



Victorville Residential

TRAFFIC ANALYSIS

CITY OF VICTORVILLE

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14222-03A TA Report

TABLE OF CONTENTS

TABLE OF CONTENTS	I
APPENDICES	III
LIST OF EXHIBITS	V
LIST OF TABLES	VII
LIST OF ABBREVIATED TERMS	IX
1 SUMMARY OF FINDINGS	1
1.1 Summary of Findings.....	1
1.2 Project Overview.....	3
1.3 Analysis Scenarios	3
1.4 Study Area.....	5
1.5 Deficiencies	8
1.6 Recommendations	9
2 METHODOLOGIES	19
2.1 Level of Service	19
2.2 Intersection Capacity Analysis	19
2.3 Traffic Signal Warrant Analysis Methodology.....	21
2.4 Queuing Analysis.....	22
2.5 Minimum Acceptable Levels of Service (LOS).....	23
2.6 Deficiency Criteria.....	24
2.7 Project Fair Share Calculation Methodology	25
3 AREA CONDITIONS	27
3.1 Existing Circulation Network.....	27
3.2 City of Victorville General Plan Circulation Element.....	27
3.3 Transit Service.....	27
3.4 Bicycle & Pedestrian Facilities.....	27
3.5 Existing (2021) Traffic Counts	35
3.6 Intersection Operations Analysis	35
3.7 Traffic Signal Warrants Analysis.....	38
3.8 Queuing Analysis.....	38
4 PROJECTED FUTURE TRAFFIC	39
4.1 Project Trip Generation.....	39
4.2 Project Trip Distribution.....	40
4.3 Modal Split	40
4.4 Project Trip Assignment	40
4.5 Background Traffic	40
4.6 Cumulative Development Traffic	43
4.7 Near-Term Conditions.....	43
4.8 Future Year (2033) Conditions	46
5 OPENING YEAR CUMULATIVE (2023) TRAFFIC CONDITIONS	47
5.1 Roadway Improvements	47
5.2 Traffic Volume Forecasts.....	47
5.3 Intersection Operations Analysis	50
5.4 Traffic Signal Warrants Analysis.....	51
5.5 Queuing Analysis.....	51

5.6	Project Deficiencies and Recommended Improvements.....	51
6	FUTURE YEAR (2033) TRAFFIC CONDITIONS.....	53
6.1	Roadway Improvements	53
6.2	Traffic Volume Forecasts.....	53
6.3	Intersection Operations Analysis	56
6.4	Queuing Analysis.....	57
6.5	Deficiencies and Recommended Improvements	57
7	LOCAL AND REGIONAL FUNDING MECHANISMS.....	59
7.1	City of Victorville Development Impact Fee Program.....	59
7.2	Measure “I” Funds	59
7.3	Fair Share Contribution.....	60
8	VEHICLE MILES TRAVELED	61
8.1	Project Screening	61
8.2	Project Generated VMT	62
8.3	Conclusion.....	64
9	REFERENCES.....	65

APPENDICES

- APPENDIX 1.1: APPROVED TRAFFIC STUDY SCOPING AGREEMENT**
- APPENDIX 1.2: SITE ADJACENT QUEUES**
- APPENDIX 3.1: EXISTING TRAFFIC COUNTS**
- APPENDIX 3.2: EXISTING (2021) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS**
- APPENDIX 3.3: EXISTING (2021) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS**
- APPENDIX 3.4: EXISTING (2021) CONDITIONS QUEUING ANALYSIS WORKSHEETS**
- APPENDIX 5.1: OPENING YEAR CUMULATIVE (2023) WITHOUT PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS**
- APPENDIX 5.2: OPENING YEAR CUMULATIVE (2023) WITH PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS**
- APPENDIX 5.3: OPENING YEAR CUMULATIVE (2023) WITHOUT PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS**
- APPENDIX 5.4: OPENING YEAR CUMULATIVE (2023) WITH PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS**
- APPENDIX 5.5: OPENING YEAR CUMULATIVE (2023) WITHOUT PROJECT CONDITIONS QUEUING ANALYSIS WORKSHEETS**
- APPENDIX 5.6: OPENING YEAR CUMULATIVE (2023) WITH PROJECT CONDITIONS QUEUING ANALYSIS WORKSHEETS**
- APPENDIX 5.7: OPENING YEAR CUMULATIVE (2023) WITH PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS**
- APPENDIX 6.1: FUTURE YEAR (2033) WITHOUT PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS**
- APPENDIX 6.2: FUTURE YEAR (2033) WITH PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS**
- APPENDIX 6.3: FUTURE YEAR (2033) WITHOUT PROJECT CONDITIONS QUEUING ANALYSIS WORKSHEETS**
- APPENDIX 6.4: FUTURE YEAR (2033) WITH PROJECT CONDITIONS QUEUING ANALYSIS WORKSHEETS**
- APPENDIX 8.1: SBCTA SCREENING TOOL RESULTS**

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LIST OF EXHIBITS

EXHIBIT 1-1: LOCATION MAP..... 2
EXHIBIT 1-2: PRELIMINARY SITE PLAN 4
EXHIBIT 1-3: STUDY AREA 7
EXHIBIT 1-4: SITE ADJACENT ROADWAY AND SITE ACCESS RECOMMENDATIONS..... 10
EXHIBIT 1-5: CONCEPT STRIPING PLAN FOR CANTINA DRIVE 13
EXHIBIT 1-6: CONCEPT STRIPING PLAN FOR BEGONIA ROAD 14
EXHIBIT 1-7: CONCEPT STRIPING PLAN FOR SENECA ROAD..... 15
EXHIBIT 1-8: CONCEPT STRIPING PLAN FOR MESA LINDA AVENUE 16
EXHIBIT 3-1: EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS 28
EXHIBIT 3-2: CITY OF VICTORVILLE GENERAL PLAN CIRCULATION ELEMENT..... 29
EXHIBIT 3-3: CITY OF VICTORVILLE ROADWAY CROSS-SECTIONS..... 30
EXHIBIT 3-4: EXISTING TRANSIT ROUTES 32
EXHIBIT 3-5: BIKE FACILITIES 33
EXHIBIT 3-6: EXISTING PEDESTRIAN FACILITIES..... 34
EXHIBIT 3-7: EXISTING (2021) TRAFFIC VOLUMES 37
EXHIBIT 4-1: PROJECT TRIP DISTRIBUTION..... 41
EXHIBIT 4-2: PROJECT ONLY TRAFFIC VOLUMES 42
EXHIBIT 4-3: CUMULATIVE DEVELOPMENT LOCATION MAP 44
EXHIBIT 4-4: CUMULATIVE ONLY TRAFFIC VOLUMES 45
EXHIBIT 5-1: OPENING YEAR CUMULATIVE (2023) WITHOUT PROJECT TRAFFIC VOLUMES 48
EXHIBIT 5-2: OPENING YEAR CUMULATIVE (2023) WITH PROJECT TRAFFIC VOLUMES 49
EXHIBIT 6-1: FUTURE YEAR (2033) WITHOUT PROJECT TRAFFIC VOLUMES 54
EXHIBIT 6-2: FUTURE YEAR (2033) WITH PROJECT TRAFFIC VOLUMES 55

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LIST OF TABLES

TABLE 1-1: INTERSECTION ANALYSIS LOCATIONS 6
TABLE 1-2: SUMMARY OF INTERSECTION LEVEL OF SERVICE BY ANALYSIS SCENARIO 8
TABLE 1-3: SUMMARY OF IMPROVEMENTS AND ROUGH ORDER OF MAGNITUDE COSTS..... 17
TABLE 2-1: SIGNALIZED INTERSECTION LOS THRESHOLDS..... 20
TABLE 2-2: UNSIGNALIZED INTERSECTION LOS THRESHOLDS..... 21
TABLE 2-3: TRAFFIC SIGNAL WARRANT ANALYSIS LOCATIONS..... 22
TABLE 3-1: INTERSECTION ANALYSIS FOR EXISTING (2021) CONDITIONS 36
TABLE 3-2: PEAK HOUR QUEUING SUMMARY FOR EXISTING (2021) CONDITIONS..... 38
TABLE 4-1: TRIP GENERATION RATES..... 39
TABLE 4-2: PROJECT TRIP GENERATION SUMMARY 39
TABLE 4-3: CUMULATIVE DEVELOPMENT LAND USE SUMMARY 43
TABLE 5-1: INTERSECTION ANALYSIS FOR OPENING YEAR CUMULATIVE (2023) CONDITIONS 50
TABLE 5-2: PEAK HOUR QUEUING SUMMARY FOR OPENING YEAR CUMULATIVE (2023) CONDITIONS 51
TABLE 5-3: INTERSECTION ANALYSIS FOR OPENING YEAR CUMULATIVE (2023) CONDITIONS WITH IMPROVEMENTS 52
TABLE 6-1: INTERSECTION ANALYSIS FOR FUTURE YEAR (2033) CONDITIONS 56
TABLE 6-2: PEAK HOUR QUEUING SUMMARY FOR FUTURE YEAR (2033) CONDITIONS 57
TABLE 7-1: PROJECT FAIR SHARE CALCULATIONS..... 60
TABLE 8-1: SED DENSITY FACTORS ESTIMATES 63
TABLE 8-2: PROJECT VMT PER SERVICE POPULATION 63
TABLE 8-3: PROJECT GENERATED VMT PER SP COMPARISON 64

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LIST OF ABBREVIATED TERMS

(1)	Reference
ADT	Average Daily Traffic
CA MUTCD	California Manual on Uniform Traffic Control Devices
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CMP	Congestion Management Program
DIF	Development Impact Fee
DU	Dwelling Units
OYC	Opening Year Cumulative
HCM	Highway Capacity Manual
ITE	Institute of Transportation Engineers
LOS	Level of Service
NP	Without Project
OPR	Office of Planning and Research
PHF	Peak Hour Factor
Project	Victorville Residential
TA	Traffic Analysis
v/c	Volume to Capacity
VMT	Vehicle Miles Traveled
vphgpl	Vehicles per Hour Green per Lane
VVTA	Victor Valley Transit Authority
WP	With Project

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1 SUMMARY OF FINDINGS

This report presents the results of the traffic analysis (TA) for the proposed Victorville Residential (“Project”), which is located at the southwest corner of Mesa Linda Avenue and Seneca Road in the City of Victorville. The Project’s location in relation to the surrounding area is shown on Exhibit 1-1.

The purpose of this TA is to evaluate the potential circulation system deficiencies that may result from the development of the proposed Project, and where necessary recommend improvements to achieve acceptable operations consistent with General Plan level of service goals and policies. This TA has been prepared in accordance with the City of Victorville’s General Guidelines For Conducting Traffic Studies and Determination of Intersection Level of Service and Improvement Needs (January 20, 2005) and the County of San Bernardino’s Transportation Impact Study (July 9, 2019). (1) (2) The City approved Project Traffic Study Scoping agreement is provided in Appendix 1.1 of this TA.

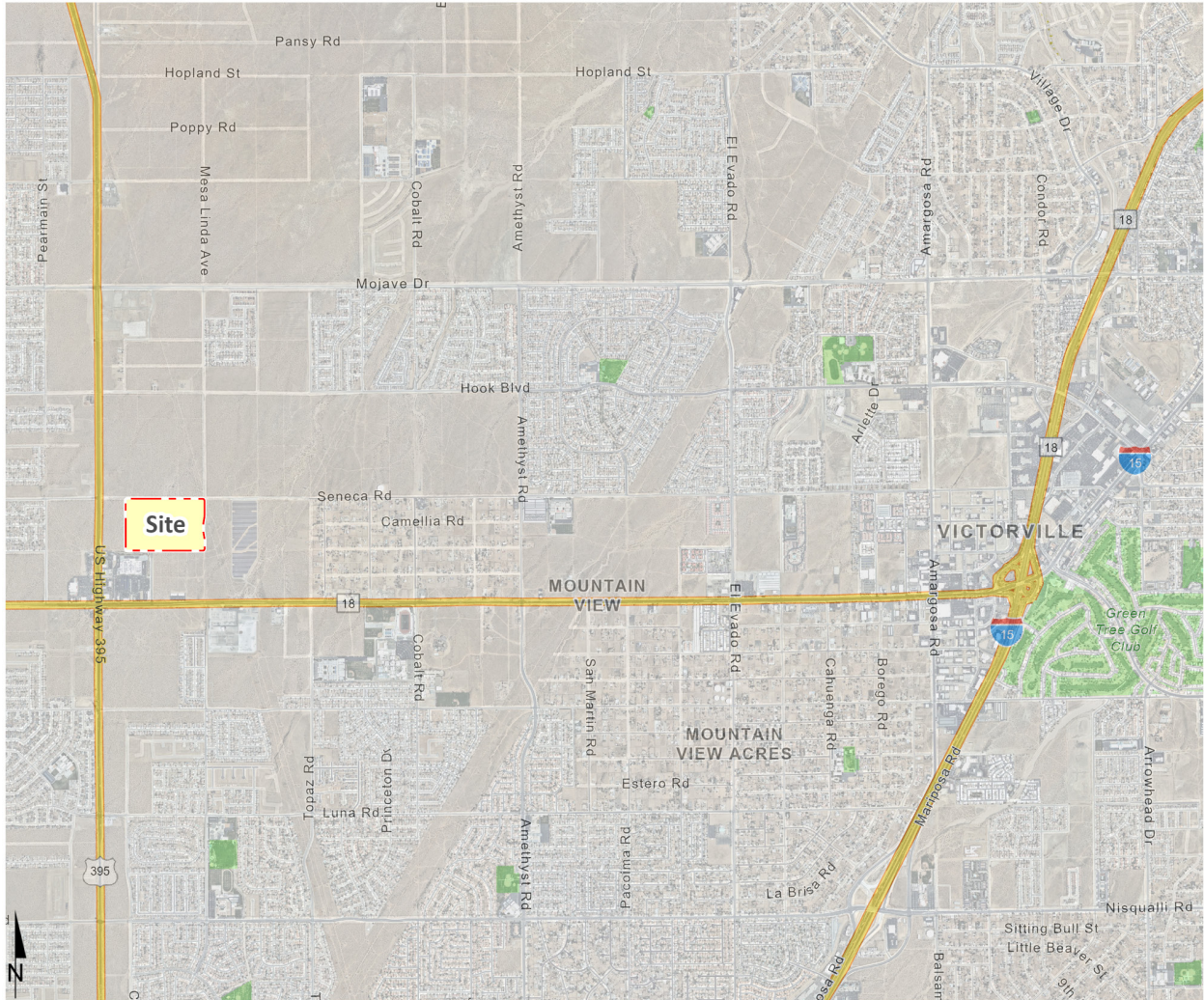
1.1 SUMMARY OF FINDINGS

The Project (210 single family detached residential dwelling units) is to construct the following improvements as design features in conjunction with development of the site:

- Project to construct its ultimate half-section plus 12-feet along Cantina Drive from Seneca Road to Begonia Road as a Collector (68-foot right-of-way) consistent with the City’s standards. The street improvement shall also include one 12-foot lane in the opposite direction in order to facilitate site access. Project to construct a minimum of one lane in each direction on Cantina Drive from the southern Project boundary to its current terminus in order to facilitate site access. The widening of Catalina Drive, south of Begonia Road to its ultimate would occur with future adjacent development.
- Project to construct its ultimate half-section plus 12-feet along Begonia Road as a Local Roadway (60-foot right-of-way) from Cantina Drive to Mesa Linda Avenue consistent with the City’s standards. The street improvement shall also include one 12-foot lane in the opposite direction in order to facilitate site access.
- Project to construct its ultimate half-section plus 12-feet along Mesa Linda Avenue as a Collector (68-foot right-of-way) from Seneca Road to Begonia Road consistent with the City’s standards. The street improvement shall also include one 12-foot lane in the opposite direction in order to facilitate site access.
- Project to construct its ultimate half-section plus 12-feet along Seneca Road as an Arterial (98-foot right-of-way) from Cantina Drive to Mesa Linda Avenue consistent with the City’s standards. The street improvement shall also include one 12-foot lane in the opposite direction in order to facilitate site access. Lastly, the Project shall construct one lane in each direction along Seneca Road between Mesa Linda Avenue and the existing easterly terminus of Seneca Road in order to accommodate secondary access to the site.
- Project to install stop control at Project driveway for traffic exiting the site (stop on one approach).

Additional details and intersection lane geometrics are provided in Section 1.6 *Recommendations* of this report.

EXHIBIT 1-1: LOCATION MAP



The development of the proposed Project is not anticipated to require the construction of any off-site improvements, however, there are improvement needs identified at off-site intersections for future traffic analysis scenarios where the Project would contribute traffic (as measured by 50 or more peak hour trips). As such, the Project Applicant's responsibility for the Project's contributions towards off-site intersection deficiencies is fulfilled through payment of fair share or participation in the pre-existing fee programs that would be assigned to construction of the identified recommended improvements. The Project Applicant would be required to pay requisite fair share contributions and fee payments consistent with the City's requirements (see Section 7 *Local and Regional Funding Mechanisms*).

1.2 PROJECT OVERVIEW

Exhibit 1-2 illustrates the preliminary Project site plan. The Project is proposed to consist of 210 single family detached residential dwelling units. It is anticipated that the Project would be developed in a single phase with an anticipated Opening Year of 2023. Regional access to the Project site will be provided by the I-15 Freeway via Palmdale Road (SR-18).

In order to develop the traffic characteristics of the proposed project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021). (3) The proposed Project is anticipated to generate 1,982 two-way daily trips with 147 AM peak hour trips and 197 PM peak hour trips. The assumptions and methods used to estimate the Project's trip generation characteristics are discussed in greater detail in Section 4.1 *Project Trip Generation* of this report.

1.3 ANALYSIS SCENARIOS

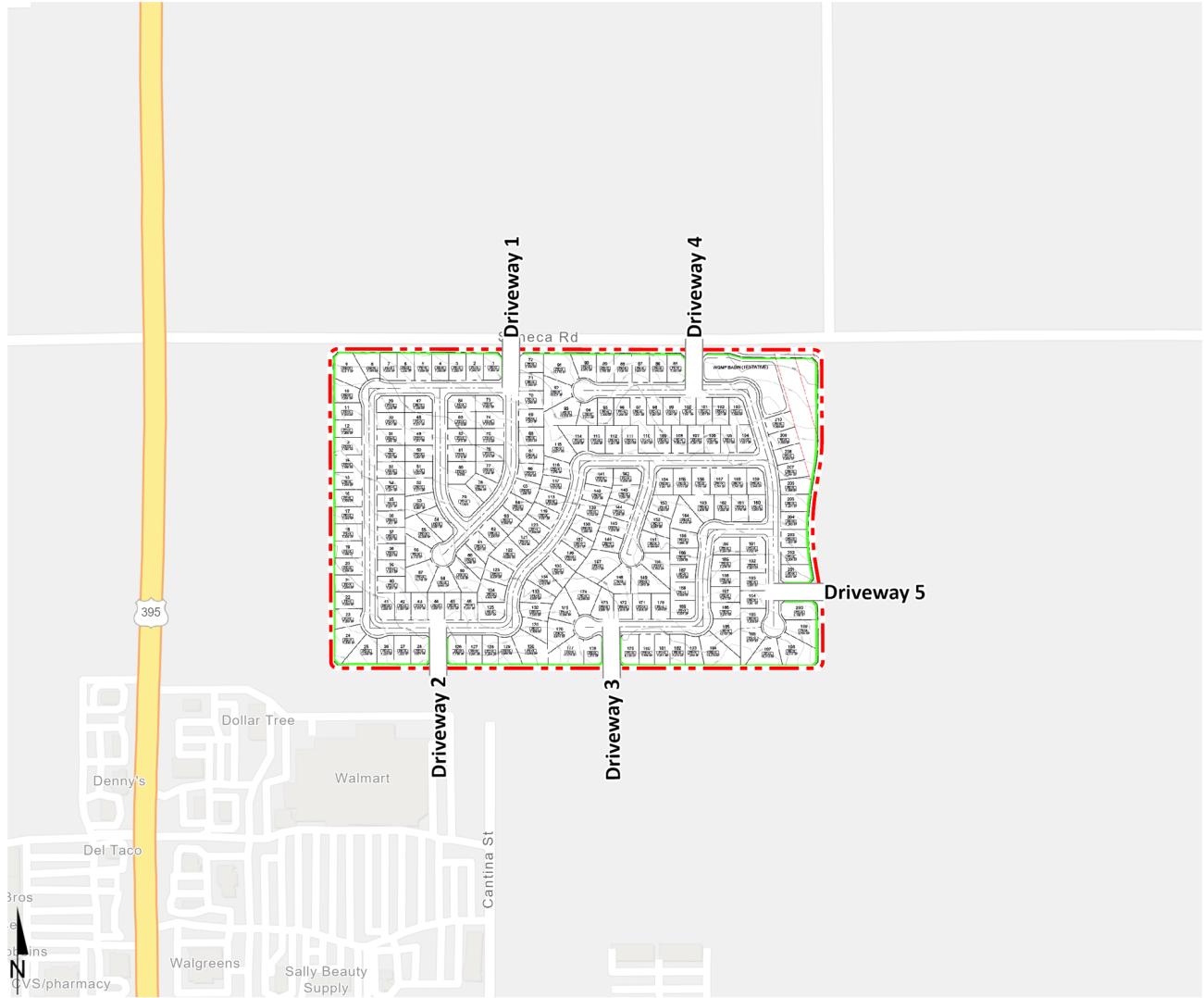
For the purposes of this TA, potential deficiencies to traffic and circulation have been assessed for each of the following conditions:

- Existing (2021)
- Opening Year Cumulative (2023) Without Project Conditions
- Opening Year Cumulative (2023) With Project Conditions
- Future Year (2033) Without Project Conditions
- Future Year (2033) With Project Conditions

1.3.1 EXISTING (2021) CONDITIONS

Information for Existing (2021) conditions is disclosed to represent the baseline traffic conditions as they existed at the time this report was prepared.

EXHIBIT 1-2: PRELIMINARY SITE PLAN



1.3.2 OPENING YEAR CUMULATIVE (2023) CONDITIONS

The Opening Year Cumulative (OYC) conditions analysis determines the potential near-term cumulative circulation system deficiencies. To account for background traffic growth, traffic associated with other known cumulative development projects in conjunction with an ambient growth from Existing (2021) conditions of 4.04% is included for Opening Year Cumulative (2023) traffic. This list of cumulative development projects was compiled from information provided by the City of Victorville and is consistent with other recent studies in the study area.

1.3.3 FUTURE YEAR (2033) CONDITIONS

The Future Year (2033) conditions analysis determines the potential longer-term cumulative circulation system deficiencies. To account for background traffic growth, traffic associated with other known cumulative development projects in conjunction with an ambient growth from Existing (2021) conditions of 26.82% is included for Future Year (2033) traffic. This list of cumulative development projects was compiled from information provided by the City of Victorville and is consistent with other recent studies in the study area.

1.4 STUDY AREA

To ensure that this TA satisfies the City of Victorville's requirements, Urban Crossroads, Inc. prepared a TA scoping package for review by City staff prior to the preparation of this report. The Agreement provides an outline of the Project study area, trip generation, trip distribution, and analysis methodology (see Appendix 1.1).

1.4.1 INTERSECTIONS

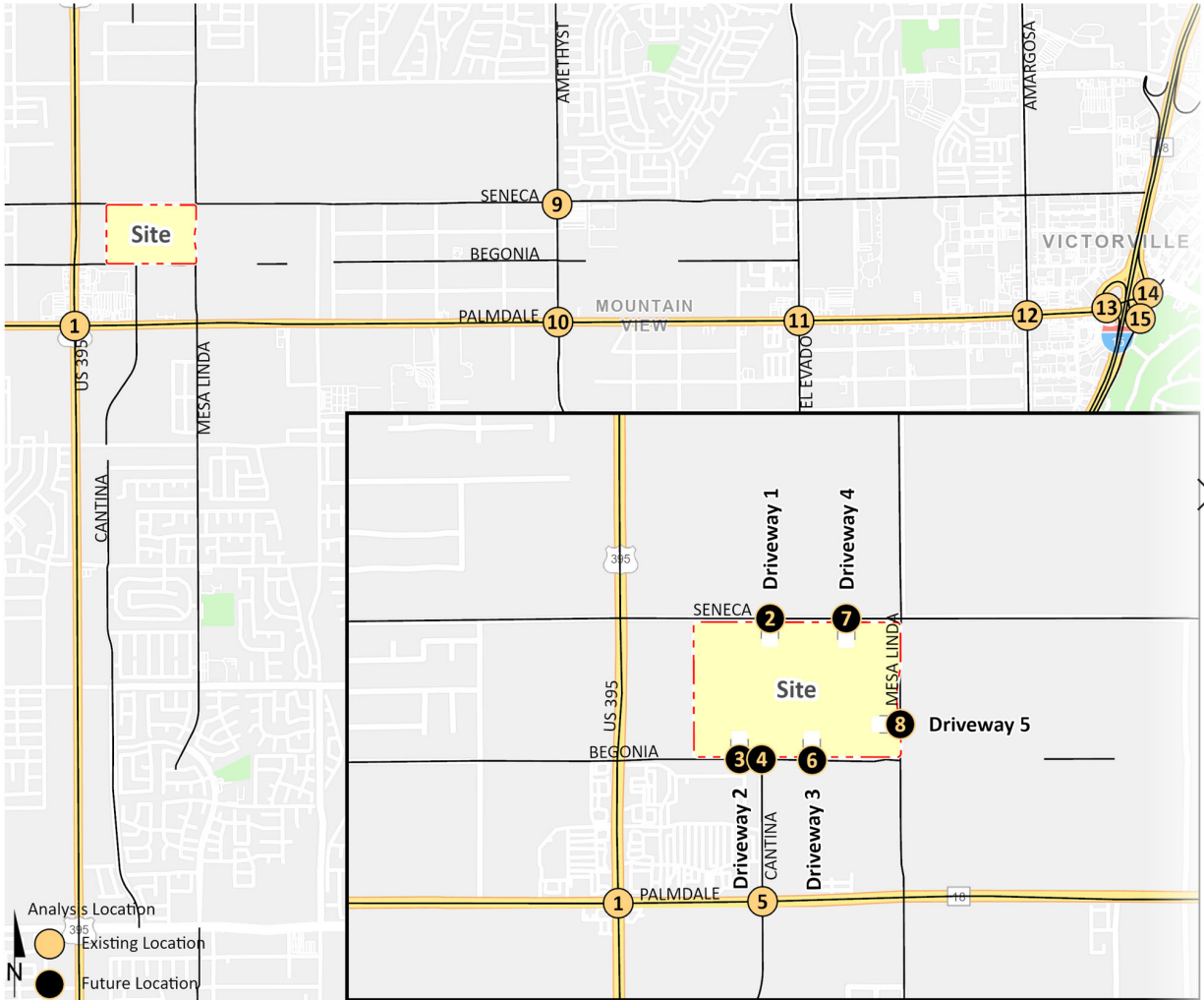
The following 15 study area intersections shown on Exhibit 1-2 and listed on Table 1-1 were selected for this TA based on consultation with City of Victorville staff. The "50 peak hour trip" criterion generally represents a minimum number of trips at which a typical intersection would have the potential to be affected by a given development proposal. Although each intersection may have unique operating characteristics, this traffic engineering rule of thumb is a widely utilized tool for estimating a potential area of influence (i.e., study area).

TABLE 1-1: INTERSECTION ANALYSIS LOCATIONS

ID	Intersections	Jurisdiction	CMP?
1	US-395 & Palmdale Rd. (SR-18)	Victorville, Caltrans	No
2	Driveway 1 & Seneca Rd.	Victorville	No
3	Driveway 2 & Begonia Rd.	Victorville	No
4	Cantina Rd. & Begonia Rd.	Victorville	No
5	Cantina Rd. & Palmdale Rd. (SR-18)	Victorville, Caltrans	No
6	Driveway 3 & Begonia Rd.	Victorville	No
7	Driveway 4 & Seneca Rd.	Victorville	No
8	Mesa Linda Av. & Driveway 5	Victorville	No
9	Amethyst Rd. & Seneca Rd.	Victorville	No
10	Amethyst Rd. & Palmdale Rd. (SR-18)	Victorville, Caltrans	No
11	El Evado Rd. & Palmdale Rd. (SR-18)	Victorville, Caltrans	No
12	Amargosa Rd. & Palmdale Rd. (SR-18)	Victorville, Caltrans	No
13	I-15 SB Ramps & Palmdale Rd. (SR-18)	Victorville, Caltrans	No
14	Mariposa Rd./I-15 NB On-Ramp & Palmdale Rd. (SR-18)	Victorville, Caltrans	No
15	Mariposa Rd. & I-15 NB Ramps	Victorville, Caltrans	No

The intent of the Congestion Management Program (CMP) is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related deficiencies, and improve air quality. Counties within California have developed CMPs with varying methods and strategies to meet the intent of the CMP legislation. There are no study area intersections identified as a County of San Bernardino CMP location. (4)

EXHIBIT 1-3: STUDY AREA



1.5 DEFICIENCIES

This section provides a summary of deficiencies by analysis scenario. Section 2 *Methodologies* provides information on the methodologies used in the analysis and Section 3 *Area Conditions*, Section 5 *Opening Year Cumulative (2023) Traffic Conditions*, and Section 6 *Future Year (2033) Traffic Conditions* includes the detailed analysis. A summary of LOS results for all analysis scenarios is presented on Table 1-2.

TABLE 1-2: SUMMARY OF INTERSECTION LEVEL OF SERVICE BY ANALYSIS SCENARIO

#	Intersection	Existing		2023 Without Project		2023 With Project		2033 Without Project		2033 With Project	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	US-395 & Palmdale Rd. (SR-18)	●	●	●	●	●	●	●	●	●	●
2	Driveway 1 & Seneca Rd.	N/A	N/A	N/A	N/A	●	●	N/A	N/A	●	●
3	Driveway 2 & Begonia Rd.	N/A	N/A	N/A	N/A	●	●	N/A	N/A	●	●
4	Cantina Rd. & Begonia Rd.	N/A	N/A	N/A	N/A	●	●	N/A	N/A	●	●
5	Cantina Rd. & Palmdale Rd. (SR-18)	●	●	●	●	●	●	●	●	●	●
6	Driveway 3 & Begonia Rd.	N/A	N/A	N/A	N/A	●	●	N/A	N/A	●	●
7	Driveway 4 & Seneca Rd.	N/A	N/A	N/A	N/A	●	●	N/A	N/A	●	●
8	Mesa Linda Av. & Driveway 5	N/A	N/A	N/A	N/A	●	●	N/A	N/A	●	●
9	Amethyst Rd. & Seneca Rd.	●	●	●	●	●	●	●	●	●	●
10	Amethyst Rd. & Palmdale Rd. (SR-18)	●	●	●	●	●	●	●	●	●	●
11	El Evado Rd. & Palmdale Rd. (SR-18)	●	●	●	●	●	●	●	●	●	●
12	Amargosa Rd. & Palmdale Rd. (SR-18)	●	●	●	●	●	●	●	●	●	●
13	I-15 SB Ramps & Palmdale Rd. (SR-18)	●	●	●	●	●	●	●	●	●	●
14	Mariposa Rd./I-15 NB On-Ramp & Palmdale Rd. (SR-18)	●	●	●	●	●	●	●	●	●	●
15	Mariposa Rd. & I-15 NB Ramps	●	●	●	●	●	●	●	●	●	●

● = A - D
● = E
● = F

1.5.1 EXISTING (2021) CONDITIONS

The following study area intersection currently operates at an unacceptable LOS during one or more peak hours under Existing (2021) traffic conditions:

- Amethyst Road & Seneca Road (#9) – LOS F AM peak hour only

1.5.2 OPENING YEAR CUMULATIVE (2023) CONDITIONS

The following study area intersection is anticipated to operate at an unacceptable LOS during one or more peak hours under Opening Year Cumulative (2023) Without Project traffic conditions:

- US-395 & Palmdale Road (SR-18) (#1) – LOS E AM peak hour only
- Amethyst Road & Seneca Road (#9) – LOS F AM peak hour only

There are no additional study area intersections anticipated to operate at an unacceptable LOS with the addition of Project traffic under Opening Year Cumulative (2023) With Project traffic conditions. However, the addition of the Project traffic is anticipated to worsen the PM peak hour operations to LOS E.

1.5.3 FUTURE YEAR (2033) CONDITIONS

The following study area intersections are anticipated to operate at an unacceptable LOS during one or more peak hours under Future Year (2033) Without Project traffic conditions:

- US-395 & Palmdale Road (SR-18) (#1) – LOS F AM and PM peak hours
- Amethyst Road & Seneca Road (#9) – LOS F AM and PM peak hours

There are no additional study area intersections anticipated to operate at an unacceptable LOS with the addition of Project traffic under Opening Year Cumulative (2023) With Project traffic conditions. The addition of Project traffic falls below the deficiency criteria, as such, no improvements have been identified for Future Year (2033) traffic conditions.

1.6 RECOMMENDATIONS

1.6.1 SITE ADJACENT AND SITE ACCESS RECOMMENDATIONS

The following recommendations are based on the improvements needed to accommodate site access. The site adjacent recommendations are shown on Exhibit 1-4. The site adjacent queuing analysis results for the site adjacent study area intersections are provided in Appendix 1.2.

Recommendation 1 – Project Driveway 1 & Seneca Road (#2) – The following improvements are necessary to accommodate site access:

- Project to install driveway stop control on the northbound approach (Project Driveway) and provide one westbound left turn lane with a minimum of 50-feet of storage.
- Construct a minimum of one through lane in each direction on Seneca Road.

Recommendation 2 – Project Driveway 2 & Begonia Road (#3) – The following improvements are necessary to accommodate site access:

- Project to install a driveway stop control on the southbound approach (Project Driveway).
- Construct a minimum of one through lane in each direction on Begonia Road.

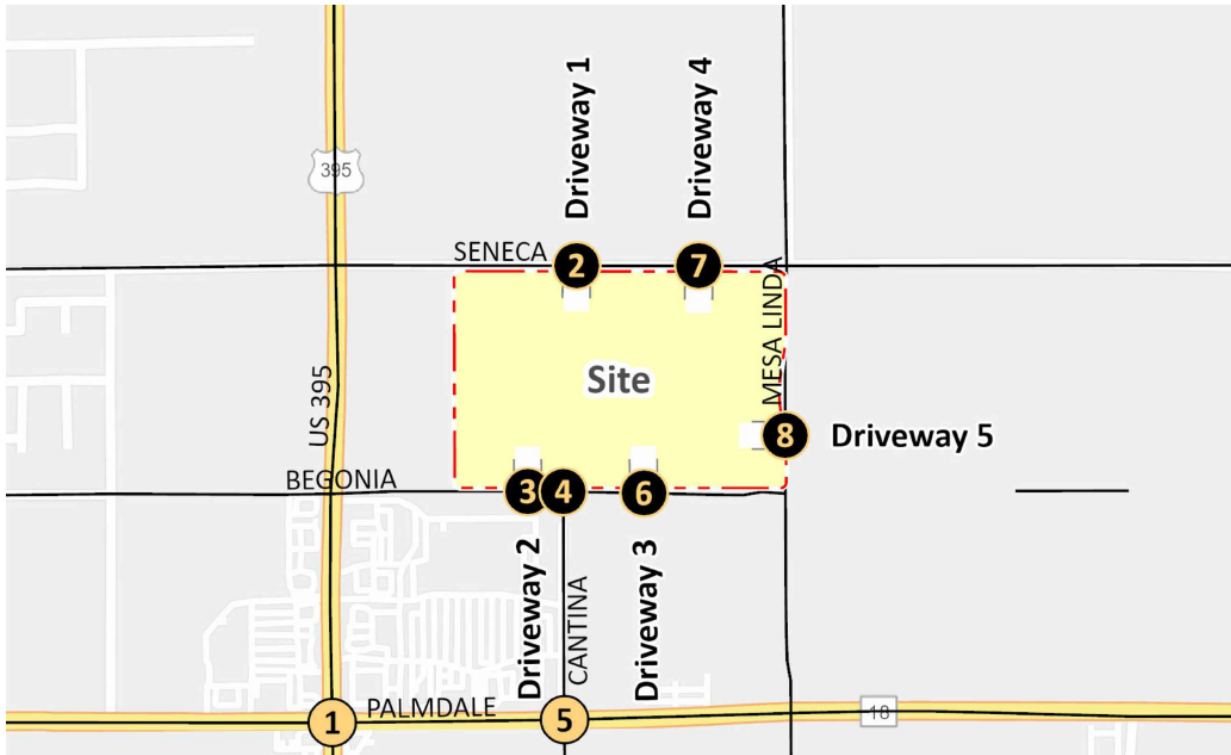
Recommendation 3 – Cantina Drive & Begonia Road (#4) – The following improvements are necessary to accommodate site access:

- Project to install a stop control on the northbound approach and provide a northbound left turn lane with a minimum of 100-feet of storage.
- Construct a minimum of one through lane in each direction on Begonia Road.

Recommendation 4 – Project Driveway 3 & Begonia Road (#6) – The following improvements are necessary to accommodate site access:

- Project to install a driveway stop control on the southbound approach (Project Driveway).
- Construct a minimum of one through lane in each direction on Begonia Road.

EXHIBIT 1-4: SITE ADJACENT ROADWAY AND SITE ACCESS RECOMMENDATIONS



2	3	4
Dwy. 1 & Seneca Rd.	Dwy. 2 & Begonia Rd.	Cantina Dr. & Begonia Rd.
6	7	8
Dwy. 3 & Begonia Rd.	Dwy. 4 & Seneca Rd.	Mesa Linda Av. & Dwy. 5

- = Stop Sign Improvement
- = Lane Improvement
- 100' = Recommended Turn Pocket Length

Recommendation 5 – Project Driveway 4 & Seneca Road (#7) – The following improvements are necessary to accommodate site access:

- Project to install driveway stop control on the northbound approach (Project Driveway) and provide one westbound left turn lane with a minimum of 50-feet of storage.
- Construct a minimum of one through lane in each direction on Seneca Road.

Recommendation 6 – Project Driveway 5 & Mesa Linda Avenue (#8) – The following improvements are necessary to accommodate site access:

- Project to install a driveway stop control on the eastbound approach (Project Driveway).
- Construct a minimum of one through lane in each direction on Mesa Linda Avenue.

Recommendation 7 – Cantina Drive is a north-south oriented roadway located south of the Project and provides access to Palmdale Road (SR-18) and a westerly alignment runs along the western boundary of the Project. Project to construct its ultimate half-section plus 12-feet along Cantina Drive from Seneca Road to Begonia Road as a Collector (68-foot right-of-way) consistent with the City's standards. The street improvement shall also include one 12-foot lane in the opposite direction in order to facilitate site access. Project to construct a minimum of one lane in each direction on Cantina Drive from the southern Project boundary to its current terminus in order to facilitate site access. The widening of Catalina Drive, south of Begonia Road to its ultimate would occur with future adjacent development. Exhibit 1-5 illustrates the concept striping plan for Cantina Drive.

Recommendation 8 – Begonia Road is an east-west oriented roadway located on the Project's southern boundary. Project to construct its ultimate half-section plus 12-feet along Begonia Road as a Local Roadway (60-foot right-of-way) from Cantina Drive to Mesa Linda Avenue consistent with the City's standards. The street improvement shall also include one 12-foot lane in the opposite direction in order to facilitate site access. Exhibit 1-6 illustrates the concept striping plan for Begonia Road.

Recommendation 9 – Seneca Road is an east-west oriented roadway located on the Project's northern boundary. Project to construct its ultimate half-section plus 12-feet along Seneca Road as an Arterial (98-foot right-of-way) from Cantina Drive to Mesa Linda Avenue consistent with the City's standards. The street improvement shall also include one 12-foot lane in the opposite direction in order to facilitate site access. Lastly, the Project shall construct one lane in each direction along Seneca Road between Mesa Linda Avenue and the existing easterly terminus of Seneca Road in order to accommodate secondary access to the site. Exhibit 1-7 illustrates the concept striping for Seneca Road.

Recommendation 10 – Mesa Linda Avenue is a north-south oriented roadway located on the Project's eastern boundary. Project to construct its ultimate half-section plus 12-feet along Mesa Linda Avenue as a Collector (68-foot right-of-way) from Seneca Road to Begonia Road consistent with the City's standards. The street improvement shall also include one 12-foot lane in the opposite direction in order to facilitate site access. Exhibit 1-8 illustrates the concept striping for Mesa Linda Avenue.

1.6.2 OFF-SITE RECOMMENDATIONS

The recommended improvements needed to address the cumulative deficiencies are summarized in Table 1-3. For those improvements listed in Table 1-3 and not constructed as part of the Project, the Project Applicant's responsibility for the Project's contributions towards deficient intersections is fulfilled through payment of fees or fair share that would be assigned to construction of the identified recommended improvements.

