9.3	0.0				38.0	0.0	45.3	
Incr Delay (d2), s/veh	0.0	5.8	22.9	23.5	0.8	0.0				0.2	0.0	18.9	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.0	20.4	24.6	9.1	10.8	0.0				1.4	0.0	8.8	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	0.0	30.7	49.8	71.3	10.1	0.0				38.2	0.0	64.2	
LnGrp LOS	A	C	D	E	B	A				D	A	E	
Approach Vol, veh/h		2467			2087						587		
Approach Delay, s/veh		36.9			17.7						61.6		
Approach LOS		D			B						E		
Timer - Assigned Phs			3	4		6		8					
Phs Duration (G+Y+Rc), s			23.1	64.8		28.1		88.0					
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5					
Max Green Setting (Gmax), s			21.5	60.5		24.5		86.5					
Max Q Clear Time (g_c+I1), s			18.4	58.0		23.2		35.4					
Green Ext Time (p_c), s			0.2	2.3		0.4		23.3					
<b>Intersection Summary</b>													
HCM 6th Ctrl Delay			31.9										
HCM 6th LOS			C										
<b>Notes</b>													
User approved volume balancing among the lanes for turning movement.													





HCM 6th Signalized Intersection Summary  
 3: US-395 & Mojave Dr

2040 plus Project - Improvements  
 Timing Plan: PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	389	123	284	585	411	172	1744	383	599	1433	39
Future Volume (veh/h)	49	389	123	284	585	411	172	1744	383	599	1433	39
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	409	129	299	616	433	181	1836	403	631	1508	41
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	71	596	265	161	775	606	123	1432	639	293	1761	48
Arrive On Green	0.04	0.16	0.16	0.09	0.21	0.21	0.07	0.40	0.40	0.16	0.49	0.49
Sat Flow, veh/h	1810	3610	1607	1810	3610	1608	1810	3610	1610	1810	3590	97
Grp Volume(v), veh/h	52	409	129	299	616	433	181	1836	403	631	757	792
Grp Sat Flow(s),veh/h/ln	1810	1805	1607	1810	1805	1608	1810	1805	1610	1810	1805	1882
Q Serve(g_s), s	2.7	10.2	7.0	8.5	15.5	20.6	6.5	38.0	19.3	15.5	35.3	35.4
Cycle Q Clear(g_c), s	2.7	10.2	7.0	8.5	15.5	20.6	6.5	38.0	19.3	15.5	35.3	35.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	71	596	265	161	775	606	123	1432	639	293	886	924
V/C Ratio(X)	0.73	0.69	0.49	1.86	0.80	0.72	1.47	1.28	0.63	2.16	0.85	0.86
Avail Cap(c_a), veh/h	166	1507	671	161	1496	927	123	1432	639	293	886	924
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(l)	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	45.5	37.7	36.3	43.7	35.6	25.5	44.7	28.9	23.3	40.2	21.4	21.5
Incr Delay (d2), s/veh	13.7	1.4	1.4	410.9	1.9	1.6	252.0	132.5	2.0	531.1	8.2	8.1
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	1.4	4.4	2.7	21.9	6.5	7.7	11.3	40.6	6.8	49.6	14.5	15.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.2	39.1	37.7	454.6	37.5	27.1	296.7	161.4	25.3	571.3	29.6	29.6
LnGrp LOS	E	D	D	F	D	C	F	F	C	F	C	C
Approach Vol, veh/h		590			1348			2420			2180	
Approach Delay, s/veh		40.6			126.7			148.8			186.4	
Approach LOS		D			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	42.5	13.0	20.3	11.0	51.5	8.2	25.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	15.5	38.0	8.5	40.0	6.5	47.0	8.8	39.7				
Max Q Clear Time (g_c+I1), s	17.5	40.0	10.5	12.2	8.5	37.4	4.7	17.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.9	0.0	6.0	0.0	1.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				147.0								
HCM 6th LOS				F								

HCM 6th Signalized Intersection Summary  
 4: US-395 & SR-18

2040 plus Project - Improvements  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖↗	↖↗	↖	↖↗↗			↖	↖↗	↖
Traffic Volume (veh/h)	202	752	454	345	915	267	455	1790	163	237	1224	116
Future Volume (veh/h)	202	752	454	345	915	267	455	1790	163	237	1224	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		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	208	775	468	356	943	275	469	1845	168	244	1262	120
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	158	588	352	278	948	423	324	1916	174	188	1158	516
Arrive On Green	0.09	0.27	0.27	0.08	0.26	0.26	0.18	0.40	0.40	0.10	0.32	0.32
Sat Flow, veh/h	1810	2171	1300	3510	3610	1610	1810	4840	439	1810	3610	1609
Grp Volume(v), veh/h	208	643	600	356	943	275	469	1316	697	244	1262	120
Grp Sat Flow(s),veh/h/ln	1810	1805	1666	1755	1805	1610	1810	1729	1821	1810	1805	1609
Q Serve(g_s), s	10.5	32.5	32.5	9.5	31.3	18.2	21.5	44.5	45.0	12.5	38.5	6.6
Cycle Q Clear(g_c), s	10.5	32.5	32.5	9.5	31.3	18.2	21.5	44.5	45.0	12.5	38.5	6.6
Prop In Lane	1.00		0.78	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	158	489	451	278	948	423	324	1369	721	188	1158	516
V/C Ratio(X)	1.31	1.32	1.33	1.28	1.00	0.65	1.45	0.96	0.97	1.29	1.09	0.23
Avail Cap(c_a), veh/h	158	489	451	278	948	423	324	1369	721	188	1158	516
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	43.8	43.8	55.2	44.2	39.4	49.2	35.4	35.5	53.8	40.7	29.9
Incr Delay (d2), s/veh	178.8	156.3	162.6	151.1	28.0	3.5	217.6	16.0	25.6	166.0	54.3	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ft	2.4	34.8	32.9	9.9	16.8	7.2	28.8	20.2	23.3	14.1	24.6	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	233.5	200.0	206.4	206.4	72.1	42.9	266.8	51.4	61.1	219.8	95.1	31.0
LnGrp LOS	F	F	F	F	E	D	F	D	E	F	F	C
Approach Vol, veh/h		1451			1574			2482			1626	
Approach Delay, s/veh		207.4			97.4			94.8			109.1	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.0	52.0	14.0	37.0	26.0	43.0	15.0	36.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	12.5	47.5	9.5	32.5	21.5	38.5	10.5	31.5				
Max Q Clear Time (g_c+1/4), s	14.5	47.0	11.5	34.5	23.5	40.5	12.5	33.3				
Green Ext Time (p_c), s	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			121.5									
HCM 6th LOS			F									

HCM 6th Signalized Intersection Summary  
 7: Diamond Rd & Mojave Dr

2040 plus Project - Improvements  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1758	39	36	1268	10	26	0	33	10	0	17
Future Volume (veh/h)	10	1758	39	36	1268	10	26	0	33	10	0	17
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	10	1794	40	37	1294	10	27	0	34	10	0	17
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	23	2346	1046	70	2480	19	133	13	73	114	19	86
Arrive On Green	0.01	0.65	0.65	0.04	0.68	0.68	0.08	0.00	0.08	0.08	0.00	0.08
Sat Flow, veh/h	1810	3610	1610	1810	3672	28	540	150	869	371	226	1015
Grp Volume(v), veh/h	10	1794	40	37	636	668	61	0	0	27	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1805	1895	1560	0	0	1613	0	0
Q Serve(g_s), s	0.3	20.5	0.5	1.2	10.5	10.5	1.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	20.5	0.5	1.2	10.5	10.5	2.1	0.0	0.0	0.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	0.44		0.56	0.37		0.63
Lane Grp Cap(c), veh/h	23	2346	1046	70	1219	1280	219	0	0	219	0	0
V/C Ratio(X)	0.43	0.76	0.04	0.53	0.52	0.52	0.28	0.00	0.00	0.12	0.00	0.00
Avail Cap(c_a), veh/h	152	3194	1425	152	1597	1677	577	0	0	579	0	0
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.1	7.2	3.7	28.0	4.8	4.8	25.8	0.0	0.0	25.3	0.0	0.0
Incr Delay (d2), s/veh	12.2	0.8	0.0	6.2	0.3	0.3	0.7	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr	0.2	3.4	0.1	0.6	1.4	1.5	0.8	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.2	8.0	3.7	34.2	5.2	5.2	26.5	0.0	0.0	25.5	0.0	0.0
LnGrp LOS	D	A	A	C	A	A	C	A	A	C	A	A
Approach Vol, veh/h		1844			1341			61			27	
Approach Delay, s/veh		8.1			6.0			26.5			25.5	
Approach LOS		A			A			C			C	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		9.5	6.8	43.1		9.5	5.3	44.6				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		19.0	5.0	52.5		19.0	5.0	52.5				
Max Q Clear Time (g_c+I1), s		4.1	3.2	22.5		2.9	2.3	12.5				
Green Ext Time (p_c), s		0.2	0.0	16.0		0.1	0.0	9.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay					7.7							
HCM 6th LOS					A							

HCM 6th Signalized Intersection Summary  
 8: Cobalt Rd & Mojave Dr

2040 plus Project - Improvements  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗			↖ ↗		↖		↖	↖		↖	↖
Traffic Volume (veh/h)	127	1636	39	39	1171	155	24	41	25	86	33	120
Future Volume (veh/h)	127	1636	39	39	1171	155	24	41	25	86	33	120
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	134	1722	41	41	1233	163	25	43	26	91	35	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	164	2035	48	58	1724	533	97	168	229	365	140	443
Arrive On Green	0.09	0.39	0.39	0.03	0.33	0.33	0.14	0.14	0.14	0.28	0.28	0.28
Sat Flow, veh/h	1810	5211	124	1810	5187	1605	686	1180	1610	1324	509	1610
Grp Volume(v), veh/h	134	1142	621	41	1233	163	68	0	26	126	0	126
Grp Sat Flow(s),veh/h/ln	1810	1729	1877	1810	1729	1605	1866	0	1610	1834	0	1610
Q Serve(g_s), s	8.2	33.9	33.9	2.5	23.4	8.5	3.7	0.0	1.6	6.0	0.0	6.9
Cycle Q Clear(g_c), s	8.2	33.9	33.9	2.5	23.4	8.5	3.7	0.0	1.6	6.0	0.0	6.9
Prop In Lane	1.00		0.07	1.00		1.00	0.37		1.00	0.72		1.00
Lane Grp Cap(c), veh/h	164	1351	733	58	1724	533	265	0	229	505	0	443
V/C Ratio(X)	0.82	0.85	0.85	0.71	0.72	0.31	0.26	0.00	0.11	0.25	0.00	0.28
Avail Cap(c_a), veh/h	262	1490	809	104	1783	552	265	0	229	505	0	443
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.3	31.2	31.2	54.0	32.9	27.9	43.0	0.0	42.1	31.7	0.0	32.1
Incr Delay (d2), s/veh	10.4	4.4	7.7	14.5	1.3	0.3	2.3	0.0	1.0	1.2	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	13.7	15.6	1.3	9.3	3.1	1.9	0.0	0.7	2.8	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.7	35.6	39.0	68.5	34.3	28.3	45.3	0.0	43.1	32.9	0.0	33.7
LnGrp LOS	E	D	D	E	C	C	D	A	D	C	A	C
Approach Vol, veh/h	1897				1437		94		252			
Approach Delay, s/veh	38.5				34.6		44.7		33.3			
Approach LOS	D				C		D		C			
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	20.5		8.1		48.5		35.5		14.7		41.9	
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5		4.5		4.5	
Max Green Setting (Gmax), s	16.0		6.5		48.5		31.0		16.3		38.7	
Max Q Clear Time (g_c+I1), s	5.7		4.5		35.9		8.0		10.2		25.4	
Green Ext Time (p_c), s	0.1		0.0		8.1		0.3		0.1		6.6	
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			36.7									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary  
 10: Evado Rd & Mojave Dr

2040 plus Project - Improvements  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑↑	↗	↘	↑	↗	↘	↑	↗
Traffic Volume (veh/h)	104	1384	191	99	1065	274	234	233	103	176	212	92
Future Volume (veh/h)	104	1384	191	99	1065	274	234	233	103	176	212	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	107	1427	197	102	1098	282	241	240	106	181	219	95
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	133	1399	616	113	1953	598	244	541	452	209	503	421
Arrive On Green	0.07	0.39	0.39	0.06	0.38	0.38	0.14	0.28	0.28	0.12	0.26	0.26
Sat Flow, veh/h	1810	3610	1589	1810	5187	1589	1810	1900	1588	1810	1900	1588
Grp Volume(v), veh/h	107	1427	197	102	1098	282	241	240	106	181	219	95
Grp Sat Flow(s),veh/h/ln	1810	1805	1589	1810	1729	1589	1810	1900	1588	1810	1900	1588
Q Serve(g_s), s	7.0	46.5	10.4	6.7	20.1	16.1	15.9	12.4	6.1	11.8	11.5	5.6
Cycle Q Clear(g_c), s	7.0	46.5	10.4	6.7	20.1	16.1	15.9	12.4	6.1	11.8	11.5	5.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	133	1399	616	113	1953	598	244	541	452	209	503	421
V/C Ratio(X)	0.80	1.02	0.32	0.90	0.56	0.47	0.99	0.44	0.23	0.87	0.43	0.23
Avail Cap(c_a), veh/h	219	1399	616	113	1953	598	244	541	452	240	504	421
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	36.8	25.7	55.9	29.6	28.4	51.8	35.2	32.9	52.2	36.6	34.5
Incr Delay (d2), s/veh	10.7	29.2	0.3	55.1	0.4	0.6	53.6	2.6	1.2	24.4	2.7	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	24.6	3.8	4.7	8.0	5.9	10.6	5.9	2.4	6.6	5.5	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.4	66.0	26.0	111.0	30.0	28.9	105.4	37.8	34.1	76.6	39.4	35.7
LnGrp LOS	E	F	C	F	C	C	F	D	C	E	D	D
Approach Vol, veh/h		1731			1482			587			495	
Approach Delay, s/veh		61.4			35.3			64.9			52.3	
Approach LOS		E			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.4	38.6	12.0	51.0	20.7	36.3	13.3	49.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	15.9	32.1	7.5	46.5	16.2	31.8	14.5	39.5				
Max Q Clear Time (g_c+I1), s	11.3	14.4	8.7	48.5	17.9	13.5	9.0	22.1				
Green Ext Time (p_c), s	0.1	1.4	0.0	0.0	0.0	1.2	0.1	7.5				