EXHIBIT 1-5: CONCEPT STRIPING PLAN FOR CANTINA DRIVE

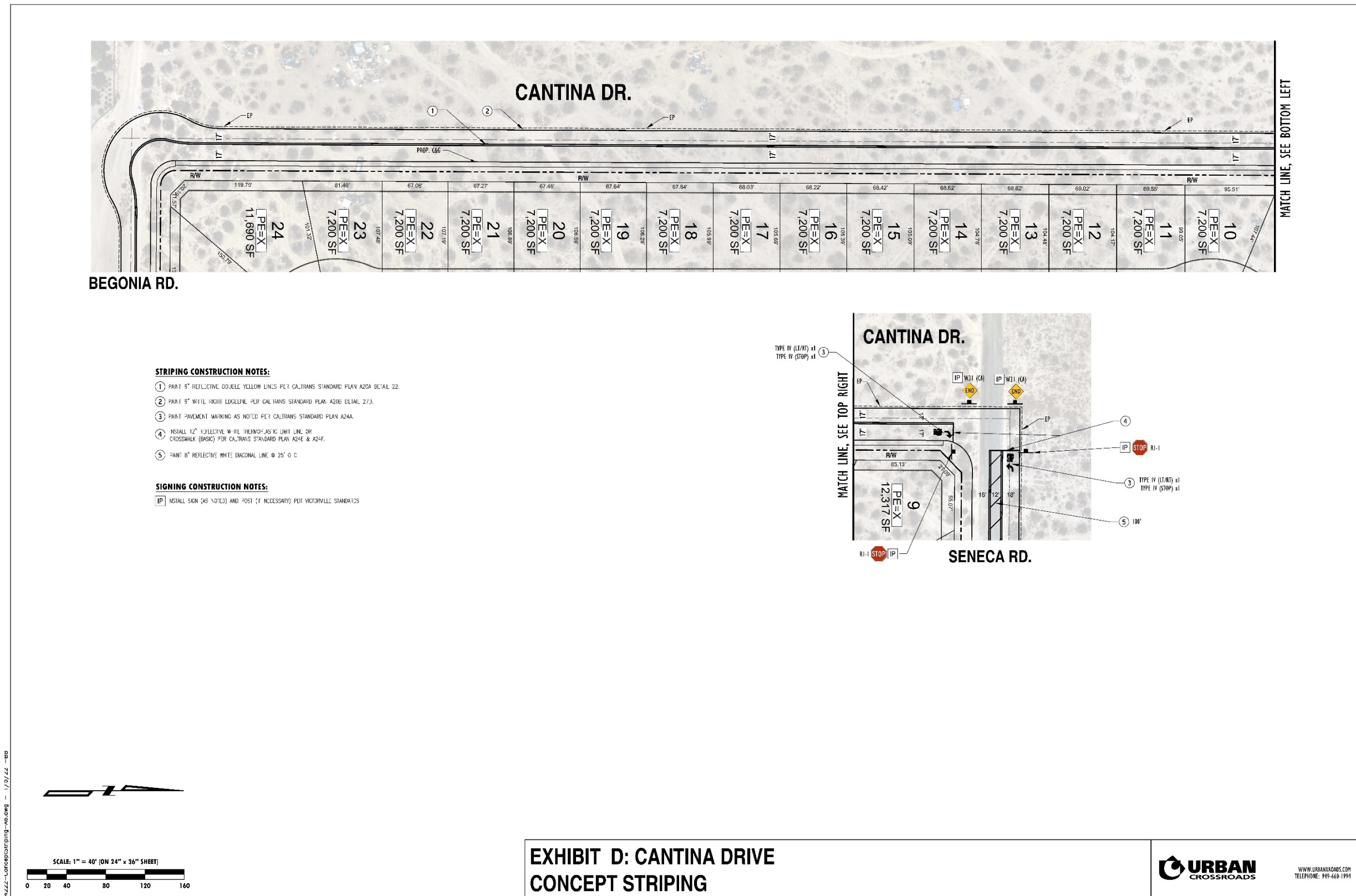


EXHIBIT 1-6: CONCEPT STRIPING PLAN FOR BEGONIA ROAD

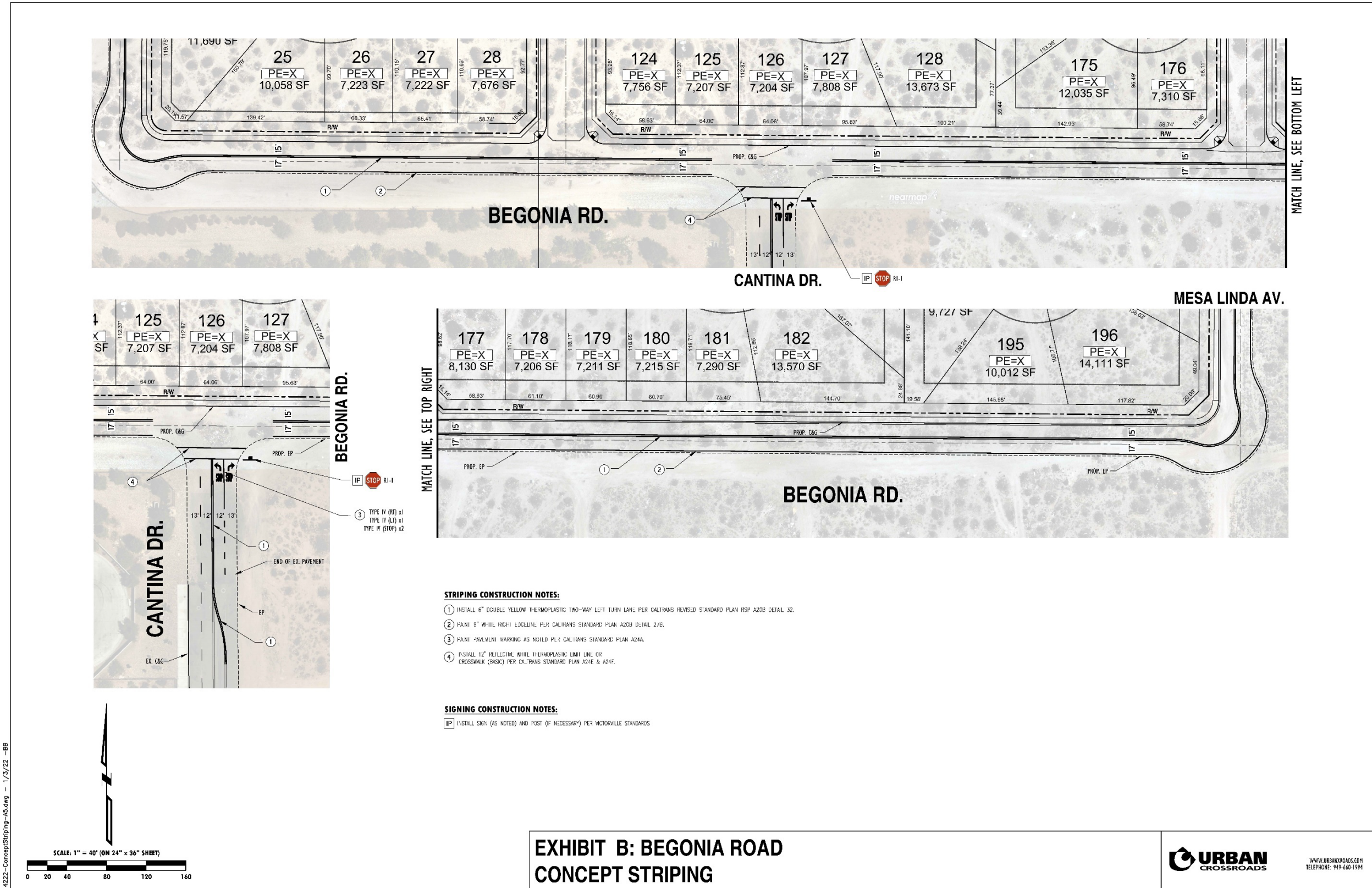


EXHIBIT 1-7: CONCEPT STRIPING PLAN FOR SENECA ROAD

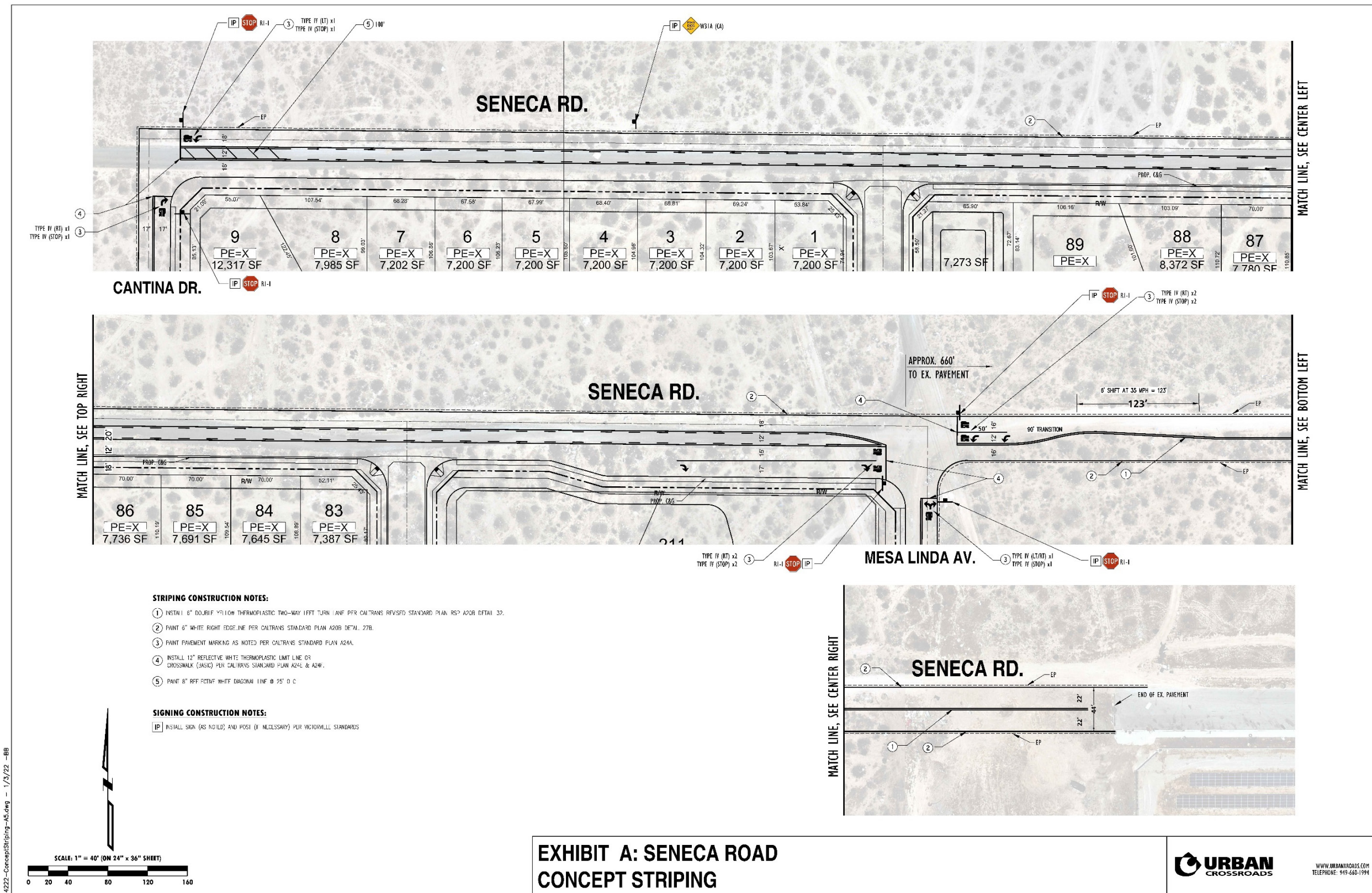


EXHIBIT 1-8: CONCEPT STRIPING PLAN FOR MESA LINDA AVENUE

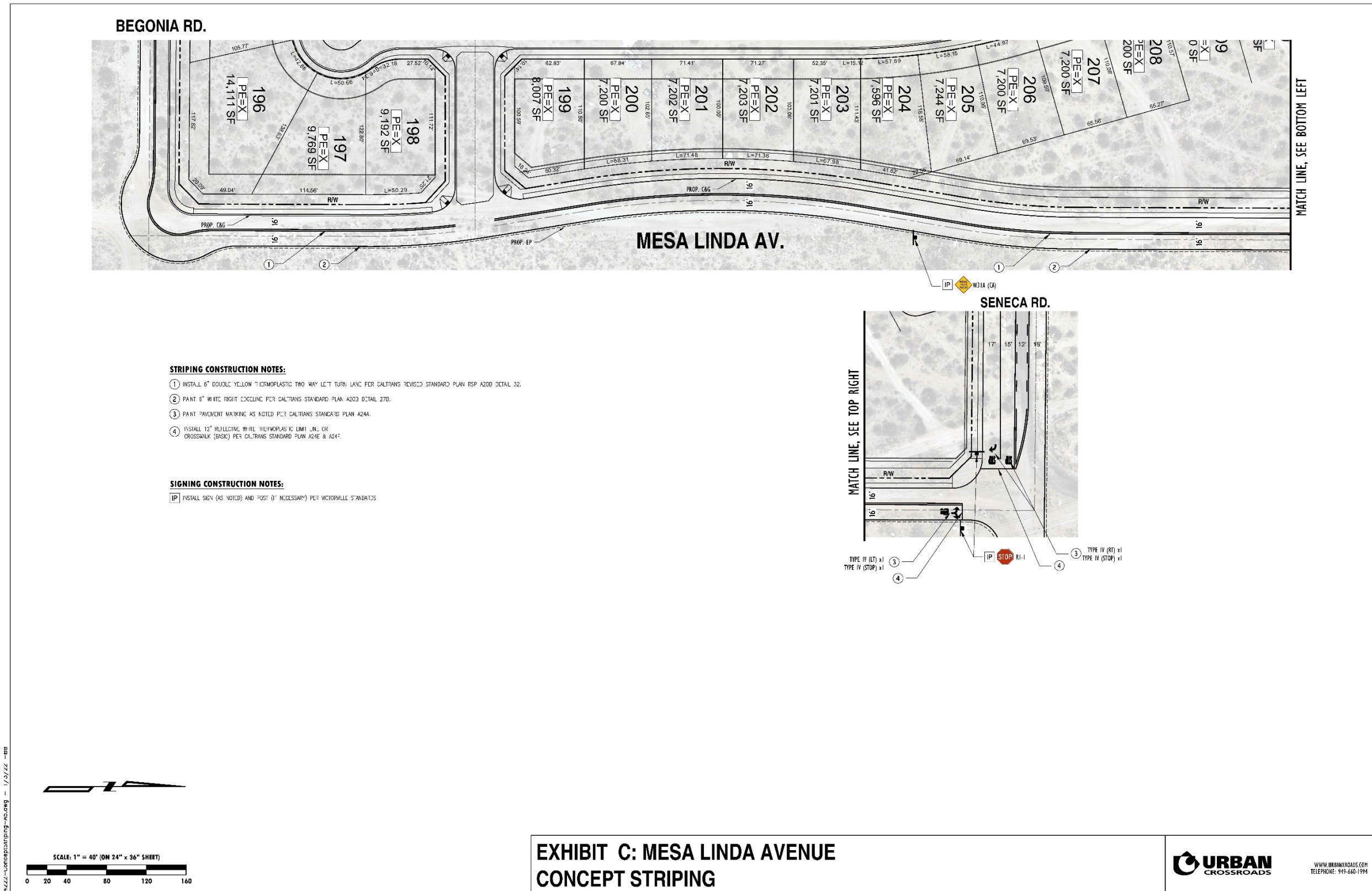


TABLE 1-3: SUMMARY OF IMPROVEMENTS AND ROUGH ORDER OF MAGNITUDE COSTS

#	Intersection	Jurisdiction	Analysis Scenarios		Improvements included in Fee Program? ¹	Project Responsibility ²	Total Cost ³	Fair Share % ⁴	Estimated Fair Share Cost
			Existing (2021)	Opening Year Cumulative (2023) With Project					
1	US-395 & Palmdale Rd. (SR-	Victorville, Caltrans	None	Add 2nd NB left turn lane	No	Fair Share	\$85,500	13.6%	\$11,618
						Total	\$85,500		\$11,618
9	Amethyst Rd. & Seneca Rd.	Victorville	Install a traffic signal	Same	No	Fair Share	\$600,000	14.8%	\$88,889
						Total	\$600,000		\$88,889
Total Costs for Improvements							\$685,500		\$100,506
Total Project Fair Share Contribution to Victorville⁵								\$88,889	
Total Project Fair Share Contribution to Caltrans⁶								\$11,618	

¹ Improvements included in the City of Victorville DIF program.

² Identifies the Project's responsibility to construct an improvement or contribute fair share or fee payment towards the implementation of the improvements shown.

³ Costs have been estimated using the data provided in Appendix G of the San Bernardino County CMP (2003) for preliminary construction costs. Appendix G costs escalated by a factor of 1.71 to reflect 2021 conditions, except for Traffic Signals.

⁴ Program improvements constructed may be eligible for fee credit, at discretion of City. See Table 7-1 for Fair Share Calculations.

⁵ Total project fair share contribution consists of the improvements which are not already included in the City of Victorville's DIF for those intersections wholly or partially within the City of Victorville.

⁶ Total project fair share contribution consists of the improvements which are not already included in a fee program for those intersections wholly or partially within Caltrans' jurisdiction.

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2 METHODOLOGIES

This section of the report presents the methodologies used to perform the traffic analyses summarized in this report. The methodologies described are consistent with City of Victorville's Traffic Study Guidelines.

2.1 LEVEL OF SERVICE

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

2.2 INTERSECTION CAPACITY ANALYSIS

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The 6th Edition Highway Capacity Manual (HCM) methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. (5) The HCM uses different procedures depending on the type of intersection control.

2.2.1 SIGNALIZED INTERSECTIONS

The City of Victorville requires signalized intersection operations analysis based on the methodology described in the HCM. (5) Intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections LOS is directly related to the average control delay per vehicle and is correlated to a LOS designation as described on Table 2-1. Consistent with City of Murrieta traffic study guidelines, a saturation flow rate of 1900 in vehicles per hour green per lane (vphgpl) has been utilized in the traffic analysis for signalized intersections.

TABLE 2-1: SIGNALIZED INTERSECTION LOS THRESHOLDS

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00	A	F
Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00	B	F
Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00	C	F
Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00	D	F
Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00	E	F
Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	80.01 and up	F	F

Source: HCM (6th Edition)

The traffic modeling and signal timing optimization software package Synchro (Version 11) has been utilized to analyze signalized intersections within the City of Victorville. Synchro is a macroscopic traffic software program that is based on the signalized intersection capacity analysis as specified in the HCM. Macroscopic level models represent traffic in terms of aggregate measures for each movement at the study intersections. Equations are used to determine measures of effectiveness such as delay and queue length. The level of service and capacity analysis performed by Synchro takes into consideration optimization and coordination of signalized intersections within a network.

The peak hour traffic volumes have been adjusted using a peak hour factor (PHF) to reflect peak 15-minute volumes. Common practice for LOS analysis is to use a peak 15-minute rate of flow. However, flow rates are typically expressed in vehicles per hour. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume (e.g., $PHF = [Hourly Volume] / [4 \times Peak\ 15\text{-minute\ Flow\ Rate}]$). The use of a 15-minute PHF produces a more detailed analysis as compared to analyzing vehicles per hour. Existing PHFs have been used for all analysis scenarios. Per the HCM, PHF values over 0.95 often are indicative of high traffic volumes with capacity constraints on peak hour flows while lower PHF values are indicative of greater variability of flow during the peak hour. (5)

The traffic modeling and signal timing optimization software package Synchro (Version 11) has also been utilized to analyze signalized intersections under Caltrans' jurisdiction, which include interchange to arterial ramps (i.e., I-15 Freeway ramps at Mariposa Road, along Palmdale Road (SR-18), and US-395). Signal timing for the freeway arterial-to-ramp intersections has been obtained from Caltrans. It should be noted that for the purposes of this analysis, no optimization of signal timing has been performed for the LOS analysis unless noted otherwise (for improvements).

2.2.2 UNSIGNALIZED INTERSECTIONS

The City of Victorville requires the operations of unsignalized intersections be evaluated using the methodology described in the HCM. (5) The LOS rating is based on the weighted average control delay expressed in seconds per vehicle (see Table 2-2).

TABLE 2-2: UNSIGNALIZED INTERSECTION LOS THRESHOLDS

Description	Average Control Delay Per Vehicle (Seconds)	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Little or no delays.	0 to 10.00	A	F
Short traffic delays.	10.01 to 15.00	B	F
Average traffic delays.	15.01 to 25.00	C	F
Long traffic delays.	25.01 to 35.00	D	F
Very long traffic delays.	35.01 to 50.00	E	F
Extreme traffic delays with intersection capacity exceeded.	> 50.00	F	F

Source: HCM (6th Edition)

At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. For all-way stop-controlled intersections, LOS is computed for the intersection as a whole. For two-way stop-controlled intersections, the delay is reported for the worst single movement/lane (which typically occurs on the side street).

2.3 TRAFFIC SIGNAL WARRANT ANALYSIS METHODOLOGY

The term "signal warrants" refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or ascertain the potential need for installation of a traffic signal at an otherwise unsignalized intersection. This TA uses the signal warrant criteria presented in the latest edition of the Caltrans California Manual on Uniform Traffic Control Devices (CA MUTCD). (6)

The signal warrant criteria for Existing study area intersections are based upon several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. The CA MUTCD indicates that the installation of a traffic signal should be considered if one or more of the signal warrants are met. (6) Specifically, this TA utilizes the Peak Hour Volume-based Warrant 3 as the appropriate representative traffic signal warrant analysis

for existing traffic conditions. Warrant 3 is appropriate to use for this TA because it provides specialized warrant criteria for intersections with rural characteristics (e.g., located in communities with populations of less than 10,000 persons or with adjacent major streets operating above 40 miles per hour). For the purposes of this study, the speed limit was the basis for determining whether Urban or Rural warrants were used for a given intersection.

Traffic signal warrant analyses were performed for the following study area intersection shown on Table 2-3:

TABLE 2-3: TRAFFIC SIGNAL WARRANT ANALYSIS LOCATIONS

ID	Intersection	Jurisdiction
2	Driveway 1 & Seneca Rd.	Victorville
3	Driveway 2 & Begonia Rd.	Victorville
4	Cantina Rd. & Begonia Rd.	Victorville
6	Driveway 3 & Begonia Rd.	Victorville
7	Driveway 4 & Seneca Rd.	Victorville
8	Mesa Linda Av. & Driveway 5	Victorville
9	Amethyst Rd. & Seneca Rd.	Victorville

The Existing conditions traffic signal warrant analysis is presented in the subsequent section, Section 3 *Area Conditions* of this report. The traffic signal warrant analyses for future conditions are presented in Section 5 *Opening Year Cumulative (2023) Traffic Conditions* and Section 6 *Future Year (2033) Traffic Conditions* of this report. It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with LOS. An intersection may satisfy a signal warrant condition and operate at or above acceptable LOS or operate below acceptable LOS and not meet a signal warrant.

2.4 QUEUING ANALYSIS

A queuing analysis has been performed for the I-15 Freeway & Palmdale Road (SR-18)/Mariposa Road interchange and the Project primary access at Cantina Road & Palmdale Road (SR-18). The 95th percentile queuing of vehicles has been assessed at the off-ramps to determine potential queuing deficiencies at the intersection and the interchange identified above. Specifically, the queuing analysis is utilized to identify any potential queuing and “spill back” onto the I-15 Freeway mainline from the off-ramps or out of the turn pockets.

The traffic progression analysis tool and HCM intersection analysis program, Synchro, has been used to assess the potential deficiencies/needs of the intersections with traffic added from the proposed Project. Storage (turn-pocket) length recommendations at the ramps have been based upon the 95th percentile queue resulting from the Synchro progression analysis. There are two footnotes which appear on the Synchro outputs. One footnote indicates if the 95th percentile

cycle exceeds capacity. Traffic is simulated for two complete cycles of the 95th percentile traffic in Synchro in order to account for the effects of spillover between cycles. In practice, the 95th percentile queue shown will rarely be exceeded and the queues shown with the footnote are acceptable for the design of storage bays. The other footnote indicates whether or not the volume for the 95th percentile queue is metered by an upstream signal. If the upstream intersection is at or near capacity, the 50th percentile queue represents the maximum queue experienced.

The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes during the peak hour and is derived from the average (50th percentile) queue plus 1.65 standard deviations. The queue length reported is for the lane with the highest queue in the lane group. The 95th percentile queue is not necessarily ever observed it is simply based on statistical calculations.

2.5 MINIMUM ACCEPTABLE LEVELS OF SERVICE (LOS)

Minimum Acceptable LOS and associated definitions of intersection deficiencies has been obtained from each of the applicable surrounding jurisdictions.

2.5.1 CITY OF VICTORVILLE

Per the City of Victorville General Plan, the City of Victorville's current LOS standard for intersections is LOS D for peak hour intersection operations.

2.5.2 CALTRANS

Senate Bill 743 (SB 743), approved in 2013, endeavors to change the way transportation impacts will be determined according to the California Environmental Quality Act (CEQA). The Office of Planning and Research (OPR) has recommended the use of vehicle miles traveled (VMT) as the replacement for automobile delay-based LOS. Caltrans acknowledges automobile delay will no longer be considered a CEQA impact for development projects and will use VMT as the metric for determining impacts on the State Highway System (SHS). However, LOS D has been utilized as the target LOS for Caltrans facilities, consistent with other recent studies in the City of Murrieta.

2.5.3 SAN BERNARDINO COUNTY CMP

The CMP definition of deficiency is based on maintaining a level of service standard of LOS E or better, where feasible, except where an existing LOS F condition is identified in the CMP document. However, for the purposes of this analysis, LOS D has been utilized for all study area intersections.

2.6 DEFICIENCY CRITERIA

This section outlines the methodology used in this analysis related to identifying circulation system deficiencies.

Signalized Intersections

Per the City of Victorville TA Guidelines, the following LOS will be utilized for signalized study area intersections located within the Desert, Valley and Mountain regions of the County:

- Any signalized study intersection in the Valley or Mountain regions that is operating at an acceptable LOS D or better without project traffic in which the addition of project traffic causes the intersection to degrade to an LOS E or F shall identify improvements to improve operations to LOS D or better.
- Any signalized study intersection in the Desert region that is operating at an LOS C or better without project traffic in which the addition of project traffic causes the intersection to degrade to an LOS D, E, or F shall identify improvements to improve operations to LOS C.
- Any signalized study intersection in the Valley or Mountain regions that is operating at LOS E or F without project traffic where the project increases delay by 5.0 or more seconds shall identify improvements to offset the increase in delay.
- Any signalized study intersection in the Desert region that is operating at LOS D, E, or F without project traffic where the project increases delay by 5.0 or more seconds shall identify improvements to offset the increase in delay.

Unsignalized Intersections

Per the City of Victorville TA Guidelines, the following LOS will be utilized for unsignalized study area intersections located within the Desert, Valley and Mountain regions of the County:

- The addition of project related traffic causes the intersection to degrade from an LOS D or better to a LOS E or worse in the Valley and Mountain regions or from an LOS C or better to an LOS D or worse in the Desert region.

OR

- The project adds 5.0 seconds or more of delay to an intersection that is already projected to operate without project traffic at an LOS E or F in the Valley and Mountain regions or at an LOS D, E, or F in the Desert region (per Section 10.5.2 b))

AND

- One or both of the following conditions are met:
 - The project adds ten (10) or more trips to any approach
 - The intersection meets the peak hour traffic signal warrant after the addition of project traffic (per Section 10.5.2 c)).

The proposed significance thresholds will be applied at study area intersections for the purposes of determining project-related deficiencies.

2.7 PROJECT FAIR SHARE CALCULATION METHODOLOGY

In cases where this TA identifies that the Project would contribute additional traffic volumes to traffic deficiencies, Project fair share costs of improvements necessary to address deficiencies have been identified. The Project's fair share cost of improvements is determined based on the following equation, which is the ratio of Project traffic to new traffic, and new traffic is total near-term future (OYC) traffic less existing baseline traffic:

$$\text{Project Fair Share \%} = \frac{\text{Project AM/PM Traffic}}{(\text{OYC WP AM/PM Total Traffic} - \text{Existing AM/PM Traffic})}$$

The project fair share percentage has been calculated for both the AM peak hour and PM peak hour and the highest of the two has been selected. The Project fair share contribution calculations are presented in Section 7 *Local and Regional Funding Mechanisms* of this TA.

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3 AREA CONDITIONS

This section provides a summary of the existing circulation network, the City of Victorville General Plan Circulation Network, and a review of existing peak hour intersection operations, traffic signal warrant, and queuing analyses.

3.1 EXISTING CIRCULATION NETWORK

Pursuant to the agreement with City of Victorville staff (Appendix 1.1), the study area includes a total of 15 existing and future intersections as shown previously on Exhibit 1-3. Exhibit 3-1 illustrates the study area intersections located near the proposed Project and identifies the number of through traffic lanes for existing roadways and intersection traffic controls.

3.2 CITY OF VICTORVILLE GENERAL PLAN CIRCULATION ELEMENT

Exhibit 3-2 shows the City of Victorville General Plan Circulation Element, and Exhibit 3-3 illustrates the City of Victorville General Plan roadway cross-sections.

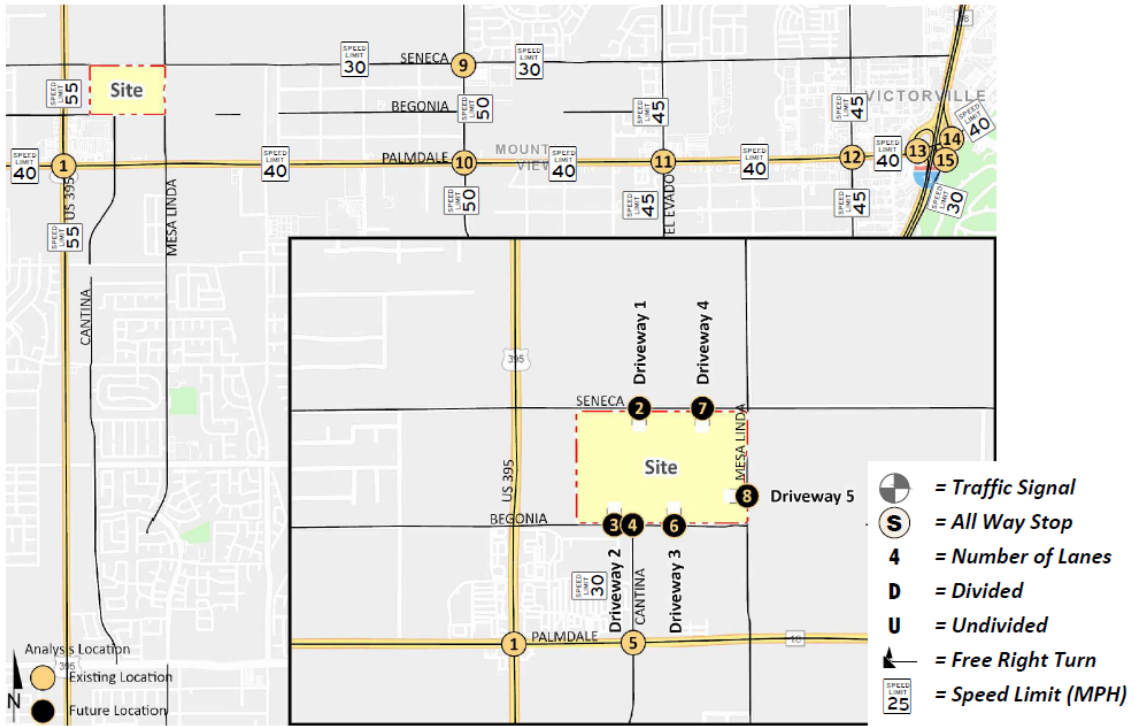
3.3 TRANSIT SERVICE

The study area is currently served by Victor Valley Transit Authority (VVTA) with bus service along Seneca Road, US-395, and Palmdale Road. The existing transit routes within the study area are shown on Exhibit 3-4. VVTA Route 33 currently runs along Seneca Road (west of US-395); along US-395 between Seneca Road and Palmdale Road (SR-18); and along Palmdale Road (west of US-395). VVA Route 31 runs along Palmdale Road (SR-18) between US-395 and Amethyst Road and would likely be the line that could potentially serve the Project. There are existing bus stops on the north and south sides of Palmdale Road (SR-18) along the frontage of the adjacent Crossroads @ 395 Shopping Center. Transit service is reviewed and updated by VVTA periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.

3.4 BICYCLE & PEDESTRIAN FACILITIES

As shown on Exhibit 3-5, there is an existing/proposed Class II bike lane along Palmdale Road (SR-18) and El Evado Road; proposed Class III shared bike route along Amethyst Road and Amargosa Road. As shown on Exhibit 3-6, there are limited pedestrian facilities in close proximity to the Project along Palmdale Road (SR-18). Field observations indicate nominal pedestrian and bicycle activity within the study area.

EXHIBIT 3-1: EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS



1	2	3	4	5
US-395 & Palmdale Rd.	Dwy. 1 & Seneca Rd.	Dwy. 2 & Begonia Rd.	Cantina Dr. & Begonia Rd.	Cantina Dr. & Palmdale Rd.
	Future Intersection	Future Intersection	Future Intersection	
Dwy. 3 & Begonia Rd.	Dwy. 4 & Seneca Rd.	Mesa Linda Av. & Dwy. 5	Amethyst Rd. & Seneca Rd.	Amethyst Rd. & Palmdale Rd. (SR-18)
Future Intersection	Future Intersection	Future Intersection		
El Evado Rd. & Palmdale Rd.	Amagosa Rd. & Palmdale Rd.	I-15 SB Ramps & Palmdale Rd.	I-15 NB On Ramp/ Mariposa Rd. & Palmdale Rd.	I-15 NB Off Ramp & Mariposa Rd.

EXHIBIT 3-2: CITY OF VICTORVILLE GENERAL PLAN CIRCULATION ELEMENT

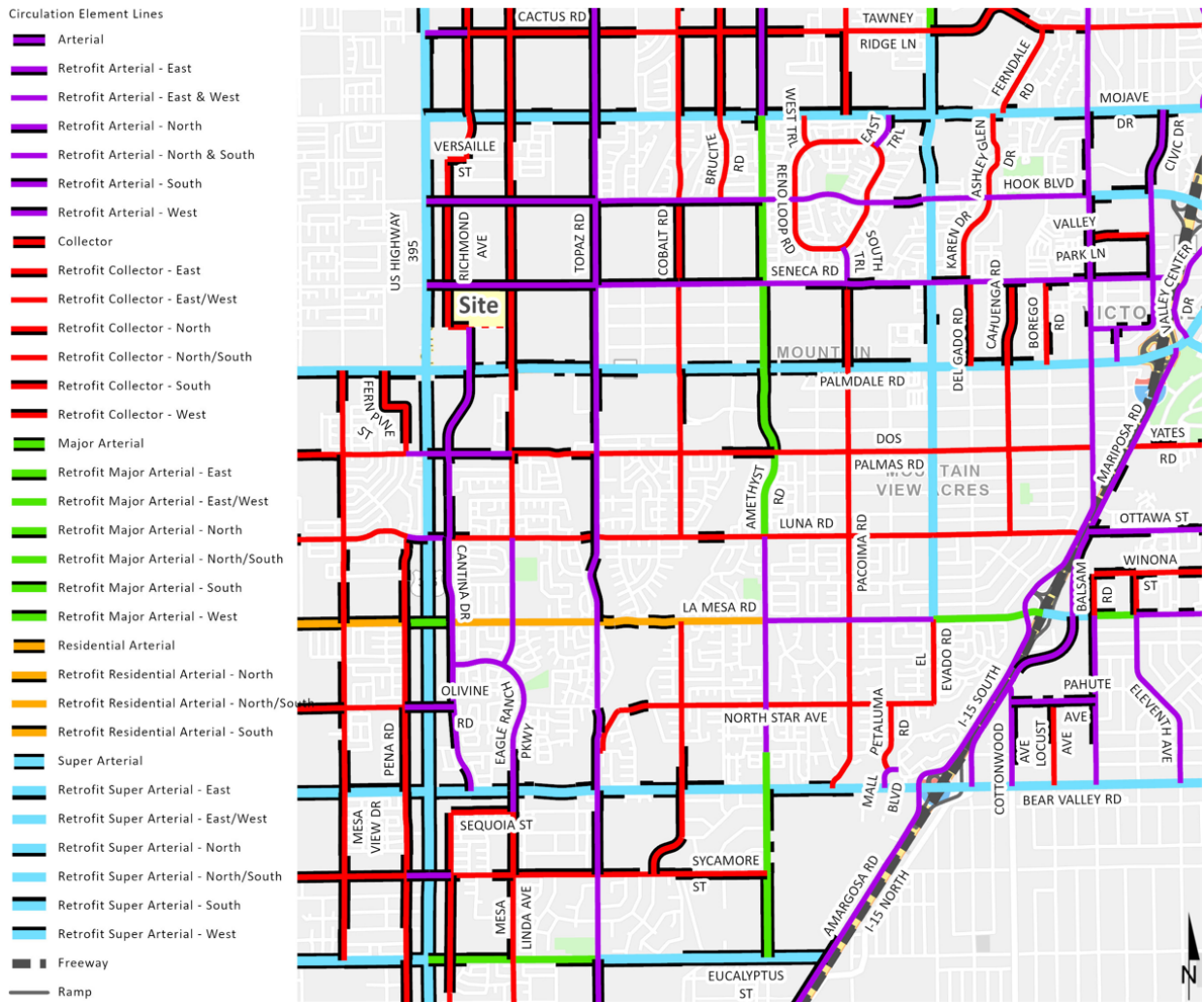
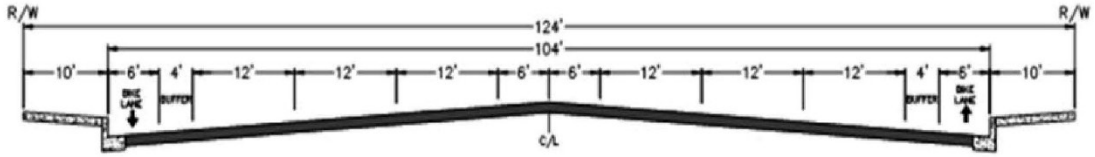
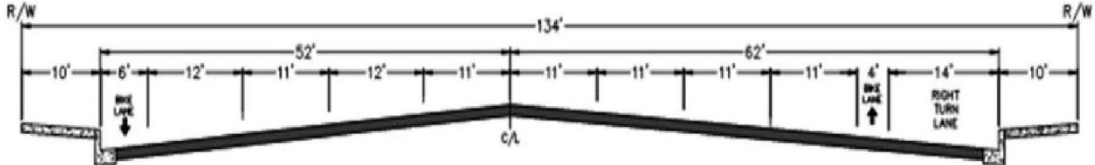


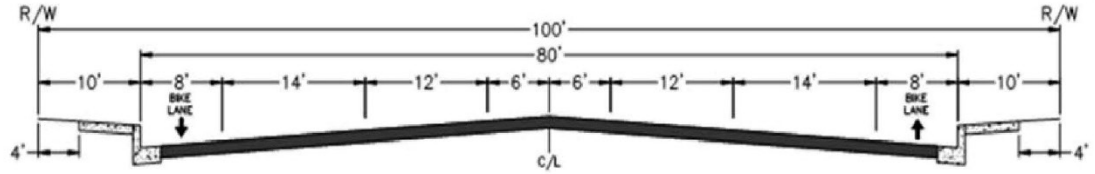
EXHIBIT 3-3: CITY OF VICTORVILLE ROADWAY CROSS-SECTIONS



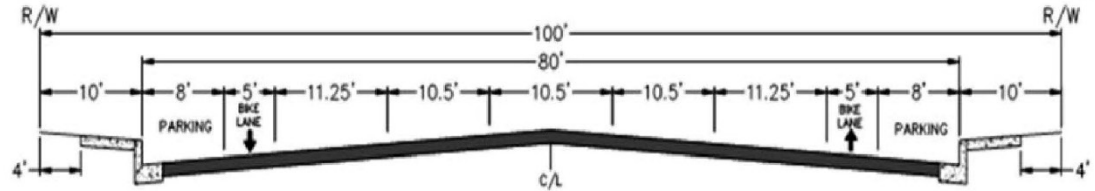
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NO PARKING**



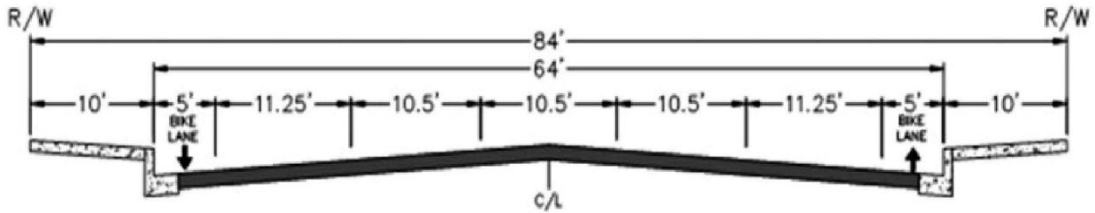
**SUPER ARTERIAL AT INTERSECTIONS
WITH DUAL LEFT TURN LANES/ RIGHT TURN LANE**



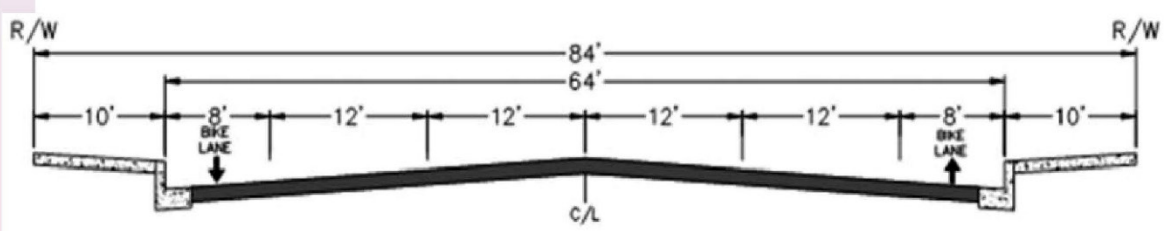
**MAJOR ARTERIAL
NO PARKING**



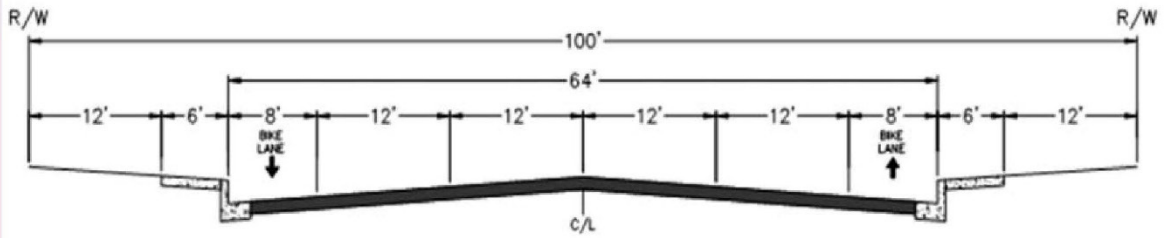
**MAJOR ARTERIAL
WITH PARKING**



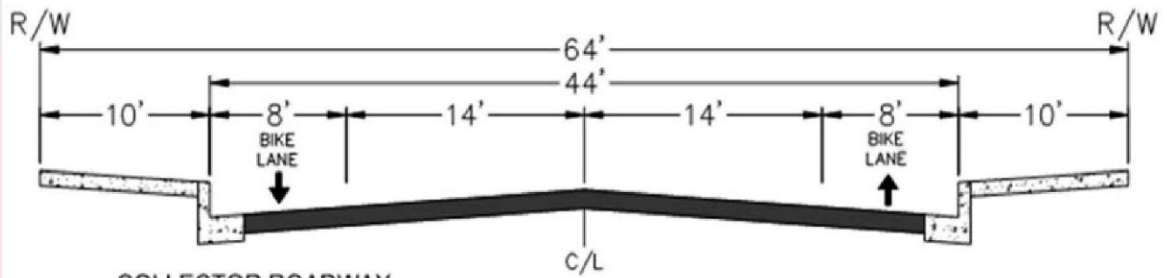
**ARTERIAL ROADWAY WITH CENTER
LEFT TURN LANE**