Intersection Summary

HCM 6th Ctrl Delay	51.8
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary  
 11: Amargosa Rd & Mojave Dr

2040 plus Project - Improvements  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑		↘	↑↑	↗	↘	↑	↗
Traffic Volume (veh/h)	86	1409	282	214	1178	119	292	514	218	62	447	53
Future Volume (veh/h)	86	1409	282	214	1178	119	292	514	218	62	447	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	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		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	91	1483	297	225	1240	125	307	541	229	65	471	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	114	1491	459	234	1691	170	309	1397	622	84	499	422
Arrive On Green	0.06	0.29	0.29	0.13	0.35	0.35	0.17	0.39	0.39	0.05	0.26	0.26
Sat Flow, veh/h	1810	5187	1595	1810	4785	482	1810	3610	1609	1810	1900	1608
Grp Volume(v), veh/h	91	1483	297	225	896	469	307	541	229	65	471	56
Grp Sat Flow(s),veh/h/ln	1810	1729	1595	1810	1729	1809	1810	1805	1609	1810	1900	1608
Q Serve(g_s), s	6.0	34.2	19.6	14.8	27.1	27.1	20.3	13.0	12.2	4.3	29.2	3.2
Cycle Q Clear(g_c), s	6.0	34.2	19.6	14.8	27.1	27.1	20.3	13.0	12.2	4.3	29.2	3.2
Prop In Lane	1.00		1.00	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	114	1491	459	234	1222	639	309	1397	622	84	499	422
V/C Ratio(X)	0.80	0.99	0.65	0.96	0.73	0.73	0.99	0.39	0.37	0.77	0.94	0.13
Avail Cap(c_a), veh/h	140	1491	459	234	1222	639	309	1397	622	148	499	422
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	55.4	42.7	37.4	52.0	33.9	33.9	49.7	26.5	26.3	56.6	43.4	33.8
Incr Delay (d2), s/veh	22.1	21.9	3.2	48.3	2.3	4.4	49.2	0.8	1.7	13.9	28.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	16.8	7.7	9.6	11.1	12.0	13.0	5.5	4.7	2.2	17.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.6	64.6	40.6	100.2	36.2	38.2	98.9	27.3	28.0	70.5	72.0	34.5
LnGrp LOS	E	E	D	F	D	D	F	C	C	E	E	C
Approach Vol, veh/h		1871			1590			1077			592	
Approach Delay, s/veh		61.4			45.8			47.9			68.3	
Approach LOS		E			D			D			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	50.1	50.9	20.0	39.0	25.0	36.0	12.1	46.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	42.2	42.2	15.5	34.5	20.5	31.5	9.3	40.7				
Max Q Clear Time (g_c+10), s	15.0	15.0	16.8	36.2	22.3	31.2	8.0	29.1				
Green Ext Time (p_c), s	0.0	4.1	0.0	0.0	0.0	0.1	0.0	6.2				

Intersection Summary

HCM 6th Ctrl Delay	54.5
HCM 6th LOS	D



HCM 6th Signalized Intersection Summary  
 12: Village Dr & Mojave Dr

2040 plus Project - Improvements  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	1601	23	101	1416	563	28	26	100	616	26	106
Future Volume (veh/h)	71	1601	23	101	1416	563	28	26	100	616	26	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.96	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	72	1634	23	103	1445	574	29	27	102	648	0	108
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	83	1896	27	129	1401	518	46	43	75	706	0	307
Arrive On Green	0.05	0.52	0.52	0.07	0.55	0.55	0.05	0.05	0.05	0.20	0.00	0.20
Sat Flow, veh/h	1810	3643	51	1810	2568	949	959	893	1540	3619	0	1572
Grp Volume(v), veh/h	72	808	849	103	984	1035	56	0	102	648	0	108
Grp Sat Flow(s),veh/h/ln	1810	1805	1889	1810	1805	1712	1852	0	1540	1810	0	1572
Q Serve(g_s), s	4.3	42.4	42.7	6.1	59.3	59.5	3.2	0.0	5.3	19.1	0.0	6.5
Cycle Q Clear(g_c), s	4.3	42.4	42.7	6.1	59.3	59.5	3.2	0.0	5.3	19.1	0.0	6.5
Prop In Lane	1.00		0.03	1.00		0.55	0.52		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	83	939	983	129	985	934	90	0	75	706	0	307
V/C Ratio(X)	0.87	0.86	0.86	0.80	1.00	1.11	0.62	0.00	1.37	0.92	0.00	0.35
Avail Cap(c_a), veh/h	83	939	983	134	985	934	272	0	226	713	0	310
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.7	22.7	22.8	49.9	24.7	24.8	50.9	0.0	51.9	43.0	0.0	37.9
Incr Delay (d2), s/veh	57.5	8.2	8.0	27.3	28.4	63.8	6.9	0.0	183.1	16.8	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	18.5	19.4	3.7	30.3	38.0	1.6	0.0	5.8	9.9	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	109.2	30.9	30.8	77.1	53.1	88.6	57.8	0.0	235.0	59.8	0.0	38.6
LnGrp LOS	F	C	C	E	D	F	E	A	F	E	A	D
Approach Vol, veh/h		1729			2122			158			756	
Approach Delay, s/veh		34.1			71.6			172.2			56.8	
Approach LOS		C			E			F			E	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		9.8	12.3	61.2		25.8	9.5	64.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		16.0	8.1	56.4		21.5	5.0	59.5				
Max Q Clear Time (g_c+I1), s		5.2	8.1	44.7		21.1	6.3	61.5				
Green Ext Time (p_c), s		0.0	0.0	8.0		0.1	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	59.0
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary  
 13: I-15 SB Ramps & Mojave Dr

2040 plus Project - Improvements  
 Timing Plan: PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑	↑↑
Traffic Volume (veh/h)	0	1321	996	261	1538	0	0	0	0	73	0	541
Future Volume (veh/h)	0	1321	996	261	1538	0	0	0	0	73	0	541
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1900	1900	1900	1900	0				1900	1900	1900
Adj Flow Rate, veh/h	0	1362	1027	269	1586	0				75	0	558
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0				0	0	0
Cap, veh/h	0	1897	835	296	2624	0				357	0	560
Arrive On Green	0.00	0.53	0.53	0.16	0.73	0.00				0.20	0.00	0.20
Sat Flow, veh/h	0	3705	1589	1810	3705	0				1810	0	2834
Grp Volume(v), veh/h	0	1362	1027	269	1586	0				75	0	558
Grp Sat Flow(s),veh/h/ln	0	1805	1589	1810	1805	0				1810	0	1417
Q Serve(g_s), s	0.0	34.2	62.5	17.4	25.5	0.0				4.1	0.0	23.4
Cycle Q Clear(g_c), s	0.0	34.2	62.5	17.4	25.5	0.0				4.1	0.0	23.4
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1897	835	296	2624	0				357	0	560
V/C Ratio(X)	0.00	0.72	1.23	0.91	0.60	0.00				0.21	0.00	1.00
Avail Cap(c_a), veh/h	0	1897	835	312	2655	0				357	0	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	21.5	28.2	48.9	7.9	0.0				40.0	0.0	47.7
Incr Delay (d2), s/veh	0.0	1.3	114.2	28.1	0.4	0.0				0.3	0.0	37.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr0.0		13.9	48.2	10.0	8.2	0.0				1.8	0.0	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.9	142.4	77.0	8.3	0.0				40.2	0.0	84.9
LnGrp LOS	A	C	F	E	A	A				D	A	F
Approach Vol, veh/h		2389			1855						633	
Approach Delay, s/veh		74.3			18.3						79.6	
Approach LOS		E			B						E	
Timer - Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			24.0	67.0		28.0		91.0				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			20.5	62.5		23.5		87.5				
Max Q Clear Time (g_c+I1), s			19.4	64.5		25.4		27.5				
Green Ext Time (p_c), s			0.1	0.0		0.0		18.8				

Intersection Summary

HCM 6th Ctrl Delay	53.7
HCM 6th LOS	D

Notes

User approved changes to right turn type.





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# **Appendix D**

## SimTraffic Queuing Worksheet



Intersection: 13: I-15 SB Ramps & Mojave Dr

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	LTR	R
Maximum Queue (ft)	374	385	150	395	616	620	225	1122	225
Average Queue (ft)	275	284	144	365	592	601	94	1066	221
95th Queue (ft)	408	425	173	514	629	632	259	1339	236
Link Distance (ft)	359	359			565	565		1107	
Upstream Blk Time (%)	2	2			34	41		80	
Queuing Penalty (veh)	18	24			337	404		0	
Storage Bay Dist (ft)			125	370			200		200
Storage Blk Time (%)		16	5	0	66		0	82	76
Queuing Penalty (veh)		124	40	1	163		0	226	232

Intersection: 14: I-15 NB Ramps & Mojave Dr

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	T	T	R	L	LTR	R
Maximum Queue (ft)	299	226	248	476	475	150	240	1138	240
Average Queue (ft)	171	92	110	468	467	48	238	1126	199
95th Queue (ft)	276	208	236	525	528	159	248	1259	336
Link Distance (ft)		565	565	460	460			1122	
Upstream Blk Time (%)				83	79			88	
Queuing Penalty (veh)				0	0			0	
Storage Bay Dist (ft)	370					125	215		215
Storage Blk Time (%)	0				78	0	49	79	0
Queuing Penalty (veh)	0				27	0	306	399	3

Intersection: 101: Topaz Rd & Project Driveway 1

Movement	EB	NB	NB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	63	83	27	4
Average Queue (ft)	36	25	1	0
95th Queue (ft)	54	67	19	3
Link Distance (ft)	461		111	2060
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)		100		
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Intersection: 102: Topaz Rd & Project Driveway 2

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	31	24
Average Queue (ft)	10	1
95th Queue (ft)	34	10
Link Distance (ft)	465	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 103: Mojave Dr & Project Driveway 3

Movement	SB
Directions Served	R
Maximum Queue (ft)	25
Average Queue (ft)	2
95th Queue (ft)	16
Link Distance (ft)	410
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 104: Onyx Rd & Project Driveway 4

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	35	35
Average Queue (ft)	8	4
95th Queue (ft)	31	22
Link Distance (ft)	521	129
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 105: Onyx Rd & Project Driveway 5

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	36	9	62
Average Queue (ft)	9	1	20
95th Queue (ft)	33	7	51
Link Distance (ft)	666	129	90
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 106: Onyx Rd & Project Driveway 6

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	36	9	39
Average Queue (ft)	11	0	4
95th Queue (ft)	36	5	22
Link Distance (ft)	623	90	1702
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 107: Onyx Rd & Project Driveway 7

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	36	18
Average Queue (ft)	18	2
95th Queue (ft)	43	13
Link Distance (ft)	1044	148
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 2305

Intersection: 13: I-15 SB Ramps & Mojave Dr

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	LTR	R
Maximum Queue (ft)	366	375	150	395	613	616	225	1122	225
Average Queue (ft)	222	255	143	365	570	578	131	948	219
95th Queue (ft)	363	401	175	501	665	676	294	1389	249
Link Distance (ft)	359	359			565	565		1107	
Upstream Blk Time (%)	0	1			21	27		47	
Queuing Penalty (veh)	5	12			189	243		0	
Storage Bay Dist (ft)			125	370			200		200
Storage Blk Time (%)		9	17	0	55		0	73	64
Queuing Penalty (veh)		88	112	1	144		0	224	217

Intersection: 14: I-15 NB Ramps & Mojave Dr

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	T	T	R	L	LTR	R
Maximum Queue (ft)	392	344	299	476	476	150	240	1138	240
Average Queue (ft)	245	112	112	450	441	56	239	1083	195
95th Queue (ft)	401	333	292	551	563	166	244	1372	336
Link Distance (ft)		565	565	460	460			1122	
Upstream Blk Time (%)		0	0	65	60			65	
Queuing Penalty (veh)		3	0	0	0			0	
Storage Bay Dist (ft)	370					125	215		215
Storage Blk Time (%)	7	0			71	0	33	63	0
Queuing Penalty (veh)	30	0			30	0	190	304	3

Intersection: 101: Topaz Rd & Project Driveway 1

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	256	35
Average Queue (ft)	101	2
95th Queue (ft)	189	16
Link Distance (ft)	461	
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 102: Topaz Rd & Project Driveway 2