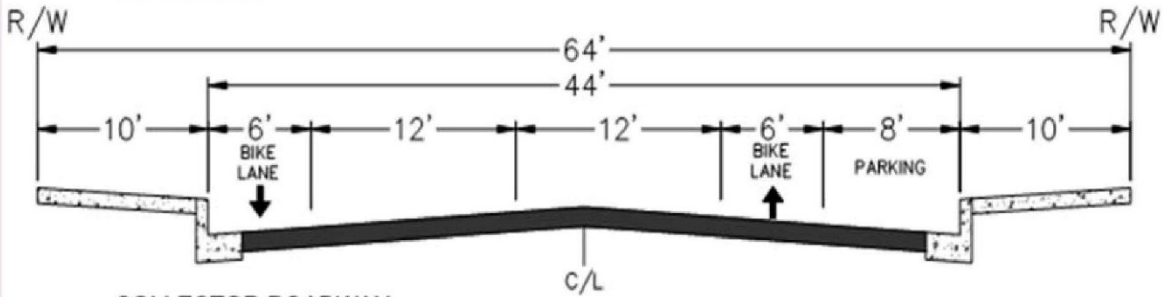
ARTERIAL ROADWAY
NO PARKING & NO CENTER LEFT TURN LANE



RESIDENTIAL ARTERIAL



COLLECTOR ROADWAY
NO PARKING



COLLECTOR ROADWAY
PARKING - ONE SIDE

EXHIBIT 3-4: EXISTING TRANSIT ROUTES

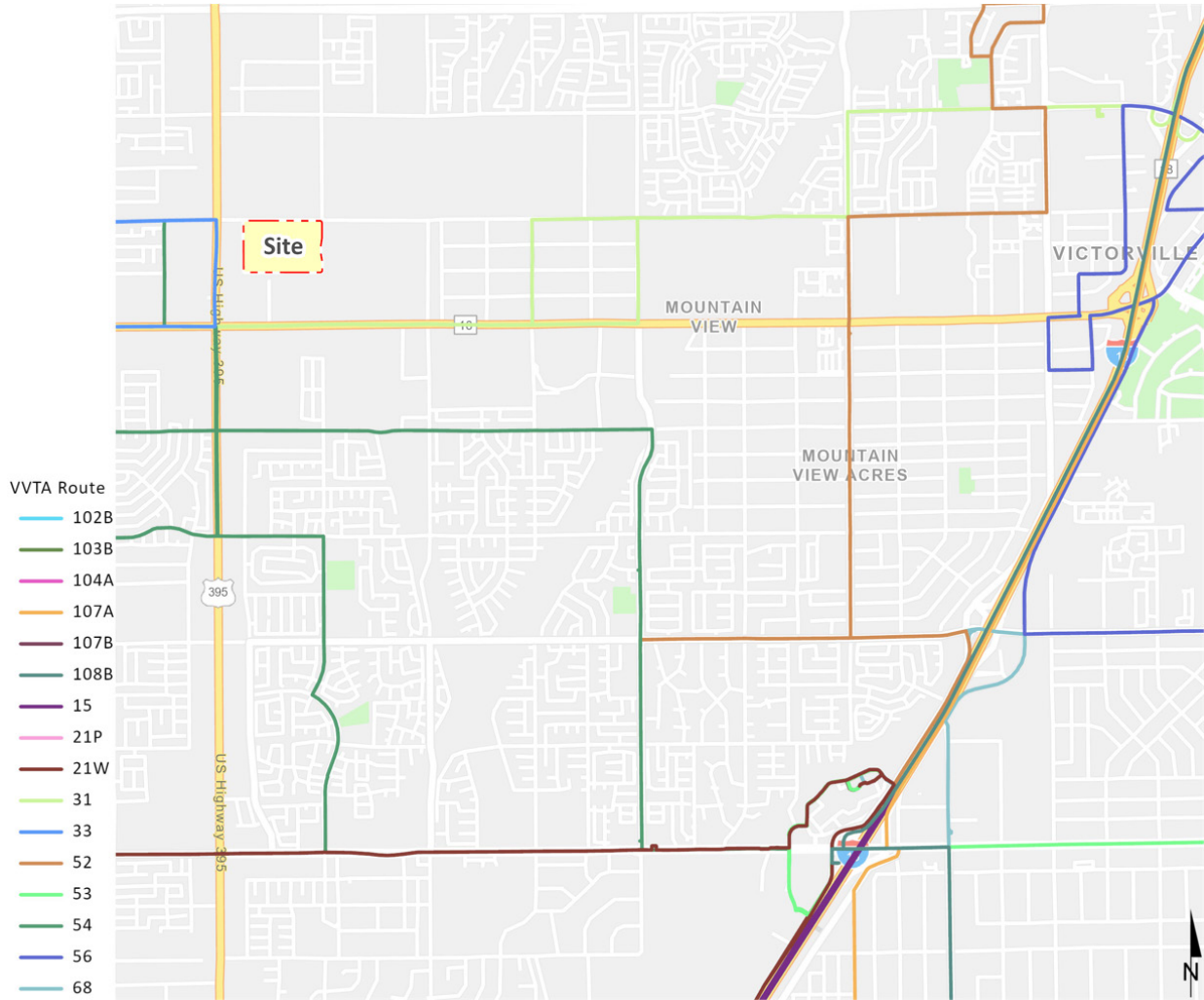


EXHIBIT 3-5: BIKE FACILITIES

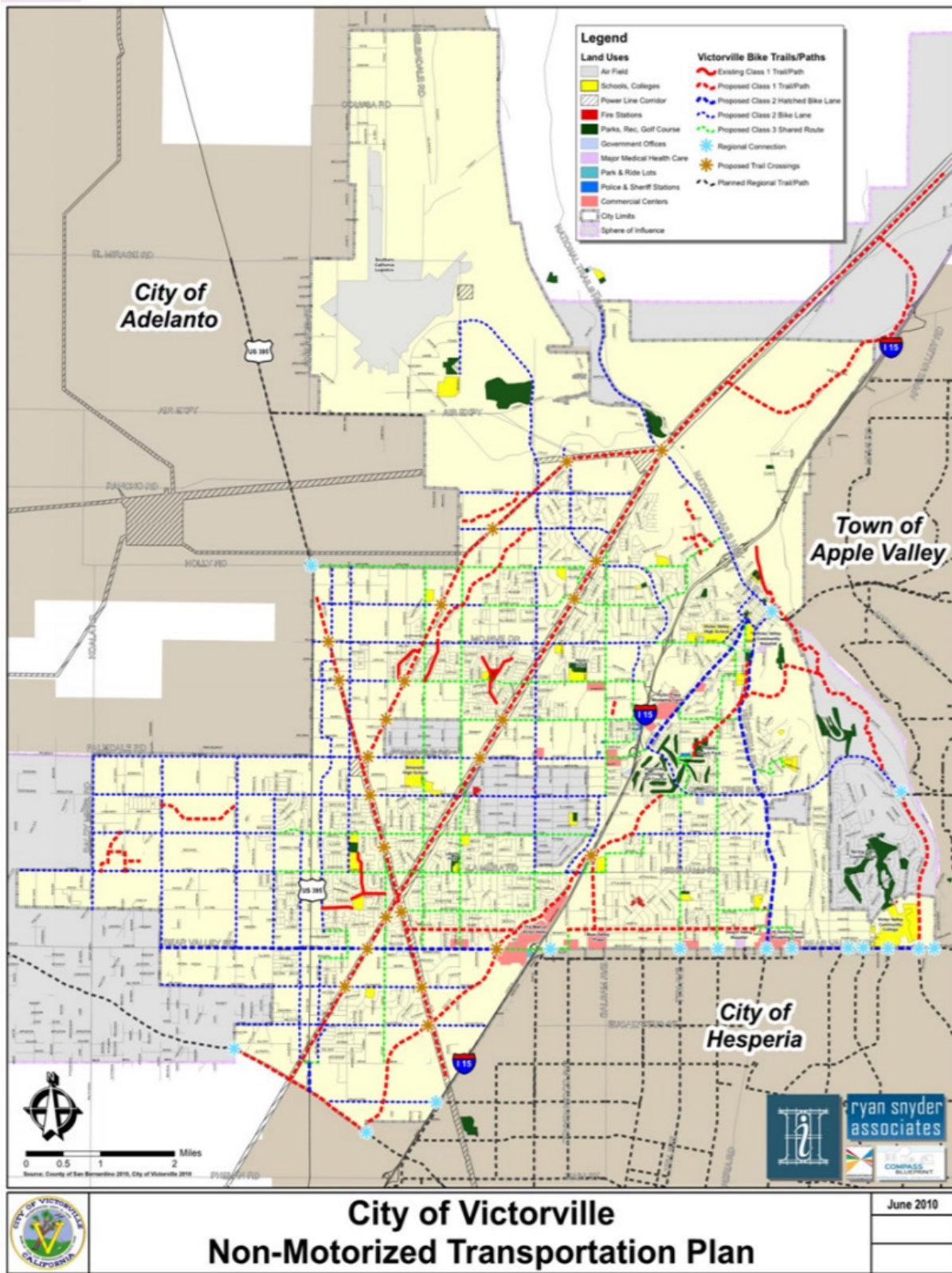
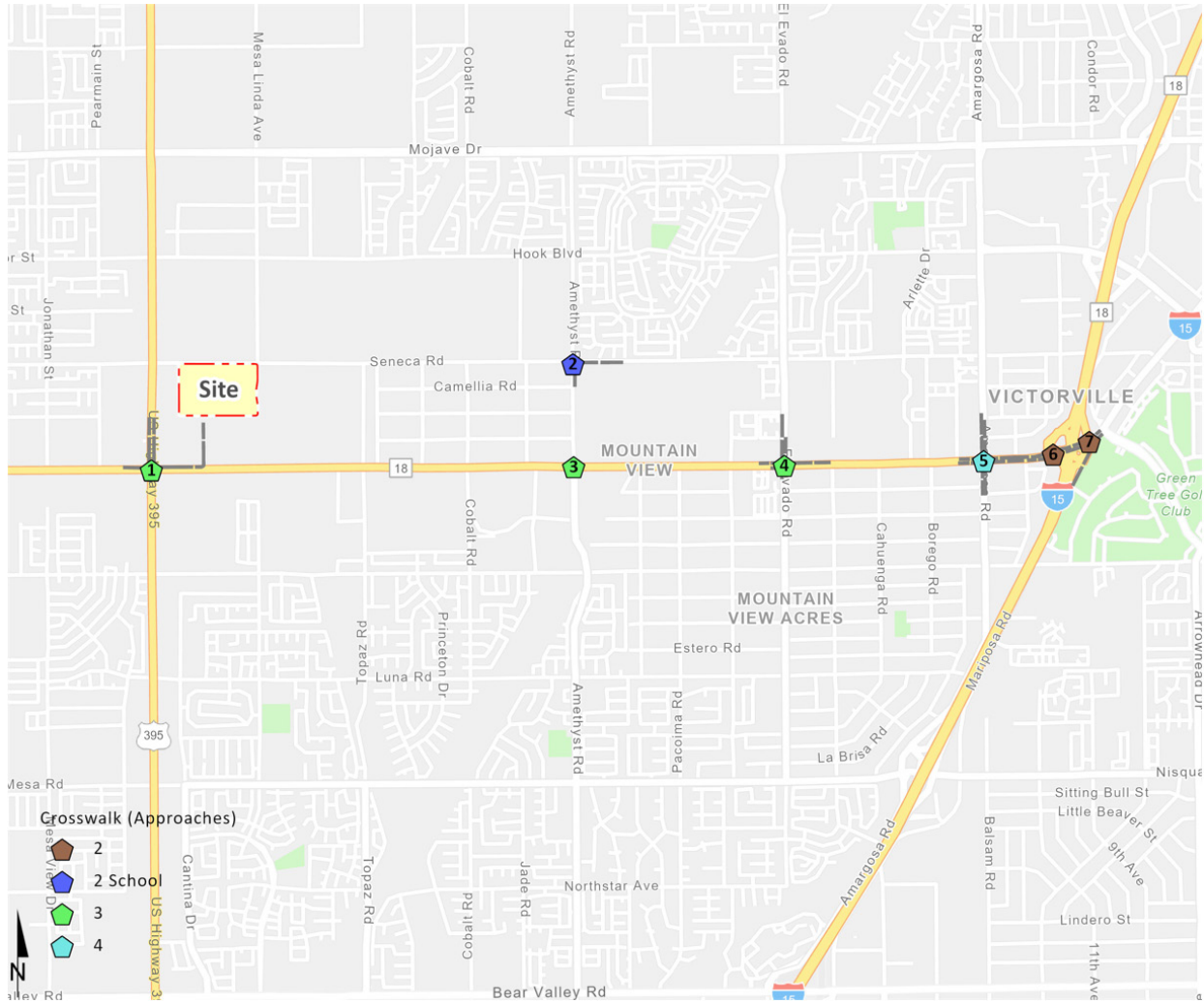


FIGURE CIRC-6: NON-MOTORIZED TRANSPORTATION PLAN MAP

EXHIBIT 3-6: EXISTING PEDESTRIAN FACILITIES



3.5 EXISTING (2021) TRAFFIC COUNTS

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in October 2021. The following peak hours were selected for analysis:

- Weekday AM Peak Hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:00 PM)

Local schools were in session (in-person instruction) and operating on normal bell schedules when traffic counts were conducted. As such, no modifications have been made to the existing baseline traffic counts. The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1. These raw turning volumes have been flow conserved between intersections with limited access, no access, and where there are currently no uses generating traffic.

Existing weekday ADT volumes are shown on Exhibit 3-7. Where actual 24-hour tube count data was not available, Existing ADT volumes were based upon factored intersection peak hour counts collected by Urban Crossroads, Inc. using the following formula for each intersection leg:

$$\text{Weekday PM Peak Hour (Approach Volume + Exit Volume)} \times 13.08 = \text{Leg Volume}$$

A comparison of the PM peak hour and daily traffic volumes of various roadway segments within the study area indicated that the peak-to-daily relationship is approximately 7.64 percent. As such, the above equation utilizing a factor of 13.08 estimates the ADT volumes on the study area roadway segments assuming a peak-to-daily relationship of approximately 7.64 percent (i.e., $1/0.0764 = 13.08$) and was assumed to sufficiently estimate average daily traffic (ADT) volumes for planning-level analyses. Existing weekday AM and weekday PM peak hour intersection volumes are also shown on Exhibit 3-7.

3.6 INTERSECTION OPERATIONS ANALYSIS

Existing peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2.2 *Intersection Capacity Analysis* of this report. The intersection operations analysis results are summarized on Table 3-1, which indicates that the existing study area intersections are currently operating at an acceptable LOS during the peak hours, with the exception of the following intersection:

- Amethyst Rd. & Seneca Rd. (#9) – LOS F AM peak hour only

The intersection operations analysis worksheets are included in Appendix 3.2 of this TA.

TABLE 3-1: INTERSECTION ANALYSIS FOR EXISTING (2021) CONDITIONS

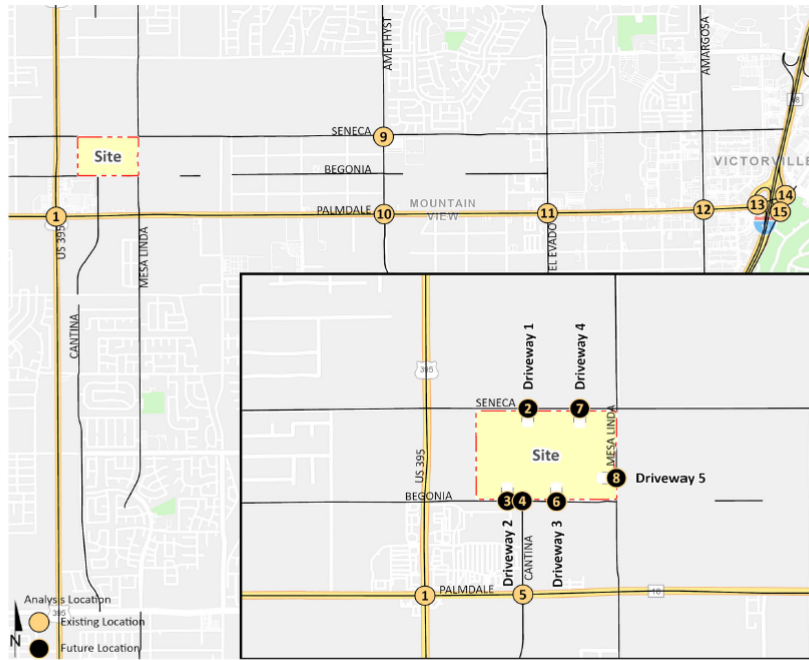
#	Intersection	Traffic Control ²	Delay ¹ (secs.)		Level of Service	
			AM	PM	AM	PM
1	US-395 & Palmdale Rd. (SR-18)	TS	34.2	35.8	C	D
2	Driveway 1 & Seneca Rd.	CSS	Future Intersection			
3	Driveway 2 & Begonia Rd.	CSS	Future Intersection			
4	Cantina Rd. & Begonia Rd.	CSS	Future Intersection			
5	Cantina Rd. & Palmdale Rd. (SR-18)	TS	6.5	8.7	A	A
6	Driveway 3 & Begonia Rd.	CSS	Future Intersection			
7	Driveway 4 & Seneca Rd.	CSS	Future Intersection			
8	Mesa Linda Av. & Driveway 5	CSS	Future Intersection			
9	Amethyst Rd. & Seneca Rd.	AWS	121.2	19.0	F	C
10	Amethyst Rd. & Palmdale Rd. (SR-18)	TS	19.0	20.9	B	C
11	El Evado Rd. & Palmdale Rd. (SR-18)	TS	26.4	20.9	C	C
12	Amargosa Rd. & Palmdale Rd. (SR-18)	TS	30.6	30.0	C	C
13	I-15 SB Ramps & Palmdale Rd. (SR-18)	TS	6.7	42.0	A	D
14	Mariposa Rd./I-15 NB On-Ramp & Palmdale Rd. (SR-18)	TS	17.9	18.6	B	B
15	Mariposa Rd. & I-15 NB Ramps	TS	20.2	23.5	C	C

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹ Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

² TS = Traffic Signal; AWS = All-way Stop; CSS = Cross-Street Stop; **CSS** = Improvement

EXHIBIT 3-7: EXISTING (2021) TRAFFIC VOLUMES



1	US-395 & Palmdale Rd. (SR-18)	2	Driveway 1 & Seneca Rd.	3	Driveway 2 & Begonia Rd.	4	Cantina Rd. & Begonia Rd.	5	Cantina Rd. & Palmdale Rd. (SR-18)
27,850	17,350	Future Intersection	Future Intersection	Future Intersection	Future Intersection	Future Intersection	6,250	17,200	
49(49) 550(729) 101(130)	72(100) 263(474) 128(202)						15(56) 45(186)	73(167) 394(576)	
75(113) 309(369) 351(252)	283(310) 849(703) 120(52)						39(69) 562(574)		
20,500	29,400						16,700		
6	Driveway 3 & Begonia Rd.	7	Driveway 4 & Seneca Rd.	8	Mesa Linda Av. & Driveway 5	9	Amethyst Rd. & Seneca Rd.	10	Amethyst Rd. & Palmdale Rd. (SR-18)
Future Intersection	Future Intersection	Future Intersection	Future Intersection	9,450	5,650	8,750	15,100		
				252(85) 314(289) 48(39)	44(57) 175(109) 80(81)	58(55) 287(303) 36(33)	10(21) 335(516) 46(53)		
				138(54) 135(82) 9(12)	6(6) 253(197) 43(64)	35(43) 416(459) 45(55)	78(83) 256(215) 105(71)		
				4,550	8,500	15,850	10,200		
11	El Evado Rd. & Palmdale Rd. (SR-18)	12	Amargosa Rd. & Palmdale Rd. (SR-18)	13	I-15 SB Ramps & Palmdale Rd. (SR-18)	14	I-15 NB On-Ramp & Palmdale Rd. (SR-18)	15	Mariposa Rd. & I-15 NB Ramps
17,000	20,250	15,400	25,200	8,550	35,150	1,750	34,150	16,600	
58(65) 273(347) 216(204)	69(152) 269(446) 122(222)	42(86) 268(410) 155(194)	57(120) 428(725) 65(150)	251(272) 109(129)	104(251) 1005(1119)	40(60) 673(1016) 113(216)	212(425)		
93(98) 444(414) 36(39)	43(72) 273(432) 146(110)	102(69) 639(664) 63(68)	76(100) 231(299) 67(74)	822(1188) 195(312)		627(861) 108(211)	396(417) 10(18)	337(427)	
14,850	16,000	22,400	14,400	37,800	4,100	31,900	17,100	5,700	

###(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

3.7 TRAFFIC SIGNAL WARRANTS ANALYSIS

Traffic signal warrants for Existing traffic conditions are based on existing peak hour intersection turning volumes. There is one unsignalized study area intersection that currently warrants a traffic signal under Existing traffic conditions. Existing conditions traffic signal warrant analysis worksheets are provided in Appendix 3.3.

- Amethyst Rd. & Seneca Rd. (#9)

3.8 QUEUING ANALYSIS

Queuing analysis findings are presented on Table 3-2. It is important to note that available staking lengths are consistent with the measured distance between the intersection and the freeway mainline or based on the intersection turn pocket storage lengths. As shown on Table 3-2, all movements currently experience no queuing issues during the weekday AM and PM peak 95th percentile traffic flows. Worksheets for Existing traffic conditions queuing analysis are provided in Appendix 3.4.

TABLE 3-2: PEAK HOUR QUEUING SUMMARY FOR EXISTING (2021) CONDITIONS

ID	Intersection	Movement	Available Stacking Distance (Feet)	95th Percentile Queue (Feet)		Acceptable? ¹	
				AM Peak	PM Peak	AM	PM
5	Cantina Rd. & Palmdale Rd. (SR-18)	EBL	660	28	51	Yes	Yes
		WBR	300	14	31	Yes	Yes
		SBL	90	15	53	Yes	Yes
13	I-15 SB Ramps & Palmdale Rd. (SR-18)	SBL	1,400	48	72	Yes	Yes
		SBR	100	120	225 ²	Yes	Yes
15	Mariposa Rd. & I-15 NB Ramps	EBL	1,575	162	218	Yes	Yes
		EBR	90	14	25	Yes	Yes

¹ Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

² Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-15 Freeway mainline.

4 PROJECTED FUTURE TRAFFIC

This section presents the traffic volumes estimated to be generated by the Project, as well as the Project's trip assignment onto the study area roadway network. The Project is proposed to consist of 210 single family detached residential dwelling units. It is anticipated that the Project would be developed in a single phase with an anticipated Opening Year of 2023. Regional access to the Project site will be provided by the I-15 Freeway via Palmdale Road (SR-18)/Mariposa Road.

4.1 PROJECT TRIP GENERATION

Trip generation represents the amount of traffic that is attracted and produced by a development and is based upon the specific land uses planned for a given project. In order to develop the traffic characteristics of the proposed project, trip-generation statistics published in the ITE Trip Generation Manual (11th Edition, 2021) for the Single Family Detached Housing (ITE Land Use Code 210) (see Table 4-1). (3)

TABLE 4-1: TRIP GENERATION RATES

Land Use	Units ²	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Trip Generation Rates¹									
Single Family Detached Residential	DU	210	0.18	0.52	0.70	0.59	0.35	0.94	9.43

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).

² DU = Dwelling Units

The trip generation summary illustrating daily, and peak hour trip generation estimates for the proposed Project are shown on Table 4-2. As shown in Table 4-2, the proposed Project is anticipated to generate 1,982 two-way trips per day with 147 AM peak hour trips and 197 PM peak hour trips.

TABLE 4-2: PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Trip Generation Summary								
Victorville Residential	210 DU	38	109	147	124	74	197	1,982

¹ DU = Dwelling Units

4.2 PROJECT TRIP DISTRIBUTION

The Project trip distribution represents the directional orientation of traffic to and from the Project site. Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered to identify the route where the Project traffic would distribute. Distribution patterns are based on existing and planned land uses in the area along with the planned circulation system. Exhibit 4-1 illustrates the trip distribution patterns for the Project.

4.3 MODAL SPLIT

The potential for Project trips to be reduced by the use of public transit, walking or bicycling have not been included as part of the Project's estimated trip generation. Essentially, the Project's traffic projections are "conservative" in that these alternative travel modes would reduce the forecasted traffic volumes (employee or non-truck trips only).

4.4 PROJECT TRIP ASSIGNMENT

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, Project ADT and peak hour intersection turning movement volumes are shown on Exhibit 4-2.

4.5 BACKGROUND TRAFFIC

Future year traffic forecasts have been based upon background (ambient) growth at 2.0% per year, compounded annually. The total ambient growth is 4.04% for 2023 traffic and 26.82% for 2033 traffic. The ambient growth factor is intended to approximate regional traffic growth. This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth has been added to daily and peak hour traffic volumes on surrounding roadways, in addition to traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies. The traffic generated by the proposed Project is manually added to the base volume to determine Opening Year Cumulative forecasts.

EXHIBIT 4-1: PROJECT TRIP DISTRIBUTION

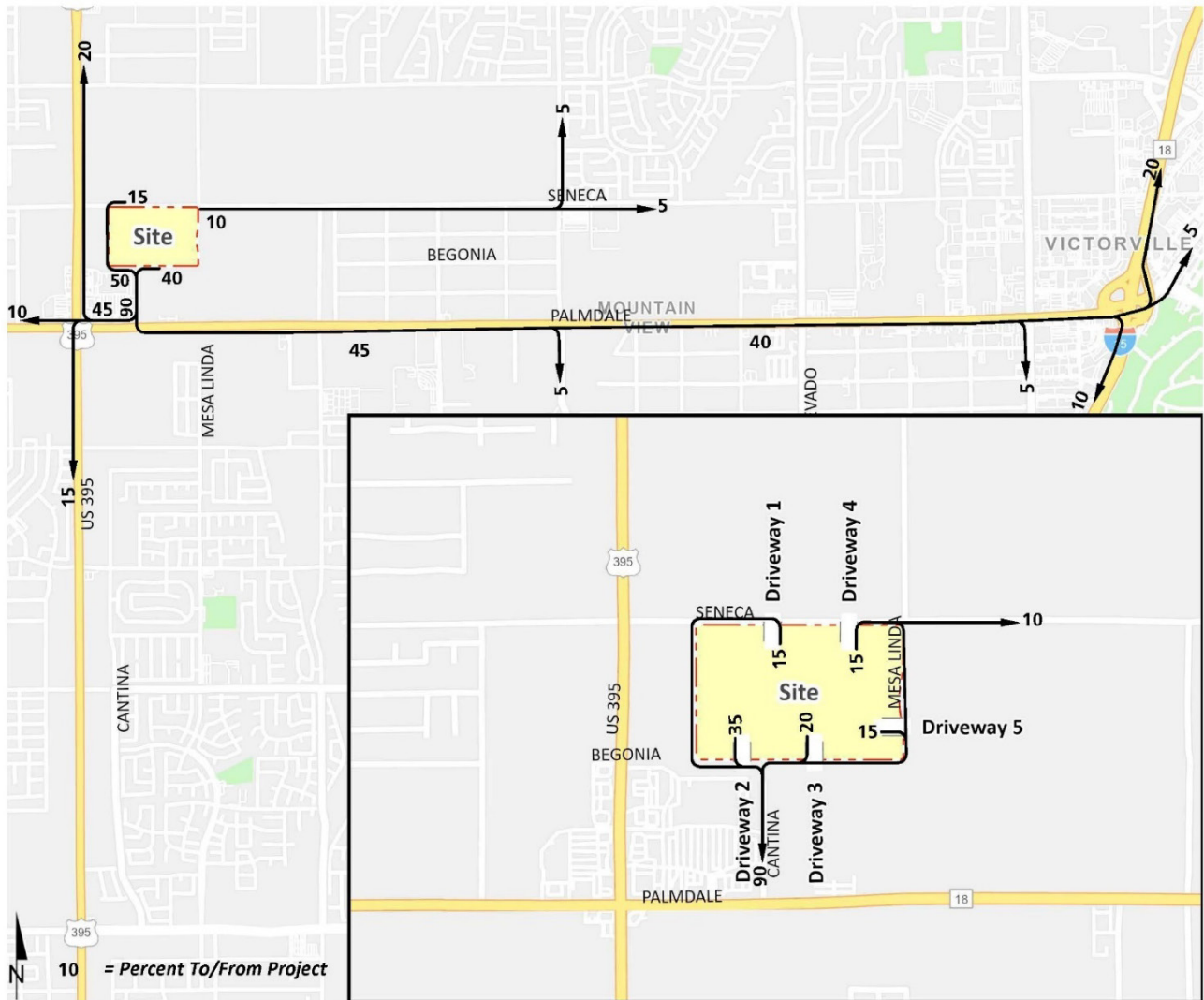
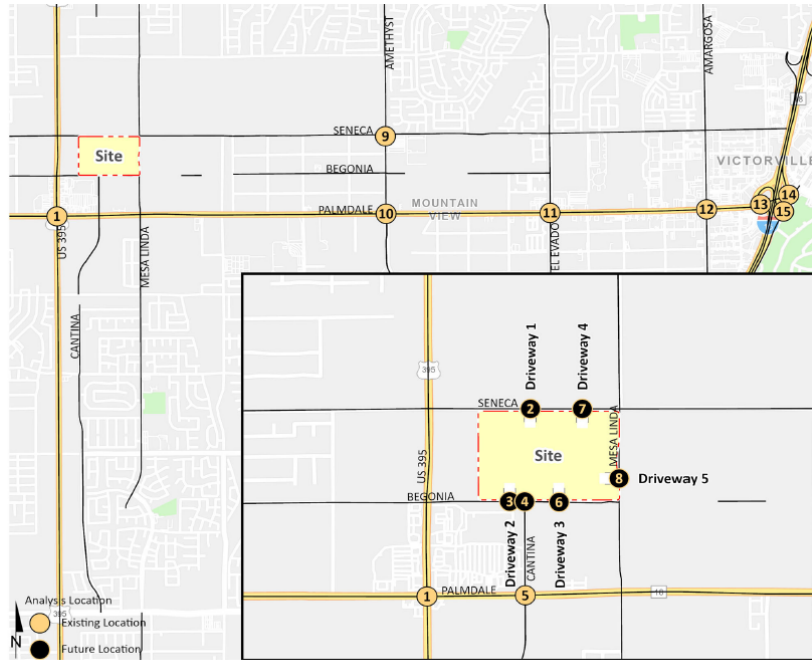


EXHIBIT 4-2: PROJECT ONLY TRAFFIC VOLUMES



1	2	3	4	5
US-395 & Palmdale Rd. (SR-18)	Driveway 1 & Seneca Rd.	Driveway 2 & Begonia Rd.	Cantina Rd. & Begonia Rd.	Cantina Rd. & Palmdale Rd. (SR-18)
<p>400</p> <p>900</p> <p>8(25) ↓</p> <p>↑ 22(15)</p> <p>← 11(7)</p> <p>↑ 16(11)</p> <p>4(12) →</p> <p>6(19) ↗</p>	<p>300</p> <p>300</p> <p>6(19) ↘</p> <p>17(11) ↗</p>	<p>700</p> <p>1,000</p> <p>38(26) ↓</p> <p>↑ 13(44)</p> <p>← 6(19)</p> <p>17(11) →</p>	<p>800</p> <p>1,800</p> <p>43(29) ↗</p> <p>↑ 19(62)</p> <p>↘ 15(49)</p> <p>55(37) ↘</p>	<p>1,800</p> <p>900</p> <p>49(33) ↓</p> <p>↑ 17(56)</p> <p>← 49(33)</p> <p>17(56) ↘</p>
6	7	8	9	10
Driveway 3 & Begonia Rd.	Driveway 4 & Seneca Rd.	Mesa Linda Av. & Driveway 5	Amethyst Rd. & Seneca Rd.	Amethyst Rd. & Palmdale Rd. (SR-18)
<p>400</p> <p>400</p> <p>22(15) ↓</p> <p>← 22(15)</p> <p>8(25) ↘</p> <p>8(25) →</p>	<p>300</p> <p>300</p> <p>6(18) ↗</p> <p>16(11) ↗</p>	<p>100</p> <p>300</p> <p>5(3) ↓</p> <p>17(11) ↘</p> <p>6(19) ↗</p> <p>2(6) ↗</p>	<p>100</p> <p>100</p> <p>2(6) ↓</p> <p>← 2(6)</p> <p>5(4) ↘</p> <p>5(4) →</p>	<p>800</p> <p>800</p> <p>15(50) ←</p> <p>44(30) →</p> <p>44(30) →</p> <p>5(4) ↘</p> <p>2(6) ↗</p>
11	12	13	14	15
El Evado Rd. & Palmdale Rd. (SR-18)	Amargosa Rd. & Palmdale Rd. (SR-18)	I-15 SB Ramps & Palmdale Rd. (SR-18)	I-15 NB On-Ramp & Palmdale Rd. (SR-18)	Mariposa Rd. & I-15 NB Ramps
<p>800</p> <p>800</p> <p>15(50) ←</p> <p>44(30) →</p>	<p>700</p> <p>100</p> <p>13(43) ←</p> <p>38(26) →</p> <p>5(4) ↘</p> <p>2(6) ↗</p>	<p>200</p> <p>400</p> <p>8(25) ↓</p> <p>← 6(19)</p> <p>27(19) →</p> <p>11(7) ↘</p>	<p>400</p> <p>100</p> <p>2(6) ←</p> <p>5(4) →</p> <p>4(12) ↘</p>	<p>100</p> <p>100</p> <p>4(12) →</p>

###(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

4.6 CUMULATIVE DEVELOPMENT TRAFFIC

A cumulative project list was developed for the purposes of this analysis through consultation with planning and engineering staff from the City of Victorville. The cumulative projects listed are those that would generate traffic and would contribute traffic to study area intersections. Exhibit 4-3 illustrates the cumulative development location map. A summary of cumulative development projects and their proposed land uses are shown on Table 4-3. If applicable, the traffic generated by individual cumulative projects was manually added to the Opening Year Cumulative (2023) and Future Year (2033) forecasts to ensure that traffic generated by the listed cumulative development projects on Table 4-3 is reflected as part of the background traffic. In an effort to conduct a conservative analysis, the cumulative projects are added in conjunction with the ambient growth identified in Section 4.5 *Background Traffic*. Cumulative ADT and peak hour intersection turning movement volumes are shown on Exhibit 4-4 for near-term traffic conditions.

TABLE 4-3: CUMULATIVE DEVELOPMENT LAND USE SUMMARY

TAZ	Project Name	Land Use	Quantity Units ¹
1	PLAN19-00030	Charter School - Grade 6-8	38.000 TSF
2	PLAN20-00008	Single Family Detached Residential	18 DU
3	ADMN21-00068	Fast-food With Drive-thru	2.300 TSF
4	ADMN21-00015	Single Family Detached Residential	35 DU
5	ADMN21-00021	Single Family Detached Residential	150 DU
6	Seneca Estates	Mobile Home Park	279 DU
7	SWC US-395/Palmdale Road (SR-18)	Gasoline/Service Station w/ Conven. Mkt./Car Wash	16 VFP
		Fast-food With Drive-thru	8.800 TSF
		High-turnover Sit Down Restaurant	4.500 TSF
		Commercial	75.000 TSF

¹ TSF = Thousand Square Feet; DU = Dwelling Units; VSP = Vehicle Fueling Positions

4.7 NEAR-TERM CONDITIONS

The “buildup” approach has been utilized which combines existing traffic counts with a background ambient growth factor to forecast the Opening Year Cumulative (2023) traffic conditions. An ambient growth factor of 4.04% accounts for background (area-wide) traffic increases that occur over time up to the year 2023 from the year 2021 (2 percent compounded over a 2-year period). Project traffic is added to assess Opening Year Cumulative (2023) With Project traffic conditions. Traffic volumes generated by cumulative development projects are included to assess the Opening Year Cumulative (2023) Without Project and With Project traffic conditions. The 2023 roadway networks are similar to the existing conditions roadway network with the exception of future intersections and driveways proposed to be developed by the Project.

EXHIBIT 4-3: CUMULATIVE DEVELOPMENT LOCATION MAP

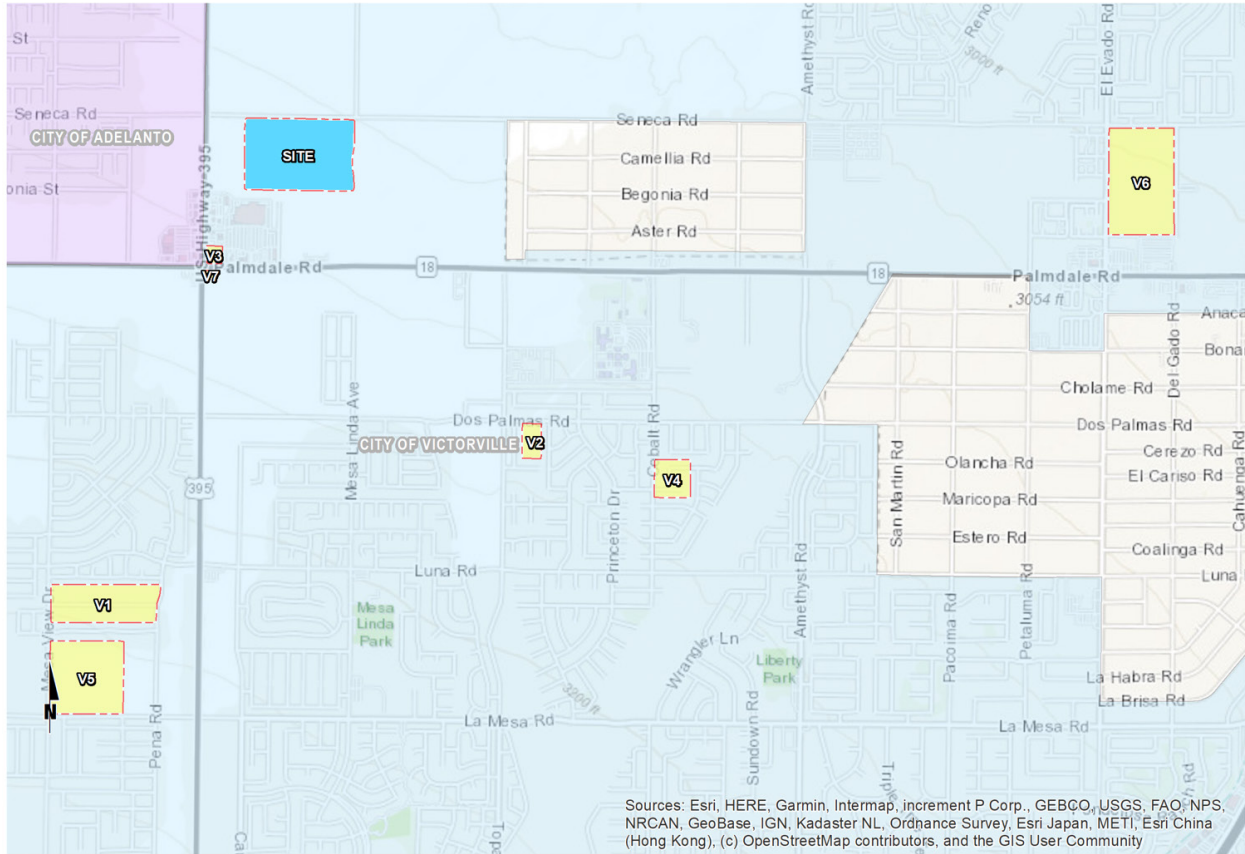
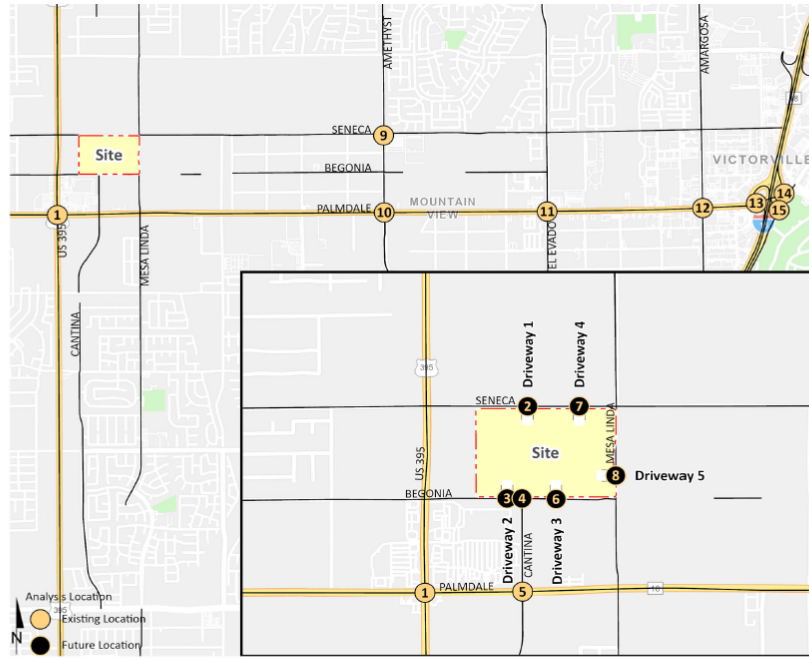


EXHIBIT 4-4: CUMULATIVE ONLY TRAFFIC VOLUMES



<p>1 US-395 & Palmdale Rd. (SR-18)</p> <p>1,250</p> <table border="1"> <tr> <td>6(7)</td> <td>39(44)</td> <td>4(3)</td> <td>4(3)</td> </tr> <tr> <td>4(5)</td> <td>4(3)</td> <td>105(92)</td> <td>35(42)</td> </tr> <tr> <td>40(50)</td> <td>44(27)</td> <td>48(39)</td> <td>88(74)</td> </tr> <tr> <td>46(39)</td> <td></td> <td></td> <td></td> </tr> </table> <p>2,150</p>	6(7)	39(44)	4(3)	4(3)	4(5)	4(3)	105(92)	35(42)	40(50)	44(27)	48(39)	88(74)	46(39)				<p>2 Driveway 1 & Seneca Rd.</p> <p>3,400</p> <p>Future Intersection</p> <p>3,950</p>	<p>3 Driveway 2 & Begonia Rd.</p> <p>Future Intersection</p>	<p>4 Driveway 3 & Begonia Rd.</p> <p>Future Intersection</p>	<p>5 Cantina Rd. & Begonia Rd.</p> <p>200</p> <table border="1"> <tr> <td>13(4)</td> <td>3(3)</td> <td>108(116)</td> </tr> <tr> <td>14(7)</td> <td></td> <td></td> </tr> <tr> <td>97(103)</td> <td></td> <td></td> </tr> </table> <p>2,950</p>	13(4)	3(3)	108(116)	14(7)			97(103)																	
6(7)	39(44)	4(3)	4(3)																																									
4(5)	4(3)	105(92)	35(42)																																									
40(50)	44(27)	48(39)	88(74)																																									
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<p>6 Driveway 3 & Begonia Rd.</p> <p>Future Intersection</p>	<p>7 Driveway 4 & Seneca Rd.</p> <p>Future Intersection</p>	<p>8 Mesa Linda Av. & Driveway 5</p> <p>Future Intersection</p>	<p>9 Amethyst Rd. & Seneca Rd.</p> <p>700</p> <table border="1"> <tr> <td>21(23)</td> <td>4(3)</td> <td>4(3)</td> </tr> <tr> <td>4(14)</td> <td>4(3)</td> <td>4(3)</td> </tr> <tr> <td>1(5)</td> <td>10(2)</td> <td>20(17)</td> </tr> <tr> <td>9(2)</td> <td>4(3)</td> <td>4(3)</td> </tr> </table> <p>150</p>	21(23)	4(3)	4(3)	4(14)	4(3)	4(3)	1(5)	10(2)	20(17)	9(2)	4(3)	4(3)	<p>10 Amethyst Rd. & Palmdale Rd. (SR-18)</p> <p>600</p> <table border="1"> <tr> <td>23(32)</td> <td>66(67)</td> <td>9(6)</td> </tr> <tr> <td>24(19)</td> <td></td> <td></td> </tr> <tr> <td>56(67)</td> <td></td> <td></td> </tr> <tr> <td>11(7)</td> <td>13(7)</td> <td>2(10)</td> </tr> </table> <p>2,550</p>	23(32)	66(67)	9(6)	24(19)			56(67)			11(7)	13(7)	2(10)																
21(23)	4(3)	4(3)																																										
4(14)	4(3)	4(3)																																										
1(5)	10(2)	20(17)																																										
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56(67)																																												
11(7)	13(7)	2(10)																																										
<p>11 El Evado Rd. & Palmdale Rd. (SR-18)</p> <p>1,350</p> <table border="1"> <tr> <td>29(24)</td> <td>7(30)</td> <td>26(32)</td> </tr> <tr> <td>4(3)</td> <td>4(3)</td> <td></td> </tr> <tr> <td>26(18)</td> <td>13(15)</td> <td>1(5)</td> </tr> <tr> <td>15(30)</td> <td></td> <td></td> </tr> <tr> <td>24(31)</td> <td></td> <td></td> </tr> <tr> <td>12(15)</td> <td></td> <td></td> </tr> </table> <p>1,900</p>	29(24)	7(30)	26(32)	4(3)	4(3)		26(18)	13(15)	1(5)	15(30)			24(31)			12(15)			<p>12 Amargosa Rd. & Palmdale Rd. (SR-18)</p> <p>100</p> <table border="1"> <tr> <td>4(4)</td> <td>22(43)</td> </tr> <tr> <td>3(4)</td> <td></td> </tr> <tr> <td>33(35)</td> <td>7(14)</td> </tr> <tr> <td>13(10)</td> <td></td> </tr> </table> <p>500</p>	4(4)	22(43)	3(4)		33(35)	7(14)	13(10)		<p>13 I-15 SB Ramps & Palmdale Rd. (SR-18)</p> <p>200</p> <table border="1"> <tr> <td>7(16)</td> <td>15(27)</td> </tr> <tr> <td>21(23)</td> <td></td> </tr> <tr> <td>13(12)</td> <td></td> </tr> </table> <p>300</p>	7(16)	15(27)	21(23)		13(12)		<p>14 I-15 NB On-Ramp & Palmdale Rd. (SR-18)</p> <p>650</p> <table border="1"> <tr> <td>8(11)</td> <td></td> </tr> <tr> <td>8(11)</td> <td></td> </tr> <tr> <td>7(16)</td> <td></td> </tr> </table> <p>150</p>	8(11)		8(11)		7(16)		<p>15 Mariposa Rd. & I-15 NB Ramps</p> <p>300</p> <table border="1"> <tr> <td>7(16)</td> <td></td> </tr> </table> <p>200</p>	7(16)	
29(24)	7(30)	26(32)																																										
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###(##) AM(PM) Peak Hour Intersection Volumes
 ## Average Daily Trips

The near-term traffic analysis includes the following traffic conditions, with the various traffic components:

- Opening Year Cumulative (2023) Without Project
 - Adjusted Existing 2021 volumes
 - Ambient growth traffic (4.04%)
 - Cumulative Development traffic
- Opening Year Cumulative (2023) With Project
 - Adjusted Existing 2021 volumes
 - Ambient growth traffic (4.04%)
 - Cumulative Development traffic
 - Project Traffic

4.8 FUTURE YEAR (2033) CONDITIONS

The “buildup” approach has been utilized which combines existing traffic counts with a background ambient growth factor to forecast the Future Year (2033) traffic conditions. An ambient growth factor of 26.82% accounts for background (area-wide) traffic increases that occur over time up to the year 2033 from the year 2021 (2 percent compounded over a 12-year period). Project traffic is added to assess Future Year (2033) With Project traffic conditions. Traffic volumes generated by cumulative development projects are included to assess the Future Year (2033) Without Project and With Project traffic conditions. The 2033 roadway networks are similar to the existing conditions roadway network with the exception of future intersections and driveways proposed to be developed by the Project.