Movement	EB	NB	SB
Directions Served	LR	L	TR
Maximum Queue (ft)	57	31	93
Average Queue (ft)	27	2	13
95th Queue (ft)	51	15	72
Link Distance (ft)	465		111
Upstream Blk Time (%)			2
Queuing Penalty (veh)			8
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 103: Mojave Dr & Project Driveway 3

Movement	SB
Directions Served	R
Maximum Queue (ft)	31
Average Queue (ft)	4
95th Queue (ft)	22
Link Distance (ft)	410
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 104: Onyx Rd & Project Driveway 4

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	36	12
Average Queue (ft)	17	0
95th Queue (ft)	43	6
Link Distance (ft)	521	129
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		



Intersection: 105: Onyx Rd & Project Driveway 5

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	46	24
Average Queue (ft)	25	1
95th Queue (ft)	46	11
Link Distance (ft)	666	90
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 106: Onyx Rd & Project Driveway 6

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	50	6
Average Queue (ft)	24	0
95th Queue (ft)	48	4
Link Distance (ft)	623	1702
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 107: Onyx Rd & Project Driveway 7

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	67	19
Average Queue (ft)	37	1
95th Queue (ft)	56	9
Link Distance (ft)	1044	148
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 1805

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**Appendix E**  
Traffic Signal Warrants

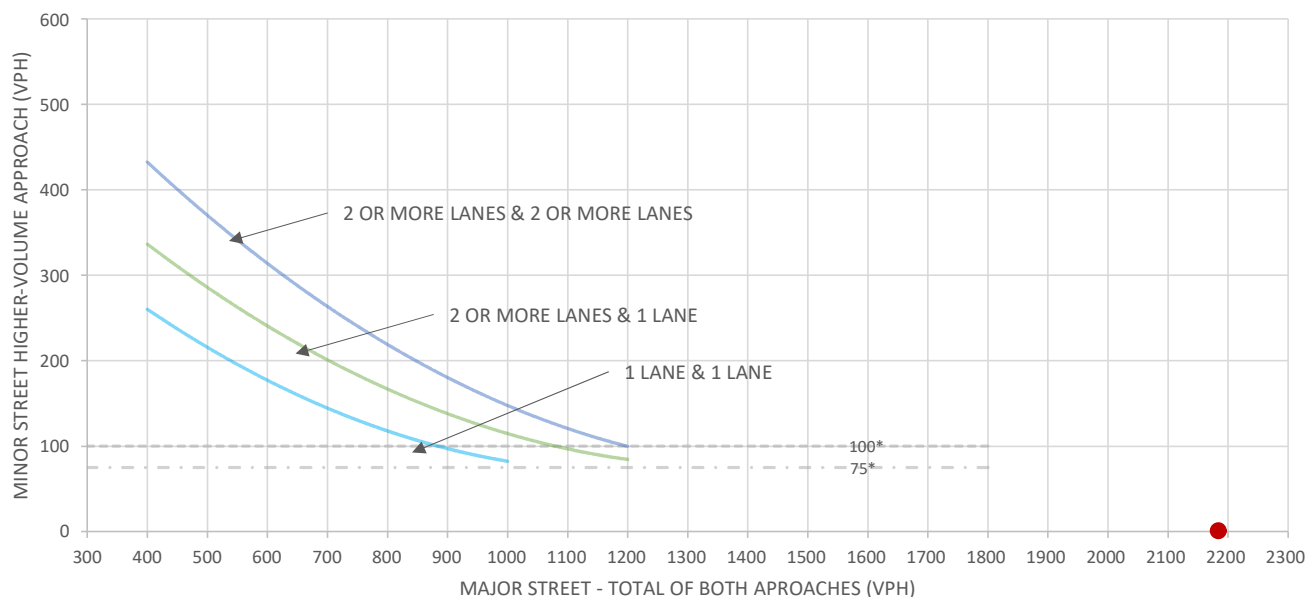


<b>Project</b>	Mojave Industrial Park
<b>Scenario</b>	Existing
<b>Peak Hour</b>	AM

<b>Intersection #</b>	6
<b>Major Street</b>	Mojave Drive
<b>Minor Street</b>	Topaz Road

<b>N-S</b>	<input type="checkbox"/>	<b>E-W</b>	<input checked="" type="checkbox"/>
	<input checked="" type="checkbox"/>		<input type="checkbox"/>

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



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

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

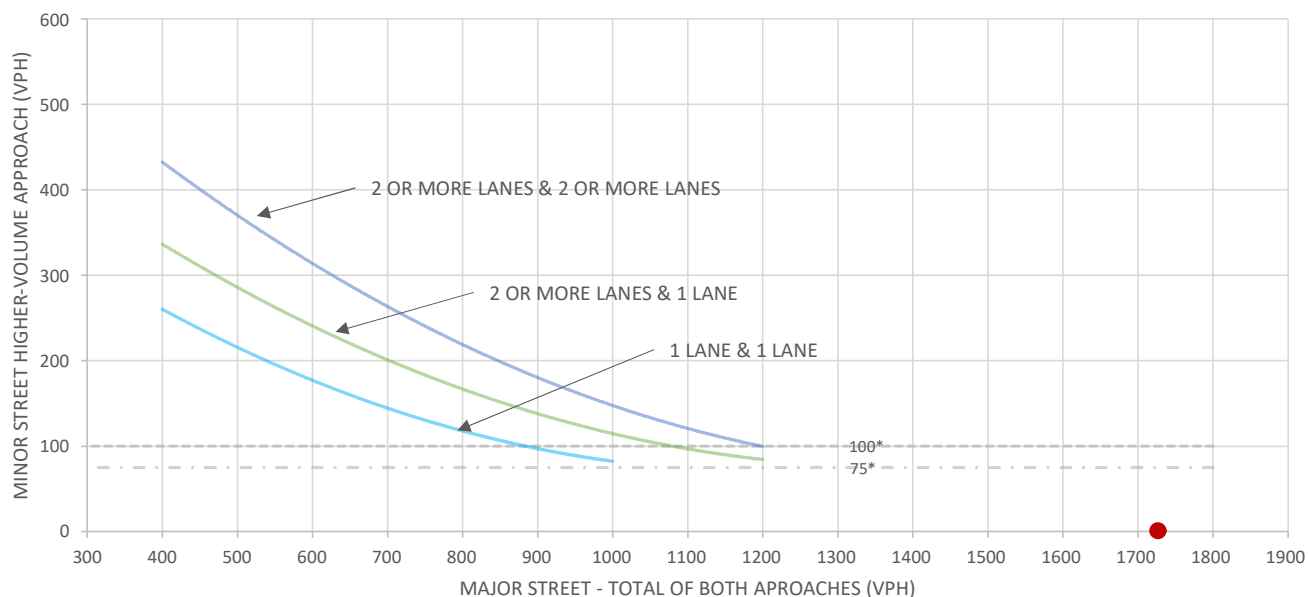
	<b>Major Street</b>	<b>Minor Street</b>	<b>Warrant Met?</b>
	Mojave Drive	Topaz Road	
<b>Number of Approach Lanes</b>	2	1	<b>No</b>
<b>Traffic Volume (VPH)*</b>	2,184	1	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

<b>Project</b>	Mojave Industrial Park
<b>Scenario</b>	Existing
<b>Peak Hour</b>	PM

<b>Intersection #</b>	6
<b>Major Street</b>	Mojave Drive
<b>Minor Street</b>	Topaz Road

<b>N-S</b>	<input type="checkbox"/>	<b>E-W</b>	<input checked="" type="checkbox"/>
	<input checked="" type="checkbox"/>		<input type="checkbox"/>

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



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

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

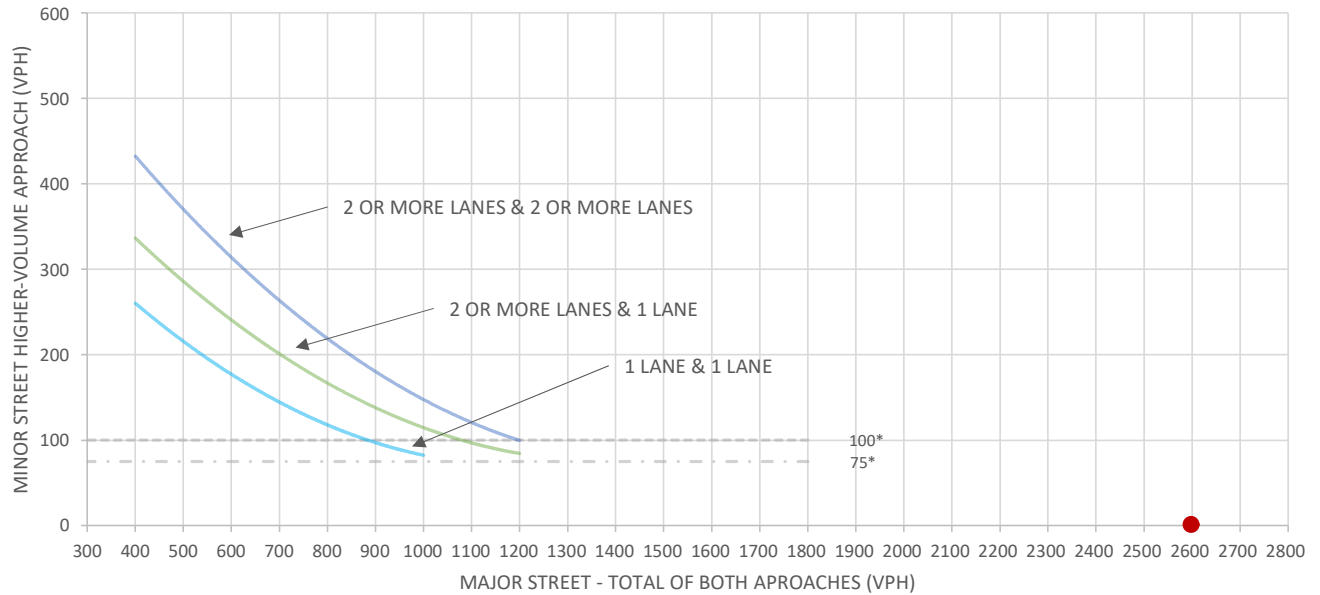
	Major Street	Minor Street	Warrant Met?
	Mojave Drive	Topaz Road	
<b>Number of Approach Lanes</b>	2	1	<b>No</b>
<b>Traffic Volume (VPH)*</b>	1,727	1	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

<b>Project</b>	Mojave Industrial Park
<b>Scenario</b>	2026
<b>Peak Hour</b>	AM

<b>Intersection #</b>	6
<b>Major Street</b>	Mojave Drive
<b>Minor Street</b>	Topaz Road

<b>N-S</b>	<input type="checkbox"/>	<b>E-W</b>	<input checked="" type="checkbox"/>
	<input checked="" type="checkbox"/>		<input type="checkbox"/>

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



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

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

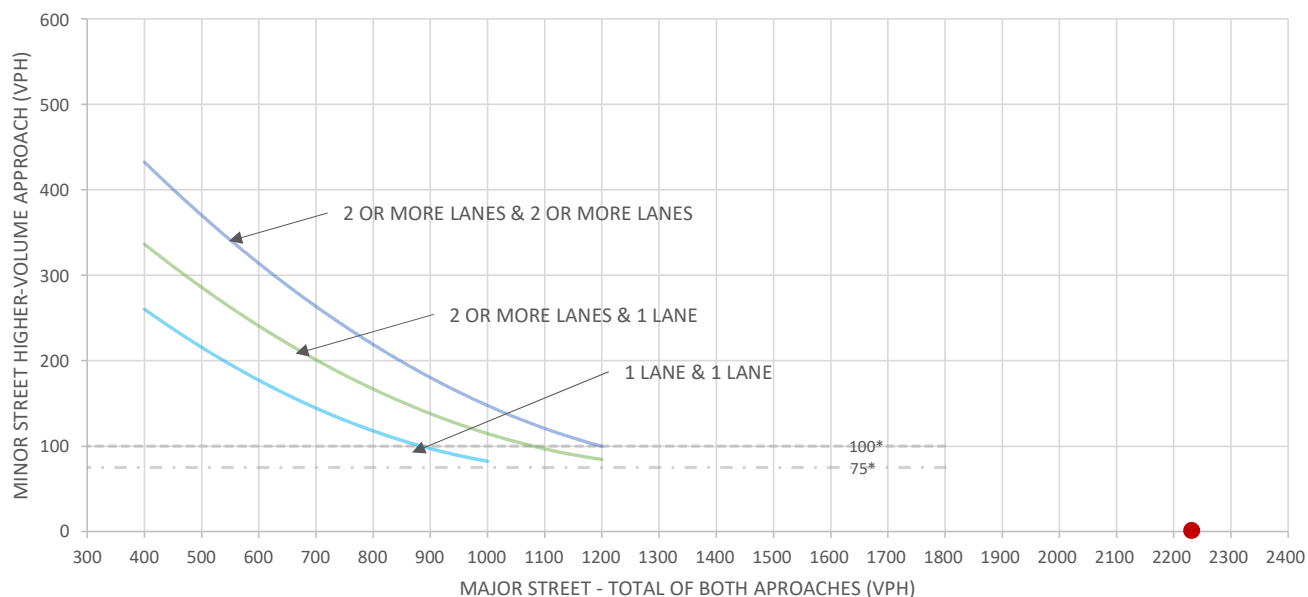
	Major Street	Minor Street	Warrant Met?
	Mojave Drive	Topaz Road	
<b>Number of Approach Lanes</b>	2	1	<b>No</b>
<b>Traffic Volume (VPH)*</b>	2,598	1	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

<b>Project</b>	Mojave Industrial Park
<b>Scenario</b>	2026
<b>Peak Hour</b>	PM

<b>Intersection #</b>	6
<b>Major Street</b>	Mojave Drive
<b>Minor Street</b>	Topaz Road

<b>N-S</b>	<input type="checkbox"/>	<b>E-W</b>	<input checked="" type="checkbox"/>
	<input checked="" type="checkbox"/>		<input type="checkbox"/>

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



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

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

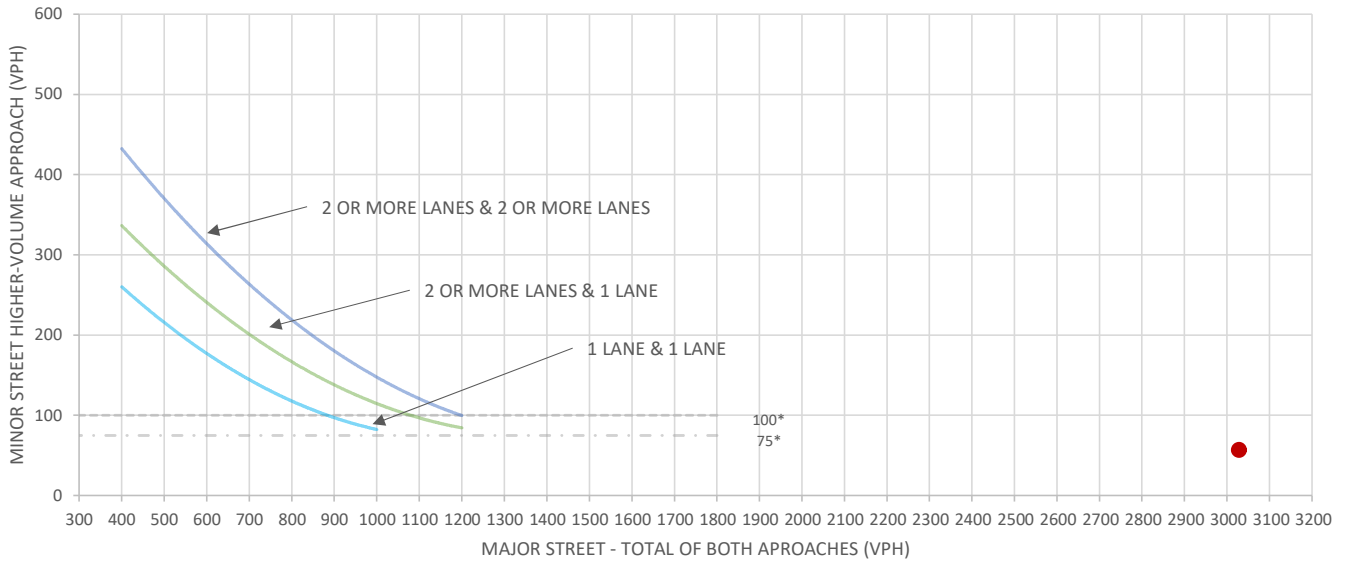
	Major Street	Minor Street	Warrant Met?
	Mojave Drive	Topaz Road	
<b>Number of Approach Lanes</b>	2	1	<b>No</b>
<b>Traffic Volume (VPH)*</b>	2,231	1	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

<b>Project</b>	Mojave Industrial Park
<b>Scenario</b>	2026 plus Project
<b>Peak Hour</b>	AM

<b>Intersection #</b>	6
<b>Major Street</b>	Mojave Drive
<b>Minor Street</b>	Topaz Road

<b>N-S</b>	<input type="checkbox"/>	<b>E-W</b>	<input checked="" type="checkbox"/>
	<input checked="" type="checkbox"/>		<input type="checkbox"/>

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



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

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

	<b>Major Street</b>	<b>Minor Street</b>	<b>Warrant Met?</b>
	Mojave Drive	Topaz Road	
<b>Number of Approach Lanes</b>	2	1	<b>No</b>
<b>Traffic Volume (VPH)*</b>	3,028	57	

\*Note:  
 Traffic volume for the Major Street approach is the total volume of both approaches.  
 Traffic volume for the Minor Street is the highest volume approach.

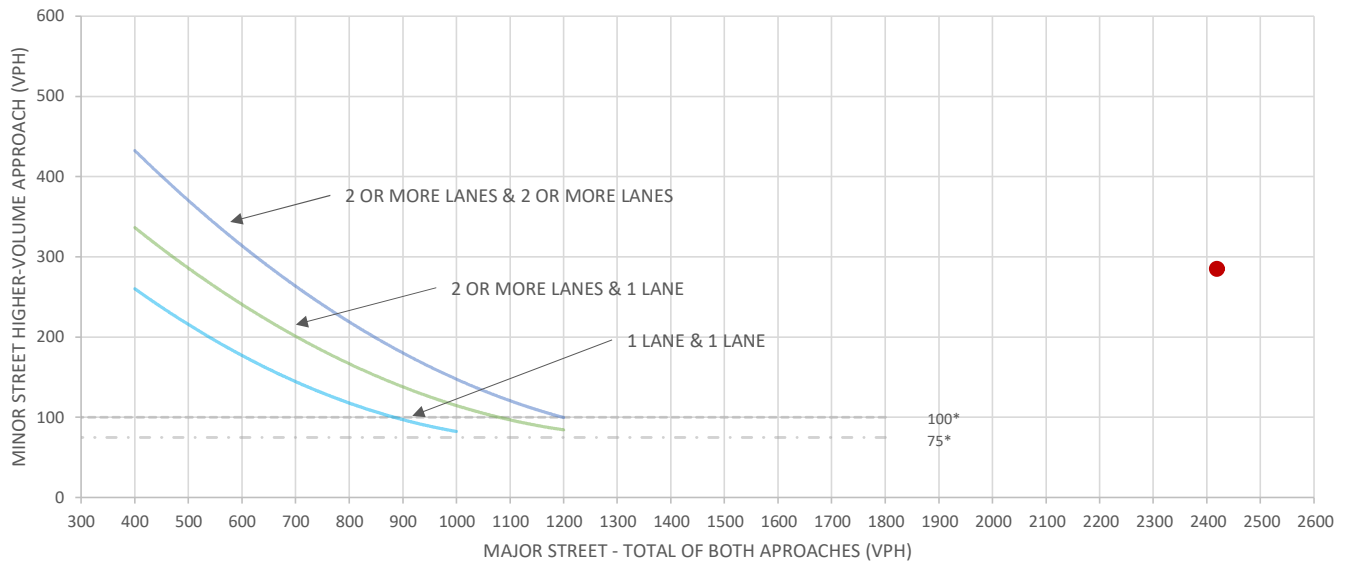


<b>Project</b>	Mojave Industrial Park
<b>Scenario</b>	2026 plus Project
<b>Peak Hour</b>	PM

<b>Intersection #</b>	6
<b>Major Street</b>	Mojave Drive
<b>Minor Street</b>	Topaz Road

<b>N-S</b>	<input type="checkbox"/>	<b>E-W</b>	<input checked="" type="checkbox"/>
	<input checked="" type="checkbox"/>		<input type="checkbox"/>

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



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

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

	<b>Major Street</b>	<b>Minor Street</b>	<b>Warrant Met?</b>
	Mojave Drive	Topaz Road	
<b>Number of Approach Lanes</b>	2	1	<b>Yes</b>
<b>Traffic Volume (VPH)*</b>	2,419	285	

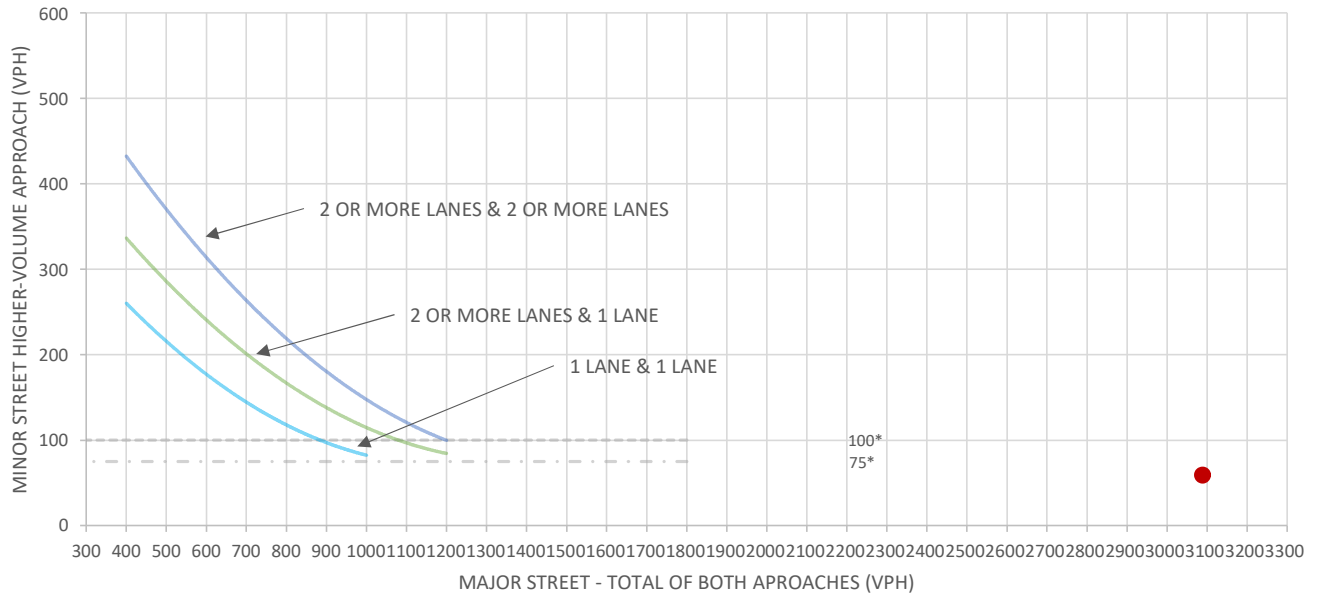
\*Note:  
 Traffic volume for the Major Street approach is the total volume of both approaches.  
 Traffic volume for the Minor Street is the highest volume approach.

<b>Project</b>	Mojave Industrial Park
<b>Scenario</b>	2040
<b>Peak Hour</b>	AM

<b>Intersection #</b>	6
<b>Major Street</b>	Mojave Drive
<b>Minor Street</b>	Topaz Road

<b>N-S</b>	<input type="checkbox"/>	<b>E-W</b>	<input checked="" type="checkbox"/>
	<input checked="" type="checkbox"/>		<input type="checkbox"/>

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



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

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

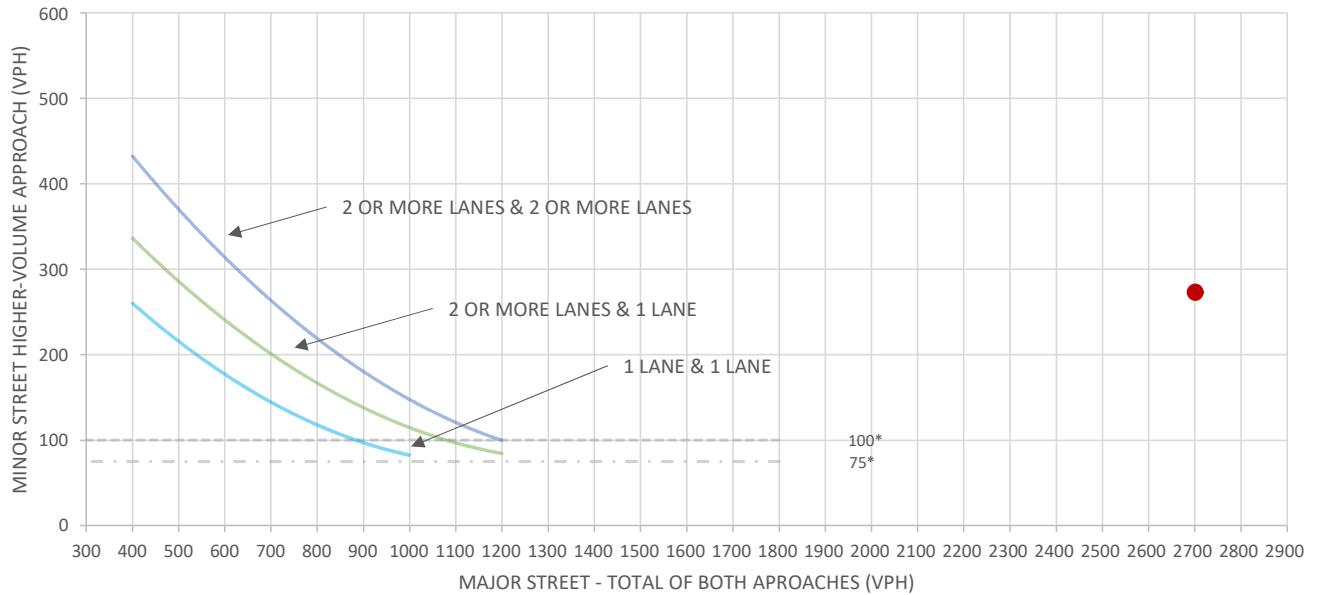
	<b>Major Street</b>	<b>Minor Street</b>	<b>Warrant Met?</b>
	Mojave Drive	Topaz Road	
<b>Number of Approach Lanes</b>	2	2	<b>No</b>
<b>Traffic Volume (VPH)*</b>	3,089	59	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