The future traffic analysis includes the following traffic conditions, with the various traffic components:

- Future Year (2033) Without Project
 - Adjusted Existing 2021 volumes
 - Ambient growth traffic (26.82%)
 - Cumulative Development traffic
- Future Year (2033) With Project
 - Adjusted Existing 2021 volumes
 - Ambient growth traffic (26.82%)
 - Cumulative Development traffic
 - Project Traffic

5 OPENING YEAR CUMULATIVE (2023) TRAFFIC CONDITIONS

This section discusses the traffic forecasts for Opening Year Cumulative traffic conditions and the resulting intersection operations, traffic signal warrant, and queuing analyses.

5.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for Opening Year Cumulative (2023) With Project conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for Opening Year Cumulative conditions only (e.g., intersection and roadway improvements at the Project's frontage and driveways).
- Driveways and those facilities assumed to be constructed by cumulative developments to provide site access are also assumed to be in place for Opening Year Cumulative conditions only (e.g., intersection and roadway improvements along the cumulative development's frontages).

5.2 TRAFFIC VOLUME FORECASTS

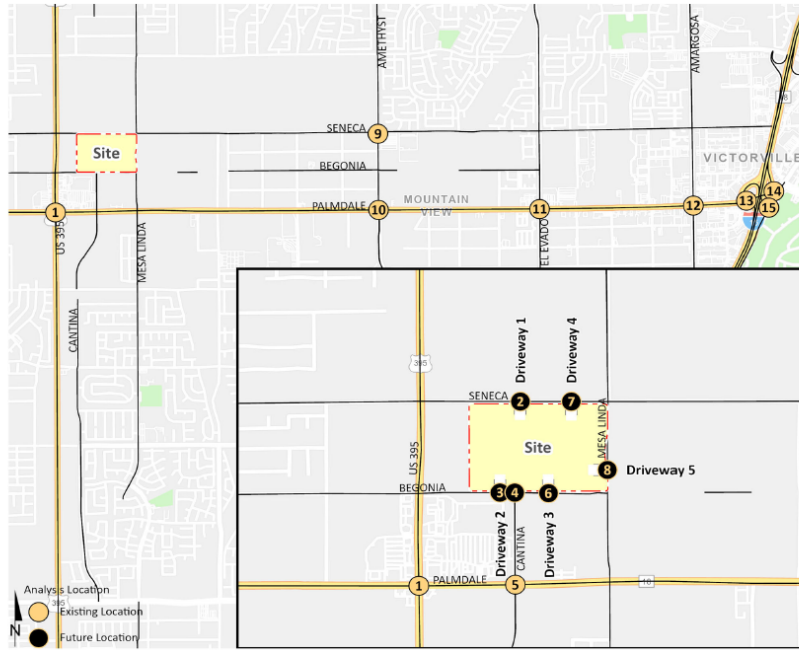
5.2.1 OPENING YEAR CUMULATIVE (2023) WITHOUT PROJECT

This scenario includes Existing traffic volumes plus an ambient growth factor of 4.04% and the addition of cumulative development traffic. The weekday ADT, weekday AM, and PM peak hour volumes which can be expected for Opening Year Cumulative (2023) Without Project traffic conditions are shown on Exhibit 5-1.

5.2.2 OPENING YEAR CUMULATIVE (2023) WITH PROJECT

This scenario includes Existing traffic volumes plus an ambient growth factor of 4.04%, the addition of cumulative development traffic, and the addition of Project traffic. The weekday ADT, weekday AM, and PM peak hour volumes which can be expected for Opening Year Cumulative (2023) With Project traffic conditions are shown on Exhibit 5-2.

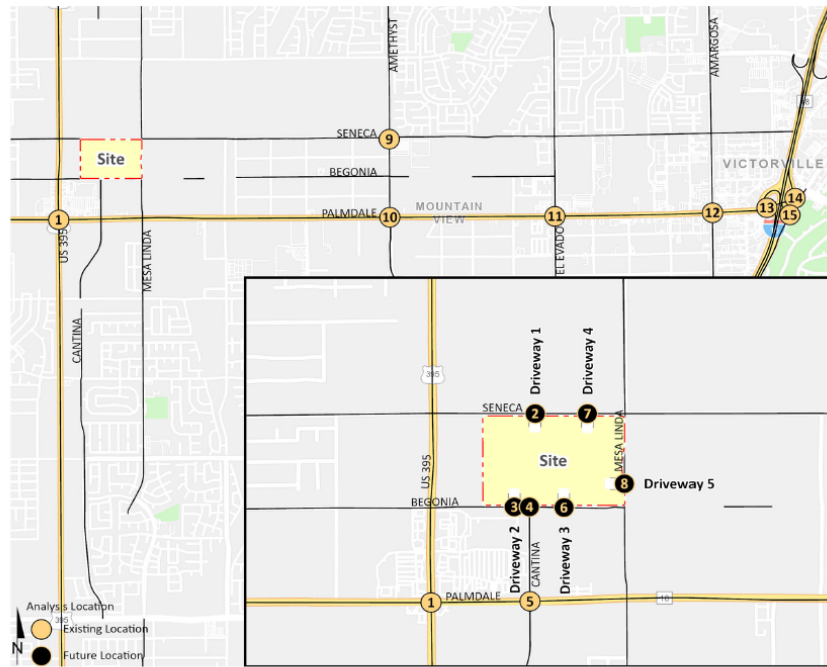
EXHIBIT 5-1: OPENING YEAR CUMULATIVE (2023) WITHOUT PROJECT TRAFFIC VOLUMES



1	2	3	4	5
US-395 & Palmdale Rd. (SR-18)	Driveway 1 & Seneca Rd.	Future Intersection	Driveway 2 & Begonia Rd.	Cantina Rd. & Begonia Rd.
30,200 57(58) 611(802) 109(138) 79(107) 309(535) 238(302) 82(123) 361(434) 411(301) 23,450	21,500	Future Intersection	Future Intersection	6,700 29(62) 50(197) 55(79) 682(700) 20,300
6	7	8	9	10
Driveway 3 & Begonia Rd.	Driveway 4 & Seneca Rd.	Future Intersection	Mesa Linda Av. & Driveway 5	Amethyst Rd. & Seneca Rd.
Future Intersection	Future Intersection	Future Intersection	10,500 262(88) 348(324) 54(55) 50(62) 186(116) 83(84) 144(56) 141(90) 18(14) 4,900	6,200 83(89) 299(315) 37(34) 10(22) 415(604) 57(61) 60(64) 489(545) 58(64) 94(93) 266(224) 111(84) 9,400 19,000
11	12	13	14	15
El Evado Rd. & Palmdale Rd. (SR-18)	Amargosa Rd. & Palmdale Rd. (SR-18)	I-15 SB Ramps & Palmdale Rd. (SR-18)	I-15 NB On-Ramp & Palmdale Rd. (SR-18)	Mariposa Rd. & I-15 NB Ramps
19,050 89(92) 288(364) 251(230) 79(188) 306(496) 127(231) 112(132) 486(462) 49(56) 17,350	22,450 48(93) 279(427) 161(202) 59(125) 467(797) 68(156) 109(76) 698(726) 79(81) 16,150 24,700	9,050 268(299) 113(134) 108(261) 1061(1191) 876(1259) 216(337) 15,300 40,350	1,800 42(62) 708(1068) 118(225) 660(907) 112(220) 425(381) 56(77) 309(475) 1,800 33,700	35,800 419(450) 10(19) 351(444) 17,450 6,100 11,850

##(##) AM(PM) Peak Hour Intersection Volumes
 ## Average Daily Trips

EXHIBIT 5-2: OPENING YEAR CUMULATIVE (2023) WITH PROJECT TRAFFIC VOLUMES



1	2	3	4	5
US-395 & Palmdale Rd. (SR-18) 30,600 57(58) ↓ 611(802) ↓ 117(163) ↓ 101(122) ↑ 320(542) ↑ 254(313) ↑ 82(123) ↓ 365(446) ↓ 411(301) ↓ 338(350) ↑ 931(770) ↑ 219(147) ↑ 23,650	Driveway 1 & Seneca Rd. 22,350 6(19) ↓ 17(11) ↑ 300	Driveway 2 & Begonia Rd. 700 38(26) ↓ 13(44) ↑ 6(19) ↑ 17(11) → 300	Cantina Rd. & Begonia Rd. 1,000 55(37) ↓ 19(62) ↓ 15(49) ↑ 43(29) ↑ 1,800	Cantina Rd. & Palmdale Rd. (SR-18) 8,500 78(95) ↓ 99(230) ↓ 93(230) ↑ 518(715) ↑ 72(135) ↓ 682(700) → 21,200
6	7	8	9	10
Driveway 3 & Begonia Rd. 400 22(15) ↓ 8(25) ↓ 8(25) → 800	Driveway 4 & Seneca Rd. 400 6(18) ↑ 300	Mesa Linda Av. & Driveway 5 100 5(3) ↓ 17(11) ↓ 6(19) ↓ 2(6) ↑ 300	Amethyst Rd. & Seneca Rd. 10,600 264(94) ↓ 348(324) ↓ 54(55) ↓ 50(62) ↑ 188(122) ↑ 83(84) ↑ 149(60) ↓ 146(94) ↓ 18(14) ↓ 16(8) ↓ 283(222) ↑ 49(70) ↑ 6,300 5,100	Amethyst Rd. & Palmdale Rd. (SR-18) 9,700 83(89) ↓ 299(315) ↓ 37(34) ↓ 10(22) ↑ 430(654) ↑ 57(61) ↑ 60(64) ↓ 533(575) ↓ 63(68) ↓ 96(99) ↑ 266(224) ↑ 111(84) ↑ 18,400 11,100
11	12	13	14	15
El Evado Rd. & Palmdale Rd. (SR-18) 19,050 89(92) ↓ 288(364) ↓ 251(230) ↓ 79(188) ↑ 321(546) ↑ 127(231) ↑ 112(132) ↓ 530(492) ↓ 49(56) ↓ 58(90) ↑ 285(454) ↑ 152(114) ↑ 18,100	Amargosa Rd. & Palmdale Rd. (SR-18) 23,250 16,150 48(93) ↓ 279(427) ↓ 161(202) ↓ 59(125) ↑ 480(840) ↑ 68(156) ↑ 109(76) ↓ 736(752) ↓ 84(85) ↓ 88(124) ↓ 240(311) ↑ 70(77) ↑ 25,500	I-15 SB Ramps & Palmdale Rd. (SR-18) 9,250 276(324) ↓ 113(134) ↓ 108(261) ↑ 1067(1210) ↑ 903(1278) → 227(344) ↓ 15,400	I-15 NB On-Ramp & Palmdale Rd. (SR-18) 37,600 1,800 665(911) ↓ 112(220) ↓ 429(393) ↓ 56(77) ↑ 309(475) ↑ 42(62) ↑ 710(1074) ↑ 118(225) ↑ 35,900	Mariposa Rd. & I-15 NB Ramps 17,550 221(442) ↓ 423(462) ↑ 10(19) ↓ 351(444) ↑ 6,200

###(###) AM(PM) Peak Hour Intersection Volumes
 ## Average Daily Trips

5.3 INTERSECTION OPERATIONS ANALYSIS

LOS calculations were conducted for the study intersections to evaluate their operations under Opening Year Cumulative (2023) traffic conditions with roadway and intersection geometrics consistent with Section 5.1 *Roadway Improvements*. The intersection analysis results are summarized on Table 5-1 for Opening Year Cumulative (2023) Without Project traffic conditions, which indicates that the following study area intersection is anticipated to operate at an unacceptable LOS during one or more peak hours:

- US-395 & Palmdale Road (SR-18) (#1) – LOS E AM peak hour only
- Amethyst Road & Seneca Road (#9) – LOS F AM peak hour only

With the addition of Project traffic, there are no additional study area intersections anticipated to operate at an unacceptable LOS during the peak hours under Opening Year Cumulative (2023) With Project traffic conditions. However, the two intersections listed above are anticipated to meet the deficiency criteria specified in Section 2.6 *Deficiency Criteria* in this TA. As such, intersection enhancements needed to improve the peak hour intersection operations to acceptable LOS are discussed in Section 5.6. The intersection operations analysis worksheets for Opening Year Cumulative (2023) Without Project and With Project traffic conditions are included in Appendices 5.1 and 5.2, respectively.

TABLE 5-1: INTERSECTION ANALYSIS FOR OPENING YEAR CUMULATIVE (2023) CONDITIONS

#	Intersection	Traffic Control ²	2023 Without Project				2023 With Project				Difference	
			Delay ¹ (secs.)		Level of Service		Delay ¹ (secs.)		Level of Service		Delay ³	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	US-395 & Palmdale Rd. (SR-18)	TS	69.7	23.3	E	D	72.6	55.6	E	E	2.9	32.3
2	Driveway 1 & Seneca Rd.	CSS	Future Intersection				8.9	8.9	A	A	--	--
3	Driveway 2 & Begonia Rd.	CSS	Future Intersection				8.8	8.9	A	A	--	--
4	Cantina Rd. & Begonia Rd.	CSS	Future Intersection				9.3	9.3	A	A	--	--
5	Cantina Rd. & Palmdale Rd. (SR-18)	TS	7.0	8.9	A	A	8.3	9.8	A	A	--	--
6	Driveway 3 & Begonia Rd.	CSS	Future Intersection				8.5	8.4	A	A	--	--
7	Driveway 4 & Seneca Rd.	CSS	Future Intersection				8.4	8.3	A	A	--	--
8	Mesa Linda Av. & Driveway 5	CSS	Future Intersection				8.4	8.3	A	A	--	--
9	Amethyst Rd. & Seneca Rd.	AWS	161.1	25.7	F	D	166.2	27.5	F	D	5.1	--
10	Amethyst Rd. & Palmdale Rd. (SR-18)	TS	21.3	24.0	C	C	21.7	24.8	C	C	--	--
11	El Evado Rd. & Palmdale Rd. (SR-18)	TS	28.7	33.0	C	C	28.7	33.0	C	C	--	--
12	Amargosa Rd. & Palmdale Rd. (SR-18)	TS	31.2	43.6	C	D	31.1	43.9	C	D	--	--
13	I-15 SB Ramps & Palmdale Rd. (SR-18)	TS	7.2	23.3	A	C	7.4	28.2	A	C	--	--
14	Mariposa Rd./I-15 NB On-Ramp & Palmdale Rd. (SR-18)	TS	18.3	24.3	B	C	18.3	24.4	B	C	--	--
15	Mariposa Rd. & I-15 NB Ramps	TS	20.4	23.2	C	C	20.4	26.4	C	C	--	--

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹ Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

² TS = Traffic Signal; AWS = All-way Stop; CSS = Cross-Street Stop; **CSS** = Improvement

³ Deficiency Criteria: Intersection operating at LOS E or F without project traffic where the project increases delay by 5.0 or more seconds shall identify improvements to offset the increase in delay.

5.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

There are no additional intersections anticipated to meet peak hour-volume based or Planning level (ADT) traffic signal warrant under Opening Year Cumulative (2023) Without or With Project traffic conditions (see Appendix 5.3 and 5.4) beyond the location warranted under Existing conditions.

5.5 QUEUING ANALYSIS

Queuing analysis findings for Opening Year Cumulative (2023) traffic conditions are presented on Table 5-2. As shown on Table 5-2, no queuing issues are anticipated for any movements during the weekday AM and PM peak 95th percentile traffic flows under Opening Year Cumulative (2023) Without and With Project traffic conditions. Worksheets for Opening Year Cumulative (2023) Without Project and With Project traffic conditions queuing analysis are provided in Appendices 5.5 and 5.6, respectively.

TABLE 5-2: PEAK HOUR QUEUING SUMMARY FOR OPENING YEAR CUMULATIVE (2023) CONDITIONS

ID	Intersection	Movement	Available Stacking Distance (Feet)	2023 Without Project				2023 With Project			
				95th Percentile Queue (Feet)		Acceptable? ¹		95th Percentile Queue (Feet)		Acceptable? ¹	
				AM Peak Hour	PM Peak Hour	AM	PM	AM Peak Hour	PM Peak Hour	AM	PM
5	Cantina Rd. & Palmdale Rd. (SR-18)	EBL	660	39	58	Yes	Yes	50	92	Yes	Yes
		WBR	300	14	32	Yes	Yes	20	37	Yes	Yes
		SBL	90	18	57	Yes	Yes	30	64	Yes	Yes
13	I-15 SB Ramps & Palmdale Rd. (SR-18)	SBL	1,400	48	71	Yes	Yes	47	77	Yes	Yes
		SBR	100	142 ²	263 ²	Yes	Yes	149 ²	363 ^{2,3}	Yes	Yes
15	Mariposa Rd. & I-15 NB Ramps	EBL	1,575	171	231	Yes	Yes	172	237	Yes	Yes
		EBR	90	14	26	Yes	Yes	14	25	Yes	Yes

¹ Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

² Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-15 Freeway mainline.

³ 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

5.6 PROJECT DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

The effectiveness of the recommended improvement strategies to address Opening Year Cumulative (2023) traffic deficiencies are presented on Table 5-3. Worksheets for Opening Year Cumulative (2023) With Project conditions, with improvements, HCM calculation worksheets are provided in Appendix 5.7.

TABLE 5-3: INTERSECTION ANALYSIS FOR OPENING YEAR CUMULATIVE (2023) CONDITIONS WITH IMPROVEMENTS

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
1	US-395 & Palmdale Rd. (SR-18)																	
	-Without Improvements	TS	1	2	0	1	2	1	1	2	0	2	2	1	72.6	55.6	E	E
	-With Improvements	TS	<u>2</u>	2	0	1	2	1	1	2	0	2	2	1	53.2	40.4	D	D
	Amethyst Rd. & Seneca Rd.																	
	-Without Improvements	AWS	1	2	0	1	1	0	0	1	0	1	1	1	166.2	27.5	F	D
	-With Improvements	<u>TS</u>	1	2	0	1	1	0	0	1	0	1	1	1	28.1	12.6	C	B

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; >=Right-turn Overlap Phasing; 1 = Improvement

² Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) is considered the delay and LOS for the intersection.

³ CSS = Cross-Street Stop; TS = Traffic Signal; TS = Improvement

6 FUTURE YEAR (2033) TRAFFIC CONDITIONS

This section discusses the traffic forecasts for Future Year traffic conditions and the resulting intersection operations, traffic signal warrant, and queuing analyses.

6.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for Future Year (2033) With Project conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for Future Year (2033) conditions only (e.g., intersection and roadway improvements at the Project's frontage and driveways).
- Driveways and those facilities assumed to be constructed by cumulative developments to provide site access are also assumed to be in place for Future Year (2033) conditions only (e.g., intersection and roadway improvements along the cumulative development's frontages).

6.2 TRAFFIC VOLUME FORECASTS

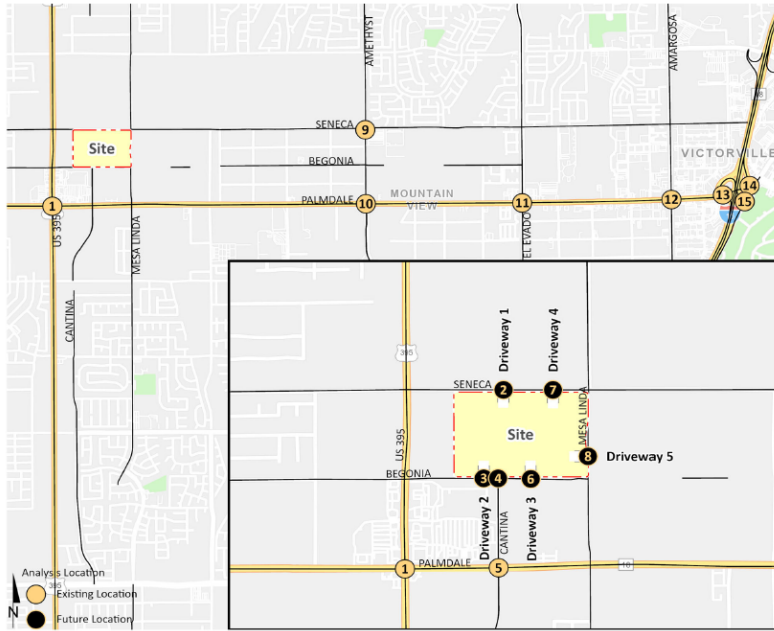
6.2.1 FUTURE YEAR (2033) WITHOUT PROJECT

This scenario includes Existing traffic volumes plus an ambient growth factor of 26.82% and the addition of cumulative development traffic. The weekday ADT, weekday AM, and PM peak hour volumes which can be expected for Future Year (2033) Without Project traffic conditions are shown on Exhibit 6-1.

6.2.2 FUTURE YEAR (2033) WITH PROJECT

This scenario includes Existing traffic volumes plus an ambient growth factor of 26.82%, the addition of cumulative development traffic, and the addition of Project traffic. The weekday ADT, weekday AM, and PM peak hour volumes which can be expected for Future Year (2033) With Project traffic conditions are shown on Exhibit 6-2.

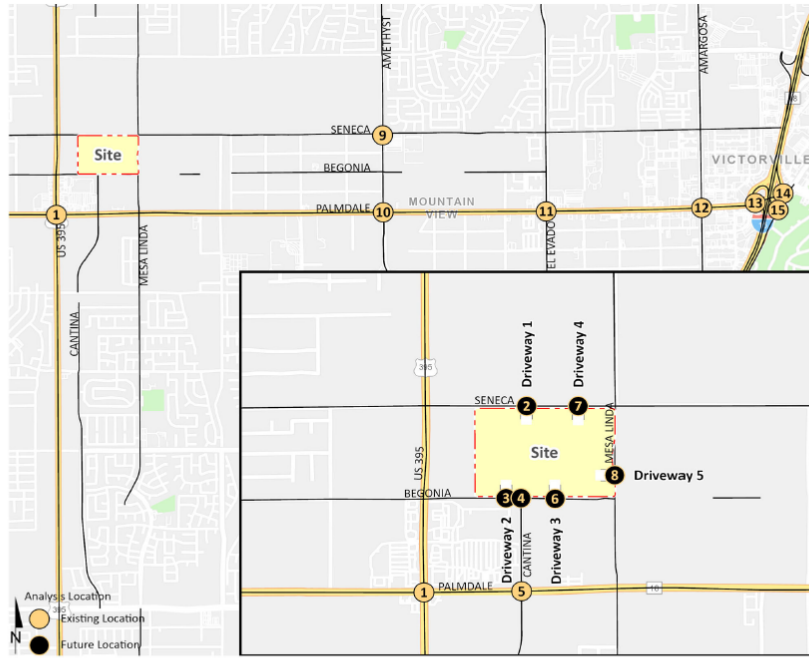
EXHIBIT 6-1: FUTURE YEAR (2033) WITHOUT PROJECT TRAFFIC VOLUMES



1	2	3	4	5
US-395 & Palmdale Rd. (SR-18)	Driveway 1 & Seneca Rd.	Driveway 2 & Begonia Rd.	Cantina Rd. & Begonia Rd.	Cantina Rd. & Palmdale Rd. (SR-18)
36,550 68(69) 737(969) 132(168) 95(130) 369(643) 267(348) 403(420) 1125(931) 240(140) 28,150	25,450	Future Intersection	Future Intersection	8,100 32(75) 60(239) 93(212) 608(847) 63(95) 810(831) 24,100
6	7	8	9	10
Driveway 3 & Begonia Rd.	Driveway 4 & Seneca Rd.	Mesa Linda Av. & Driveway 5	Amethyst Rd. & Seneca Rd.	Amethyst Rd. & Palmdale Rd. (SR-18)
Future Intersection	Future Intersection	Future Intersection	12,650 320(108) 419(390) 65(63) 60(75) 226(141) 101(103) 175(68) 172(109) 20(17) 18(10) 341(267) 59(84) 5,950	7,500 11,700 97(102) 364(384) 46(42) 13(27) 491(721) 67(73) 68(74) 584(649) 68(77) 112(112) 325(273) 135(100) 22,600
11	12	13	14	15
El Evado Rd. & Palmdale Rd. (SR-18)	Amargosa Rd. & Palmdale Rd. (SR-18)	I-15 SB Ramps & Palmdale Rd. (SR-18)	I-15 NB On-Ramp & Palmdale Rd. (SR-18)	Mariposa Rd. & I-15 NB Ramps
22,900 103(106) 350(443) 300(277) 95(223) 367(598) 155(282) 133(154) 587(556) 58(64) 68(106) 347(553) 185(140) 20,700	27,100 19,650 57(113) 340(520) 197(246) 72(152) 565(962) 82(190) 132(92) 843(877) 93(96) 103(141) 293(379) 85(94) 18,550	11,000 325(361) 138(164) 132(318) 1290(1446) 1063(1530) 260(408) 48,950	45,200 2,200 51(76) 862(1300) 143(274) 803(1103) 137(268) 517(461) 68(94) 377(580) 5,350	43,600 21,250 269(539) 509(545) 13(23) 427(542) 7,400

##(##) AM(PM) Peak Hour Intersection Volumes
 ## Average Daily Trips

EXHIBIT 6-2: FUTURE YEAR (2033) WITH PROJECT TRAFFIC VOLUMES



<p>1 US-395 & Palmdale Rd. (SR-18)</p> <p>36,950</p> <p>26,300</p> <p>68(69) ↓ 737(969) ↓ 140(193) ↓</p> <p>↑ 117(145) ← 380(650) ↑ 283(359)</p> <p>99(148) ↓ 436(530) ↓ 491(359) ↓</p> <p>403(420) ↓ 1125(931) ↓ 246(159) ↓</p> <p>28,350</p> <p>41,500</p>	<p>2 Driveway 1 & Seneca Rd.</p> <p>300</p> <p>17(11) ↓</p> <p>6(19) ↓</p> <p>17(11) ↓</p> <p>300</p>	<p>3 Driveway 2 & Begonia Rd.</p> <p>700</p> <p>1,000</p> <p>38(26) ↓</p> <p>17(11) →</p> <p>300</p>	<p>4 Driveway 3 & Begonia Rd.</p> <p>1,000</p> <p>13(44) ↓ 6(19) ↓</p> <p>55(37) ↓</p> <p>1,000</p>	<p>5 Cantina Rd. & Begonia Rd.</p> <p>800</p> <p>43(29) ↓</p> <p>19(62) ↓ 15(49) ↓</p> <p>1,800</p>	<p>6 Cantina Rd. & Palmdale Rd. (SR-18)</p> <p>9,900</p> <p>25,550</p> <p>81(108) ↓ 109(272) ↓</p> <p>80(151) ↓ 810(831) ↓</p> <p>110(268) ↓ 608(847) ↓</p> <p>25,000</p>
<p>6 Driveway 3 & Begonia Rd.</p> <p>400</p> <p>22(15) ↓</p> <p>8(25) ↓ 8(25) ↓</p> <p>22(15) ↓</p> <p>800</p>	<p>7 Driveway 4 & Seneca Rd.</p> <p>400</p> <p>6(18) ↓</p> <p>16(11) ↓</p> <p>300</p>	<p>8 Mesa Linda Av. & Driveway 5</p> <p>100</p> <p>5(3) ↓</p> <p>17(11) ↓</p> <p>6(19) ↓ 2(6) ↓</p> <p>300</p>	<p>9 Amethyst Rd. & Seneca Rd.</p> <p>12,750</p> <p>7,600</p> <p>322(114) ↓ 419(390) ↓ 65(63) ↓</p> <p>180(72) ↓ 177(113) ↓ 20(17) ↓</p> <p>18(10) ↓ 341(267) ↓ 59(84) ↓</p> <p>60(75) ↓ 228(147) ↓ 101(103) ↓</p> <p>11,350</p>	<p>10 Amethyst Rd. & Palmdale Rd. (SR-18)</p> <p>11,700</p> <p>21,850</p> <p>97(102) ↓ 364(384) ↓ 46(42) ↓</p> <p>68(74) ↓ 628(679) ↓ 73(81) ↓</p> <p>114(118) ↓ 325(273) ↓ 135(100) ↓</p> <p>13(27) ↓ 506(771) ↓ 67(73) ↓</p> <p>13,450</p>	
<p>11 El Evado Rd. & Palmdale Rd. (SR-18)</p> <p>22,900</p> <p>27,900</p> <p>103(106) ↓ 350(443) ↓ 300(277) ↓</p> <p>133(154) ↓ 631(586) ↓ 58(64) ↓</p> <p>↑ 95(223) ↑ 382(648) ↑ 155(282)</p> <p>68(106) ↓ 347(553) ↓ 185(140) ↓</p> <p>21,500</p> <p>20,750</p>	<p>12 Amargosa Rd. & Palmdale Rd. (SR-18)</p> <p>19,650</p> <p>33,650</p> <p>57(113) ↓ 340(520) ↓ 197(246) ↓</p> <p>132(92) ↓ 881(903) ↓ 98(100) ↓</p> <p>105(147) ↓ 293(379) ↓ 85(94) ↓</p> <p>18,650</p> <p>30,600</p>	<p>13 I-15 SB Ramps & Palmdale Rd. (SR-18)</p> <p>11,200</p> <p>45,600</p> <p>333(386) ↓ 138(164) ↓</p> <p>1090(1549) ↓ 271(415) ↓</p> <p>11,200</p> <p>49,650</p>	<p>14 I-15 NB On-Ramp & Palmdale Rd. (SR-18)</p> <p>2,200</p> <p>43,700</p> <p>51(76) ↓ 864(1306) ↓ 143(274) ↓</p> <p>808(1107) ↓ 137(268) ↓</p> <p>521(473) ↓ 68(94) ↓ 377(580) ↓</p> <p>2,000</p> <p>41,150</p>	<p>15 Mariposa Rd. & I-15 NB Ramps</p> <p>21,350</p> <p>14,450</p> <p>269(539) ↓</p> <p>513(557) ↓ 13(23) ↓</p> <p>427(542) ↓</p> <p>7,500</p>	

###(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

6.3 INTERSECTION OPERATIONS ANALYSIS

LOS calculations were conducted for the study intersections to evaluate their operations under Future Year (2033) traffic conditions with roadway and intersection geometrics consistent with Section 6.1 *Roadway Improvements*. The intersection analysis results are summarized on Table 6-1 for Future Year (2033) Without Project traffic conditions, which indicates that the following study area intersections are anticipated to operate at an unacceptable LOS during one or more peak hours:

- US-395 & Palmdale Road (SR-18) (#1) – LOS F AM and PM peak hours
- Amethyst Road & Seneca Road (#9) – LOS F AM and PM peak hours

With the addition of Project traffic, there are no additional study area intersections anticipated to operate at an unacceptable LOS during the peak hours under Future Year (2033) With Project traffic conditions. However, the addition of the Project traffic is not anticipated to meet the deficiency criteria specified in Section 2.6 *Deficiency Criteria* in this TA. As such, no improvements are recommended for Future Year (2033) traffic conditions. The intersection operations analysis worksheets for Future Year (2033) Without Project and With Project traffic conditions are included in Appendices 6.1 and 6.2, respectively.

TABLE 6-1: INTERSECTION ANALYSIS FOR FUTURE YEAR (2033) CONDITIONS

#	Intersection	Traffic Control ²	2033 Without Project				2033 With Project				Difference Delay ³	
			Delay ¹ (secs.)		Level of Service		Delay ¹ (secs.)		Level of Service		AM	PM
			AM	PM	AM	PM	AM	PM	AM	PM		
1	US-395 & Palmdale Rd. (SR-18)	TS	120.1	95.3	F	F	123.5	99.5	F	F	3.4	4.2
2	Driveway 1 & Seneca Rd.	<u>CSS</u>	Future Intersection				8.9	8.9	A	A		
3	Driveway 2 & Begonia Rd.	<u>CSS</u>	Future Intersection				8.8	8.9	A	A		
4	Cantina Rd. & Begonia Rd.	<u>CSS</u>	Future Intersection				9.3	9.3	A	A		
5	Cantina Rd. & Palmdale Rd. (SR-18)	TS	7.3	9.4	A	A	8.5	10.6	A	B		
6	Driveway 3 & Begonia Rd.	<u>CSS</u>	Future Intersection				8.5	8.4	A	A		
7	Driveway 4 & Seneca Rd.	<u>CSS</u>	Future Intersection				8.4	8.3	A	A		
8	Mesa Linda Av. & Driveway 5	<u>CSS</u>	Future Intersection				8.4	8.3	A	A		
9	Amethyst Rd. & Seneca Rd.	AWS	269.5	61.4	F	F	273.3	65.5	F	F	3.8	4.1
10	Amethyst Rd. & Palmdale Rd. (SR-18)	TS	25.6	33.2	C	C	26.6	35.8	C	D		
11	El Evado Rd. & Palmdale Rd. (SR-18)	TS	36.6	43.2	D	D	36.6	43.3	D	D		
12	Amargosa Rd. & Palmdale Rd. (SR-18)	TS	36.6	50.4	D	D	36.5	51.0	D	D		
13	I-15 SB Ramps & Palmdale Rd. (SR-18)	TS	9.1	34.4	A	C	9.3	40.4	A	D		
14	Mariposa Rd./I-15 NB On-Ramp & Palmdale Rd. (SR-18)	TS	22.0	28.9	C	C	22.1	29.0	C	C		
15	Mariposa Rd. & I-15 NB Ramps	TS	21.5	28.5	C	C	21.6	28.9	C	C		

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹ Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

² TS = Traffic Signal; CSS = Cross-Street Stop; CSS = Improvement

³ Deficiency Criteria: Intersection operating at LOS E or F without project traffic where the project increases delay by 5.0 or more seconds shall identify improvements to offset the increase in delay.

6.4 QUEUING ANALYSIS

Queuing analysis findings for Future Year (2033) Without Project are presented on Table 6-2. As shown on Table 6-2, it is anticipated for all movements to experience no queuing issues during the weekday AM and PM peak 95th percentile traffic flows. Worksheets for Future Year (2033) Without Project and With Project traffic conditions queuing analysis are provided in Appendices 6.3 and 6.4, respectively.

TABLE 6-2: PEAK HOUR QUEUING SUMMARY FOR FUTURE YEAR (2033) CONDITIONS

ID	Intersection	Movement	Available Stacking Distance (Feet)	2033 Without Project				2033 With Project			
				95th Percentile Queue (Feet)		Acceptable? ¹		95th Percentile Queue (Feet)		Acceptable? ¹	
				AM Peak Hour	PM Peak Hour	AM	PM	AM Peak Hour	PM Peak Hour	AM	PM
5	Cantina Rd. & Palmdale Rd. (SR-18)	EBL	660	47	69	Yes	Yes	58	114 ³	Yes	Yes
		WBR	300	19	36	Yes	Yes	21	41	Yes	Yes
		SBL	90	22	67	Yes	Yes	35	74	Yes	Yes
13	I-15 SB Ramps & Palmdale Rd. (SR-18)	SBL	1,400	58	97	Yes	Yes	59	97	Yes	Yes
		SBR	100	272 ^{2,3}	545 ^{2,3}	Yes	Yes	293 ^{2,3}	599 ^{2,3}	Yes	Yes
15	Mariposa Rd. & I-15 NB Ramps	EBL	1,575	200	271	Yes	Yes	200	276	Yes	Yes
		EBR	75	16	29	Yes	Yes	16	29	Yes	Yes

¹ Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown on this table, where applicable.

² Although 95th percentile queue is anticipated to exceed the available storage for the turn lane, the adjacent lane has sufficient storage to accommodate any spillover without spilling back and affecting the I-15 Freeway mainline.

³ 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

6.5 DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

As noted previously, the addition of the Project traffic is not anticipated to meet the deficiency criteria specified in Section 2.6 *Deficiency Criteria* in this TA. As such, no improvements are recommended for Future Year (2033) traffic conditions.

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7 LOCAL AND REGIONAL FUNDING MECHANISMS

Transportation improvements within the City of Victorville are funded through a combination of direct project mitigation, development impact fee programs or fair share contributions, such as the City of Victorville Development Impact Fee (DIF) program. Identification and timing of needed improvements is generally determined through local jurisdictions based upon a variety of factors.

7.1 CITY OF VICTORVILLE DEVELOPMENT IMPACT FEE PROGRAM

The County of San Bernardino adopted the latest update to their DIF program in September 2014. Fees from new residential, commercial, and industrial development are collected to fund Measure “I” compliant regional facilities as well as local facilities. Under the County’s DIF program, the County may grant to developers a credit against specific components of fees when those developers construct certain facilities and landscaped medians identified in the list of improvements funded by the DIF program.

After the County’s DIF fees are collected, they are placed in a separate restricted use account pursuant to the requirements of Government Code sections 66000 *et seq.* The timing to use the DIF fees is established through periodic capital improvement programs which are overseen by the County’s Public Works Department. Periodic traffic counts, review of traffic accidents, and a review of traffic trends throughout the County are also periodically performed by County staff and consultants. The County uses this data to determine the timing of the improvements listed in its facilities list. The County also uses this data to ensure that the improvements listed on the facilities list are constructed before the LOS falls below the LOS performance standards adopted by the County. In this way, the improvements are constructed before the LOS falls below the County’s LOS performance thresholds. The County’s DIF program establishes a timeline to fund, design, and build the improvements.

7.2 MEASURE “I” FUNDS

In 2004, the voters of San Bernardino County approved the 30-year extension of Measure “I”, a one-half of one percent sales tax on retail transactions, through the year 2040, for transportation projects including, but not limited to, infrastructure improvements, commuter rail, public transit, and other identified improvements. The Measure “I” extension requires that a regional traffic impact fee be created to ensure development is paying its fair share. A regional Nexus study was prepared by SBCTA and concluded that each jurisdiction should include a regional fee component in their local programs to meet the Measure “I” requirement. The regional component assigns specific facilities and cost sharing formulas to each jurisdiction and was most recently updated in September 2017. Revenues collected through these programs are used in tandem with Measure “I” funds to deliver projects identified in the Nexus Study.

While Measure “I” is a self-executing sales tax administered by SBCTA, it bears discussion here because the funds raised through Measure “I” have funded in the past, and will continue to fund, new transportation facilities in San Bernardino County, including within the City of Victorville.

7.3 FAIR SHARE CONTRIBUTION

Project improvements may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair share contribution toward future improvements or a combination of these approaches. Improvements constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate (to be determined at the City's discretion).

When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the development to construct improvements. Detailed fair share calculations, for each peak hour, has been provided on Table 7-1 for the applicable deficient study area intersections.

TABLE 7-1: PROJECT FAIR SHARE CALCULATIONS

#	Intersection	Existing	Project	OYC (2023) WP	Total New Traffic	Project % of New Traffic ¹	
1	US-395 & Palmdale Rd. (SR-18)	AM:	3,150	67	3,807	657	10.2%
		PM:	3,483	89	4,138	655	13.6%
9	Amethyst Rd. & Seneca Rd.	AM:	1,497	14	1,648	151	9.3%
		PM:	1,075	20	1,210	135	14.8%

BOLD = Highest fair share percentage is highlighted.

8 VEHICLE MILES TRAVELED

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which require all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA (December of 2018) (Technical Advisory). (7) Based on OPR's Technical Advisory, the City of Victorville adopted VMT impact screening criteria in June of 2020 (City Guidelines) (8), which documents the City's VMT analysis methodology and approved impact thresholds. The VMT analysis presented in this report has been developed based on the adopted City Guidelines.

8.1 PROJECT SCREENING

Consistent with City Guidelines, projects that meet certain screening thresholds based on their location and project type may be presumed to result in a less than significant transportation impact. The following screening criteria are described within the City Guidelines:

- Low VMT Area Screening
- Daily Trip Screening
- Land Use Type Screening

A land use project need only meet one of the above screening criteria to result in a less than significant impact.

8.1.1 LOW VMT AREA SCREENING

As noted in the Technical Advisory, "residential and office projects that locate in areas with low VMT and that incorporate similar features (density, mix of uses, and transit accessibility) will tend to exhibit similarly low VMT." (7) It is our understanding that the City of Victorville utilizes the San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool (**Screening Tool**). The Screening Tool allows users to input an assessor's parcel number (APN) to determine if a project's location meets one or more of the screening thresholds for land use projects. The Screening Tool uses the sub-regional San Bernardino Transportation Analysis Model (SBTAM) to measure VMT performance within individual traffic analysis zones (TAZ's) within the region. The Project's physical location, based on parcel number, is input into the Screening Tool to determine project generated VMT. The parcel containing the proposed Project was selected and the Screening Tool was run for Production/Attraction (PA) VMT per service population (SP) (i.e., population and employment) measure of VMT.

The City Staff Report¹ indicates that projects with VMT per SP less than the City's future year General Plan buildout VMT per SP are considered to have a less than significant impact. SBCTA has published VMT per SP values for the City of Victorville. Based on the Screening Tool results (see Appendix 8.1), the future year General Plan buildout VMT per SP is 25.04. The TAZ in which

¹ City Guidelines; Page 3

the Project resides, is estimated to generate 41.9 VMT per SP. Note the Project TAZ does not include any residential land uses as the Project is proposing. Therefore, the Project does not reside within a TAZ that generates VMT per SP below the City's General Plan buildout VMT per SP threshold.

The Low VMT Area screening criteria is not met.

8.1.2 DAILY TRIP SCREENING

The City Guidelines indicate that projects generating fewer than 1,285 daily vehicle trips may be presumed to have a less than significant impact. Trips generated by the Project's proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021. (9) The proposed Project is anticipated to generate 1,982 vehicle trip-ends per day (see Table 4-2). Therefore, the Project exceeds the 1,285 vehicle trips per day threshold.

The Daily Trip screening criteria is not met.

8.1.3 LAND USE SCREENING

The City Guidelines identify that residential land uses less than 136 dwelling units or other local serving essential services (e.g., local parks, day care centers, public schools, affordable housing, etc.) are presumed to have a less than significant impact absent substantial evidence to the contrary. The Project, as designed includes dwelling units above 136.

The Land Use screening criteria is not met.

As none of the aforementioned screening criteria has been met. A project level VMT analysis shall be prepared.

8.2 PROJECT GENERATED VMT

City Guidelines identifies San Bernardino Transportation Analysis Model (SBTAM) as the appropriate tool for conducting VMT analysis for land use projects in 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 initial step to prepare a project-level VMT analysis is to convert the Project's residential land use information into socio-economic data (SED) (i.e., households and population) to be entered into the travel demand model. Adjustments in SED were made to an isolated TAZ to reflect the Project's proposed residential land use. Table 8-1 summarizes the residential density factor for the Project based on information contained in the City of Victorville Housing Element.² The population density per household was calculated utilizing existing 2016 population data, future growth predictions of 2045 and interpolated to 2021 values.

² Housing factors were derived from interpolating 2022 housing rate from the provided 2016 and 2045 data. Victorville Housing Element 2021-2029 Draft; Page 2-1 City of Victorville Housing Element Update Draft; Page 2-1

TABLE 8-1: SED DENSITY FACTORS ESTIMATES

	Project
Households	210
Density Factor	3.03 persons per household
Population	637

Adjustments to SED to represent the Project were made for the baseline model. Project generated total VMT was then calculated for the baseline conditions. Project VMT is then normalized by dividing by the Project's service population, which is the summation of population and employment for a TAZ or group of TAZ's. Project generated VMT was calculated using the production/attraction (PA) trip matrices. The VMT value was then normalized by dividing by the Project's service population (i.e., number of people). Project generated VMT was calculated for both the base year model (2016) and cumulative year model (2040) and linear interpolation was used to determine the baseline (2021) project generated VMT.

Table 8-2 presents the key inputs for the calculation of project generated VMT per service population. Resulting in a baseline Project generated VMT per SP of 20.46. Additionally, the Project's TAZ in existing conditions does not include any existing population or households. Because of the absence of residential land uses included the Project TAZ under base model year conditions, a reasonableness check with surrounding existing TAZs that contained similar characteristics (i.e., population and households) was performed. Other TAZs surrounding the Project reported similar levels of VMT per SP, consistent with results calculated for the Project.

TABLE 8-2: PROJECT VMT PER SERVICE POPULATION

	Base Year (2016)	Cumulative Year (2040)	Baseline (2021)
Project generated VMT	13,148	12,594	13,033
Service Population	637	637	637
VMT per Service Population	20.64	19.77	20.46

Table 8-3 illustrates a comparison between the Project's Baseline VMT per SP to the City's adopted impact threshold of better than City' General Plan build out VMT per SP³. The Project's baseline VMT per Service Population is 18.29% below the County's Baseline VMT per SP. The VMT impact is less than significant.

³ City Guidelines; Page 4

TABLE 8-3: PROJECT GENERATED VMT PER SP COMPARISON

	Baseline
City GP Buildout VMT per SP	25.04
Project VMT per SP	20.46
Percent Change	-18.29%
Potentially Significant?	No

8.3 CONCLUSION

The Project was not found to meet any of the City's adopted screening criteria and a project generated VMT analysis was performed. Results from the VMT analysis finds that the Project is less than significant VMT impact for project generated VMT per SP as compared to the City's adopted impact threshold (i.e., better than City's General Plan buildout VMT per SP).

9 REFERENCES

1. **City of Victorville.** *General Guidelines For Conducting Traffic Studies and Determination of Intersection Level of Service and Improvement Needs.* Victorville : s.n., January 20, 2005.
2. **San Bernardino County.** *Transportation Impact Study Guidelines.* San Bernardino County : s.n., July 9, 2019.
3. **Institute of Transportation Engineers (ITE).** *Trip Generation Manual.* 10th Edition. 2021.
4. **San Bernardino County Transportation Authority.** *Congestion Management Program for County of San Bernardino.* County of San Bernardino : s.n., Updated 2016.
5. **Transportation Research Board.** *Highway Capacity Manual (HCM).* 6th Edition. s.l. : National Academy of Sciences, 2016.
6. **California Department of Transportation.** *California Manual on Uniform Traffic Control Devices (CA MUTCD).* [book auth.] California Department of Transportation. *California Manual on Uniform Traffic Control Devices (CA MUTCD).* 2014.
7. **Office of Planning and Research.** *Technical Advisory on Evaluating Transportation Impacts in CEQA.* State of California : s.n., December 2018.
8. **City of Victorville.** *City of Victorville Vehicle Miles Traveled (VMT) Guidelines.* June 2020.
9. **Institute of Transportation Engineers.** *Trip Generation Manual.* 11th Edition. 2021.

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APPENDIX 1.1:

APPROVED TRAFFIC STUDY SCOPING AGREEMENT

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October 5, 2021

Mr. Anwar Wagdy
City of Victorville
8650 California Avenue
South Gate, CA 90280

SUBJECT: VICTORVILLE RESIDENTIAL TRANSPORTATION ANALYSIS SCOPING AGREEMENT

Dear Mr. Anwar Wagdy:

The firm of Urban Crossroads, Inc. is pleased to submit this scoping letter regarding the operational analysis for Victorville Residential development (Project), which is located on the southwest corner of Mesa Linda Avenue and Seneca Road in the City of Victorville (see Exhibit 1). This letter describes the proposed Project trip generation, trip distribution, and analysis methodology, which have been used to establish the draft proposed Project study area and analysis locations. The following scope of work is based on the guidelines identified in the City's General Guidelines for Conducting Traffic Studies and Determination of Intersection Level of Service and Improvement Needs (City TIA Guidelines), dated January 20, 2005 and the County's Transportation Impact Study Guidelines (County TIS Guidelines), dated July 9, 2019.

A vehicle miles traveled (VMT) analysis will be prepared per SB743 requirements for the purposes of identifying impacts and mitigation measures associated with the Project as required in the City's VMT Analysis Guidelines (adopted June 23, 2020). In addition, a site access analysis will be conducted to ensure compliance with the TIA/TIS Guidelines but will not be used to determine any CEQA-related traffic impact and mitigation.

PROJECT DESCRIPTION

A preliminary site use plan for the proposed Project is shown on Exhibit 2. The proposed Project consists of 210 single family detached residential dwelling units. Exhibit 3 identifies the proposed study area intersections and are listed below. The Project is anticipated to have an Opening Year of 2023. Access to the Project site will be provided on Seneca Road, Begonia Road, and Mesa Linda Avenue. Project access to the surrounding existing roadway network will be accommodated via Seneca Road to the east and Cantina Street to the south.

#	Intersections
1	US-395 & Palmdale Rd. (SR-18)
2	Driveway 1 & Seneca Rd.
3	Driveway 2 & Begonia Rd.
4	Cantina Rd. & Begonia Rd.
5	Cantina Rd. & Palmdale Rd. (SR-18)
6	Driveway 3 & Begonia Rd.
7	Driveway 4 & Seneca Rd.
8	Mesa Linda Av. & Driveway 5
9	Amethyst Rd. & Seneca Rd.
10	Amethyst Rd. & Palmdale Rd. (SR-18)
11	El Evado Rd. & Palmdale Rd. (SR-18)
12	Amargosa Rd. & Palmdale Rd. (SR-18)
13	I-15 SB Ramps & Palmdale Rd. (SR-18)
14	Mariposa Rd./I-15 NB On-Ramp & Palmdale Rd. (SR-18)
15	Mariposa Rd. & I-15 NB Ramps

TRIP GENERATION

Trip generation represents the amount of traffic that is attracted and produced by a development and is based upon the specific land uses planned for a given project. The trip generation rates used for this analysis are based upon information collected by the Institute of Transportation Engineers (ITE) as provided in their Trip Generation Manual (10th Edition, 2017). For purposes of the trip generation assessment, the ITE land use for mobile home parks has been utilized (ITE Land Use Code 240). The trip generation summary illustrating daily, and peak hour trip generation estimates for the proposed Project is also shown on Table 1. As shown on Table 1, the Project is anticipated to generate 1,984 two-way trips per day with 155 AM peak hour trips and 208 PM peak hour trips.

TABLE 1: PROJECT TRIP GENERATION SUMMARY

Land Use	Units ²	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Trip Generation Rates¹									
Single Family Detached Residential	DU	210	0.19	0.56	0.74	0.62	0.37	0.99	9.44

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).

² DU = Dwelling Units

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Trip Generation Summary								
Victorville Residential	210 DU	40	118	155	130	78	208	1,984

¹ DU = Dwelling Units

TRIP DISTRIBUTION

The Project trip distribution represents the directional orientation of traffic to and from the Project site. Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute. Exhibit 4 illustrates the Project's trip distribution patterns.

OPERATIONAL ANALYSIS SCENARIOS

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

- Existing (2021) Conditions
- Opening Year Cumulative (2023) Without Project Conditions
- Opening Year Cumulative (2023) With Project Conditions
- Future Year (2033) Without Project Conditions
- Future Year (2033) With Project Conditions

All study area intersections will be evaluated using the Highway Capacity Manual (HCM) 6th Edition analysis methodology.

TRAFFIC COUNTS

As both Victor Elementary School District and Victor Valley Union High School District are back in session for the 2021-2022 school year with in-person instruction, we are proposing to conduct new traffic counts for the purposes of this analysis. No further adjustments are proposed to the existing baseline. Traffic counts will be conducted on a typical weekday (Tuesday through Thursday) and will be taken when local schools are in session and operating under normal bell schedules.

CUMULATIVE PROJECTS

It is requested that the City's Planning Department provide us a list of cumulative projects to be included as part of the operational analysis. Alternatively, at the City's direction we can use an ambient growth to reflect background growth over time.

TRAFFIC SIGNAL WARRANTS

Traffic signal warrant analysis will be performed for any future intersection or any existing unsignalized intersection, this includes Project driveways and the intersection of Amethyst Road and Seneca Road.

Signal warrants will utilize urban warrants for the intersections where the major roadway has speeds of less than 40 miles per hour and will utilize rural warrants for the intersections where the major roadway has speeds greater than or equal to 40 miles per hour. Traffic signal warrants for existing intersections will be evaluated based on the AM or PM peak hour turning movement volumes while future intersections will be evaluated using planning-level ADT volume-based traffic signal warrants.

CONCEPTUAL STRIPING

We will prepare a conceptual striping plan for the site's parameter streets, as well as the external roadway extensions (of Seneca Road and Cantina Street).

SIGNAL TIMING

It is requested that the City's provide signal timing for any signalized City-controlled intersections. A request has already been made with Caltrans District 8 through their Public Records Request system to obtain signal timing at the I-15 Freeway ramps and all signalized intersections along Palmdale Road (SR-18).

CONCLUSION

Urban Crossroads, Inc. is pleased to submit this letter documenting the Project trip generation, trip distribution, and the recommended intersection analysis locations for the Victorville Residential Traffic Analysis. We will continue to move forward towards completing the traffic study after receiving jurisdiction approval or comments finalizing the study area. If you have any questions, please contact me directly at (949) 861-0177.

Respectfully submitted,

URBAN CROSSROADS, INC.



Charlene So, PE
Associate Principal

EXHIBIT 1: LOCATION MAP

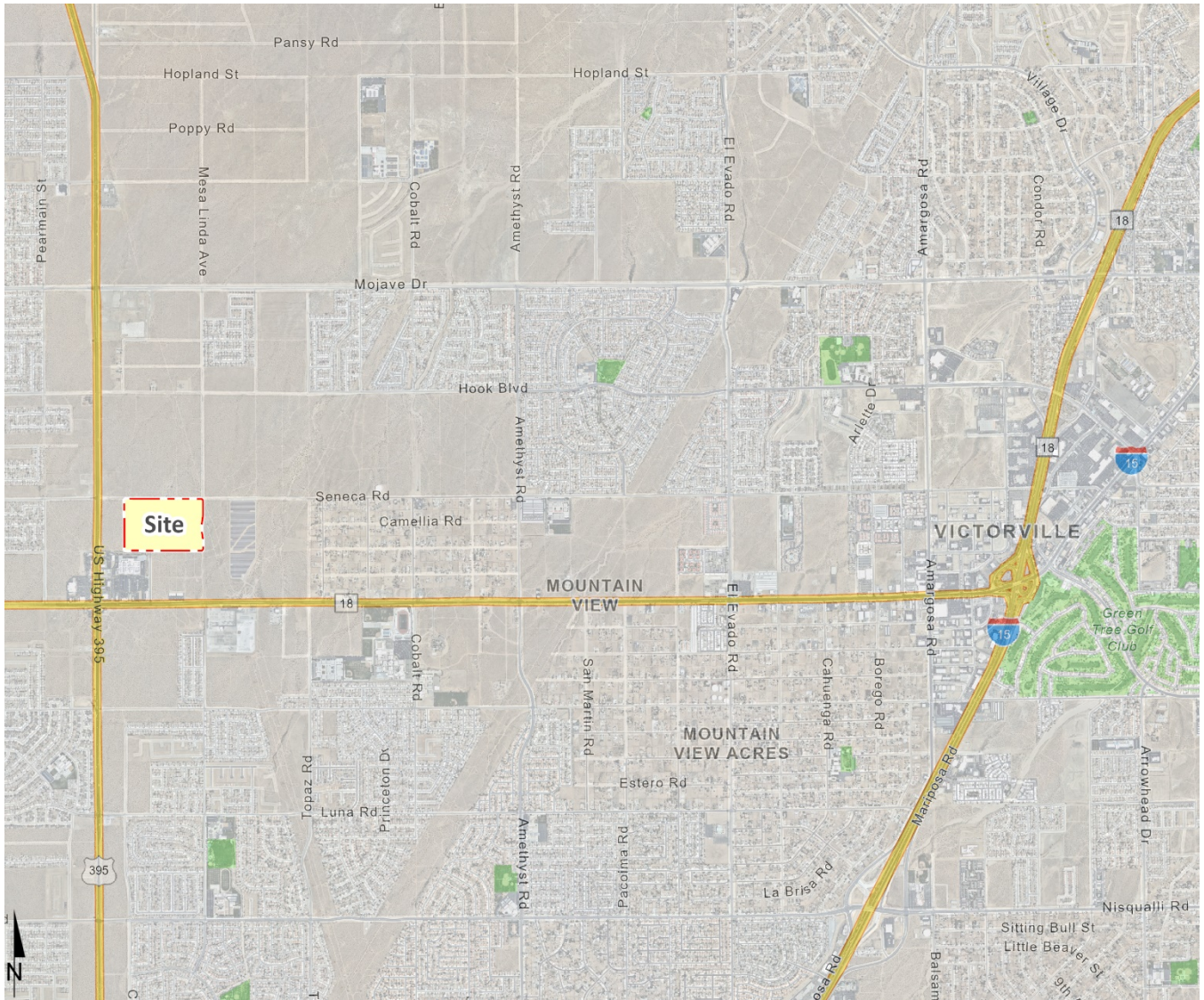


EXHIBIT 2: PRELIMINARY SITE PLAN

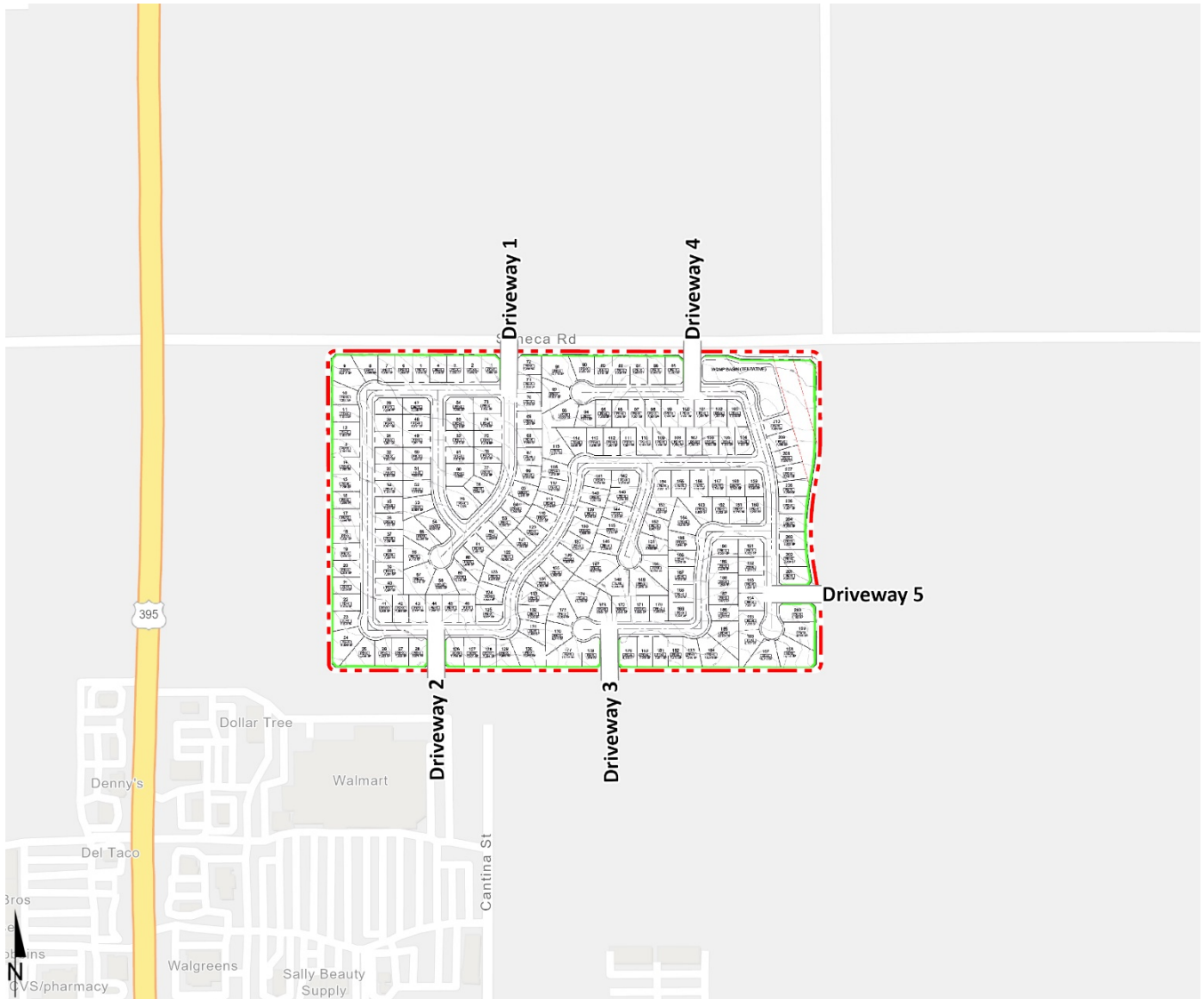
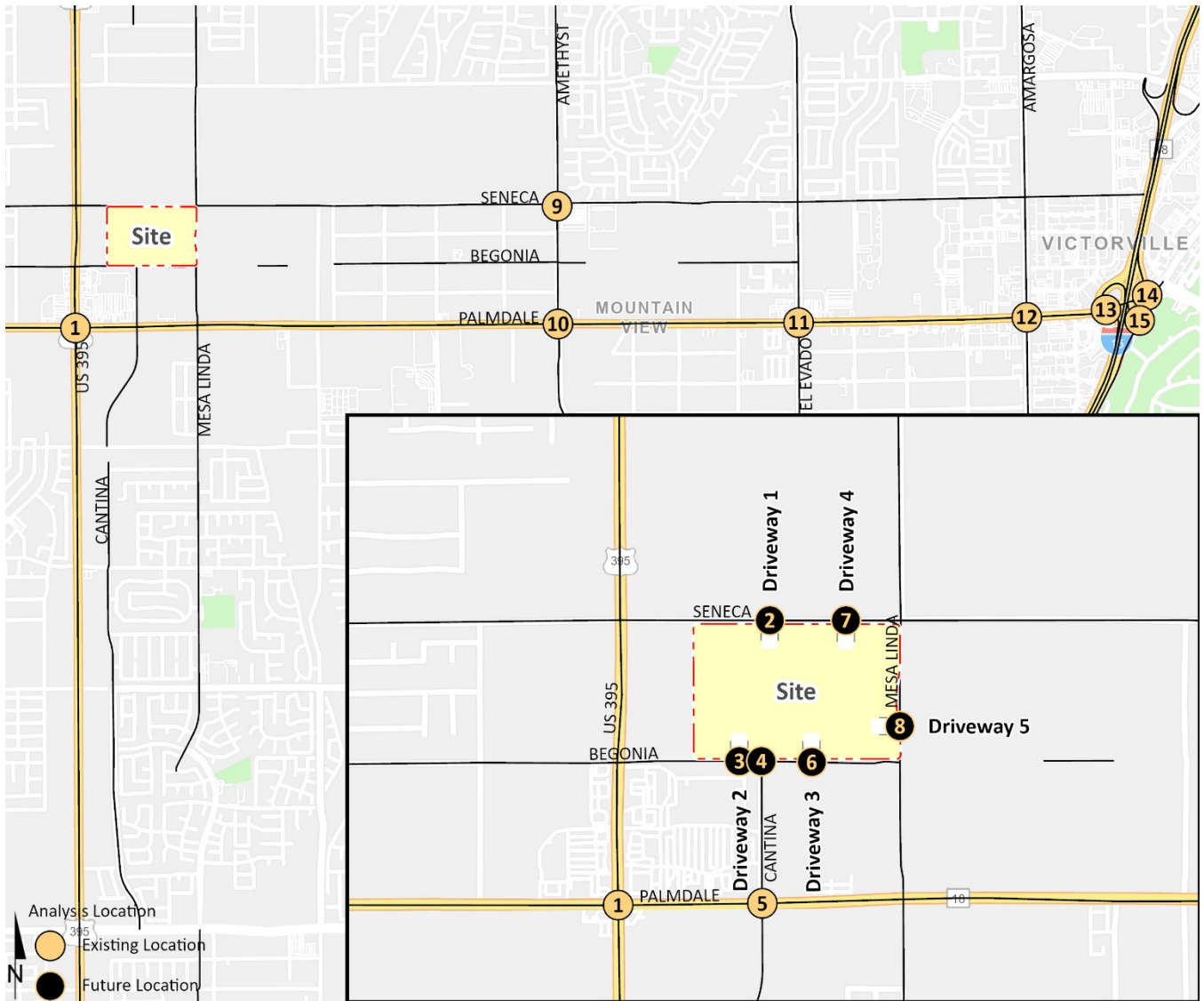


EXHIBIT 3: STUDY AREA



APPENDIX 1.2:
SITE ADJACENT QUEUES

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Intersection: 2: Driveway 1 & Seneca Rd

Movement	NB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	14
95th Queue (ft)	39
Link Distance (ft)	351
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Begonia Rd & Driveway 2

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	22
95th Queue (ft)	44
Link Distance (ft)	377
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Cantina Dr & Begonia Rd

Movement	WB	NB	NB
Directions Served	LT	L	R
Maximum Queue (ft)	31	30	31
Average Queue (ft)	4	14	11
95th Queue (ft)	21	38	35
Link Distance (ft)	367		636
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Begonia Rd & Driveway 3

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	17
95th Queue (ft)	41
Link Distance (ft)	399
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Driveway 4 & Seneca Rd

Movement	NB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	12
95th Queue (ft)	37
Link Distance (ft)	305
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Mesa Linda Av & Driveway 5

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	31	12
Average Queue (ft)	13	1
95th Queue (ft)	37	7
Link Distance (ft)	431	511
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 30: Mesa Linda Av & Seneca Rd

Movement	NB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	3
95th Queue (ft)	17
Link Distance (ft)	718
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Intersection: 2: Driveway 1 & Seneca Rd

Movement	NB
Directions Served	LR
Maximum Queue (ft)	36
Average Queue (ft)	10
95th Queue (ft)	34
Link Distance (ft)	351
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Begonia Rd & Driveway 2

Movement	SB
Directions Served	LR
Maximum Queue (ft)	40
Average Queue (ft)	17
95th Queue (ft)	43
Link Distance (ft)	377
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Cantina Dr & Begonia Rd

Movement	WB	NB	NB
Directions Served	LT	L	R
Maximum Queue (ft)	35	48	50
Average Queue (ft)	2	27	27
95th Queue (ft)	14	45	47
Link Distance (ft)	367		636
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Begonia Rd & Driveway 3

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	6	31
Average Queue (ft)	0	12
95th Queue (ft)	4	37
Link Distance (ft)	367	399
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Driveway 4 & Seneca Rd

Movement	NB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	9
95th Queue (ft)	31
Link Distance (ft)	305
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Mesa Linda Av & Driveway 5

Movement	EB
Directions Served	LR
Maximum Queue (ft)	36
Average Queue (ft)	12
95th Queue (ft)	38
Link Distance (ft)	431
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 30: Mesa Linda Av & Seneca Rd

Movement	NB
Directions Served	LR
Maximum Queue (ft)	36
Average Queue (ft)	7
95th Queue (ft)	29
Link Distance (ft)	718
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

APPENDIX 3.1:
EXISTING TRAFFIC COUNTS

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City of Victorville
 N/S: US-395
 E/W: Palmdale Road
 Weather: Clear

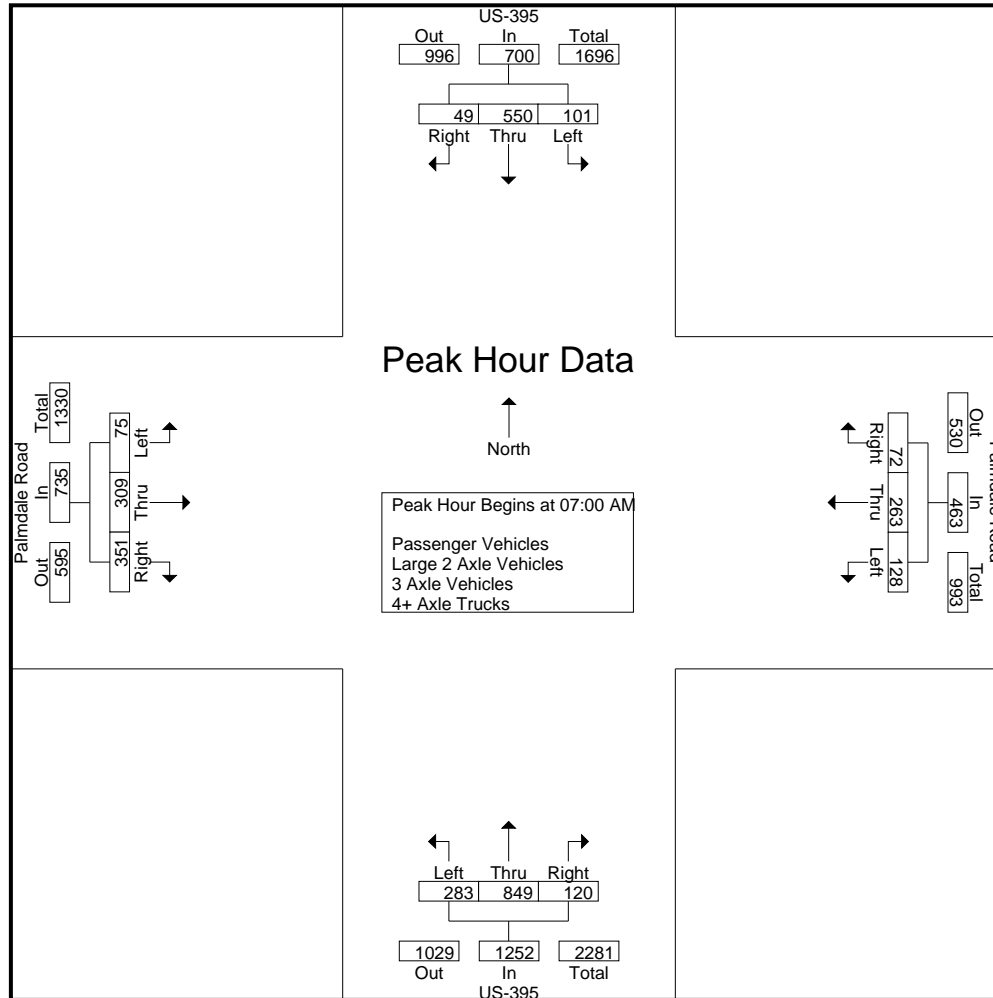
File Name : 01_VIC_395_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

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

Start Time	US-395 Southbound					Palmdale Road Westbound					US-395 Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	24	146	14	2	184	28	64	13	10	105	49	182	13	2	244	12	56	91	54	159	68	692	760
07:15 AM	22	155	8	2	185	24	55	15	11	94	80	219	22	7	321	26	83	79	31	188	51	788	839
07:30 AM	22	132	17	3	171	32	72	17	11	121	84	259	45	13	388	14	92	88	40	194	67	874	941
07:45 AM	33	117	10	3	160	44	72	27	22	143	70	189	40	9	299	23	78	93	47	194	81	796	877
Total	101	550	49	10	700	128	263	72	54	463	283	849	120	31	1252	75	309	351	172	735	267	3150	3417
08:00 AM	20	125	8	4	153	32	65	16	13	113	53	167	16	2	236	22	71	71	32	164	51	666	717
08:15 AM	30	128	7	1	165	21	69	12	7	102	60	164	17	5	241	22	75	68	34	165	47	673	720
08:30 AM	35	114	9	3	158	33	60	19	15	112	43	160	14	7	217	14	73	64	28	151	53	638	691
08:45 AM	16	108	4	1	128	38	80	15	10	133	46	138	15	1	199	9	74	52	32	135	44	595	639
Total	101	475	28	9	604	124	274	62	45	460	202	629	62	15	893	67	293	255	126	615	195	2572	2767
Grand Total	202	1025	77	19	1304	252	537	134	99	923	485	1478	182	46	2145	142	602	606	298	1350	462	5722	6184
Apprch %	15.5	78.6	5.9			27.3	58.2	14.5			22.6	68.9	8.5			10.5	44.6	44.9					
Total %	3.5	17.9	1.3		22.8	4.4	9.4	2.3		16.1	8.5	25.8	3.2		37.5	2.5	10.5	10.6		23.6	7.5	92.5	
Passenger Vehicles	190	836	56		1094	244	506	129		974	473	1294	173		1985	136	584	591		1601	0	0	5654
% Passenger Vehicles	94.1	81.6	72.7	63.2	82.7	96.8	94.2	96.3	96	95.3	97.5	87.6	95.1	97.8	90.6	95.8	97	97.5	97.3	97.1	0	0	91.4
Large 2 Axle Vehicles	7	36	4		48	2	9	3		17	7	47	7		62	1	10	13		31	0	0	158
% Large 2 Axle Vehicles	3.5	3.5	5.2	5.3	3.6	0.8	1.7	2.2	3	1.7	1.4	3.2	3.8	2.2	2.8	0.7	1.7	2.1	2.3	1.9	0	0	2.6
3 Axle Vehicles	3	18	1		22	1	1	1		3	1	27	1		29	0	2	1		4	0	0	58
% 3 Axle Vehicles	1.5	1.8	1.3	0	1.7	0.4	0.2	0.7	0	0.3	0.2	1.8	0.5	0	1.3	0	0.3	0.2	0.3	0.2	0	0	0.9
4+ Axle Trucks	2	135	16		159	5	21	1		28	4	110	1		115	5	6	1		12	0	0	314
% 4+ Axle Trucks	1	13.2	20.8	31.6	12	2	3.9	0.7	1	2.7	0.8	7.4	0.5	0	5.2	3.5	1	0.2	0	0.7	0	0	5.1

Start Time	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	24	146	14	184	28	64	13	105	49	182	13	244	12	56	91	159	692
07:15 AM	22	155	8	185	24	55	15	94	80	219	22	321	26	83	79	188	788
07:30 AM	22	132	17	171	32	72	17	121	84	259	45	388	14	92	88	194	874
07:45 AM	33	117	10	160	44	72	27	143	70	189	40	299	23	78	93	194	877
Total Volume	101	550	49	700	128	263	72	463	283	849	120	1252	75	309	351	735	3150
% App. Total	14.4	78.6	7		27.6	56.8	15.6		22.6	67.8	9.6		10.2	42	47.8		
PHF	.765	.887	.721	.946	.727	.913	.667	.809	.842	.819	.667	.807	.721	.840	.944	.947	.901

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



City of Victorville
 N/S: US-395
 E/W: Palmdale Road
 Weather: Clear

File Name : 01_VIC_395_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:30 AM				07:00 AM				07:15 AM				
+0 mins.	24	146	14	184	32	72	17	121	49	182	13	244	26	83	79	188	
+15 mins.	22	155	8	185	44	72	27	143	80	219	22	321	14	92	88	194	
+30 mins.	22	132	17	171	32	65	16	113	84	259	45	388	23	78	93	194	
+45 mins.	33	117	10	160	21	69	12	102	70	189	40	299	22	71	71	164	
Total Volume	101	550	49	700	129	278	72	479	283	849	120	1252	85	324	331	740	
% App. Total	14.4	78.6	7		26.9	58	15		22.6	67.8	9.6		11.5	43.8	44.7		
PHF	.765	.887	.721	.946	.733	.965	.667	.837	.842	.819	.667	.807	.817	.880	.890	.954	

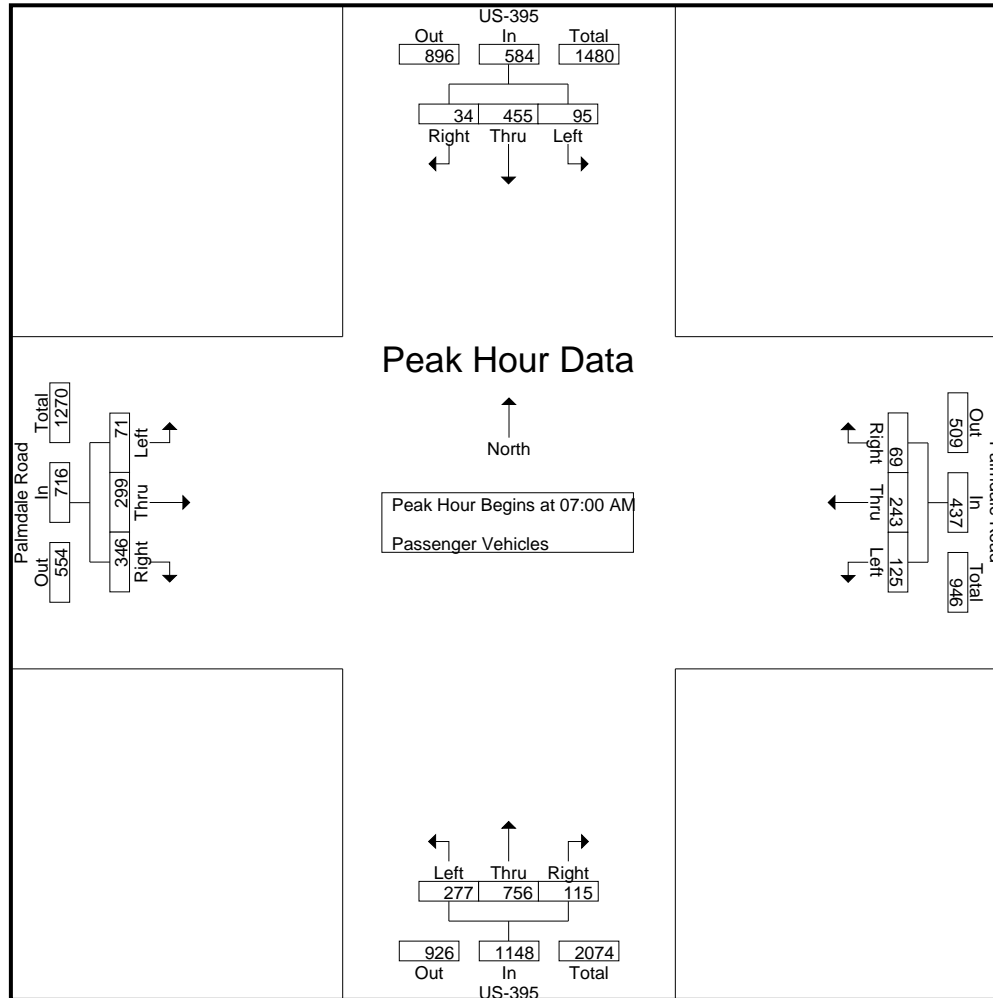
City of Victorville
 N/S: US-395
 E/W: Palmdale Road
 Weather: Clear

File Name : 01_VIC_395_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	US-395 Southbound					Palmdale Road Westbound					US-395 Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	23	115	8	1	146	27	56	13	10	96	49	164	13	2	226	11	55	90	54	156	67	624	691
07:15 AM	21	141	7	2	169	24	51	14	11	89	77	192	22	7	291	23	79	79	31	181	51	730	781
07:30 AM	19	113	13	2	145	31	67	16	10	114	82	231	44	13	357	14	88	86	38	188	63	804	867
07:45 AM	32	86	6	1	124	43	69	26	21	138	69	169	36	9	274	23	77	91	46	191	77	727	804
Total	95	455	34	6	584	125	243	69	52	437	277	756	115	31	1148	71	299	346	169	716	258	2885	3143
08:00 AM	20	95	5	3	120	30	62	15	12	107	51	140	14	2	205	22	68	67	29	157	46	589	635
08:15 AM	29	112	7	1	148	20	67	12	7	99	59	136	17	5	212	21	74	67	34	162	47	621	668
08:30 AM	32	91	7	2	130	32	56	18	14	106	42	139	13	7	194	14	70	61	27	145	50	575	625
08:45 AM	14	83	3	0	100	37	78	15	10	130	44	123	14	0	181	8	73	50	31	131	41	542	583
Total	95	381	22	6	498	119	263	60	43	442	196	538	58	14	792	65	285	245	121	595	184	2327	2511
Grand Total	190	836	56	12	1082	244	506	129	95	879	473	1294	173	45	1940	136	584	591	290	1311	442	5212	5654
Apprch %	17.6	77.3	5.2			27.8	57.6	14.7			24.4	66.7	8.9			10.4	44.5	45.1					
Total %	3.6	16	1.1		20.8	4.7	9.7	2.5		16.9	9.1	24.8	3.3		37.2	2.6	11.2	11.3		25.2	7.8	92.2	

Start Time	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	23	115	8	146	27	56	13	96	49	164	13	226	11	55	90	156	624
07:15 AM	21	141	7	169	24	51	14	89	77	192	22	291	23	79	79	181	730
07:30 AM	19	113	13	145	31	67	16	114	82	231	44	357	14	88	86	188	804
07:45 AM	32	86	6	124	43	69	26	138	69	169	36	274	23	77	91	191	727
Total Volume	95	455	34	584	125	243	69	437	277	756	115	1148	71	299	346	716	2885
% App. Total	16.3	77.9	5.8		28.6	55.6	15.8		24.1	65.9	10		9.9	41.8	48.3		
PHF	.742	.807	.654	.864	.727	.880	.663	.792	.845	.818	.653	.804	.772	.849	.951	.937	.897



City of Victorville
 N/S: US-395
 E/W: Palmdale Road
 Weather: Clear

File Name : 01_VIC_395_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	23	115	8	146	27	56	13	96	49	164	13	226	11	55	90	156	
+15 mins.	21	141	7	169	24	51	14	89	77	192	22	291	23	79	79	181	
+30 mins.	19	113	13	145	31	67	16	114	82	231	44	357	14	88	86	188	
+45 mins.	32	86	6	124	43	69	26	138	69	169	36	274	23	77	91	191	
Total Volume	95	455	34	584	125	243	69	437	277	756	115	1148	71	299	346	716	
% App. Total	16.3	77.9	5.8		28.6	55.6	15.8		24.1	65.9	10		9.9	41.8	48.3		
PHF	.742	.807	.654	.864	.727	.880	.663	.792	.845	.818	.653	.804	.772	.849	.951	.937	

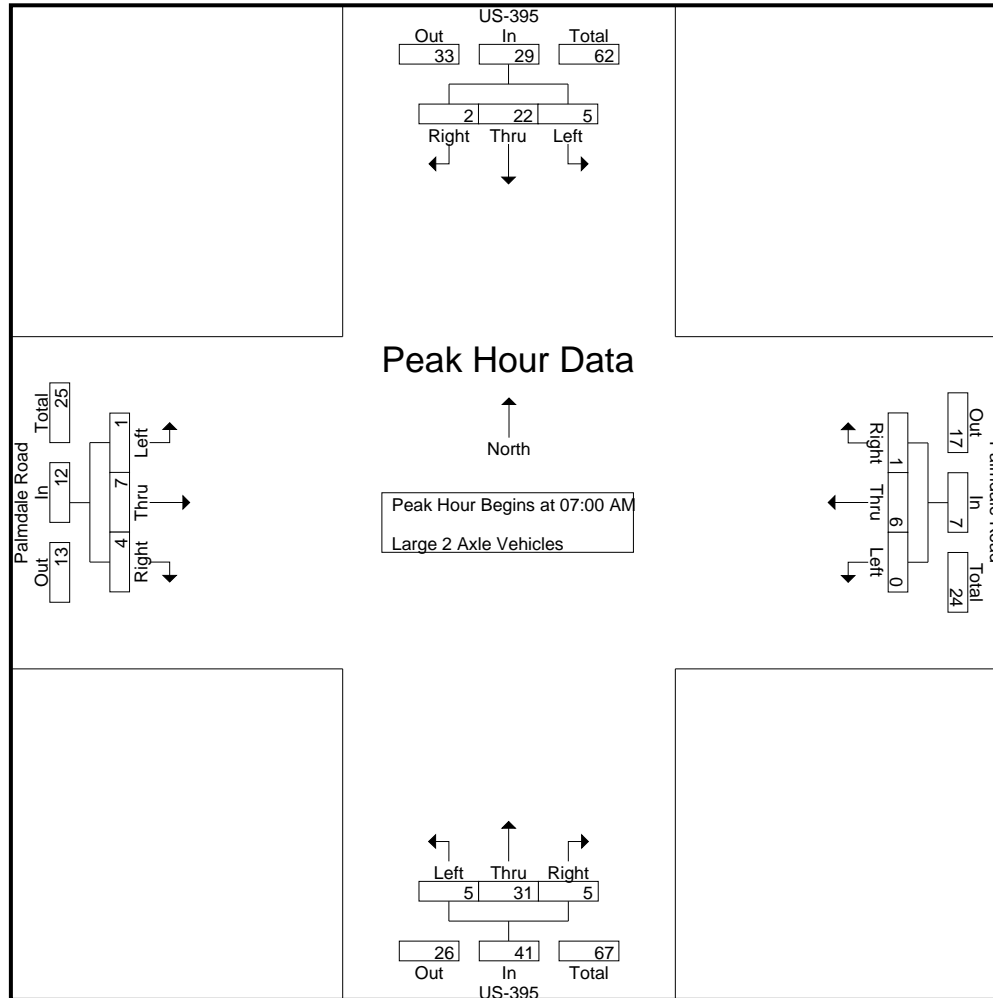
City of Victorville
 N/S: US-395
 E/W: Palmdale Road
 Weather: Clear

File Name : 01_VIC_395_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	US-395 Southbound					Palmdale Road Westbound					US-395 Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
07:00 AM	1	6	0	0	7	0	3	0	0	3	0	5	0	0	5	0	1	1	0	2	0	0	17	17
07:15 AM	1	4	0	0	5	0	0	0	0	0	3	8	0	0	11	1	2	0	0	3	0	0	19	19
07:30 AM	2	2	1	0	5	0	2	0	0	2	2	12	1	0	15	0	3	2	2	5	2	0	27	29
07:45 AM	1	10	1	0	12	0	1	1	1	2	0	6	4	0	10	0	1	1	0	2	1	0	26	27
Total	5	22	2	0	29	0	6	1	1	7	5	31	5	0	41	1	7	4	2	12	3	0	89	92
08:00 AM	0	5	2	1	7	1	2	1	1	4	1	5	0	0	6	0	2	4	3	6	5	0	23	28
08:15 AM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	0	8	8
08:30 AM	1	2	0	0	3	1	1	1	1	3	0	5	1	0	6	0	1	3	1	4	2	0	16	18
08:45 AM	1	2	0	0	3	0	0	0	0	0	1	4	1	1	6	0	0	1	1	1	2	0	10	12
Total	2	14	2	1	18	2	3	2	2	7	2	16	2	1	20	0	3	9	5	12	9	0	57	66
Grand Total	7	36	4	1	47	2	9	3	3	14	7	47	7	1	61	1	10	13	7	24	12	0	146	158
Apprch %	14.9	76.6	8.5			14.3	64.3	21.4			11.5	77	11.5			4.2	41.7	54.2				0		
Total %	4.8	24.7	2.7		32.2	1.4	6.2	2.1		9.6	4.8	32.2	4.8		41.8	0.7	6.8	8.9		16.4	7.6	0	92.4	

Start Time	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	6	0	7	0	3	0	3	0	5	0	5	0	1	1	2	17
07:15 AM	1	4	0	5	0	0	0	0	3	8	0	11	1	2	0	3	19
07:30 AM	2	2	1	5	0	2	0	2	2	12	1	15	0	3	2	5	27
07:45 AM	1	10	1	12	0	1	1	2	0	6	4	10	0	1	1	2	26
Total Volume	5	22	2	29	0	6	1	7	5	31	5	41	1	7	4	12	89
% App. Total	17.2	75.9	6.9		0	85.7	14.3		12.2	75.6	12.2		8.3	58.3	33.3		
PHF	.625	.550	.500	.604	.000	.500	.250	.583	.417	.646	.313	.683	.250	.583	.500	.600	.824



City of Victorville
 N/S: US-395
 E/W: Palmdale Road
 Weather: Clear

File Name : 01_VIC_395_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	1	6	0	7	0	3	0	3	0	5	0	5	0	1	1	2	
+15 mins.	1	4	0	5	0	0	0	0	3	8	0	11	1	2	0	3	
+30 mins.	2	2	1	5	0	2	0	2	2	12	1	15	0	3	2	5	
+45 mins.	1	10	1	12	0	1	1	2	0	6	4	10	0	1	1	2	
Total Volume	5	22	2	29	0	6	1	7	5	31	5	41	1	7	4	12	
% App. Total	17.2	75.9	6.9		0	85.7	14.3		12.2	75.6	12.2		8.3	58.3	33.3		
PHF	.625	.550	.500	.604	.000	.500	.250	.583	.417	.646	.313	.683	.250	.583	.500	.600	