<b>Project</b>	Mojave Industrial Park
<b>Scenario</b>	2040
<b>Peak Hour</b>	PM

<b>Intersection #</b>	6
<b>Major Street</b>	Mojave Drive
<b>Minor Street</b>	Topaz Road

<b>N-S</b>	<input type="checkbox"/>	<b>E-W</b>	<input checked="" type="checkbox"/>
	<input checked="" type="checkbox"/>		<input type="checkbox"/>

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



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

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

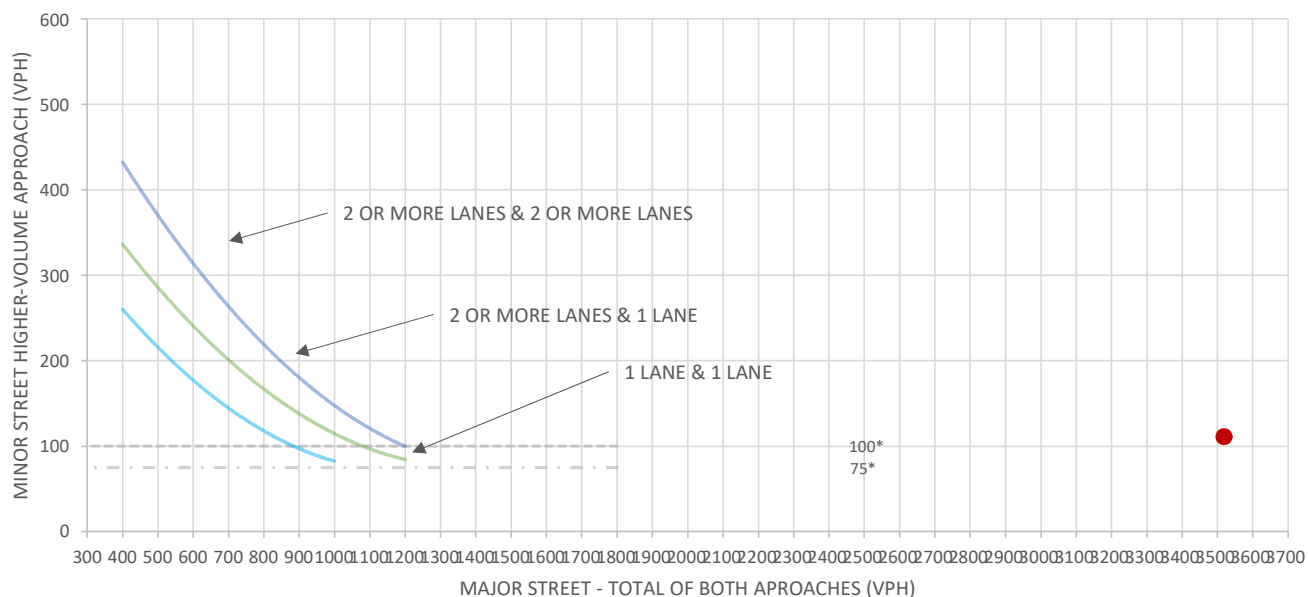
	Major Street	Minor Street	Warrant Met?
	Mojave Drive	Topaz Road	
<b>Number of Approach Lanes</b>	2	2	<b>Yes</b>
<b>Traffic Volume (VPH)*</b>	2,702	273	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

<b>Project</b>	Mojave Industrial Park
<b>Scenario</b>	2040 plus Project
<b>Peak Hour</b>	AM

<b>Intersection #</b>	6
<b>Major Street</b>	Mojave Drive
<b>Minor Street</b>	Topaz Road

<b>N-S</b>	<input type="checkbox"/>	<b>E-W</b>	<input checked="" type="checkbox"/>
	<input checked="" type="checkbox"/>		<input type="checkbox"/>

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



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

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

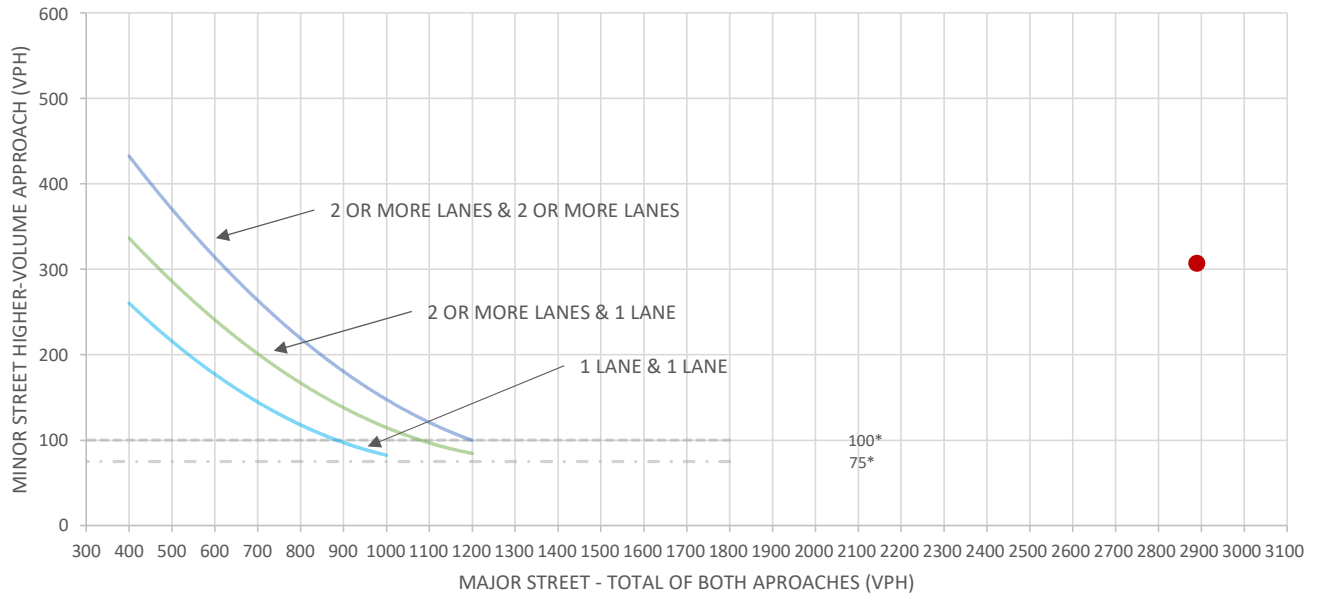
	Major Street	Minor Street	Warrant Met?
	Mojave Drive	Topaz Road	
<b>Number of Approach Lanes</b>	2	2	<b>Yes</b>
<b>Traffic Volume (VPH)*</b>	3,519	111	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

<b>Project</b>	Mojave Industrial Park
<b>Scenario</b>	2040 plus Project
<b>Peak Hour</b>	PM

<b>Intersection #</b>	6
<b>Major Street</b>	Mojave Drive
<b>Minor Street</b>	Topaz Road

<b>N-S</b>	<input type="checkbox"/>	<b>E-W</b>	<input checked="" type="checkbox"/>
	<input checked="" type="checkbox"/>		<input type="checkbox"/>

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



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

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

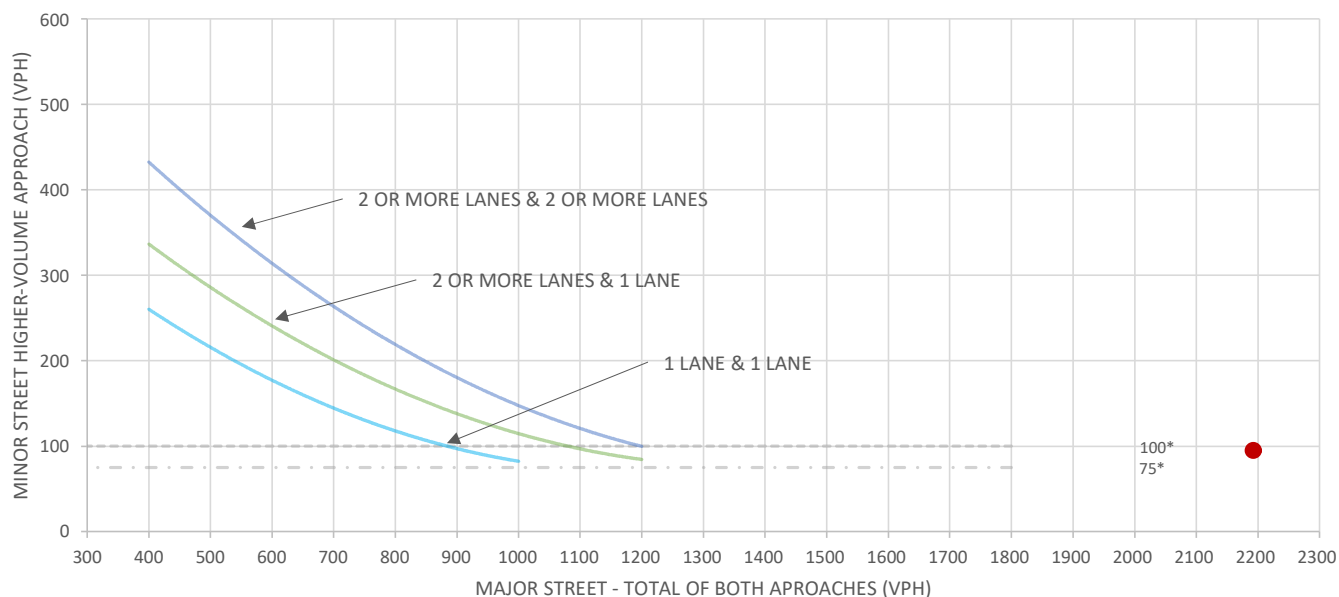
	Major Street	Minor Street	Warrant Met?
	Mojave Drive	Topaz Road	
<b>Number of Approach Lanes</b>	2	2	<b>Yes</b>
<b>Traffic Volume (VPH)*</b>	2,890	307	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

<b>Project</b>	Mojave Industrial Park
<b>Scenario</b>	Existing
<b>Peak Hour</b>	AM

<b>Intersection #</b>	7
<b>Major Street</b>	Mojave Drive
<b>Minor Street</b>	Diamond Road

<b>N-S</b>	<input type="checkbox"/>	<b>E-W</b>	<input checked="" type="checkbox"/>
	<input checked="" type="checkbox"/>		<input type="checkbox"/>

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



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

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

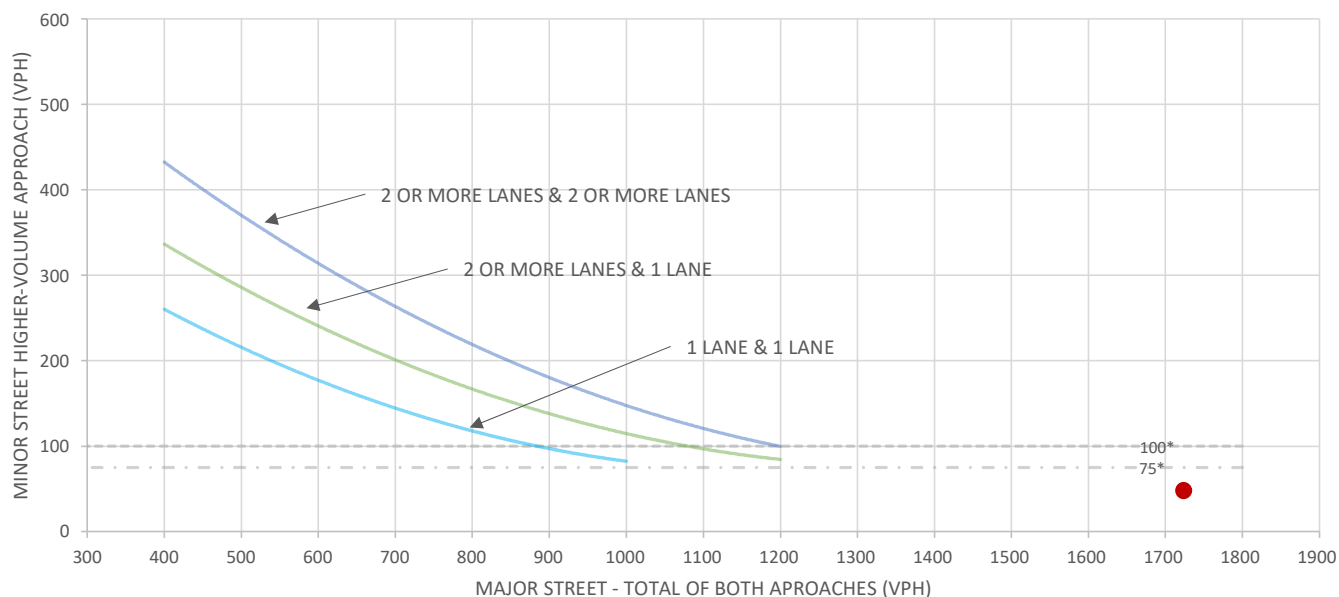
	<b>Major Street</b>	<b>Minor Street</b>	<b>Warrant Met?</b>
	Mojave Drive	Diamond Road	
<b>Number of Approach Lanes</b>	2	1	<b>Yes</b>
<b>Traffic Volume (VPH)*</b>	2,193	95	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

<b>Project</b>	Mojave Industrial Park
<b>Scenario</b>	Existing
<b>Peak Hour</b>	PM

<b>Intersection #</b>	7
<b>Major Street</b>	Mojave Drive
<b>Minor Street</b>	Diamond Road

<b>N-S</b>	<input type="checkbox"/>	<b>E-W</b>	<input checked="" type="checkbox"/>
	<input checked="" type="checkbox"/>		<input type="checkbox"/>

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



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

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

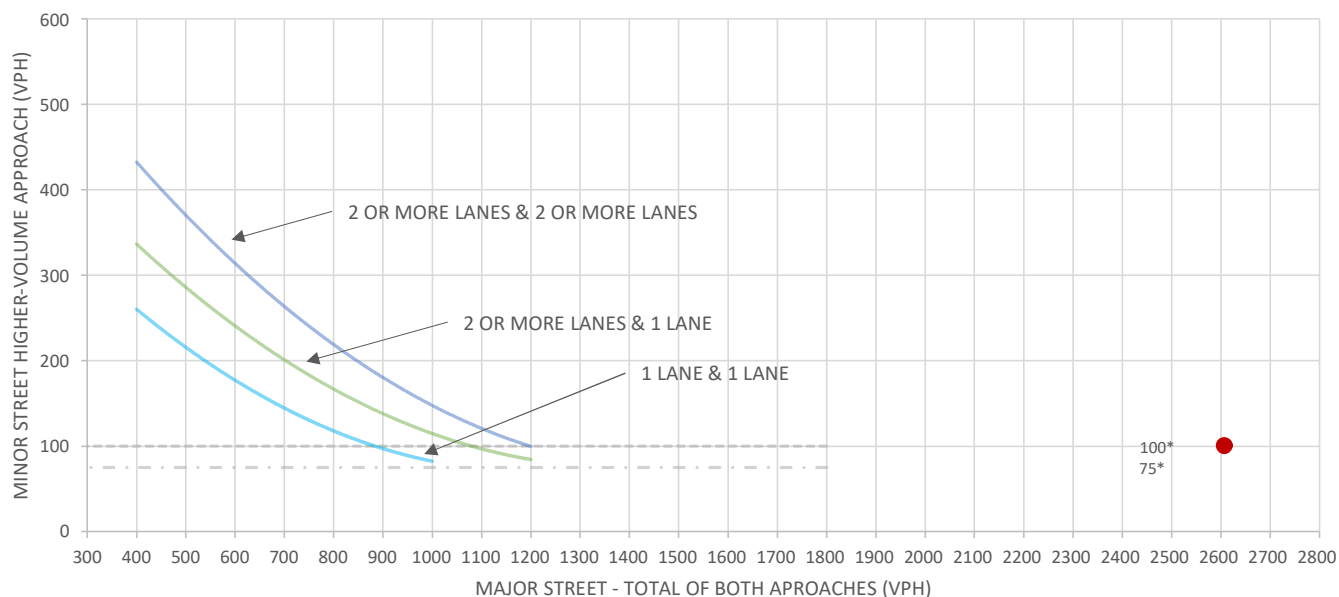
	Major Street	Minor Street	Warrant Met?
	Mojave Drive	Diamond Road	
<b>Number of Approach Lanes</b>	2	1	<b>No</b>
<b>Traffic Volume (VPH)*</b>	1,724	48	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

<b>Project</b>	Mojave Industrial Park
<b>Scenario</b>	2026
<b>Peak Hour</b>	AM

<b>Intersection #</b>	7
<b>Major Street</b>	Mojave Drive
<b>Minor Street</b>	Diamond Road

<b>N-S</b>	<input type="checkbox"/>	<b>E-W</b>	<input checked="" type="checkbox"/>
	<input checked="" type="checkbox"/>		<input type="checkbox"/>

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



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

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

	Major Street	Minor Street	Warrant Met?
	Mojave Drive	Diamond Road	
<b>Number of Approach Lanes</b>	2	1	<b>Yes</b>
<b>Traffic Volume (VPH)*</b>	2,607	101	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

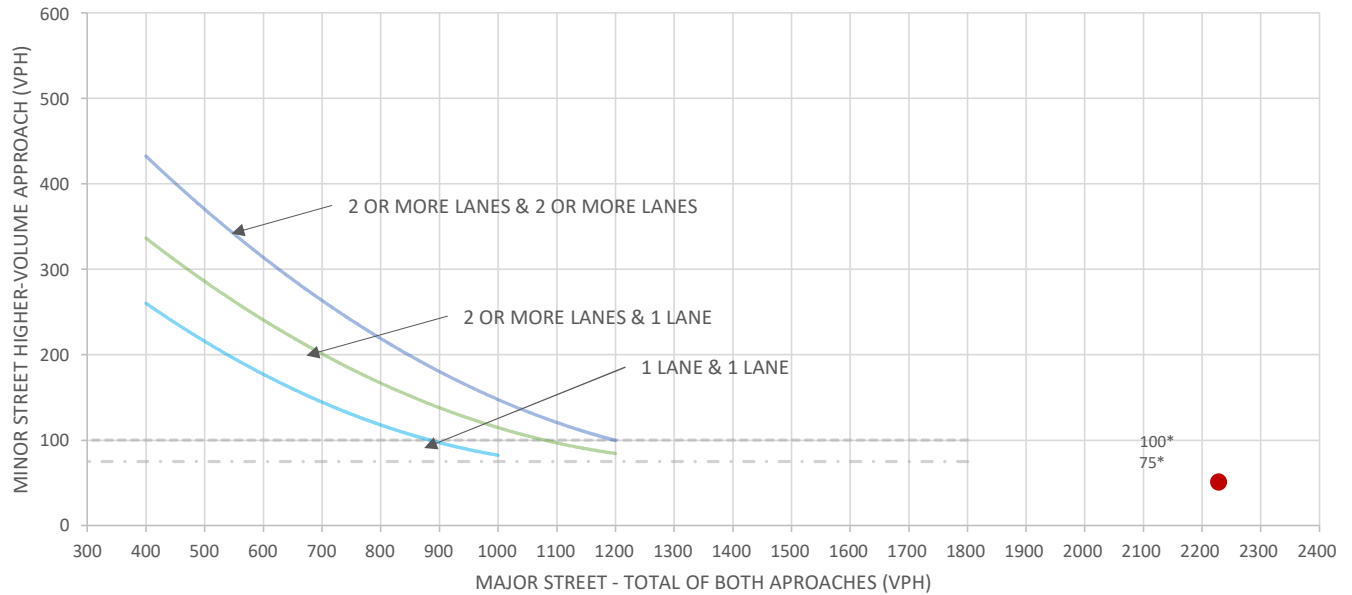


<b>Project</b>	Mojave Industrial Park
<b>Scenario</b>	2026
<b>Peak Hour</b>	PM

<b>Intersection #</b>	7
<b>Major Street</b>	Mojave Drive
<b>Minor Street</b>	Diamond Road

<b>N-S</b>	<input type="checkbox"/>	<b>E-W</b>	<input checked="" type="checkbox"/>
	<input checked="" type="checkbox"/>		<input type="checkbox"/>

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



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

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

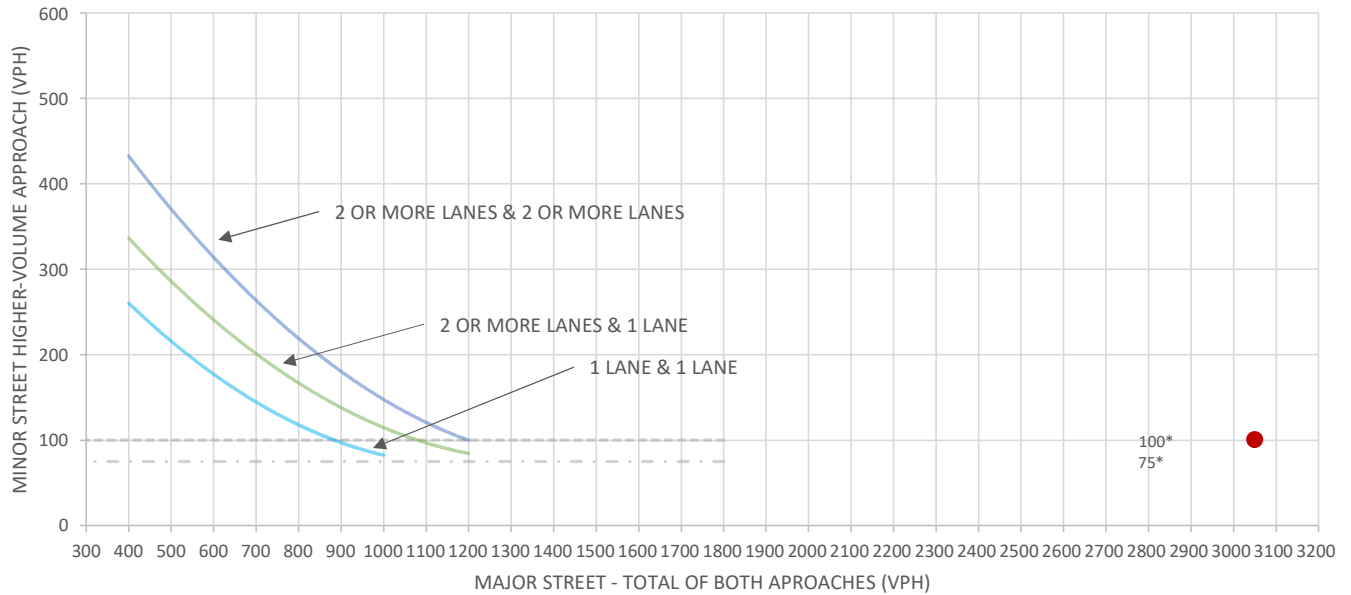
	Major Street	Minor Street	Warrant Met?
	Mojave Drive	Diamond Road	
<b>Number of Approach Lanes</b>	2	1	<b>No</b>
<b>Traffic Volume (VPH)*</b>	2,228	51	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

<b>Project</b>	Mojave Industrial Park
<b>Scenario</b>	2026 plus Project
<b>Peak Hour</b>	AM

<b>Intersection #</b>	7
<b>Major Street</b>	Mojave Drive
<b>Minor Street</b>	Diamond Road

<b>N-S</b>	<input type="checkbox"/>	<b>E-W</b>	<input checked="" type="checkbox"/>
	<input checked="" type="checkbox"/>		<input type="checkbox"/>

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



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

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

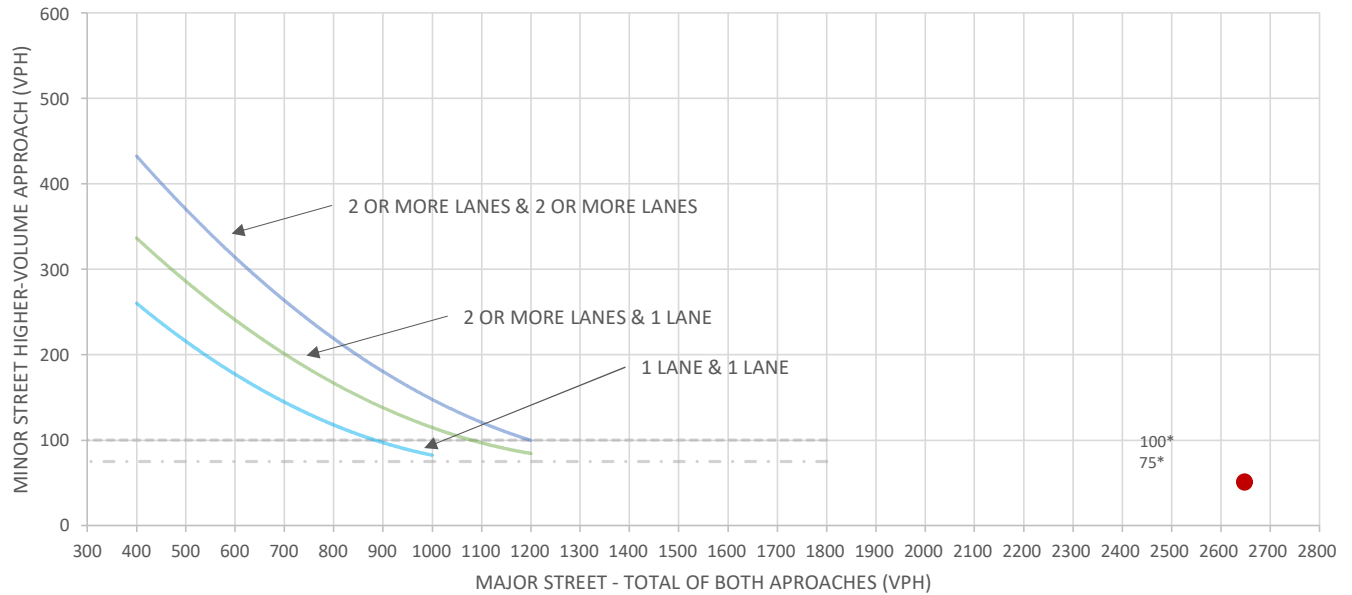
	<b>Major Street</b>	<b>Minor Street</b>	<b>Warrant Met?</b>
	Mojave Drive	Diamond Road	
<b>Number of Approach Lanes</b>	2	1	<b>Yes</b>
<b>Traffic Volume (VPH)*</b>	3,050	101	
<p>*Note:                      Traffic volume for the Major Street approach is the total volume of both approaches.                      Traffic volume for the Minor Street is the highest volume approach.</p>			