City of Victorville
 N/S: US-395
 E/W: Palmdale Road
 Weather: Clear

File Name : 01_VIC_395_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

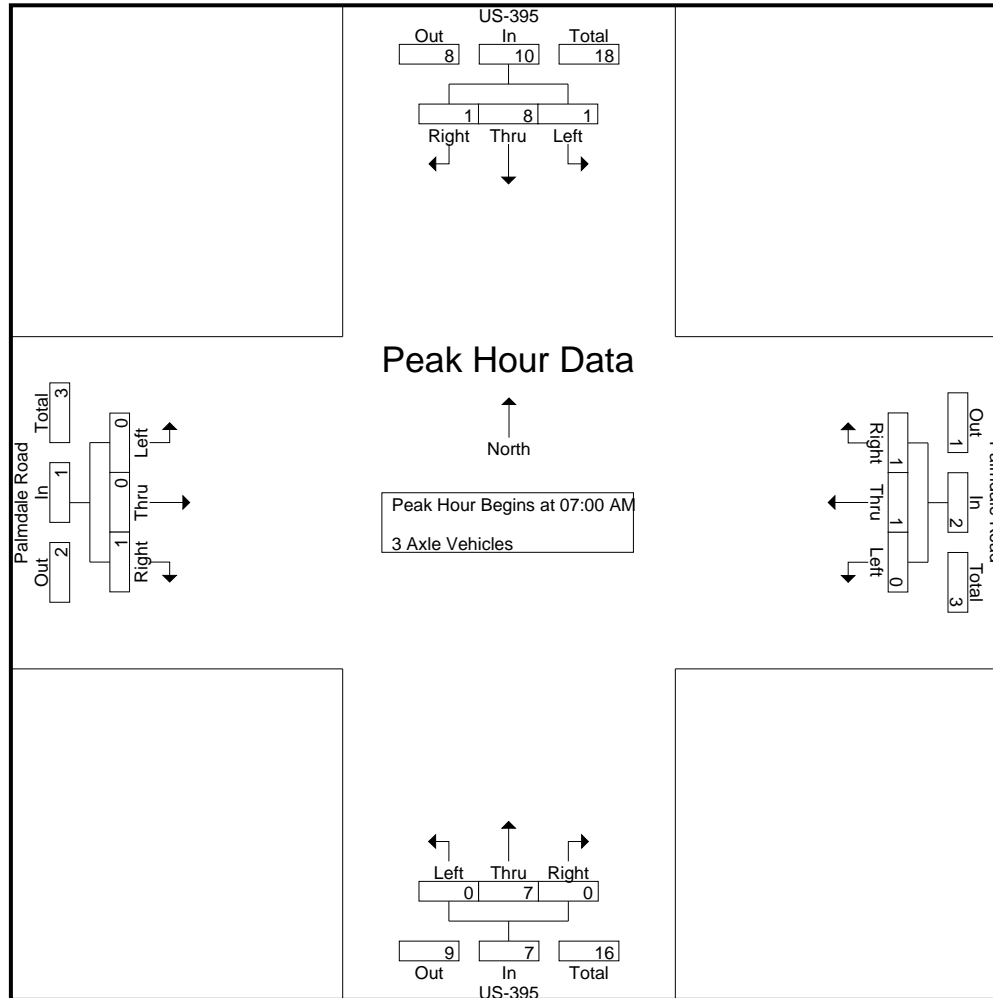
Groups Printed- 3 Axle Vehicles

Start Time	US-395 Southbound					Palmdale Road Westbound					US-395 Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total								
07:00 AM	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
07:15 AM	0	1	0	0	1	0	1	1	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	6	6
07:30 AM	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	5
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	1	1	1	1	1	1	1	1	4	5
Total	1	8	1	0	10	0	1	1	0	2	0	7	0	0	7	0	0	1	1	1	1	1	1	1	1	1	20	21
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	6	1	0	7	0	1	0	0	1	0	0	0	0	0	0	9	9
08:15 AM	0	2	0	0	2	1	0	0	0	1	1	7	0	0	8	0	1	0	0	1	0	0	0	0	0	0	12	12
08:30 AM	2	3	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	9	9
08:45 AM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	7	7
Total	2	10	0	0	12	1	0	0	0	1	1	20	1	0	22	0	2	0	0	2	0	0	0	0	0	0	37	37
Grand Total	3	18	1	0	22	1	1	1	0	3	1	27	1	0	29	0	2	1	1	3	1	1	1	1	1	1	57	58
Apprch %	13.6	81.8	4.5			33.3	33.3	33.3			3.4	93.1	3.4			0	66.7	33.3										
Total %	5.3	31.6	1.8		38.6	1.8	1.8	1.8		5.3	1.8	47.4	1.8		50.9	0	3.5	1.8		5.3	1.7	1.7	1.7	1.7	1.7	1.7	98.3	98.3

Start Time	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				Int. Total				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total					
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	4	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
07:15 AM	0	1	0	1	0	1	1	2	0	3	0	3	0	0	0	0	0	0	0	0	6
07:30 AM	1	2	0	3	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	5
07:45 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	1	1	1	1	1	1	4
Total Volume	1	8	1	10	0	1	1	2	0	7	0	7	0	0	1	1	1	1	1	1	20
% App. Total	10	80	10		0	50	50		0	100	0		0	0	100						
PHF	.250	.500	.250	.500	.000	.250	.250	.250	.000	.583	.000	.583	.000	.000	.250	.250	.250	.250	.250	.250	.833

City of Victorville
 N/S: US-395
 E/W: Palmdale Road
 Weather: Clear

File Name : 01_VIC_395_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: US-395
 E/W: Palmdale Road
 Weather: Clear

File Name : 01_VIC_395_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	4	1	5	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	1	0	1	0	1	1	2	0	3	0	3	0	0	0	0	
+30 mins.	1	2	0	3	0	0	0	0	0	2	0	2	0	0	0	0	
+45 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	1	1	
Total Volume	1	8	1	10	0	1	1	2	0	7	0	7	0	0	1	1	
% App. Total	10	80	10		0	50	50		0	100	0		0	0	100		
PHF	.250	.500	.250	.500	.000	.250	.250	.250	.000	.583	.000	.583	.000	.000	.250	.250	

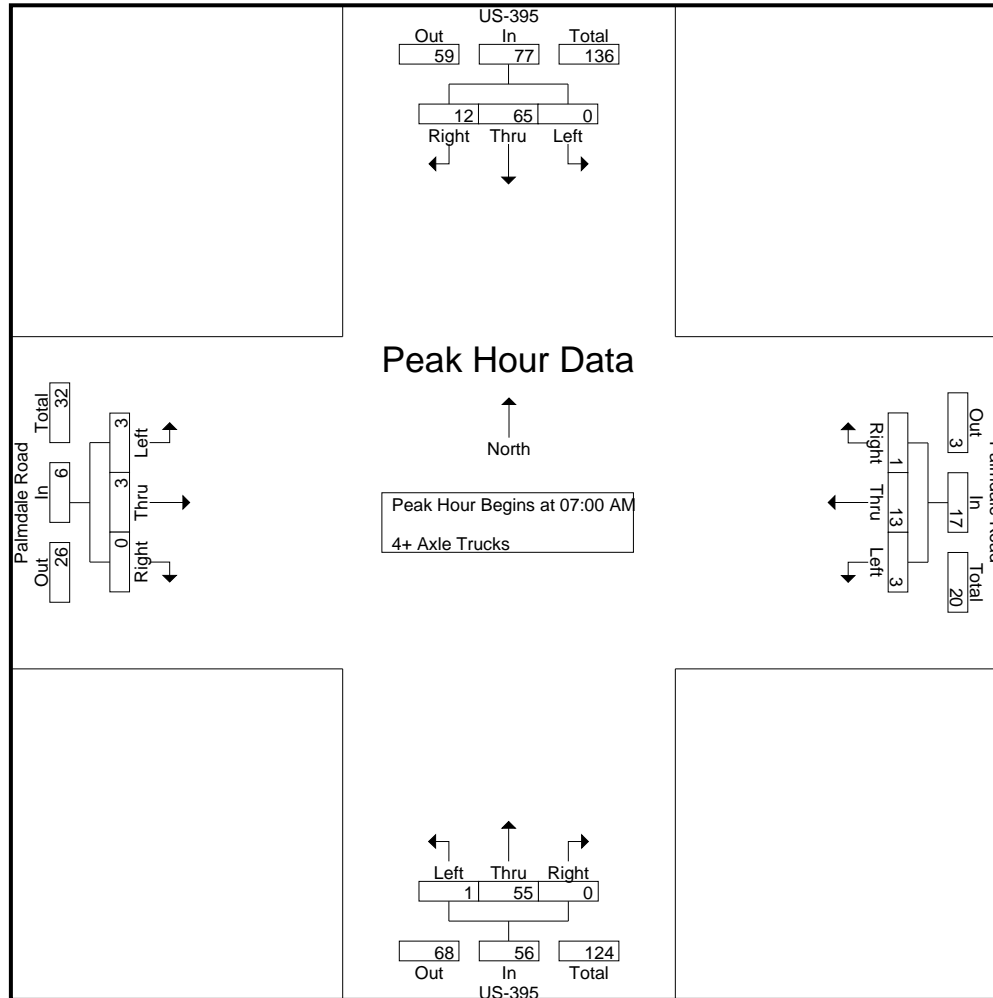
City of Victorville
 N/S: US-395
 E/W: Palmdale Road
 Weather: Clear

File Name : 01_VIC_395_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	US-395 Southbound					Palmdale Road Westbound					US-395 Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	21	5	1	26	1	5	0	0	6	0	13	0	0	13	1	0	0	0	1	1	46	47
07:15 AM	0	9	1	0	10	0	3	0	0	3	0	16	0	0	16	2	2	0	0	4	0	33	33
07:30 AM	0	15	3	1	18	1	3	1	1	5	0	14	0	0	14	0	1	0	0	1	2	38	40
07:45 AM	0	20	3	2	23	1	2	0	0	3	1	12	0	0	13	0	0	0	0	0	2	39	41
Total	0	65	12	4	77	3	13	1	1	17	1	55	0	0	56	3	3	0	0	6	5	156	161
08:00 AM	0	24	1	0	25	1	1	0	0	2	1	16	1	0	18	0	0	0	0	0	0	45	45
08:15 AM	1	9	0	0	10	0	2	0	0	2	0	19	0	0	19	1	0	0	0	1	0	32	32
08:30 AM	0	18	2	1	20	0	3	0	0	3	1	12	0	0	13	0	2	0	0	2	1	38	39
08:45 AM	1	19	1	1	21	1	2	0	0	3	1	8	0	0	9	1	1	1	0	3	1	36	37
Total	2	70	4	2	76	2	8	0	0	10	3	55	1	0	59	2	3	1	0	6	2	151	153
Grand Total	2	135	16	6	153	5	21	1	1	27	4	110	1	0	115	5	6	1	0	12	7	307	314
Apprch %	1.3	88.2	10.5			18.5	77.8	3.7			3.5	95.7	0.9			41.7	50	8.3					
Total %	0.7	44	5.2		49.8	1.6	6.8	0.3		8.8	1.3	35.8	0.3		37.5	1.6	2	0.3		3.9	2.2	97.8	

Start Time	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	21	5	26	1	5	0	6	0	13	0	13	1	0	0	1	46
07:15 AM	0	9	1	10	0	3	0	3	0	16	0	16	2	2	0	4	33
07:30 AM	0	15	3	18	1	3	1	5	0	14	0	14	0	1	0	1	38
07:45 AM	0	20	3	23	1	2	0	3	1	12	0	13	0	0	0	0	39
Total Volume	0	65	12	77	3	13	1	17	1	55	0	56	3	3	0	6	156
% App. Total	0	84.4	15.6		17.6	76.5	5.9		1.8	98.2	0		50	50	0		
PHF	.000	.774	.600	.740	.750	.650	.250	.708	.250	.859	.000	.875	.375	.375	.000	.375	.848



City of Victorville
 N/S: US-395
 E/W: Palmdale Road
 Weather: Clear

File Name : 01_VIC_395_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
+0 mins.	0	21	5	26	1	5	0	6	0	13	0	13	1	0	0	1	
+15 mins.	0	9	1	10	0	3	0	3	0	16	0	16	2	2	0	4	
+30 mins.	0	15	3	18	1	3	1	5	0	14	0	14	0	1	0	1	
+45 mins.	0	20	3	23	1	2	0	3	1	12	0	13	0	0	0	0	
Total Volume	0	65	12	77	3	13	1	17	1	55	0	56	3	3	0	6	
% App. Total	0	84.4	15.6		17.6	76.5	5.9		1.8	98.2	0		50	50	0		
PHF	.000	.774	.600	.740	.750	.650	.250	.708	.250	.859	.000	.875	.375	.375	.000	.375	

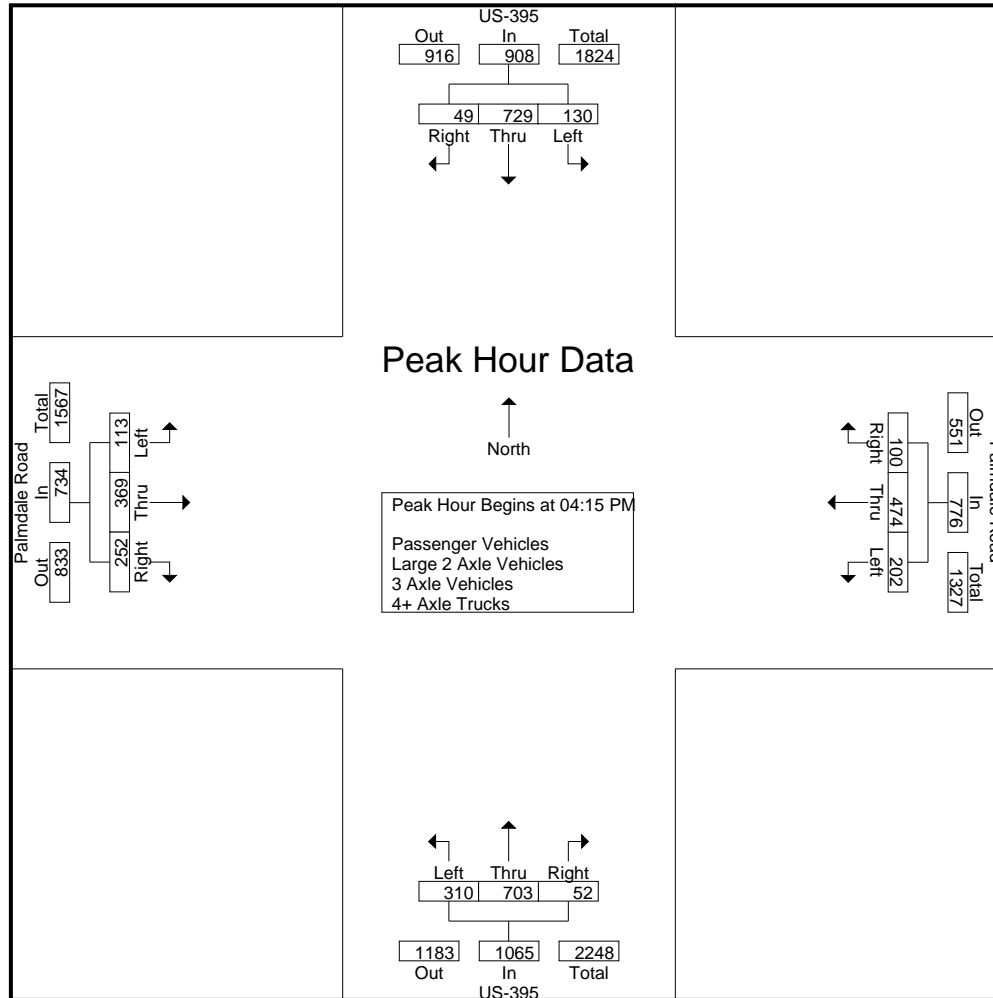
City of Victorville
 N/S: US-395
 E/W: Palmdale Road
 Weather: Clear

File Name : 01_VIC_395_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

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

Start Time	US-395 Southbound					Palmdale Road Westbound					US-395 Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	37	163	16	4	216	46	117	28	18	191	73	154	19	4	246	31	81	72	42	184	68	837	905
04:15 PM	43	154	14	4	211	51	124	32	21	207	75	197	14	3	286	25	95	67	37	187	65	891	956
04:30 PM	32	189	14	5	235	57	118	18	14	193	74	172	21	3	267	24	84	69	27	177	49	872	921
04:45 PM	35	210	13	6	258	41	113	21	16	175	82	162	9	4	253	28	83	69	38	180	64	866	930
Total	147	716	57	19	920	195	472	99	69	766	304	685	63	14	1052	108	343	277	144	728	246	3466	3712
05:00 PM	20	176	8	2	204	53	119	29	19	201	79	172	8	2	259	36	107	47	27	190	50	854	904
05:15 PM	39	170	11	6	220	40	132	26	21	198	73	175	15	6	263	19	97	63	24	179	57	860	917
05:30 PM	34	194	9	7	237	40	139	29	24	208	70	165	6	3	241	17	88	65	35	170	69	856	925
05:45 PM	29	181	3	2	213	46	103	24	21	173	83	218	21	2	322	21	90	62	31	173	56	881	937
Total	122	721	31	17	874	179	493	108	85	780	305	730	50	13	1085	93	382	237	117	712	232	3451	3683
Grand Total	269	1437	88	36	1794	374	965	207	154	1546	609	1415	113	27	2137	201	725	514	261	1440	478	6917	7395
Apprch %	15	80.1	4.9			24.2	62.4	13.4			28.5	66.2	5.3			14	50.3	35.7					
Total %	3.9	20.8	1.3		25.9	5.4	14	3		22.4	8.8	20.5	1.6		30.9	2.9	10.5	7.4		20.8	6.5	93.5	
Passenger Vehicles	261	1288	83		1668	370	944	204		1670	601	1306	103		2035	190	701	499		1646	0	0	7019
% Passenger Vehicles	97	89.6	94.3		91.1	98.9	97.8	98.6	98.7	98.2	98.7	92.3	91.2	92.6	94	94.5	96.7	97.1	98.1	96.8	0	0	94.9
Large 2 Axle Vehicles	4	22	0		26	1	6	1		9	4	19	2		25	5	9	7		24	0	0	84
% Large 2 Axle Vehicles	1.5	1.5	0		1.4	0.3	0.6	0.5	0.6	0.5	0.7	1.3	1.8	0	1.2	2.5	1.2	1.4	1.1	1.4	0	0	1.1
3 Axle Vehicles	0	12	2		14	1	3	0		4	2	3	3		9	2	1	3		7	0	0	34
% 3 Axle Vehicles	0	0.8	2.3		0.8	0.3	0.3	0	0	0.2	0.3	0.2	2.7	3.7	0.4	1	0.1	0.6	0.4	0.4	0	0	0.5
4+ Axle Trucks	4	115	3		122	2	12	2		17	2	87	5		95	4	14	5		24	0	0	258
% 4+ Axle Trucks	1.5	8	3.4		6.7	0.5	1.2	1	0.6	1	0.3	6.1	4.4	3.7	4.4	2	1.9	1	0.4	1.4	0	0	3.5

Start Time	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	43	154	14	211	51	124	32	207	75	197	14	286	25	95	67	187	891
04:30 PM	32	189	14	235	57	118	18	193	74	172	21	267	24	84	69	177	872
04:45 PM	35	210	13	258	41	113	21	175	82	162	9	253	28	83	69	180	866
05:00 PM	20	176	8	204	53	119	29	201	79	172	8	259	36	107	47	190	854
Total Volume	130	729	49	908	202	474	100	776	310	703	52	1065	113	369	252	734	3483
% App. Total	14.3	80.3	5.4		26	61.1	12.9		29.1	66	4.9		15.4	50.3	34.3		
PHF	.756	.868	.875	.880	.886	.956	.781	.937	.945	.892	.619	.931	.785	.862	.913	.966	.977



City of Victorville
 N/S: US-395
 E/W: Palmdale Road
 Weather: Clear

File Name : 01_VIC_395_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:45 PM				05:00 PM				04:15 PM				
+0 mins.	37	163	16	216	41	113	21	175	79	172	8	259	25	95	67	187	
+15 mins.	43	154	14	211	53	119	29	201	73	175	15	263	24	84	69	177	
+30 mins.	32	189	14	235	40	132	26	198	70	165	6	241	28	83	69	180	
+45 mins.	35	210	13	258	40	139	29	208	83	218	21	322	36	107	47	190	
Total Volume	147	716	57	920	174	503	105	782	305	730	50	1085	113	369	252	734	
% App. Total	16	77.8	6.2		22.3	64.3	13.4		28.1	67.3	4.6		15.4	50.3	34.3		
PHF	.855	.852	.891	.891	.821	.905	.905	.940	.919	.837	.595	.842	.785	.862	.913	.966	

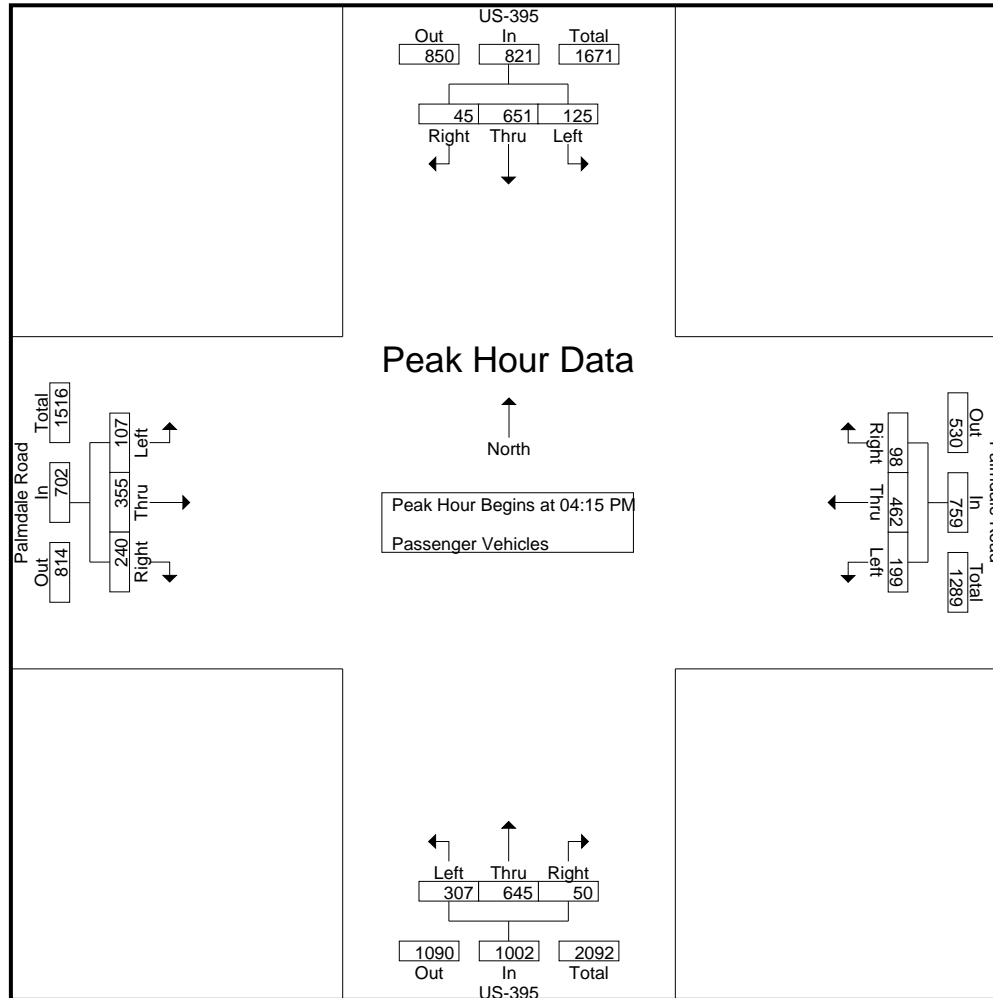
City of Victorville
 N/S: US-395
 E/W: Palmdale Road
 Weather: Clear

File Name : 01_VIC_395_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	US-395 Southbound					Palmdale Road Westbound					US-395 Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	37	151	15	4	203	46	112	27	18	185	71	131	15	4	217	29	79	71	42	179	68	784	852
04:15 PM	41	140	14	4	195	51	121	31	20	203	75	179	14	3	268	22	93	65	36	180	63	846	909
04:30 PM	30	170	11	5	211	56	116	18	14	190	71	158	20	3	249	23	80	67	26	170	48	820	868
04:45 PM	34	191	12	6	237	40	108	20	15	168	82	147	8	3	237	26	82	67	38	175	62	817	879
Total	142	652	52	19	846	193	457	96	67	746	299	615	57	13	971	100	334	270	142	704	241	3267	3508
05:00 PM	20	150	8	2	178	52	117	29	19	198	79	161	8	2	248	36	100	41	24	177	47	801	848
05:15 PM	38	148	11	6	197	39	131	26	21	196	72	166	11	5	249	17	95	61	24	173	56	815	871
05:30 PM	32	173	9	7	214	40	137	29	24	206	69	157	6	3	232	16	85	65	35	166	69	818	887
05:45 PM	29	165	3	2	197	46	102	24	21	172	82	207	21	2	310	21	87	62	31	170	56	849	905
Total	119	636	31	17	786	177	487	108	85	772	302	691	46	12	1039	90	367	229	114	686	228	3283	3511
Grand Total	261	1288	83	36	1632	370	944	204	152	1518	601	1306	103	25	2010	190	701	499	256	1390	469	6550	7019
Apprch %	16	78.9	5.1			24.4	62.2	13.4			29.9	65	5.1			13.7	50.4	35.9					
Total %	4	19.7	1.3		24.9	5.6	14.4	3.1		23.2	9.2	19.9	1.6		30.7	2.9	10.7	7.6		21.2	6.7	93.3	

Start Time	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	41	140	14	195	51	121	31	203	75	179	14	268	22	93	65	180	846
04:30 PM	30	170	11	211	56	116	18	190	71	158	20	249	23	80	67	170	820
04:45 PM	34	191	12	237	40	108	20	168	82	147	8	237	26	82	67	175	817
05:00 PM	20	150	8	178	52	117	29	198	79	161	8	248	36	100	41	177	848
Total Volume	125	651	45	821	199	462	98	759	307	645	50	1002	107	355	240	702	3284
% App. Total	15.2	79.3	5.5		26.2	60.9	12.9		30.6	64.4	5		15.2	50.6	34.2		
PHF	.762	.852	.804	.866	.888	.955	.790	.935	.936	.901	.625	.935	.743	.888	.896	.975	.970



City of Victorville
 N/S: US-395
 E/W: Palmdale Road
 Weather: Clear

File Name : 01_VIC_395_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	41	140	14	195	51	121	31	203	75	179	14	268	22	93	65	180	
+15 mins.	30	170	11	211	56	116	18	190	71	158	20	249	23	80	67	170	
+30 mins.	34	191	12	237	40	108	20	168	82	147	8	237	26	82	67	175	
+45 mins.	20	150	8	178	52	117	29	198	79	161	8	248	36	100	41	177	
Total Volume	125	651	45	821	199	462	98	759	307	645	50	1002	107	355	240	702	
% App. Total	15.2	79.3	5.5		26.2	60.9	12.9		30.6	64.4	5		15.2	50.6	34.2		
PHF	.762	.852	.804	.866	.888	.955	.790	.935	.936	.901	.625	.935	.743	.888	.896	.975	

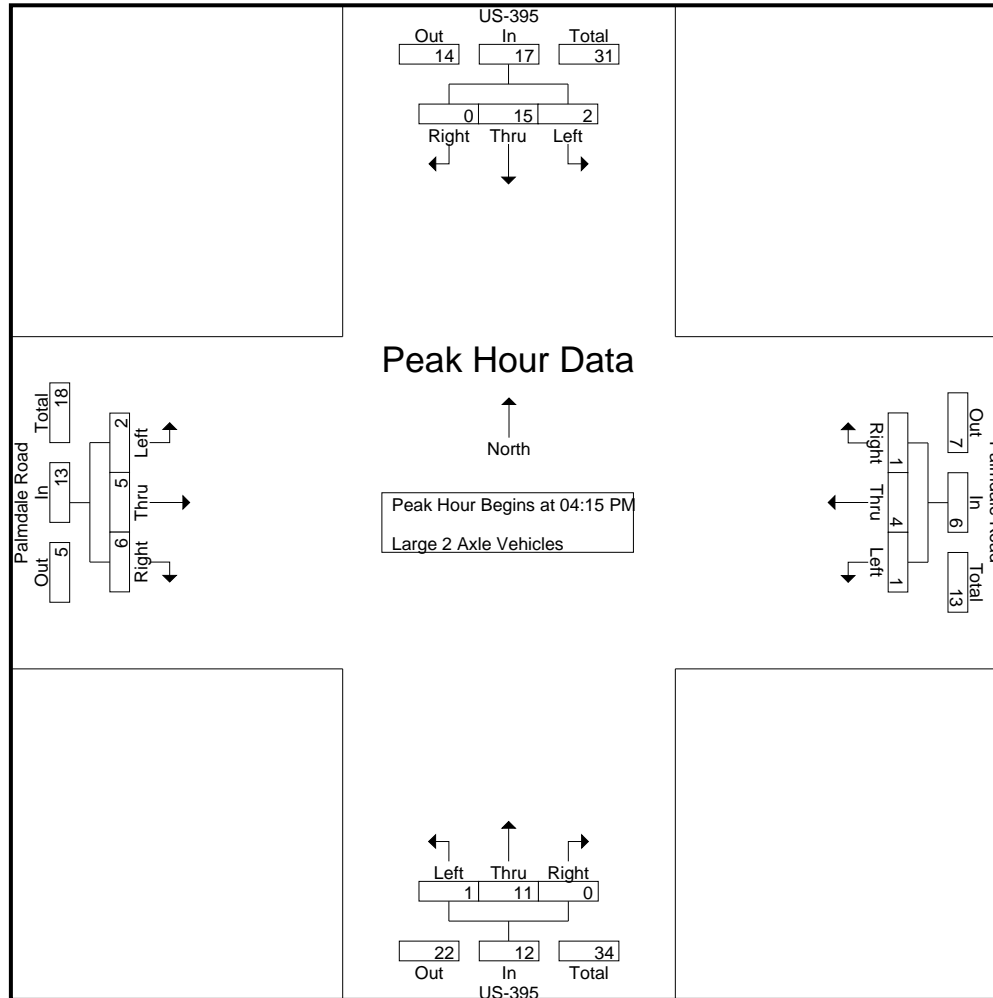
City of Victorville
 N/S: US-395
 E/W: Palmdale Road
 Weather: Clear

File Name : 01_VIC_395_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	US-395 Southbound					Palmdale Road Westbound					US-395 Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	3	0	0	3	0	2	0	0	2	1	2	2	0	5	2	2	0	0	4	0	14	14
04:15 PM	0	2	0	0	2	0	0	1	1	1	0	5	0	0	5	2	0	1	1	3	2	11	13
04:30 PM	2	6	0	0	8	1	1	0	0	2	1	2	0	0	3	0	3	1	0	4	0	17	17
04:45 PM	0	3	0	0	3	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	7	7
Total	2	14	0	0	16	1	5	1	1	7	2	11	2	0	15	4	5	2	1	11	2	49	51
05:00 PM	0	4	0	0	4	0	1	0	0	1	0	2	0	0	2	0	2	4	2	6	2	13	15
05:15 PM	1	1	0	0	2	0	0	0	0	0	1	2	0	0	3	1	0	1	0	2	0	7	7
05:30 PM	1	2	0	0	3	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	0	7	7
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	4	4
Total	2	8	0	0	10	0	1	0	0	1	2	8	0	0	10	1	4	5	2	10	2	31	33
Grand Total	4	22	0	0	26	1	6	1	1	8	4	19	2	0	25	5	9	7	3	21	4	80	84
Apprch %	15.4	84.6	0			12.5	75	12.5			16	76	8			23.8	42.9	33.3					
Total %	5	27.5	0		32.5	1.2	7.5	1.2		10	5	23.8	2.5		31.2	6.2	11.2	8.8		26.2	4.8	95.2	

Start Time	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	2	0	2	0	0	1	1	0	5	0	5	2	0	1	3	11
04:30 PM	2	6	0	8	1	1	0	2	1	2	0	3	0	3	1	4	17
04:45 PM	0	3	0	3	0	2	0	2	0	2	0	2	0	0	0	0	7
05:00 PM	0	4	0	4	0	1	0	1	0	2	0	2	0	2	4	6	13
Total Volume	2	15	0	17	1	4	1	6	1	11	0	12	2	5	6	13	48
% App. Total	11.8	88.2	0		16.7	66.7	16.7		8.3	91.7	0		15.4	38.5	46.2		
PHF	.250	.625	.000	.531	.250	.500	.250	.750	.250	.550	.000	.600	.250	.417	.375	.542	.706



City of Victorville
 N/S: US-395
 E/W: Palmdale Road
 Weather: Clear

File Name : 01_VIC_395_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	2	0	2	0	0	1	1	0	5	0	5	2	0	1	3	
+15 mins.	2	6	0	8	1	1	0	2	1	2	0	3	0	3	1	4	
+30 mins.	0	3	0	3	0	2	0	2	0	2	0	2	0	0	0	0	
+45 mins.	0	4	0	4	0	1	0	1	0	2	0	2	0	2	4	6	
Total Volume	2	15	0	17	1	4	1	6	1	11	0	12	2	5	6	13	
% App. Total	11.8	88.2	0		16.7	66.7	16.7		8.3	91.7	0		15.4	38.5	46.2		
PHF	.250	.625	.000	.531	.250	.500	.250	.750	.250	.550	.000	.600	.250	.417	.375	.542	

City of Victorville
 N/S: US-395
 E/W: Palmdale Road
 Weather: Clear

File Name : 01_VIC_395_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

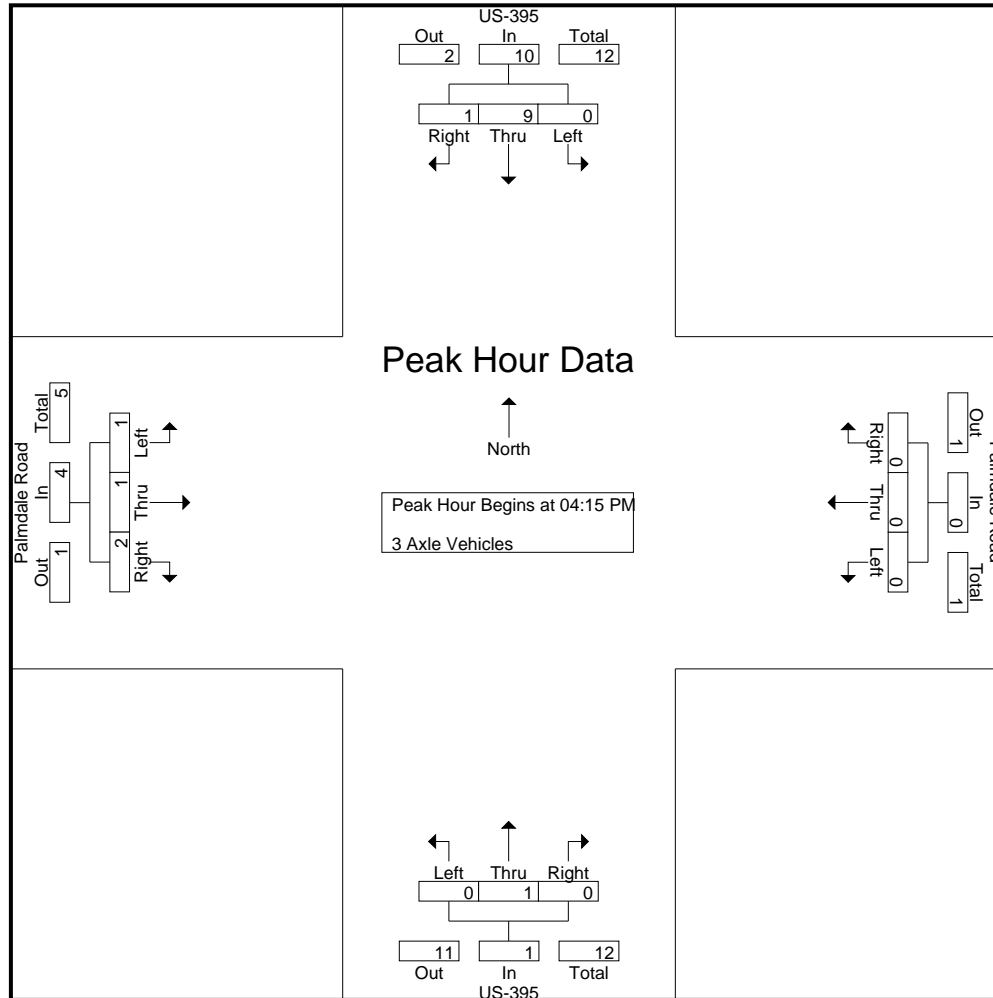
Groups Printed- 3 Axle Vehicles

Start Time	US-395 Southbound					Palmdale Road Westbound					US-395 Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total								
04:00 PM	0	0	1	0	1	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	5	5
04:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	0	0	1	0	1	0	6	6
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2	1	1	1	1	2	3
04:45 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	0	6	2	0	8	0	1	0	0	1	1	3	0	0	4	1	0	2	1	3	1	1	2	1	3	1	16	17
05:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	0	1	0	4	4
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	3	1	3	0	0	1	0	1	1	5	0	0	1	1	5	6
05:30 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	4	0	0	1	0	4	4
05:45 PM	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	3	3
Total	0	6	0	0	6	1	2	0	0	3	1	0	3	1	4	1	1	1	0	3	1	16	1	0	3	1	16	17
Grand Total	0	12	2	0	14	1	3	0	0	4	2	3	3	1	8	2	1	3	1	6	2	32	2	0	6	2	32	34
Apprch %	0	85.7	14.3			25	75	0			25	37.5	37.5			33.3	16.7	50										
Total %	0	37.5	6.2		43.8	3.1	9.4	0		12.5	6.2	9.4	9.4		25	6.2	3.1	9.4		18.8	5.9	94.1				5.9	94.1	

Start Time	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	3	0	3	0	0	0	0	0	1	0	1	1	0	1	2	6
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
04:45 PM	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	1	0	1	4
Total Volume	0	9	1	10	0	0	0	0	0	1	0	1	1	1	2	4	15
% App. Total	0	90	10		0	0	0		0	100	0		25	25	50		
PHF	.000	.750	.250	.833	.000	.000	.000	.000	.000	.250	.000	.250	.250	.250	.500	.500	.625

City of Victorville
 N/S: US-395
 E/W: Palmdale Road
 Weather: Clear

File Name : 01_VIC_395_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: US-395
 E/W: Palmdale Road
 Weather: Clear

File Name : 01_VIC_395_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	3	0	3	0	0	0	0	0	1	0	1	1	0	1	2	
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	
+30 mins.	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	3	0	3	0	0	0	0	0	0	0	0	0	1	0	1	
Total Volume	0	9	1	10	0	0	0	0	0	1	0	1	1	1	2	4	
% App. Total	0	90	10		0	0	0		0	100	0		25	25	50		
PHF	.000	.750	.250	.833	.000	.000	.000	.000	.000	.250	.000	.250	.250	.250	.500	.500	

City of Victorville
 N/S: US-395
 E/W: Palmdale Road
 Weather: Clear

File Name : 01_VIC_395_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

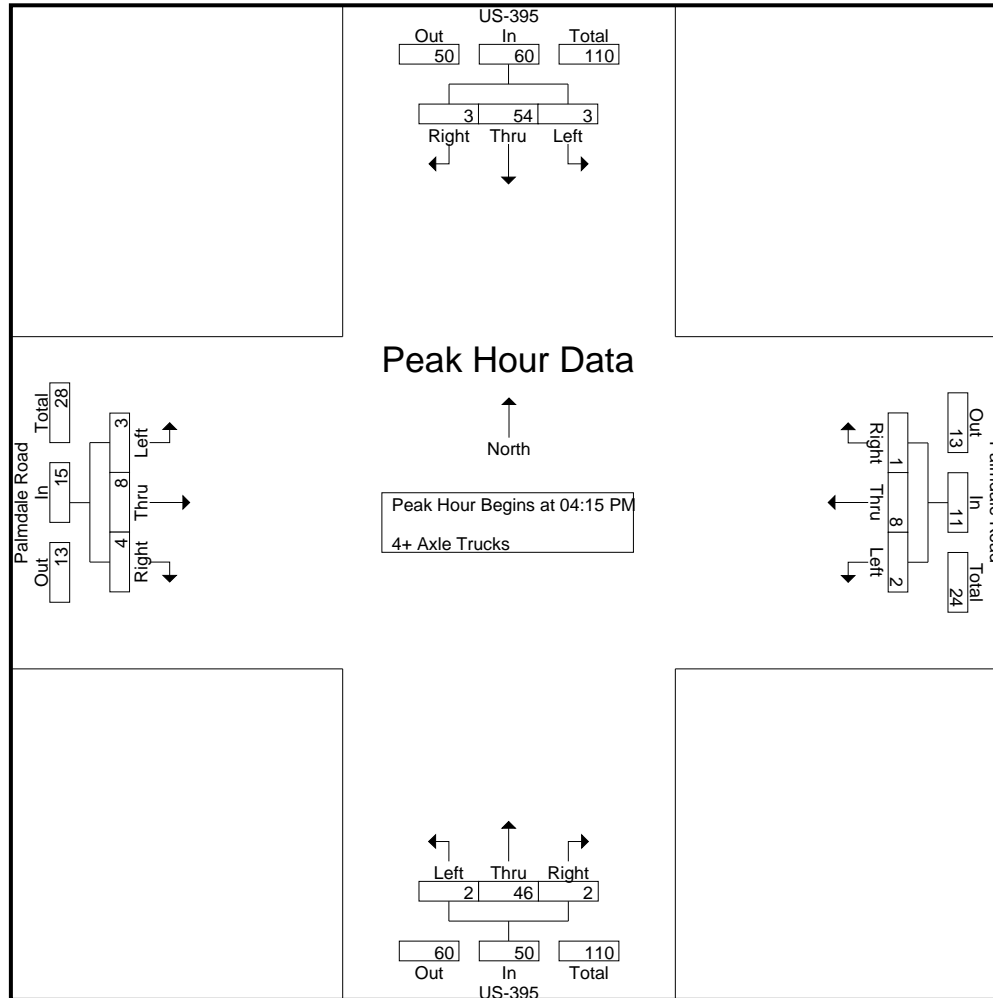
Groups Printed- 4+ Axle Trucks

Start Time	US-395 Southbound					Palmdale Road Westbound					US-395 Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
04:00 PM	0	9	0	0	9	0	2	1	0	3	0	19	2	0	21	0	0	1	0	1	0	0	34	34
04:15 PM	2	9	0	0	11	0	3	0	0	3	0	12	0	0	12	0	2	0	0	2	0	28	28	28
04:30 PM	0	12	3	0	15	0	1	0	0	1	2	12	1	0	15	1	1	0	0	2	0	33	33	33
04:45 PM	1	14	0	0	15	1	3	1	1	5	0	13	1	1	14	2	1	2	0	5	2	39	41	41
Total	3	44	3	0	50	1	9	2	1	12	2	56	4	1	62	3	4	3	0	10	2	134	136	136
05:00 PM	0	19	0	0	19	1	1	0	0	2	0	9	0	0	9	0	4	2	1	6	1	36	37	37
05:15 PM	0	21	0	0	21	0	1	0	0	1	0	7	1	0	8	1	2	0	0	3	0	33	33	33
05:30 PM	1	17	0	0	18	0	1	0	0	1	0	6	0	0	6	0	2	0	0	2	0	27	27	27
05:45 PM	0	14	0	0	14	0	0	0	0	0	0	9	0	0	9	0	2	0	0	2	0	25	25	25
Total	1	71	0	0	72	1	3	0	0	4	0	31	1	0	32	1	10	2	1	13	1	121	122	122
Grand Total	4	115	3	0	122	2	12	2	1	16	2	87	5	1	94	4	14	5	1	23	3	255	258	258
Apprch %	3.3	94.3	2.5			12.5	75	12.5			2.1	92.6	5.3			17.4	60.9	21.7						
Total %	1.6	45.1	1.2		47.8	0.8	4.7	0.8		6.3	0.8	34.1	2		36.9	1.6	5.5	2		9	1.2	98.8		