<b>Project</b>	Mojave Industrial Park
<b>Scenario</b>	2026 plus Project
<b>Peak Hour</b>	PM

<b>Intersection #</b>	7
<b>Major Street</b>	Mojave Drive
<b>Minor Street</b>	Diamond Road

<b>N-S</b>	<input type="checkbox"/>	<b>E-W</b>	<input checked="" type="checkbox"/>
	<input checked="" type="checkbox"/>		<input type="checkbox"/>

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



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

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

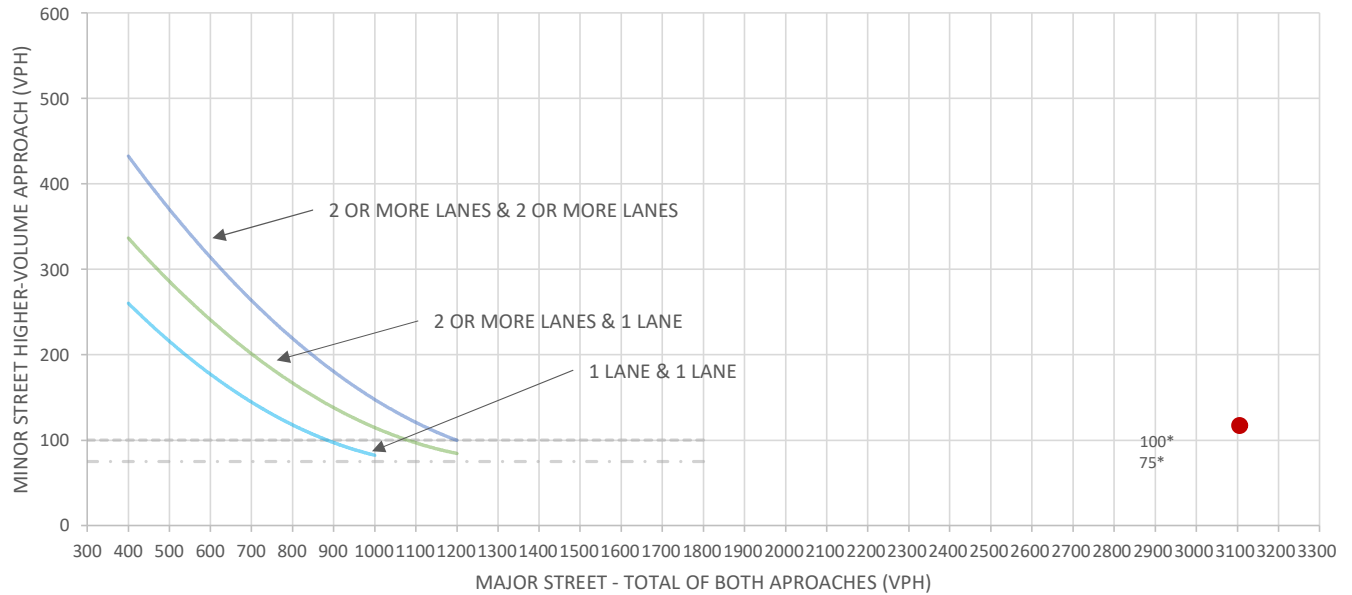
	Major Street	Minor Street	Warrant Met?
	Mojave Drive	Diamond Road	
<b>Number of Approach Lanes</b>	2	1	<b>No</b>
<b>Traffic Volume (VPH)*</b>	2,648	51	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

<b>Project</b>	Mojave Industrial Park
<b>Scenario</b>	2040
<b>Peak Hour</b>	AM

<b>Intersection #</b>	7
<b>Major Street</b>	Mojave Drive
<b>Minor Street</b>	Diamond Road

<b>N-S</b>	<input type="checkbox"/>	<b>E-W</b>	<input checked="" type="checkbox"/>
	<input checked="" type="checkbox"/>		<input type="checkbox"/>

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



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

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

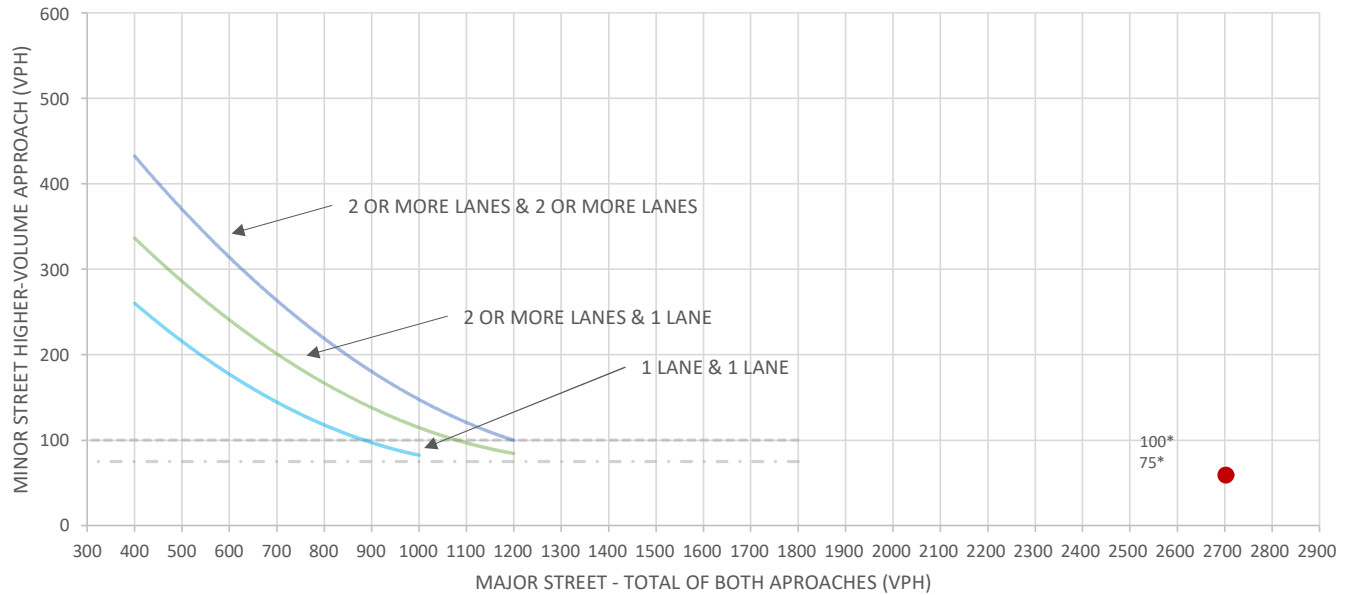
	Major Street	Minor Street	Warrant Met?
	Mojave Drive	Diamond Road	
<b>Number of Approach Lanes</b>	2	1	<b>Yes</b>
<b>Traffic Volume (VPH)*</b>	3,106	117	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

<b>Project</b>	Mojave Industrial Park
<b>Scenario</b>	2040
<b>Peak Hour</b>	PM

<b>Intersection #</b>	7
<b>Major Street</b>	Mojave Drive
<b>Minor Street</b>	Diamond Road

<b>N-S</b>	<input type="checkbox"/>	<b>E-W</b>	<input checked="" type="checkbox"/>
	<input checked="" type="checkbox"/>		<input type="checkbox"/>

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



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

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

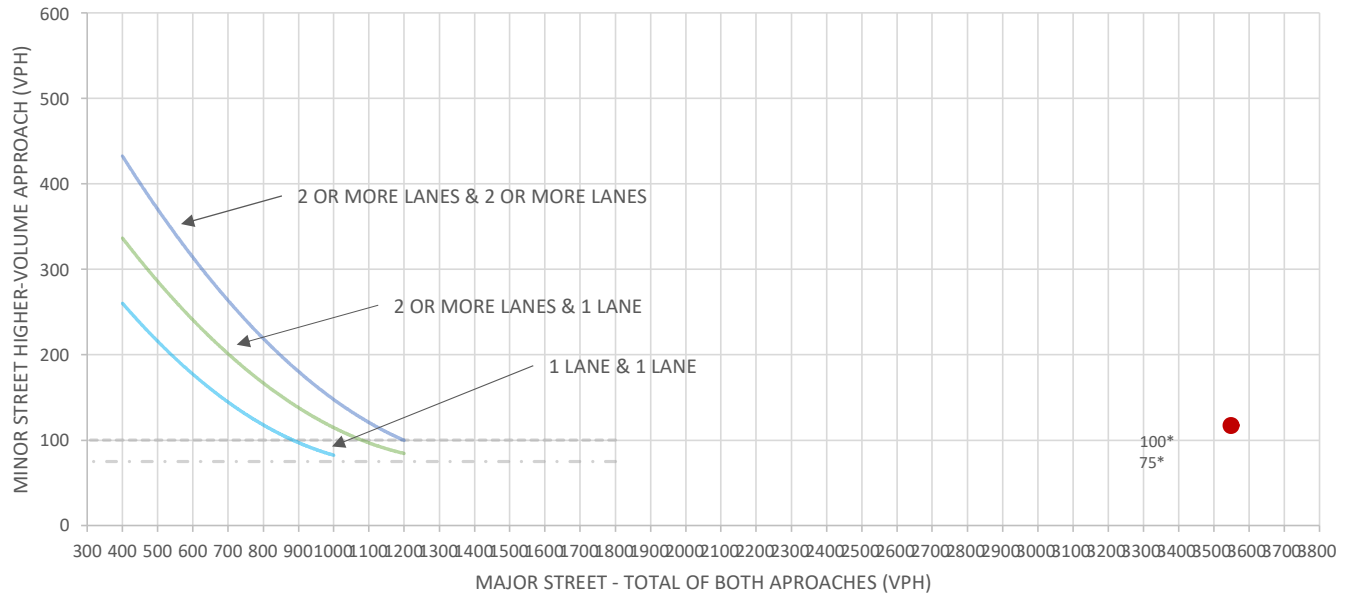
	Major Street	Minor Street	Warrant Met?
	Mojave Drive	Diamond Road	
<b>Number of Approach Lanes</b>	2	1	<b>No</b>
<b>Traffic Volume (VPH)*</b>	2,702	59	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

<b>Project</b>	Mojave Industrial Park
<b>Scenario</b>	2040 plus Project
<b>Peak Hour</b>	AM

<b>Intersection #</b>	7
<b>Major Street</b>	Mojave Drive
<b>Minor Street</b>	Diamond Road

<b>N-S</b>	<input type="checkbox"/>	<b>E-W</b>	<input checked="" type="checkbox"/>
	<input checked="" type="checkbox"/>		<input type="checkbox"/>

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



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

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

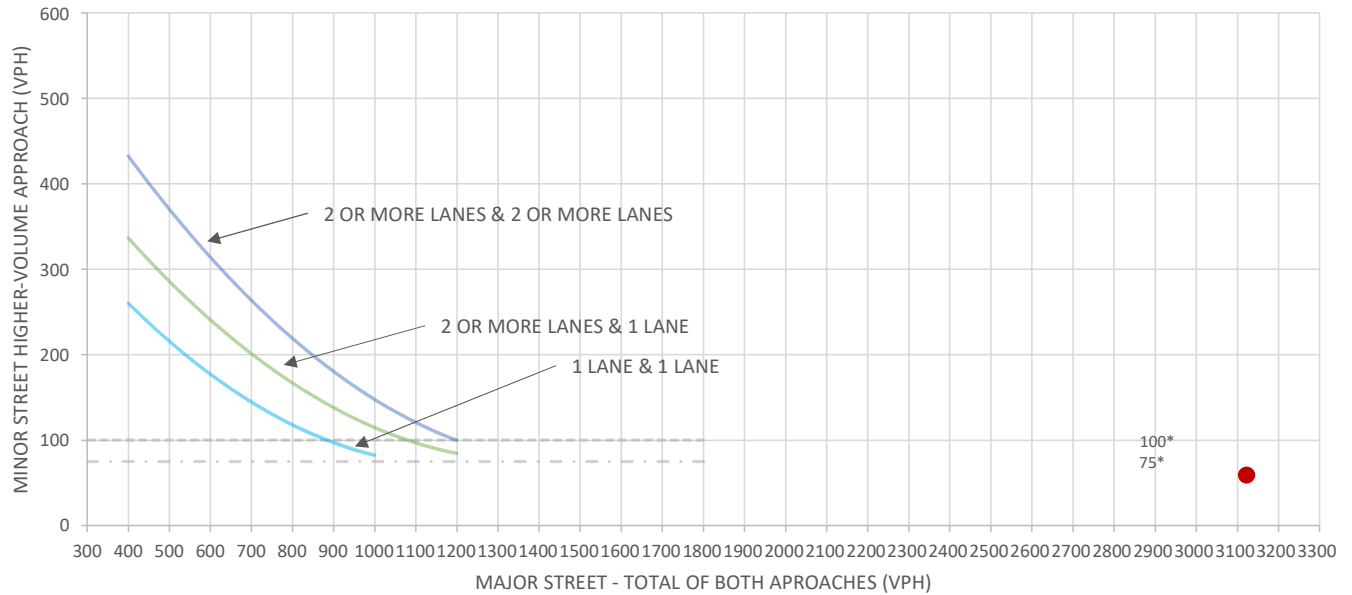
	<b>Major Street</b>	<b>Minor Street</b>	<b>Warrant Met?</b>
	Mojave Drive	Diamond Road	
<b>Number of Approach Lanes</b>	2	1	<b>Yes</b>
<b>Traffic Volume (VPH)*</b>	3,549	117	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

<b>Project</b>	Mojave Industrial Park
<b>Scenario</b>	2040 plus Project
<b>Peak Hour</b>	PM

<b>Intersection #</b>	7
<b>Major Street</b>	Mojave Drive
<b>Minor Street</b>	Diamond Road

<b>N-S</b>	<input type="checkbox"/>	<b>E-W</b>	<input checked="" type="checkbox"/>
	<input checked="" type="checkbox"/>		<input type="checkbox"/>

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



Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

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

	Major Street	Minor Street	Warrant Met?
	Mojave Drive	Diamond Road	
<b>Number of Approach Lanes</b>	2	1	<b>No</b>
<b>Traffic Volume (VPH)*</b>	3,122	59	
*Note: Traffic volume for the Major Street approach is the total volume of both approaches. Traffic volume for the Minor Street is the highest volume approach.			