Start Time	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	9	0	11	0	3	0	3	0	12	0	12	0	2	0	2	28
04:30 PM	0	12	3	15	0	1	0	1	2	12	1	15	1	1	0	2	33
04:45 PM	1	14	0	15	1	3	1	5	0	13	1	14	2	1	2	5	39
05:00 PM	0	19	0	19	1	1	0	2	0	9	0	9	0	4	2	6	36
Total Volume	3	54	3	60	2	8	1	11	2	46	2	50	3	8	4	15	136
% App. Total	5	90	5		18.2	72.7	9.1		4	92	4		20	53.3	26.7		
PHF	.375	.711	.250	.789	.500	.667	.250	.550	.250	.885	.500	.833	.375	.500	.500	.625	.872

City of Victorville
 N/S: US-395
 E/W: Palmdale Road
 Weather: Clear

File Name : 01_VIC_395_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: US-395
 E/W: Palmdale Road
 Weather: Clear

File Name : 01_VIC_395_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	2	9	0	11	0	3	0	3	0	12	0	12	0	2	0	2	
+15 mins.	0	12	3	15	0	1	0	1	2	12	1	15	1	1	0	2	
+30 mins.	1	14	0	15	1	3	1	5	0	13	1	14	2	1	2	5	
+45 mins.	0	19	0	19	1	1	0	2	0	9	0	9	0	4	2	6	
Total Volume	3	54	3	60	2	8	1	11	2	46	2	50	3	8	4	15	
% App. Total	5	90	5		18.2	72.7	9.1		4	92	4		20	53.3	26.7		
PHF	.375	.711	.250	.789	.500	.667	.250	.550	.250	.885	.500	.833	.375	.500	.500	.625	

Location: Victorville
 N/S: US-395
 E/W: Palmdale Road



Date: 10/19/2021
 Day: Tuesday

PEDESTRIANS

	North Leg US-395	East Leg Palmdale Road	South Leg US-395	West Leg Palmdale Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	1	1	0	2
7:15 AM	0	0	2	0	2
7:30 AM	0	0	0	0	0
7:45 AM	0	0	1	0	1
8:00 AM	0	0	2	1	3
8:15 AM	0	2	1	1	4
8:30 AM	0	2	1	0	3
8:45 AM	0	0	0	2	2
TOTAL VOLUMES:	0	5	8	4	17

	North Leg US-395	East Leg Palmdale Road	South Leg US-395	West Leg Palmdale Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	1	2	3
4:15 PM	0	0	1	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	1	1
5:30 PM	0	1	0	1	2
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	1	2	4	7

Location: Victorville
 N/S: US-395
 E/W: Palmdale Road



Date: 10/19/2021
 Day: Tuesday

BICYCLES

	Southbound US-395			Westbound Palmdale Road			Northbound US-395			Eastbound Palmdale Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	1	0	0	0	0	0	1

	Southbound US-395			Westbound Palmdale Road			Northbound US-395			Eastbound Palmdale Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
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	1	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1	0	0	1	0	0	0	0	3

City of Victorville
 N/S: Cantina Street
 E/W: Palmdale Road
 Weather: Clear

File Name : 05_VIC_Cantina_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

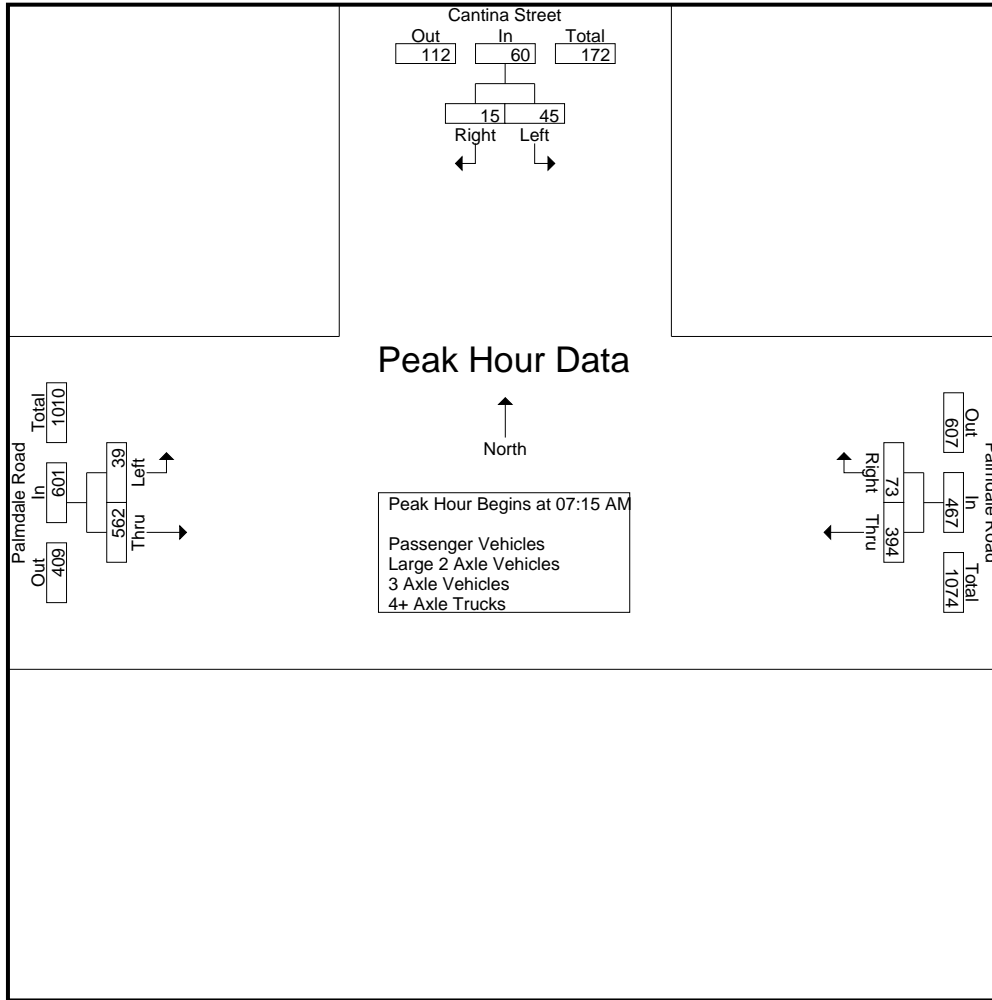
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Cantina Street Southbound				Palmdale Road Westbound				Palmdale Road Eastbound			Exclu. Total	Inclu. Total	Int. Total
	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total			
07:00 AM	14	1	1	15	90	4	1	94	6	89	95	2	204	206
07:15 AM	11	4	3	15	86	8	1	94	4	123	127	4	236	240
07:30 AM	10	2	2	12	103	27	4	130	11	177	188	6	330	336
07:45 AM	11	6	5	17	90	18	7	108	11	128	139	12	264	276
Total	46	13	11	59	369	57	13	426	32	517	549	24	1034	1058
08:00 AM	13	3	2	16	115	20	4	135	13	134	147	6	298	304
08:15 AM	19	5	3	24	64	21	9	85	10	114	124	12	233	245
08:30 AM	31	6	3	37	88	26	14	114	8	103	111	17	262	279
08:45 AM	17	2	1	19	80	20	12	100	10	127	137	13	256	269
Total	80	16	9	96	347	87	39	434	41	478	519	48	1049	1097
Grand Total	126	29	20	155	716	144	52	860	73	995	1068	72	2083	2155
Apprch %	81.3	18.7			83.3	16.7			6.8	93.2				
Total %	6	1.4		7.4	34.4	6.9		41.3	3.5	47.8	51.3	3.3	96.7	
Passenger Vehicles	125	28		173	668	140		860	69	928	997	0	0	2030
% Passenger Vehicles	99.2	96.6	100	98.9	93.3	97.2	100	94.3	94.5	93.3	93.4	0	0	94.2
Large 2 Axle Vehicles	0	1		1	23	2		25	2	30	32	0	0	58
% Large 2 Axle Vehicles	0	3.4	0	0.6	3.2	1.4	0	2.7	2.7	3	3	0	0	2.7
3 Axle Vehicles	0	0		0	2	1		3	1	8	9	0	0	12
% 3 Axle Vehicles	0	0	0	0	0.3	0.7	0	0.3	1.4	0.8	0.8	0	0	0.6
4+ Axle Trucks	1	0		1	23	1		24	1	29	30	0	0	55
% 4+ Axle Trucks	0.8	0	0	0.6	3.2	0.7	0	2.6	1.4	2.9	2.8	0	0	2.6

Start Time	Cantina Street Southbound			Palmdale Road Westbound			Palmdale Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	11	4	15	86	8	94	4	123	127	236
07:30 AM	10	2	12	103	27	130	11	177	188	330
07:45 AM	11	6	17	90	18	108	11	128	139	264
08:00 AM	13	3	16	115	20	135	13	134	147	298
Total Volume	45	15	60	394	73	467	39	562	601	1128
% App. Total	75	25		84.4	15.6		6.5	93.5		
PHF	.865	.625	.882	.857	.676	.865	.750	.794	.799	.855

City of Victorville
 N/S: Cantina Street
 E/W: Palmdale Road
 Weather: Clear

File Name : 05_VIC_Cantina_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

	08:00 AM			07:15 AM			07:15 AM		
+0 mins.	13	3	16	86	8	94	4	123	127
+15 mins.	19	5	24	103	27	130	11	177	188
+30 mins.	31	6	37	90	18	108	11	128	139
+45 mins.	17	2	19	115	20	135	13	134	147
Total Volume	80	16	96	394	73	467	39	562	601
% App. Total	83.3	16.7		84.4	15.6		6.5	93.5	
PHF	.645	.667	.649	.857	.676	.865	.750	.794	.799

City of Victorville
 N/S: Cantina Street
 E/W: Palmdale Road
 Weather: Clear

File Name : 05_VIC_Cantina_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

Groups Printed- Passenger Vehicles

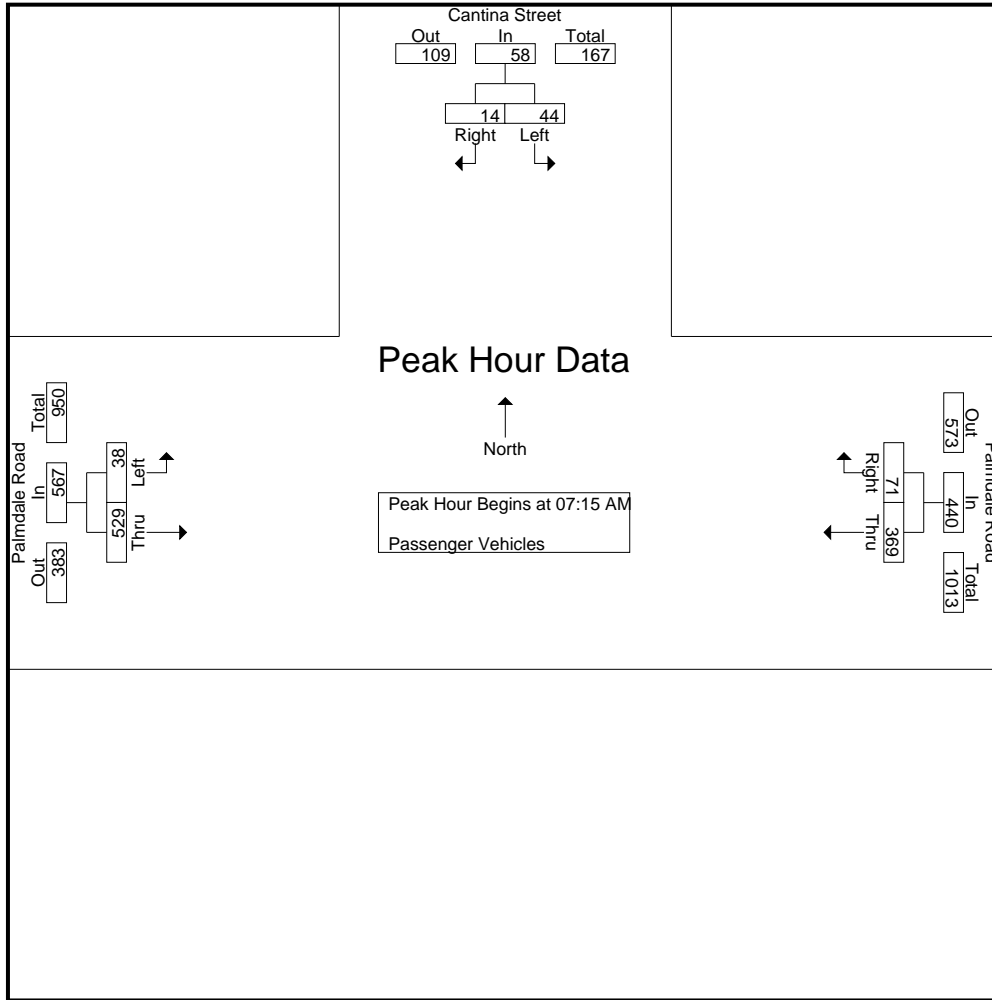
Start Time	Cantina Street Southbound				Palmdale Road Westbound				Palmdale Road Eastbound			Exclu. Total	Inclu. Total	Int. Total
	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total			
07:00 AM	14	1	1	15	83	3	1	86	5	87	92	2	193	195
07:15 AM	11	4	3	15	76	8	1	84	4	119	123	4	222	226
07:30 AM	10	2	2	12	98	25	4	123	11	170	181	6	316	322
07:45 AM	10	6	5	16	87	18	7	105	10	119	129	12	250	262
Total	45	13	11	58	344	54	13	398	30	495	525	24	981	1005
08:00 AM	13	2	2	15	108	20	4	128	13	121	134	6	277	283
08:15 AM	19	5	3	24	61	20	9	81	10	103	113	12	218	230
08:30 AM	31	6	3	37	80	26	14	106	8	92	100	17	243	260
08:45 AM	17	2	1	19	75	20	12	95	8	117	125	13	239	252
Total	80	15	9	95	324	86	39	410	39	433	472	48	977	1025
Grand Total	125	28	20	153	668	140	52	808	69	928	997	72	1958	2030
Apprch %	81.7	18.3			82.7	17.3			6.9	93.1				
Total %	6.4	1.4		7.8	34.1	7.2		41.3	3.5	47.4	50.9	3.5	96.5	

Start Time	Cantina Street Southbound			Palmdale Road Westbound			Palmdale Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:15 AM	11	4	15	76	8	84	4	119	123	222
07:30 AM	10	2	12	98	25	123	11	170	181	316
07:45 AM	10	6	16	87	18	105	10	119	129	250
08:00 AM	13	2	15	108	20	128	13	121	134	277
Total Volume	44	14	58	369	71	440	38	529	567	1065
% App. Total	75.9	24.1		83.9	16.1		6.7	93.3		
PHF	.846	.583	.906	.854	.710	.859	.731	.778	.783	.843

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

City of Victorville
 N/S: Cantina Street
 E/W: Palmdale Road
 Weather: Clear

File Name : 05_VIC_Cantina_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	11	4	15	76	8	84	4	119	123
+15 mins.	10	2	12	98	25	123	11	170	181
+30 mins.	10	6	16	87	18	105	10	119	129
+45 mins.	13	2	15	108	20	128	13	121	134
Total Volume	44	14	58	369	71	440	38	529	567
% App. Total	75.9	24.1		83.9	16.1		6.7	93.3	
PHF	.846	.583	.906	.854	.710	.859	.731	.778	.783

City of Victorville
 N/S: Cantina Street
 E/W: Palmdale Road
 Weather: Clear

File Name : 05_VIC_Cantina_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

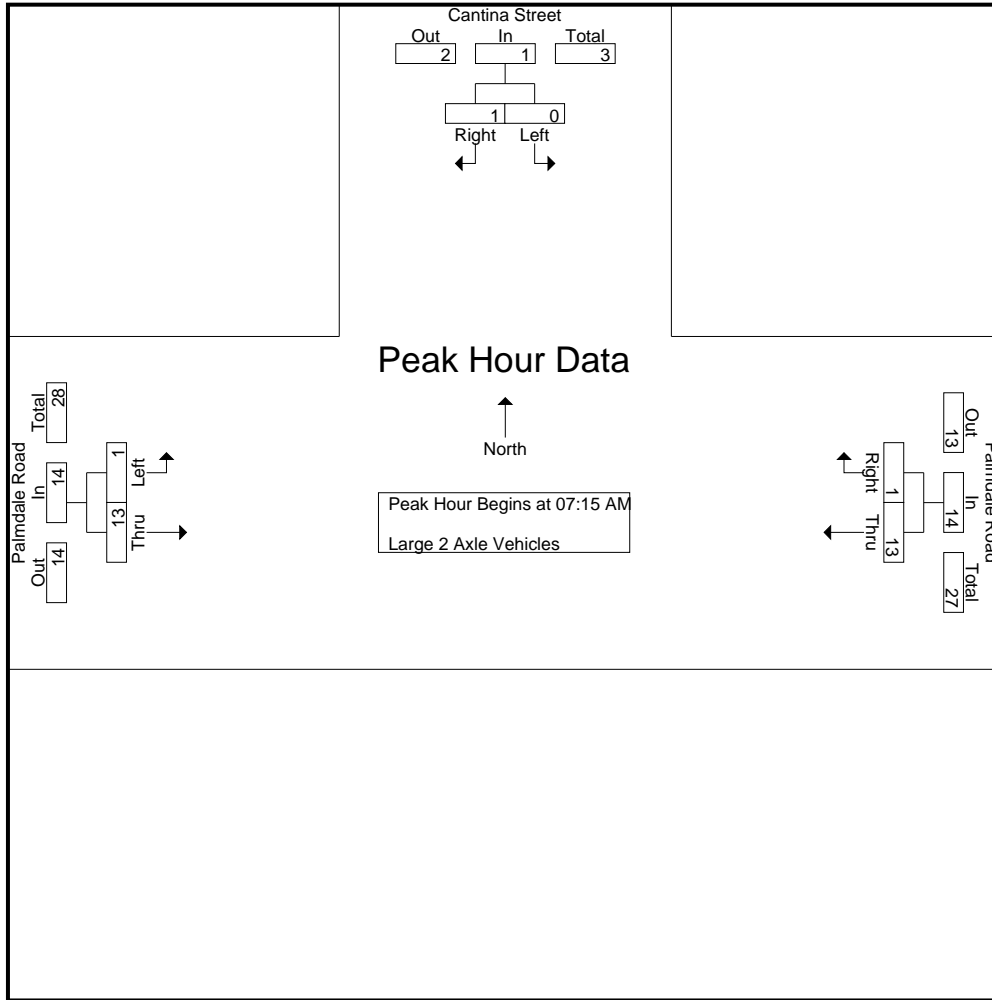
Groups Printed- Large 2 Axle Vehicles

Start Time	Cantina Street Southbound				Palmdale Road Westbound				Palmdale Road Eastbound			Exclu. Total	Inclu. Total	Int. Total
	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total			
07:00 AM	0	0	0	0	1	1	0	2	1	1	2	0	4	4
07:15 AM	0	0	0	0	5	0	0	5	0	1	1	0	6	6
07:30 AM	0	0	0	0	1	1	0	2	0	4	4	0	6	6
07:45 AM	0	0	0	0	2	0	0	2	1	2	3	0	5	5
Total	0	0	0	0	9	2	0	11	2	8	10	0	21	21
08:00 AM	0	1	0	1	5	0	0	5	0	6	6	0	12	12
08:15 AM	0	0	0	0	3	0	0	3	0	5	5	0	8	8
08:30 AM	0	0	0	0	1	0	0	1	0	5	5	0	6	6
08:45 AM	0	0	0	0	5	0	0	5	0	6	6	0	11	11
Total	0	1	0	1	14	0	0	14	0	22	22	0	37	37
Grand Total	0	1	0	1	23	2	0	25	2	30	32	0	58	58
Apprch %	0	100			92	8			6.2	93.8				
Total %	0	1.7		1.7	39.7	3.4		43.1	3.4	51.7	55.2	0	100	

Start Time	Cantina Street Southbound			Palmdale Road Westbound			Palmdale Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:15 AM	0	0	0	5	0	5	0	1	1	6
07:30 AM	0	0	0	1	1	2	0	4	4	6
07:45 AM	0	0	0	2	0	2	1	2	3	5
08:00 AM	0	1	1	5	0	5	0	6	6	12
Total Volume	0	1	1	13	1	14	1	13	14	29
% App. Total	0	100		92.9	7.1		7.1	92.9		
PHF	.000	.250	.250	.650	.250	.700	.250	.542	.583	.604

City of Victorville
 N/S: Cantina Street
 E/W: Palmdale Road
 Weather: Clear

File Name : 05_VIC_Cantina_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	5	0	5	0	1	1
+15 mins.	0	0	0	1	1	2	0	4	4
+30 mins.	0	0	0	2	0	2	1	2	3
+45 mins.	0	1	1	5	0	5	0	6	6
Total Volume	0	1	1	13	1	14	1	13	14
% App. Total	0	100		92.9	7.1		7.1	92.9	
PHF	.000	.250	.250	.650	.250	.700	.250	.542	.583

City of Victorville
 N/S: Cantina Street
 E/W: Palmdale Road
 Weather: Clear

File Name : 05_VIC_Cantina_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

Groups Printed- 3 Axle Vehicles

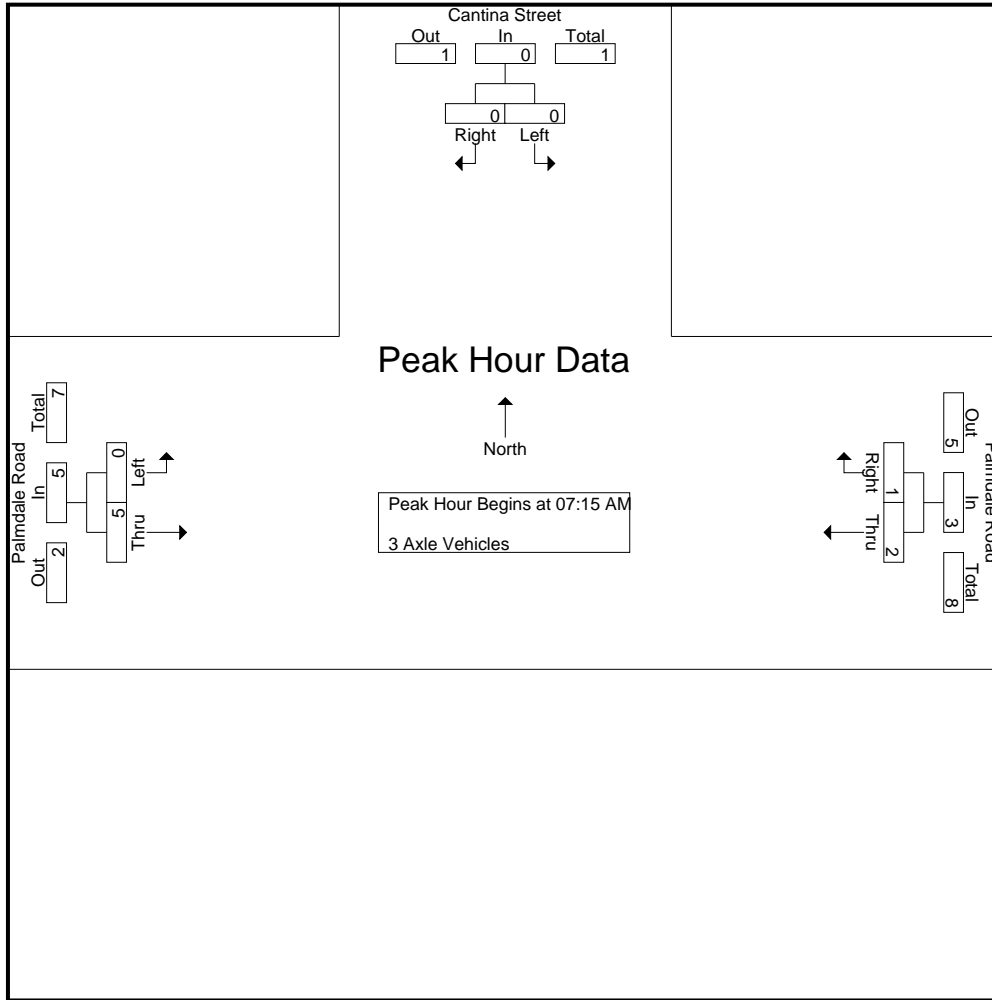
Start Time	Cantina Street Southbound				Palmdale Road Westbound				Palmdale Road Eastbound			Exclu. Total	Inclu. Total	Int. Total	
	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total				
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	1	0	0	1	0	3	3	0	4	4	
07:30 AM	0	0	0	0	1	1	0	2	0	1	1	0	3	3	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	2	1	0	3	0	4	4	0	7	7	
08:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	1	1	
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:30 AM	0	0	0	0	0	0	0	0	0	2	2	0	2	2	
08:45 AM	0	0	0	0	0	0	0	0	1	1	2	0	2	2	
Total	0	0	0	0	0	0	0	0	1	4	5	0	5	5	
Grand Total	0	0	0	0	2	1	0	3	1	8	9	0	12	12	
Apprch %	0	0			66.7	33.3			11.1	88.9					
Total %	0	0			16.7	8.3		25	8.3	66.7	75	0	100		

Start Time	Cantina Street Southbound			Palmdale Road Westbound			Palmdale Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:15 AM	0	0	0	1	0	1	0	3	3	4
07:30 AM	0	0	0	1	1	2	0	1	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	2	1	3	0	5	5	8
% App. Total	0	0		66.7	33.3		0	100		
PHF	.000	.000	.000	.500	.250	.375	.000	.417	.417	.500

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

City of Victorville
 N/S: Cantina Street
 E/W: Palmdale Road
 Weather: Clear

File Name : 05_VIC_Cantina_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	1	0	1	0	3	3
+15 mins.	0	0	0	1	1	2	0	1	1
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	1	1
Total Volume	0	0	0	2	1	3	0	5	5
% App. Total	0	0		66.7	33.3		0	100	
PHF	.000	.000	.000	.500	.250	.375	.000	.417	.417

City of Victorville
 N/S: Cantina Street
 E/W: Palmdale Road
 Weather: Clear

File Name : 05_VIC_Cantina_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

Groups Printed- 4+ Axle Trucks

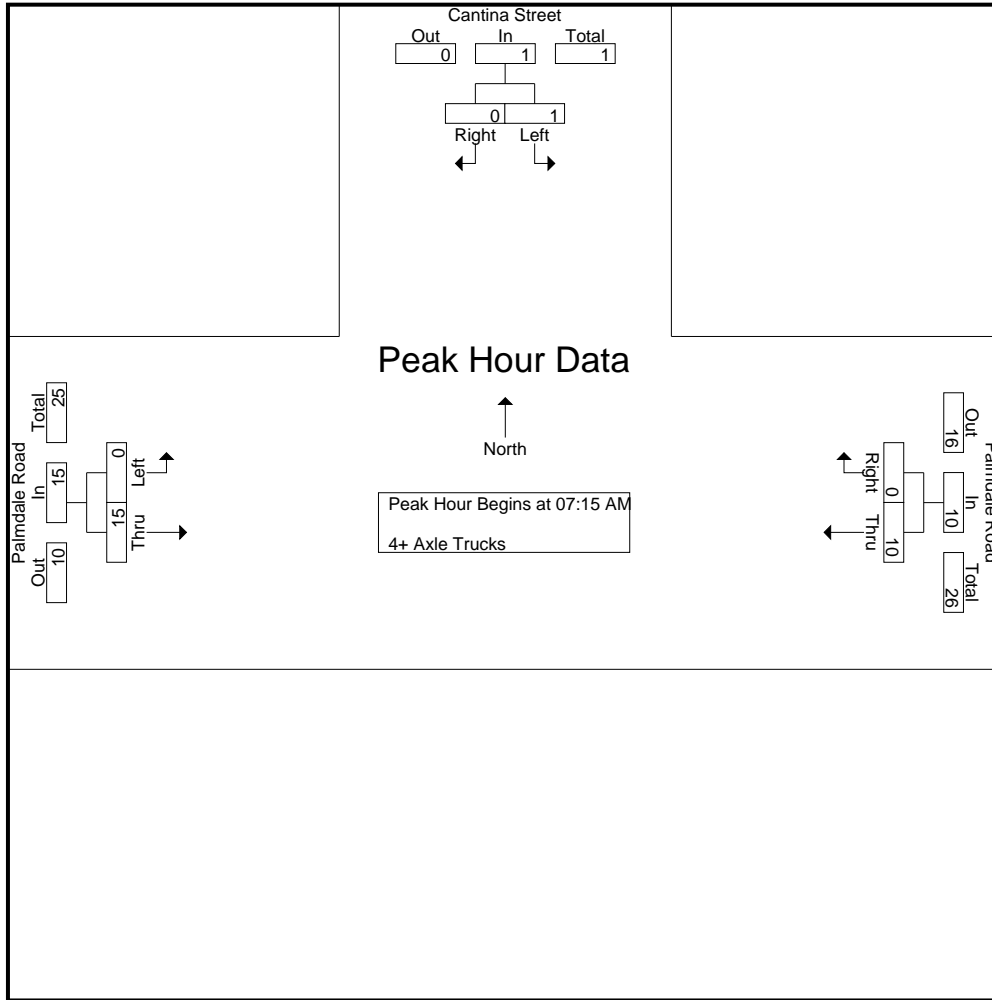
Start Time	Cantina Street Southbound				Palmdale Road Westbound				Palmdale Road Eastbound			Exclu. Total	Inclu. Total	Int. Total
	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total			
07:00 AM	0	0	0	0	6	0	0	6	0	1	1	0	7	7
07:15 AM	0	0	0	0	4	0	0	4	0	0	0	0	4	4
07:30 AM	0	0	0	0	3	0	0	3	0	2	2	0	5	5
07:45 AM	1	0	0	1	1	0	0	1	0	7	7	0	9	9
Total	1	0	0	1	14	0	0	14	0	10	10	0	25	25
08:00 AM	0	0	0	0	2	0	0	2	0	6	6	0	8	8
08:15 AM	0	0	0	0	0	1	0	1	0	6	6	0	7	7
08:30 AM	0	0	0	0	7	0	0	7	0	4	4	0	11	11
08:45 AM	0	0	0	0	0	0	0	0	1	3	4	0	4	4
Total	0	0	0	0	9	1	0	10	1	19	20	0	30	30
Grand Total	1	0	0	1	23	1	0	24	1	29	30	0	55	55
Apprch %	100	0			95.8	4.2			3.3	96.7				
Total %	1.8	0		1.8	41.8	1.8		43.6	1.8	52.7	54.5	0	100	

Start Time	Cantina Street Southbound			Palmdale Road Westbound			Palmdale Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:15 AM	0	0	0	4	0	4	0	0	0	4
07:30 AM	0	0	0	3	0	3	0	2	2	5
07:45 AM	1	0	1	1	0	1	0	7	7	9
08:00 AM	0	0	0	2	0	2	0	6	6	8
Total Volume	1	0	1	10	0	10	0	15	15	26
% App. Total	100	0		100	0		0	100		
PHF	.250	.000	.250	.625	.000	.625	.000	.536	.536	.722

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

City of Victorville
 N/S: Cantina Street
 E/W: Palmdale Road
 Weather: Clear

File Name : 05_VIC_Cantina_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	4	0	4	0	0	0
+15 mins.	0	0	0	3	0	3	0	2	2
+30 mins.	1	0	1	1	0	1	0	7	7
+45 mins.	0	0	0	2	0	2	0	6	6
Total Volume	1	0	1	10	0	10	0	15	15
% App. Total	100	0	100	100	0	100	0	100	100
PHF	.250	.000	.250	.625	.000	.625	.000	.536	.536

City of Victorville
 N/S: Driveway 2/Cantina Drive
 E/W: Palmdale Road
 Weather: Clear

File Name : 05_VIC_Cantina_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

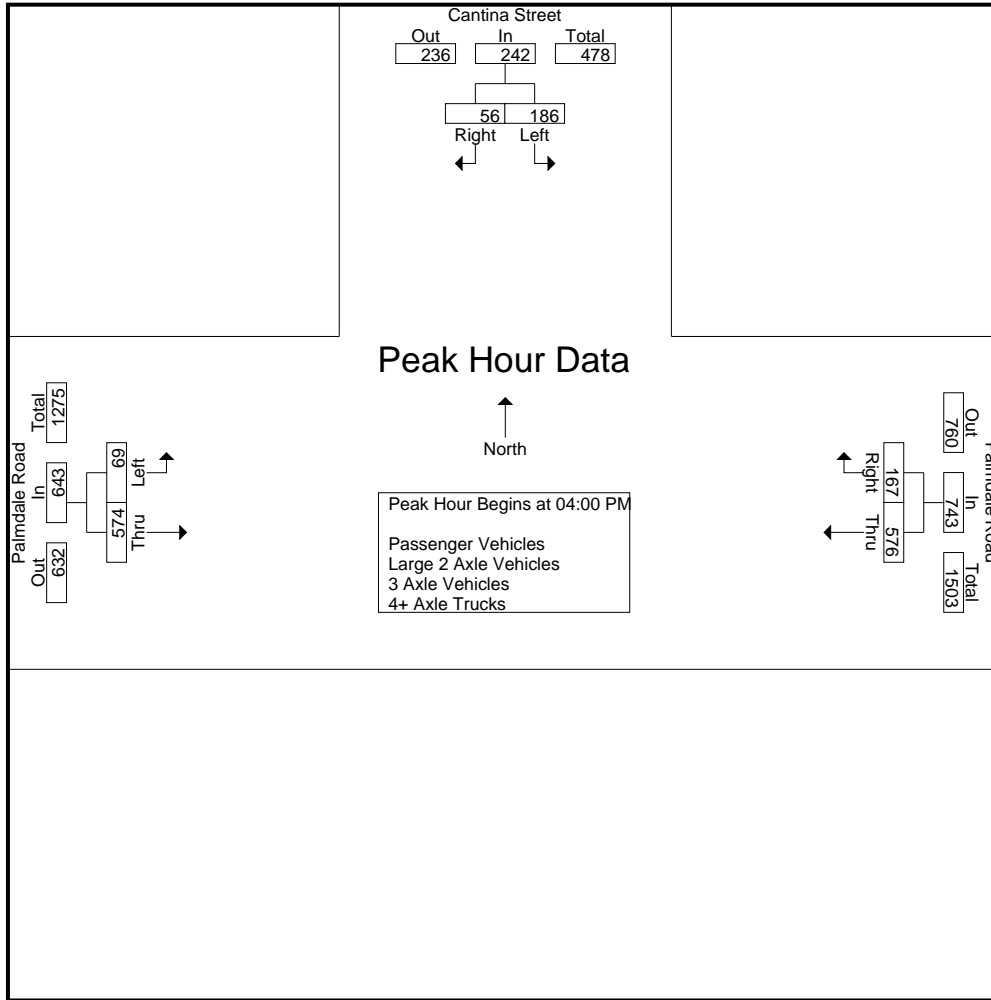
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Cantina Street Southbound				Palmdale Road Westbound				Palmdale Road Eastbound			Exclu. Total	Inclu. Total	Int. Total
	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total			
04:00 PM	61	20	7	81	144	41	16	185	19	148	167	23	433	456
04:15 PM	42	16	9	58	167	50	13	217	14	137	151	22	426	448
04:30 PM	40	13	7	53	141	40	13	181	18	148	166	20	400	420
04:45 PM	43	7	4	50	124	36	16	160	18	141	159	20	369	389
Total	186	56	27	242	576	167	58	743	69	574	643	85	1628	1713
05:00 PM	48	8	2	56	144	29	9	173	8	121	129	11	358	369
05:15 PM	33	7	4	40	149	47	11	196	13	108	121	15	357	372
05:30 PM	45	17	4	62	146	39	20	185	24	127	151	24	398	422
05:45 PM	39	9	3	48	149	35	17	184	16	126	142	20	374	394
Total	165	41	13	206	588	150	57	738	61	482	543	70	1487	1557
Grand Total	351	97	40	448	1164	317	115	1481	130	1056	1186	155	3115	3270
Apprch %	78.3	21.7			78.6	21.4			11	89				
Total %	11.3	3.1		14.4	37.4	10.2		47.5	4.2	33.9	38.1	4.7	95.3	
Passenger Vehicles	350	92		480	1130	314		1558	128	990	1118	0	0	3156
% Passenger Vehicles	99.7	94.8	95	98.4	97.1	99.1	99.1	97.6	98.5	93.8	94.3	0	0	96.5
Large 2 Axle Vehicles	1	3		5	17	1		18	2	32	34	0	0	57
% Large 2 Axle Vehicles	0.3	3.1	2.5	1	1.5	0.3	0	1.1	1.5	3	2.9	0	0	1.7
3 Axle Vehicles	0	1		2	2	0		2	0	4	4	0	0	8
% 3 Axle Vehicles	0	1	2.5	0.4	0.2	0	0	0.1	0	0.4	0.3	0	0	0.2
4+ Axle Trucks	0	1		1	15	2		18	0	30	30	0	0	49
% 4+ Axle Trucks	0	1	0	0.2	1.3	0.6	0.9	1.1	0	2.8	2.5	0	0	1.5

Start Time	Cantina Street Southbound			Palmdale Road Westbound			Palmdale Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	61	20	81	144	41	185	19	148	167	433
04:15 PM	42	16	58	167	50	217	14	137	151	426
04:30 PM	40	13	53	141	40	181	18	148	166	400
04:45 PM	43	7	50	124	36	160	18	141	159	369
Total Volume	186	56	242	576	167	743	69	574	643	1628
% App. Total	76.9	23.1		77.5	22.5		10.7	89.3		
PHF	.762	.700	.747	.862	.835	.856	.908	.970	.963	.940

City of Victorville
 N/S: Driveway 2/Cantina Drive
 E/W: Palmdale Road
 Weather: Clear

File Name : 05_VIC_Cantina_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	61	20	81	144	41	185	19	148	167
+15 mins.	42	16	58	167	50	217	14	137	151
+30 mins.	40	13	53	141	40	181	18	148	166
+45 mins.	43	7	50	124	36	160	18	141	159
Total Volume	186	56	242	576	167	743	69	574	643
% App. Total	76.9	23.1		77.5	22.5		10.7	89.3	
PHF	.762	.700	.747	.862	.835	.856	.908	.970	.963

City of Victorville
 N/S: Driveway 2/Cantina Drive
 E/W: Palmdale Road
 Weather: Clear

File Name : 05_VIC_Cantina_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

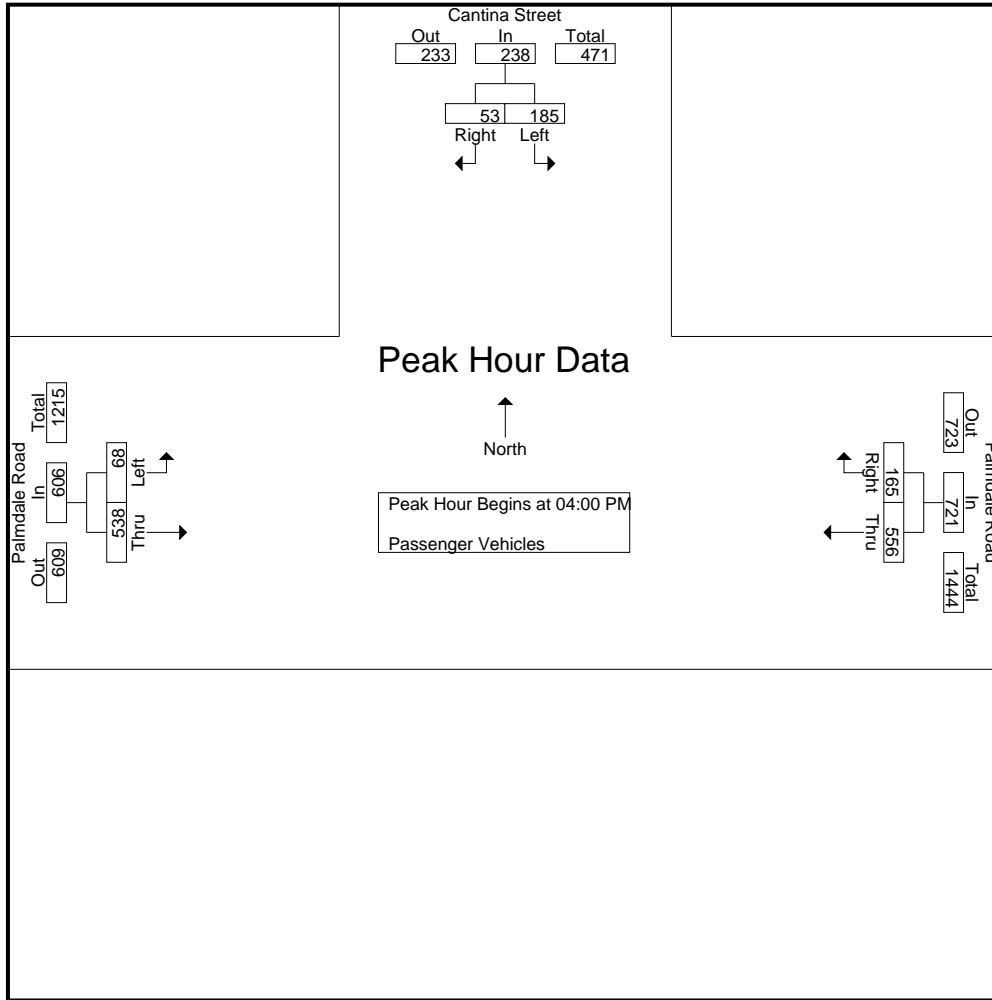
Groups Printed- Passenger Vehicles

Start Time	Cantina Street Southbound				Palmdale Road Westbound				Palmdale Road Eastbound			Exclu. Total	Inclu. Total	Int. Total
	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total			
04:00 PM	61	19	7	80	139	41	16	180	18	134	152	23	412	435
04:15 PM	41	15	8	56	161	49	13	210	14	130	144	21	410	431
04:30 PM	40	13	7	53	135	40	13	175	18	138	156	20	384	404
04:45 PM	43	6	3	49	121	35	16	156	18	136	154	19	359	378
Total	185	53	25	238	556	165	58	721	68	538	606	83	1565	1648
05:00 PM	48	8	2	56	140	29	9	169	8	116	124	11	349	360
05:15 PM	33	7	4	40	144	47	11	191	13	97	110	15	341	356
05:30 PM	45	16	4	61	142	38	19	180	23	121	144	23	385	408
05:45 PM	39	8	3	47	148	35	17	183	16	118	134	20	364	384
Total	165	39	13	204	574	149	56	723	60	452	512	69	1439	1508
Grand Total	350	92	38	442	1130	314	114	1444	128	990	1118	152	3004	3156
Apprch %	79.2	20.8			78.3	21.7			11.4	88.6				
Total %	11.7	3.1		14.7	37.6	10.5		48.1	4.3	33	37.2	4.8	95.2	

Start Time	Cantina Street Southbound			Palmdale Road Westbound			Palmdale Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	61	19	80	139	41	180	18	134	152	412
04:15 PM	41	15	56	161	49	210	14	130	144	410
04:30 PM	40	13	53	135	40	175	18	138	156	384
04:45 PM	43	6	49	121	35	156	18	136	154	359
Total Volume	185	53	238	556	165	721	68	538	606	1565
% App. Total	77.7	22.3		77.1	22.9		11.2	88.8		
PHF	.758	.697	.744	.863	.842	.858	.944	.975	.971	.950

City of Victorville
 N/S: Driveway 2/Cantina Drive
 E/W: Palmdale Road
 Weather: Clear

File Name : 05_VIC_Cantina_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	61	19	80	139	41	180	18	134	152
+15 mins.	41	15	56	161	49	210	14	130	144
+30 mins.	40	13	53	135	40	175	18	138	156
+45 mins.	43	6	49	121	35	156	18	136	154
Total Volume	185	53	238	556	165	721	68	538	606
% App. Total	77.7	22.3		77.1	22.9		11.2	88.8	
PHF	.758	.697	.744	.863	.842	.858	.944	.975	.971