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# **Appendix F**

## Mojave Industrial Park Vehicle Miles Traveled Analysis





**DATE:** September 22, 2023  
**TO:** Lisa Valdez, Dudek  
**FROM:** Alex So, Urban Crossroads, Inc.  
**JOB NO:** 15692-01 VMT

## **MOJAVE INDUSTRIAL PARK VEHICLE MILES TRAVELED (VMT) ANALYSIS**

Urban Crossroads, Inc. is pleased to provide the following Vehicle Miles Traveled (VMT) Analysis for the proposed Mojave Industrial Park (**Project**), which is located on the northeast corner of Onyx Road and Mojave Drive in the City of Victorville.

### **PROJECT OVERVIEW**

It is our understanding that the Project would include construction of three industrial/warehouse buildings and associated improvements, totaling 1,350,000 square feet on approximately 81.1 acres of vacant land. Building 1, the southeast building, would be approximately 100,000 square feet, Building 2, the southwest building, would be approximately 91,000 square feet, and Building 3, the northern building, would be approximately 1,159,000 square feet. A preliminary site plan for the proposed Project is shown in Attachment A.

### **BACKGROUND**

The California Environmental Quality Act (CEQA) requires all lead agencies to adopt VMT as the measure for identifying transportation impacts for land use projects. To comply with CEQA, the City of Victorville adopted Resolution No. 20-031 (June 2020) (**City Guidelines**) (1), which documents the City's adopted VMT methodologies and impact thresholds. This VMT analysis has been developed based on the adopted City Guidelines.

### **VMT SCREENING**

City Guidelines state that a project may be determined to have a less than significant impact and screen from the need to prepare a project level VMT analysis if it meets one or more eligible screening criteria. The City's adopted VMT screening criteria are described in Table 1 along with a determination of each screening criteria's applicability to the Project.

**TABLE 1: SCREENING FOR LAND USE PROJECTS EXEMPT FROM VMT CALCULATIONS**

Screening Criteria	Description	Result
Transit Priority Area (TPA)	Projects located within a TPA (i.e., within a half mile of an existing major transit stop or an existing stop along a high-quality transit corridor) are presumed to have less than significant impact on VMT.	Does not meet. <sup>1</sup>
Low VMT Area	Land use projects located within a low VMT generating zone that can reasonably be expected to generate VMT per service population that is similar to the existing land uses in the low VMT area are presumed to have a less than significant VMT impact.	Does not meet. <sup>1</sup>
Project Type Screening	Local Essential Services such as K-12 schools, day care centers, and community institutions shortens non-discretionary trips by putting those goods and services closer to residents, resulting in an overall reduction in VMT. In addition, Projects generating fewer than 1,285 daily trips are presumed to have a less than significant impact on VMT.	Does not meet.

As the Project was not found to meet any of the applicable screening criteria, consistent with the City Guidelines a project level VMT analysis should be prepared.

## VMT ANALYSIS

### TRAFFIC MODELING METHODOLOGY

City Guidelines state that the San Bernardino County Transportation Analysis Model (**SBTAM**), is the preferred tool for conducting VMT analysis for land use projects in the City of Victorville. SBTAM is a useful tool to estimate VMT as it considers interaction between different land uses based on socio-economic data such as population, households, and employment. The calculation of VMT for land use projects is based on the total number of trips generated and the average trip length of each vehicle type.

### VMT ANALYSIS METHODOLOGY

For the purposes of this analysis, Project generated VMT has been estimated using the Production/Attraction (PA) method. The City Guidelines states that for projects with a single land use type the PA method shall be used<sup>2</sup>. Consistent with City Guidelines, VMT has been estimated based on PA Home-Based Work (HBW) VMT per employee.

### PRODUCTION/ATTRACTION METHOD

The Production/Attraction (PA) method for calculating VMT sums all weekday VMT generated by Home-Based (HB) and Home-Based Work (HBW) trips with at least one trip-end in the study area (i.e., Project Traffic Analysis Zone or TAZ) by trip purpose. Productions are land use types that generate trips (residences), and attractions are land use types that attract trips (employment).

<sup>1</sup> Low VMT Area screening is not applicable as the land use information represented in the TAZ containing the Project is not consistent with that proposed by the Project (i.e., industrial warehouse).

<sup>2</sup> City Guidelines (Project Generated Methodology); Exhibit 1, Page 1.

The PA method allows Project VMT to be evaluated based on trip purpose, which is consistent with the State of California Governor’s Office of Planning and Research (OPR) Technical Advisory (2).

### **VMT METRIC AND SIGNIFICANCE THRESHOLD**

The City Guidelines identifies a project would result in a significant project generated VMT impact if the following condition is met:

- A project’s VMT generation per employee shall be less than the City’s VMT General Plan buildout VMT per employee.

To establish the impact threshold for this analysis, Urban Crossroads has utilized published data from the San Bernardino County Transportation Authority (SBCTA). SBCTA previously published HBW VMT per employee metrics from the SBTAM travel demand model for each of its member agencies. The City of Victorville’s General Plan buildout VMT per employee impact threshold as obtained from SBCTA is **17.1 VMT per employee**.

### **PROJECT VMT ESTIMATES**

To estimate Project generated VMT, standard land use information such as building square footage must first be converted into a SBTAM compatible dataset. The SBTAM model utilizes socio-economic data (SED) (e.g., population, households, and employment) for the purposes of vehicle trip estimation. Table 2 summarizes the SED inputs used to represent the Project. Table 2 summarizes the Project’s HBW VMT, the resulting VMT per employee value and comparison to the City’s impact threshold.

**TABLE 2: PROJECT VMT**

	Project
Employment <sup>3</sup>	1,130
PA HBW VMT	14,169
VMT per Employee	12.5
City PA HBW VMT Threshold	17.1
PA HBW VMT Potentially Significant?	No

The Project was found to generate PA HBW VMT (i.e., commute VMT) below the City’s adopted impact threshold and would result in a less than significant VMT impact.

### **CONCLUSION**

Based on the results of this analysis the following findings are made:

- The Project was evaluated against screening criteria as outlined in the City Guidelines. The Project was not found to meet any available screening criteria, and a VMT analysis was performed.

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<sup>3</sup> 1,195 SF per employee; SCAG Employment Density Report, Table II-B

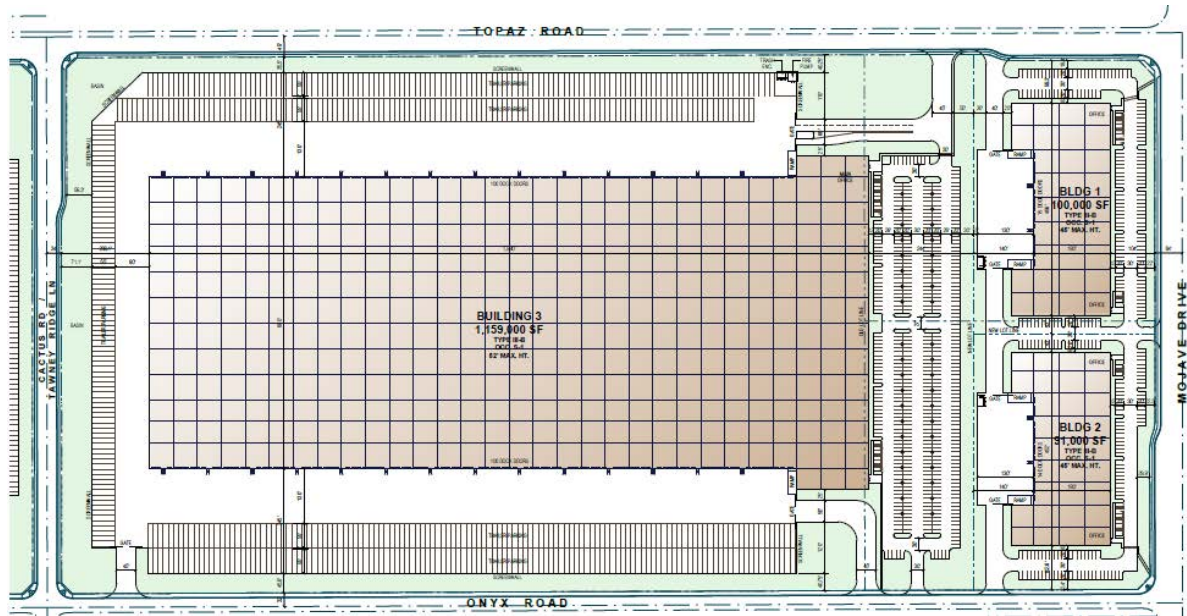
- A project level VMT analysis was performed to evaluate project generated HBW VMT per employee as compared to the City's impact threshold.
- The Project is forecasted to generate HBW VMT per employee below the City's impact threshold and is determined to have a less than significant impact commute VMT impact.
- The Project's VMT impact is therefore considered less than significant.

If you have any questions, please contact me directly at [aso@urbanxroads.com](mailto:aso@urbanxroads.com).

## REFERENCES

1. **City of Victorville.** *Resolution No. 20-031 A Resolution of the City Council Adopting Local Guidelines for Vehicle Miles Traveled (VMT) Thresholds of Significance for Purposes of Analyzing Transportation Impacts Under the California Environmental Quality Act (CEQA).* City of Victorville : City of Victorville, June 2020.
2. **Governor's Office of Planning and Research.** *Technical Advisory On Evaluating Transportation Impacts In CEQA.* December 2018.

**ATTACHMENT A**  
**PRELIMINARY SITE PLAN**







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# **Appendix G**

## Project Fair Share Cost Estimates

## Mojave Industrial Park Project Transportation Impact Analysis

### Appendix G. Project Fair Share Cost Estimates

No.	Intersection	Jurisdiction	Opening Year (2026) plus Project	Horizon Year (2040) plus Project	Improvement in Fee Program?	Project Responsibility <sup>1</sup>	Cost of Improvement <sup>2</sup>	Cost of Improvement (Feb 2024 adj) <sup>2</sup>	Fair Share % <sup>3</sup>	Fair Share Cost (2024 Adj)
3	U.S. Hwy 395/Mojave Dr.	Caltrans/ Victorville	Add (1) WB right-turn with overlap phasing	Same	No	Fair Share	\$75,000	\$128,669	6.13%	\$7,887
4	U.S. Hwy 395/SR 18	Caltrans	Add (1) NB through lane	Same	No	Fair Share	\$150,000	\$257,338	3.94%	\$10,139
6	Topaz Road (new)/Mojave Dr.	Victorville	Signalize; Protected EB/WB left-turn phasing; permitted NB/SB phasing	N/A	Yes	Project Component <sup>4</sup>	\$750,000	n/a	100.00%	\$750,000
7	Diamond Rd./Mojave Dr.	Victorville	Signalize; meets warrants in AM peak hour. Protected EB/WB left-turn phasing; permitted NB/SB phasing	Same	No	Fair Share	\$750,000	\$1,286,692	31.97%	\$411,356
8	Cobalt Rd./Mojave Dr.	Victorville	Add (1) WB through lane	Same	No	Fair Share	\$150,000	\$257,338	28.33%	\$72,904
10	El Evado Rd./Mojave Dr.	Victorville	Add (1) WB through lane	Same	No	Fair Share	\$150,000	\$257,338	27.22%	\$70,048
11	Amargosa Rd./Mojave Dr.	Victorville	Add (1) EB through lane	Same	No	Fair Share	\$150,000	\$257,338	26.28%	\$67,629
12	Village Dr./Mojave Dr.	Victorville	Widen and restripe NB approach to: (1) NB left-through lane and (1) NB right-turn lane	Same	No	Fair Share	\$25,000	\$42,890	27.52%	\$11,803
13	I-15 SB Ramps/ Mojave Dr.	Caltrans/ Victorville	N/A	Restripe SB approach to: (1) SB left-through lane and (2) SB right-turn lanes	No	Fair Share	\$25,000	\$42,890	27.22%	\$11,803
Costs							<b>\$2,225,000</b>	<b>\$2,530,495</b>		<b>\$1,413,569</b>

#### Notes:

<sup>1</sup>Identifies either the Project's responsibility to construct an improvement or contribute fair share towards the implementation of improvements.

<sup>2</sup>Rough cost estimate, provided for planning-level purposes only. Costs adjusted to 2024 using the Engineering News-Record (ENR) Construction Cost Indices (CCI).

<sup>3</sup>Identifies either the project's responsibility to construct an improvement or contribute fair share towards the implementation of improvements outside of payment to the TUMF program. Project responsibility and improvements will be determined in the project's conditions of approval. See Table 15, Project Fair Share Summary.

<sup>4</sup>Cost of improvement based on discussions with City of Victorville staff (February 2024) and consistent with recent signalization projects in the City.