City of Victorville
 N/S: Driveway 2/Cantina Drive
 E/W: Palmdale Road
 Weather: Clear

File Name : 05_VIC_Cantina_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

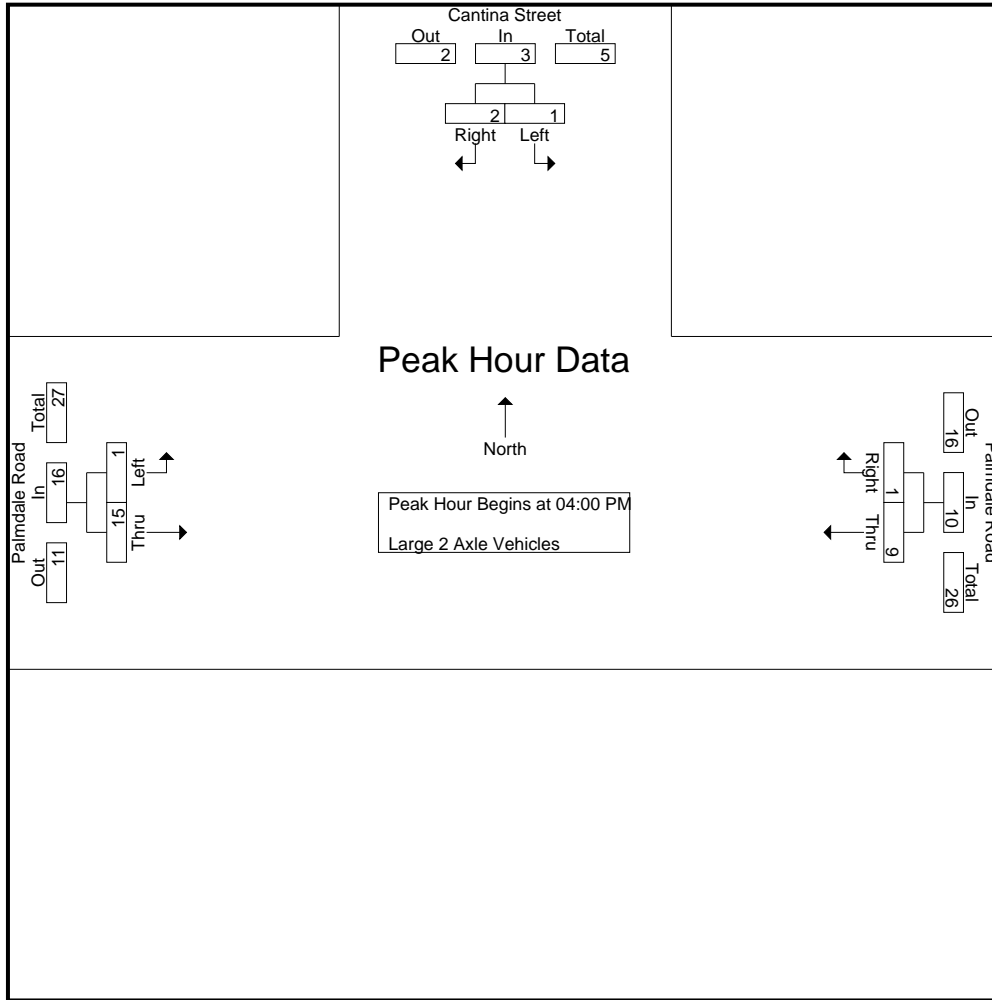
Groups Printed- Large 2 Axle Vehicles

Start Time	Cantina Street Southbound				Palmdale Road Westbound				Palmdale Road Eastbound			Exclu. Total	Inclu. Total	Int. Total
	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total			
04:00 PM	0	1	0	1	3	0	0	3	1	3	4	0	8	8
04:15 PM	1	1	1	2	4	1	0	5	0	2	2	1	9	10
04:30 PM	0	0	0	0	1	0	0	1	0	8	8	0	9	9
04:45 PM	0	0	0	0	1	0	0	1	0	2	2	0	3	3
Total	1	2	1	3	9	1	0	10	1	15	16	1	29	30
05:00 PM	0	0	0	0	3	0	0	3	0	2	2	0	5	5
05:15 PM	0	0	0	0	2	0	0	2	0	5	5	0	7	7
05:30 PM	0	1	0	1	2	0	0	2	1	4	5	0	8	8
05:45 PM	0	0	0	0	1	0	0	1	0	6	6	0	7	7
Total	0	1	0	1	8	0	0	8	1	17	18	0	27	27
Grand Total	1	3	1	4	17	1	0	18	2	32	34	1	56	57
Apprch %	25	75			94.4	5.6			5.9	94.1				
Total %	1.8	5.4		7.1	30.4	1.8		32.1	3.6	57.1	60.7	1.8	98.2	

Start Time	Cantina Street Southbound			Palmdale Road Westbound			Palmdale Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	1	1	3	0	3	1	3	4	8
04:15 PM	1	1	2	4	1	5	0	2	2	9
04:30 PM	0	0	0	1	0	1	0	8	8	9
04:45 PM	0	0	0	1	0	1	0	2	2	3
Total Volume	1	2	3	9	1	10	1	15	16	29
% App. Total	33.3	66.7		90	10		6.2	93.8		
PHF	.250	.500	.375	.563	.250	.500	.250	.469	.500	.806

City of Victorville
 N/S: Driveway 2/Cantina Drive
 E/W: Palmdale Road
 Weather: Clear

File Name : 05_VIC_Cantina_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	1	1	3	0	3	1	3	4
+15 mins.	1	1	2	4	1	5	0	2	2
+30 mins.	0	0	0	1	0	1	0	8	8
+45 mins.	0	0	0	1	0	1	0	2	2
Total Volume	1	2	3	9	1	10	1	15	16
% App. Total	33.3	66.7		90	10		6.2	93.8	
PHF	.250	.500	.375	.563	.250	.500	.250	.469	.500

City of Victorville
 N/S: Driveway 2/Cantina Drive
 E/W: Palmdale Road
 Weather: Clear

File Name : 05_VIC_Cantina_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

Groups Printed- 3 Axle Vehicles

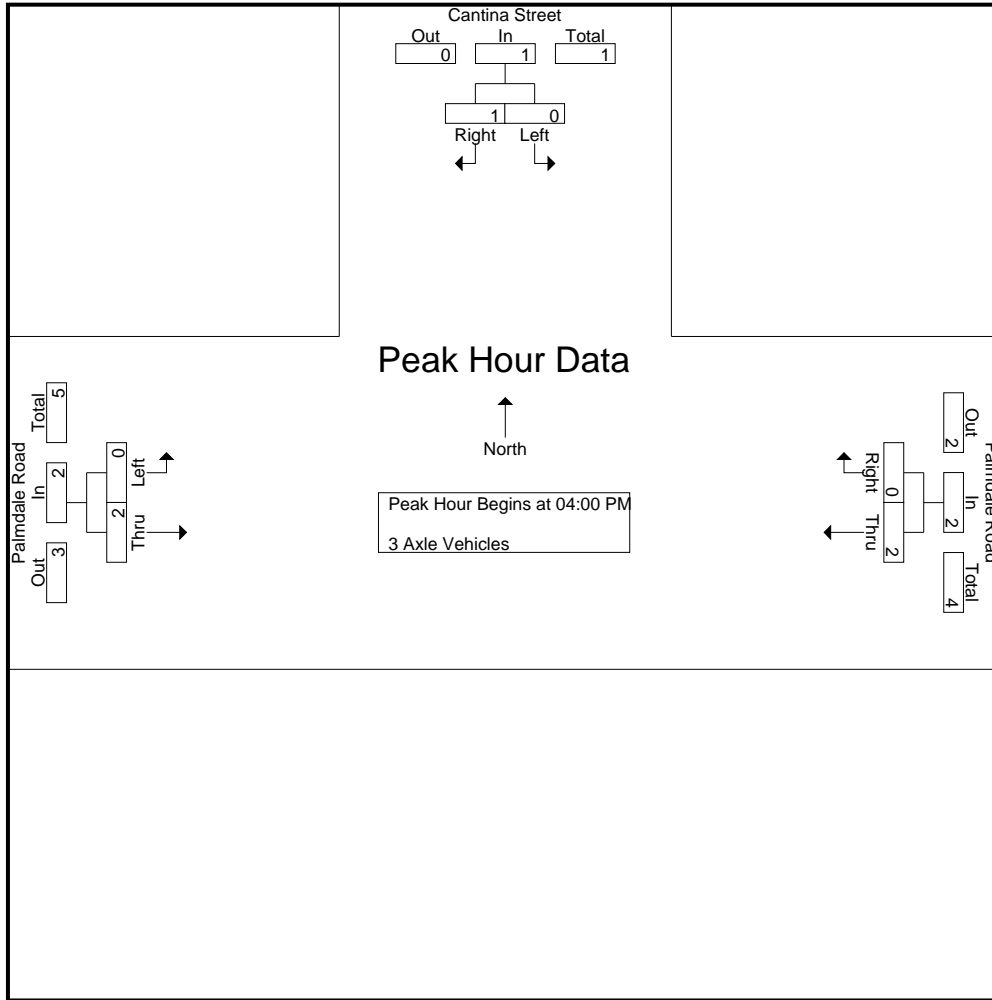
Start Time	Cantina Street Southbound				Palmdale Road Westbound				Palmdale Road Eastbound			Exclu. Total	Inclu. Total	Int. Total
	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total			
04:00 PM	0	0	0	0	1	0	0	1	0	2	2	0	3	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	1	1	0	0	1	0	0	0	1	2	3
Total	0	1	1	1	2	0	0	2	0	2	2	1	5	6
05:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	1	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	2	2	0	2	2
Grand Total	0	1	1	1	2	0	0	2	0	4	4	1	7	8
Apprch %	0	100			100	0			0	100				
Total %	0	14.3		14.3	28.6	0		28.6	0	57.1	57.1	12.5	87.5	

Start Time	Cantina Street Southbound			Palmdale Road Westbound			Palmdale Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	1	0	1	0	2	2	3
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	1	0	1	0	0	0	2
Total Volume	0	1	1	2	0	2	0	2	2	5
% App. Total	0	100		100	0		0	100		
PHF	.000	.250	.250	.500	.000	.500	.000	.250	.250	.417

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

City of Victorville
 N/S: Driveway 2/Cantina Drive
 E/W: Palmdale Road
 Weather: Clear

File Name : 05_VIC_Cantina_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

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

City of Victorville
 N/S: Driveway 2/Cantina Drive
 E/W: Palmdale Road
 Weather: Clear

File Name : 05_VIC_Cantina_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

Groups Printed- 4+ Axle Trucks

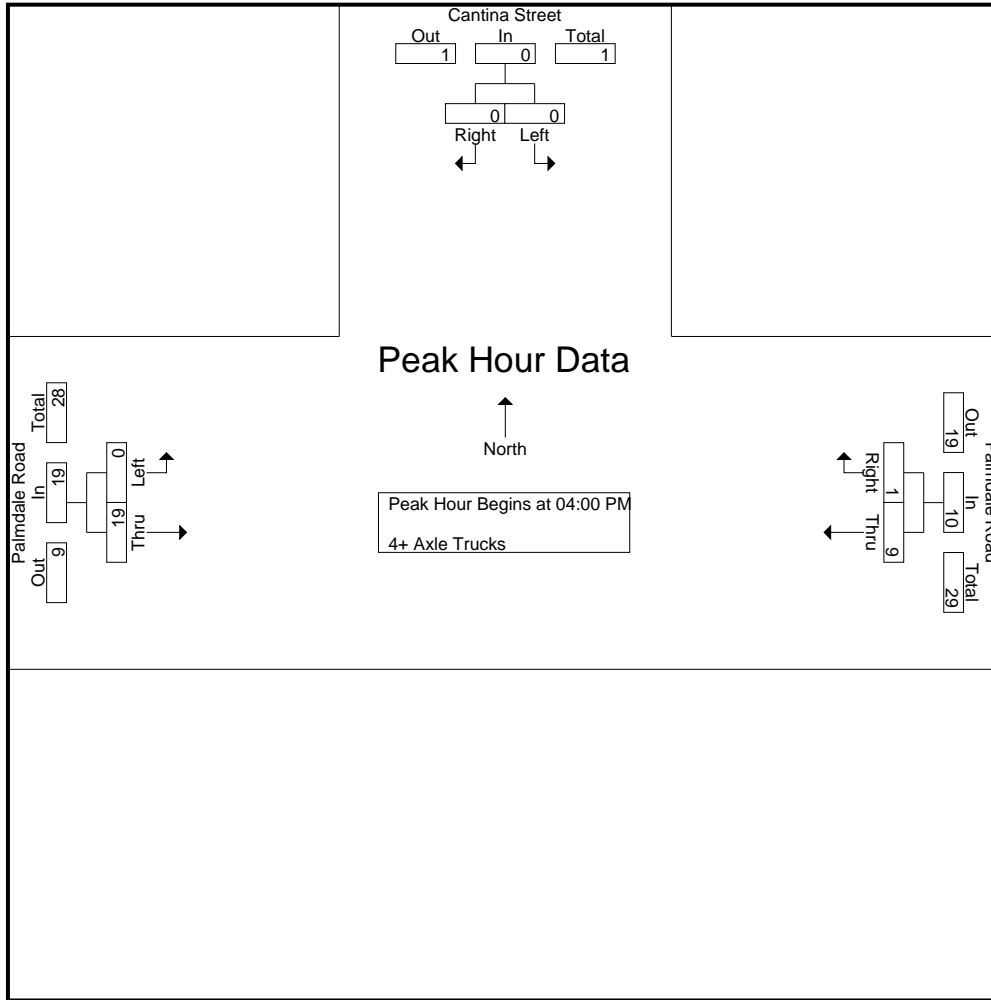
Start Time	Cantina Street Southbound				Palmdale Road Westbound				Palmdale Road Eastbound			Exclu. Total	Inclu. Total	Int. Total
	Left	Right	RTOR	App. Total	Thru	Right	RTOR	App. Total	Left	Thru	App. Total			
04:00 PM	0	0	0	0	1	0	0	1	0	9	9	0	10	10
04:15 PM	0	0	0	0	2	0	0	2	0	5	5	0	7	7
04:30 PM	0	0	0	0	5	0	0	5	0	2	2	0	7	7
04:45 PM	0	0	0	0	1	1	0	2	0	3	3	0	5	5
Total	0	0	0	0	9	1	0	10	0	19	19	0	29	29
05:00 PM	0	0	0	0	1	0	0	1	0	2	2	0	3	3
05:15 PM	0	0	0	0	3	0	0	3	0	6	6	0	9	9
05:30 PM	0	0	0	0	2	1	1	3	0	1	1	1	4	5
05:45 PM	0	1	0	1	0	0	0	0	0	2	2	0	3	3
Total	0	1	0	1	6	1	1	7	0	11	11	1	19	20
Grand Total	0	1	0	1	15	2	1	17	0	30	30	1	48	49
Apprch %	0	100			88.2	11.8			0	100				
Total %	0	2.1		2.1	31.2	4.2		35.4	0	62.5	62.5	2	98	

Start Time	Cantina Street Southbound			Palmdale Road Westbound			Palmdale Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	1	0	1	0	9	9	10
04:15 PM	0	0	0	2	0	2	0	5	5	7
04:30 PM	0	0	0	5	0	5	0	2	2	7
04:45 PM	0	0	0	1	1	2	0	3	3	5
Total Volume	0	0	0	9	1	10	0	19	19	29
% App. Total	0	0		90	10		0	100		
PHF	.000	.000	.000	.450	.250	.500	.000	.528	.528	.725

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

City of Victorville
 N/S: Driveway 2/Cantina Drive
 E/W: Palmdale Road
 Weather: Clear

File Name : 05_VIC_Cantina_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	1	0	1	0	9	9
+15 mins.	0	0	0	2	0	2	0	5	5
+30 mins.	0	0	0	5	0	5	0	2	2
+45 mins.	0	0	0	1	1	2	0	3	3
Total Volume	0	0	0	9	1	10	0	19	19
% App. Total	0	0	0	90	10		0	100	
PHF	.000	.000	.000	.450	.250	.500	.000	.528	.528

Location: Victorville
 N/S: Cantina Street
 E/W: Palmdale Road



Date: 10/19/2021
 Day: Tuesday

PEDESTRIANS

	North Leg Cantina Street	East Leg Palmdale Road	South Leg Cantina Street	West Leg Palmdale Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	1

	North Leg Cantina Street	East Leg Palmdale Road	South Leg Cantina Street	West Leg Palmdale Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	2	0	0	0	2
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	0	0	0	2

Location: Victorville
 N/S: Cantina Street
 E/W: Palmdale Road



Date: 10/19/2021
 Day: Tuesday

BICYCLES

	Southbound Cantina Street			Westbound Palmdale Road			Northbound Cantina Street			Eastbound Palmdale Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	1	0	0	0	0	0	0	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	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	1	0	0	0	0	0	0	0	0	2

	Southbound Cantina Street			Westbound Palmdale Road			Northbound Cantina Street			Eastbound Palmdale Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
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	1	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	1	0	0	0	0	0	0	1
5:15 PM	1	0	0	0	0	0	0	0	0	0	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
TOTAL VOLUMES:	1	0	0	0	1	1	0	0	0	0	2	0	5

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

File Name : 09_VIC_Ame_Seneca AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

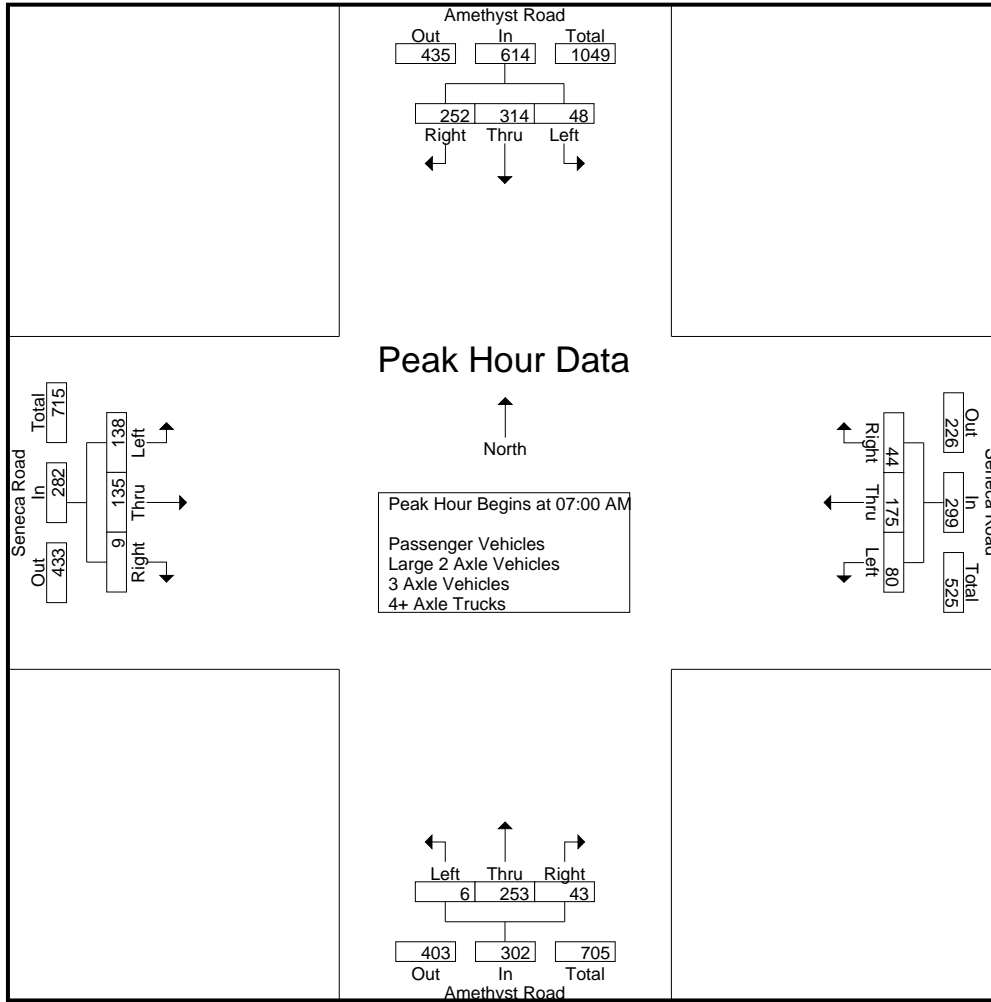
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Amethyst Road Southbound				Seneca Road Westbound				Amethyst Road Northbound				Seneca Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	14	68	58	140	23	40	11	74	0	58	6	64	23	13	4	40	318
07:15 AM	11	94	79	184	20	44	7	71	2	59	12	73	42	24	0	66	394
07:30 AM	10	85	65	160	17	53	13	83	1	79	16	96	32	53	0	85	424
07:45 AM	13	67	50	130	20	38	13	71	3	57	9	69	41	45	5	91	361
Total	48	314	252	614	80	175	44	299	6	253	43	302	138	135	9	282	1497
08:00 AM	14	54	21	89	15	22	5	42	1	58	18	77	33	38	3	74	282
08:15 AM	7	60	14	81	16	8	8	32	1	47	13	61	35	21	6	62	236
08:30 AM	5	89	19	113	10	12	2	24	1	62	17	80	15	17	0	32	249
08:45 AM	12	54	20	86	7	13	6	26	0	32	5	37	14	14	1	29	178
Total	38	257	74	369	48	55	21	124	3	199	53	255	97	90	10	197	945
Grand Total	86	571	326	983	128	230	65	423	9	452	96	557	235	225	19	479	2442
Apprch %	8.7	58.1	33.2		30.3	54.4	15.4		1.6	81.1	17.2		49.1	47	4		
Total %	3.5	23.4	13.3	40.3	5.2	9.4	2.7	17.3	0.4	18.5	3.9	22.8	9.6	9.2	0.8	19.6	
Passenger Vehicles	80	558	321	959	123	224	60	407	9	431	90	530	226	216	17	459	2355
% Passenger Vehicles	93	97.7	98.5	97.6	96.1	97.4	92.3	96.2	100	95.4	93.8	95.2	96.2	96	89.5	95.8	96.4
Large 2 Axle Vehicles	5	13	5	23	5	5	5	15	0	19	6	25	9	9	0	18	81
% Large 2 Axle Vehicles	5.8	2.3	1.5	2.3	3.9	2.2	7.7	3.5	0	4.2	6.2	4.5	3.8	4	0	3.8	3.3
3 Axle Vehicles	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
% 3 Axle Vehicles	1.2	0	0	0.1	0	0.4	0	0.2	0	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2	2	4
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0.4	0	0.4	0	0	10.5	0.4	0.2

Start Time	Amethyst Road Southbound				Seneca Road Westbound				Amethyst Road Northbound				Seneca Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	14	68	58	140	23	40	11	74	0	58	6	64	23	13	4	40	318
07:15 AM	11	94	79	184	20	44	7	71	2	59	12	73	42	24	0	66	394
07:30 AM	10	85	65	160	17	53	13	83	1	79	16	96	32	53	0	85	424
07:45 AM	13	67	50	130	20	38	13	71	3	57	9	69	41	45	5	91	361
Total Volume	48	314	252	614	80	175	44	299	6	253	43	302	138	135	9	282	1497
% App. Total	7.8	51.1	41		26.8	58.5	14.7		2	83.8	14.2		48.9	47.9	3.2		
PHF	.857	.835	.797	.834	.870	.825	.846	.901	.500	.801	.672	.786	.821	.637	.450	.775	.883

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

File Name : 09_VIC_Ame_Seneca AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

	07:00 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	14	68	58	140	23	40	11	74	2	59	12	73	42	24	0	66
+15 mins.	11	94	79	184	20	44	7	71	1	79	16	96	32	53	0	85
+30 mins.	10	85	65	160	17	53	13	83	3	57	9	69	41	45	5	91
+45 mins.	13	67	50	130	20	38	13	71	1	58	18	77	33	38	3	74
Total Volume	48	314	252	614	80	175	44	299	7	253	55	315	148	160	8	316
% App. Total	7.8	51.1	41		26.8	58.5	14.7		2.2	80.3	17.5		46.8	50.6	2.5	
PHF	.857	.835	.797	.834	.870	.825	.846	.901	.583	.801	.764	.820	.881	.755	.400	.868

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

File Name : 09_VIC_Ame_Seneca AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

Groups Printed- Passenger Vehicles

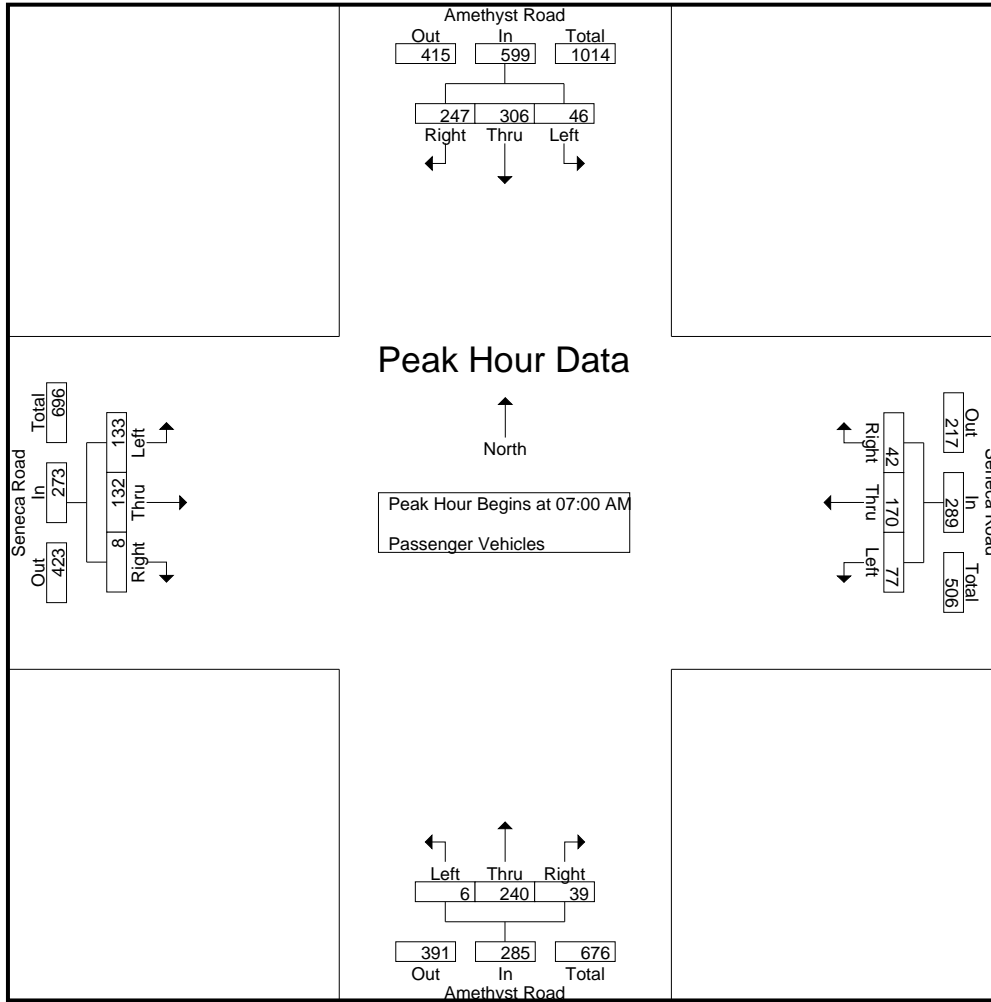
Start Time	Amethyst Road Southbound				Seneca Road Westbound				Amethyst Road Northbound				Seneca Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	13	66	57	136	22	38	11	71	0	55	6	61	22	12	4	38	306
07:15 AM	11	90	76	177	19	42	7	68	2	59	10	71	41	24	0	65	381
07:30 AM	10	85	64	159	17	53	13	83	1	75	15	91	31	52	0	83	416
07:45 AM	12	65	50	127	19	37	11	67	3	51	8	62	39	44	4	87	343
Total	46	306	247	599	77	170	42	289	6	240	39	285	133	132	8	273	1446
08:00 AM	14	53	21	88	13	21	4	38	1	55	18	74	32	36	3	71	271
08:15 AM	6	59	14	79	16	8	8	32	1	43	12	56	33	17	5	55	222
08:30 AM	3	86	19	108	10	12	2	24	1	61	16	78	15	17	0	32	242
08:45 AM	11	54	20	85	7	13	4	24	0	32	5	37	13	14	1	28	174
Total	34	252	74	360	46	54	18	118	3	191	51	245	93	84	9	186	909
Grand Total	80	558	321	959	123	224	60	407	9	431	90	530	226	216	17	459	2355
Apprch %	8.3	58.2	33.5		30.2	55	14.7		1.7	81.3	17		49.2	47.1	3.7		
Total %	3.4	23.7	13.6	40.7	5.2	9.5	2.5	17.3	0.4	18.3	3.8	22.5	9.6	9.2	0.7	19.5	

Start Time	Amethyst Road Southbound				Seneca Road Westbound				Amethyst Road Northbound				Seneca Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	13	66	57	136	22	38	11	71	0	55	6	61	22	12	4	38	306
07:15 AM	11	90	76	177	19	42	7	68	2	59	10	71	41	24	0	65	381
07:30 AM	10	85	64	159	17	53	13	83	1	75	15	91	31	52	0	83	416
07:45 AM	12	65	50	127	19	37	11	67	3	51	8	62	39	44	4	87	343
Total Volume	46	306	247	599	77	170	42	289	6	240	39	285	133	132	8	273	1446
% App. Total	7.7	51.1	41.2		26.6	58.8	14.5		2.1	84.2	13.7		48.7	48.4	2.9		
PHF	.885	.850	.813	.846	.875	.802	.808	.870	.500	.800	.650	.783	.811	.635	.500	.784	.869

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

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

File Name : 09_VIC_Ame_Seneca AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	13	66	57	136	22	38	11	71	0	55	6	61	22	12	4	38
+15 mins.	11	90	76	177	19	42	7	68	2	59	10	71	41	24	0	65
+30 mins.	10	85	64	159	17	53	13	83	1	75	15	91	31	52	0	83
+45 mins.	12	65	50	127	19	37	11	67	3	51	8	62	39	44	4	87
Total Volume	46	306	247	599	77	170	42	289	6	240	39	285	133	132	8	273
% App. Total	7.7	51.1	41.2		26.6	58.8	14.5		2.1	84.2	13.7		48.7	48.4	2.9	
PHF	.885	.850	.813	.846	.875	.802	.808	.870	.500	.800	.650	.783	.811	.635	.500	.784

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

File Name : 09_VIC_Ame_Seneca AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

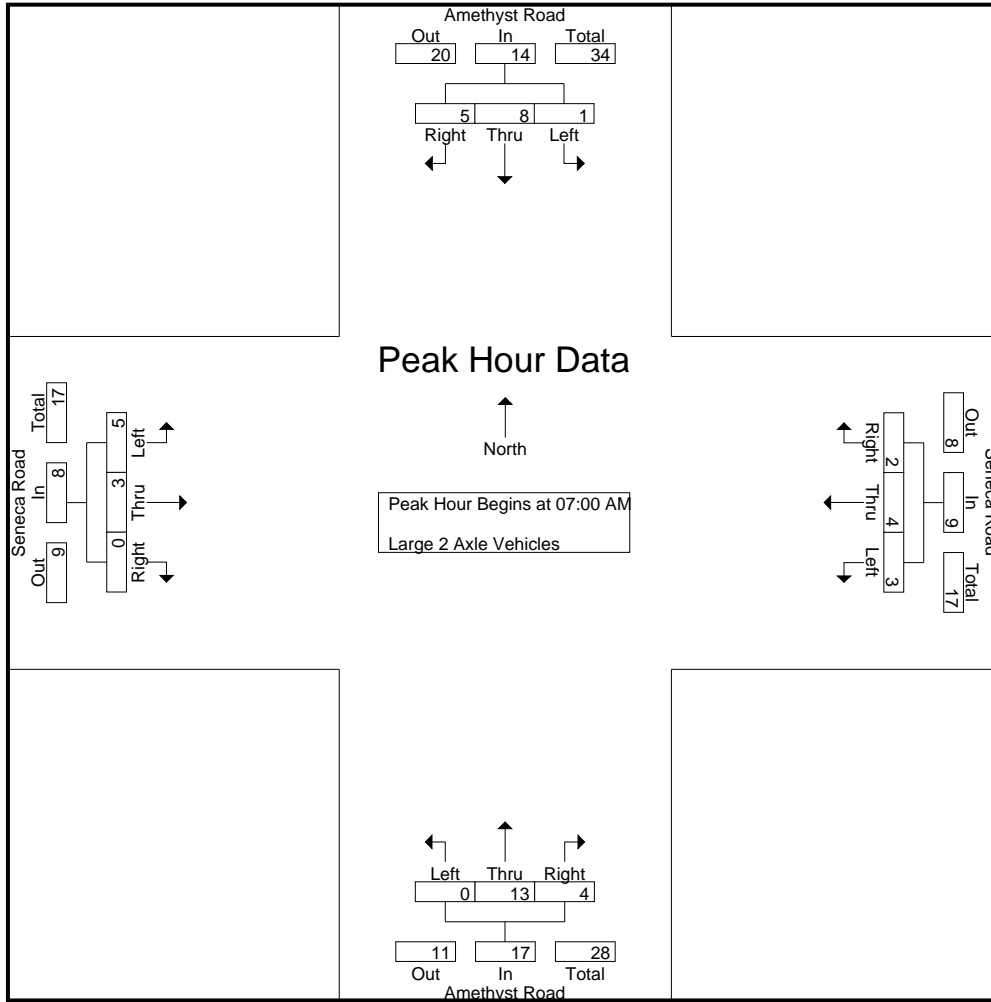
Start Time	Amethyst Road Southbound				Seneca Road Westbound				Amethyst Road Northbound				Seneca Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	2	1	4	1	1	0	2	0	3	0	3	1	1	0	2	11
07:15 AM	0	4	3	7	1	2	0	3	0	0	2	2	1	0	0	1	13
07:30 AM	0	0	1	1	0	0	0	0	0	4	1	5	1	1	0	2	8
07:45 AM	0	2	0	2	1	1	2	4	0	6	1	7	2	1	0	3	16
Total	1	8	5	14	3	4	2	9	0	13	4	17	5	3	0	8	48
08:00 AM	0	1	0	1	2	1	1	4	0	3	0	3	1	2	0	3	11
08:15 AM	1	1	0	2	0	0	0	0	0	2	1	3	2	4	0	6	11
08:30 AM	2	3	0	5	0	0	0	0	0	1	1	2	0	0	0	0	7
08:45 AM	1	0	0	1	0	0	2	2	0	0	0	0	1	0	0	1	4
Total	4	5	0	9	2	1	3	6	0	6	2	8	4	6	0	10	33
Grand Total	5	13	5	23	5	5	5	15	0	19	6	25	9	9	0	18	81
Apprch %	21.7	56.5	21.7		33.3	33.3	33.3		0	76	24		50	50	0		
Total %	6.2	16	6.2	28.4	6.2	6.2	6.2	18.5	0	23.5	7.4	30.9	11.1	11.1	0	22.2	

Start Time	Amethyst Road Southbound				Seneca Road Westbound				Amethyst Road Northbound				Seneca Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	2	1	4	1	1	0	2	0	3	0	3	1	1	0	2	11
07:15 AM	0	4	3	7	1	2	0	3	0	0	2	2	1	0	0	1	13
07:30 AM	0	0	1	1	0	0	0	0	0	4	1	5	1	1	0	2	8
07:45 AM	0	2	0	2	1	1	2	4	0	6	1	7	2	1	0	3	16
Total Volume	1	8	5	14	3	4	2	9	0	13	4	17	5	3	0	8	48
% App. Total	7.1	57.1	35.7		33.3	44.4	22.2		0	76.5	23.5		62.5	37.5	0		
PHF	.250	.500	.417	.500	.750	.500	.250	.563	.000	.542	.500	.607	.625	.750	.000	.667	.750

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

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

File Name : 09_VIC_Ame_Seneca AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	2	1	4	1	1	0	2	0	3	0	3	1	1	0	2
+15 mins.	0	4	3	7	1	2	0	3	0	0	2	2	1	0	0	1
+30 mins.	0	0	1	1	0	0	0	0	0	4	1	5	1	1	0	2
+45 mins.	0	2	0	2	1	1	2	4	0	6	1	7	2	1	0	3
Total Volume	1	8	5	14	3	4	2	9	0	13	4	17	5	3	0	8
% App. Total	7.1	57.1	35.7		33.3	44.4	22.2		0	76.5	23.5		62.5	37.5	0	
PHF	.250	.500	.417	.500	.750	.500	.250	.563	.000	.542	.500	.607	.625	.750	.000	.667

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

File Name : 09_VIC_Ame_Seneca AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

Groups Printed- 3 Axle Vehicles

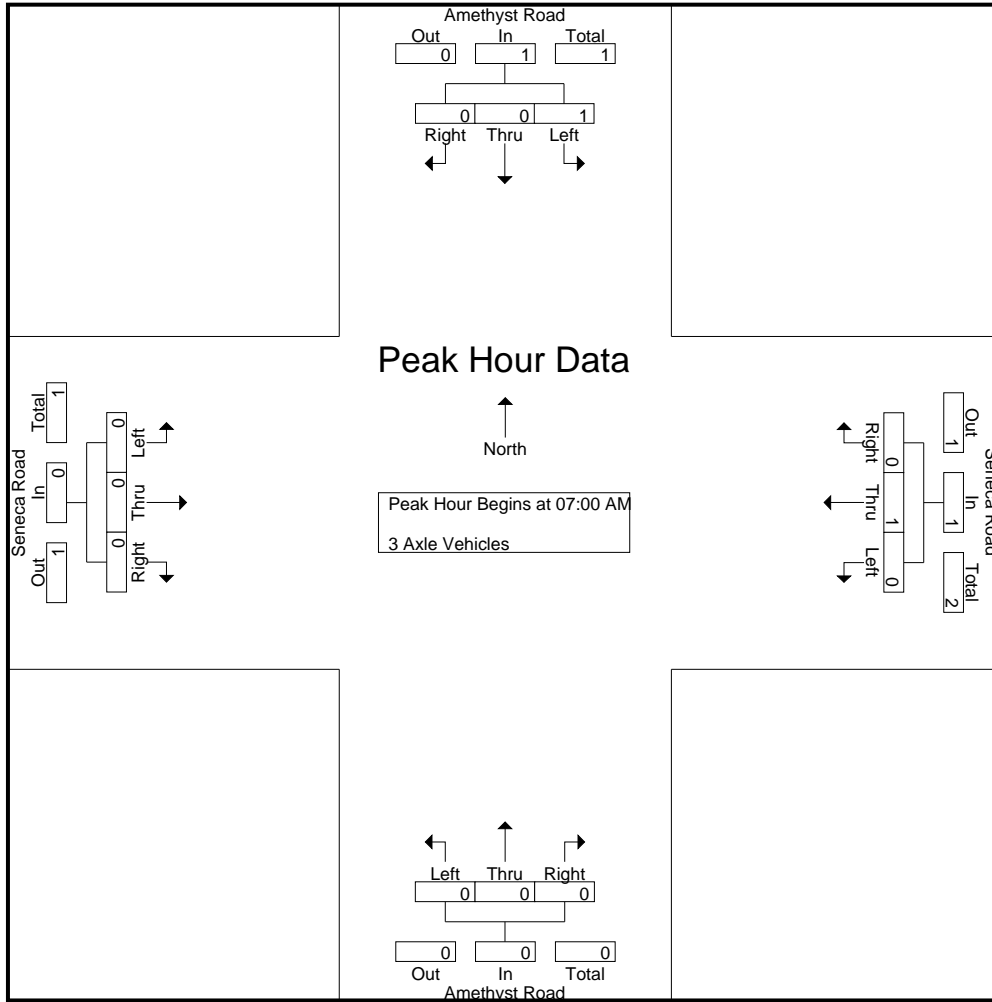
Start Time	Amethyst Road Southbound				Seneca Road Westbound				Amethyst Road Northbound				Seneca Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0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

Start Time	Amethyst Road Southbound				Seneca Road Westbound				Amethyst Road Northbound				Seneca Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
% App. Total	100	0	0		0	100	0		0	0	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500

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

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

File Name : 09_VIC_Ame_Seneca AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0
% App. Total	100	0	0	100	0	100	0	100	0	0	0	0	0	0	0	0
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

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

File Name : 09_VIC_Ame_Seneca AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

Groups Printed- 4+ Axle Trucks

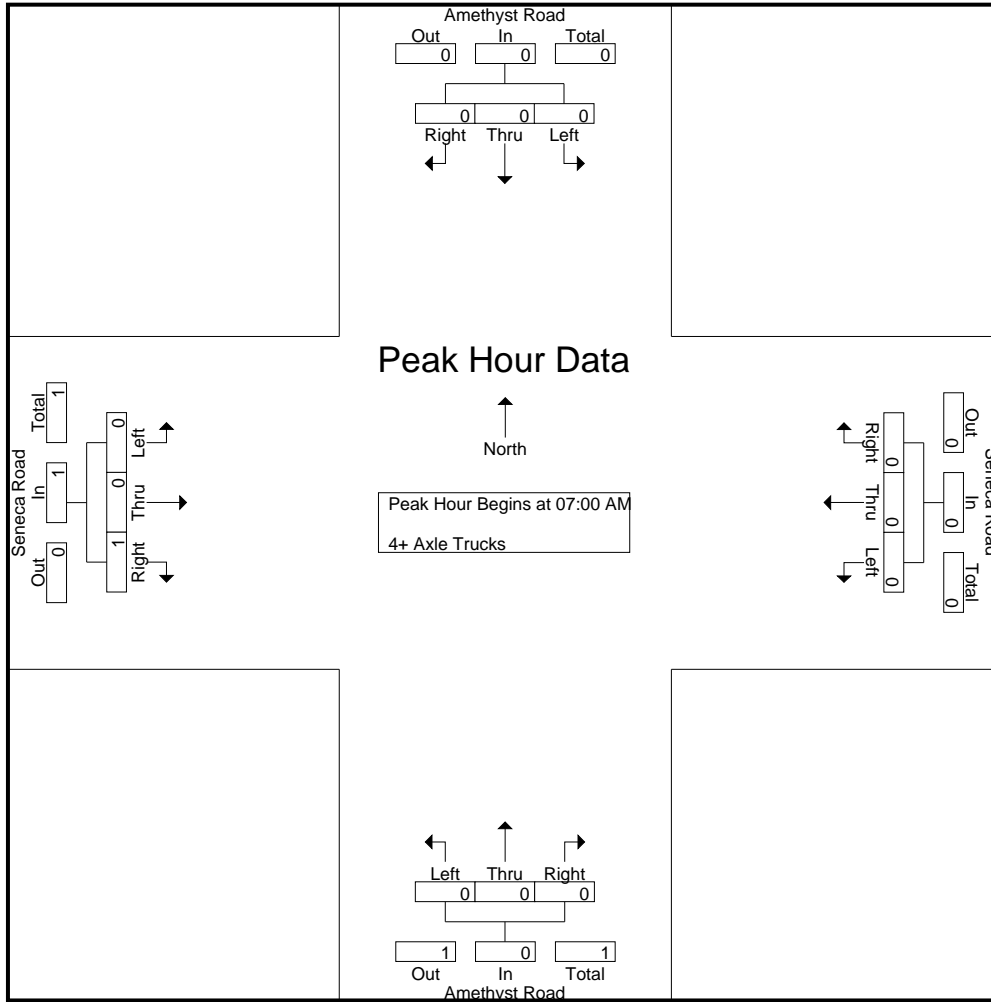
Start Time	Amethyst Road Southbound				Seneca Road Westbound				Amethyst Road Northbound				Seneca Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	1	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	1	3
Grand Total	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2	2	4
Apprch %	0	0	0		0	0	0		0	100	0		0	0	100		
Total %	0	0	0		0	0	0		0	50	0	50	0	0	50	50	

Start Time	Amethyst Road Southbound				Seneca Road Westbound				Amethyst Road Northbound				Seneca Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

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

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

File Name : 09_VIC_Ame_Seneca AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250

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

File Name : 09_VIC_Ame_Seneca PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

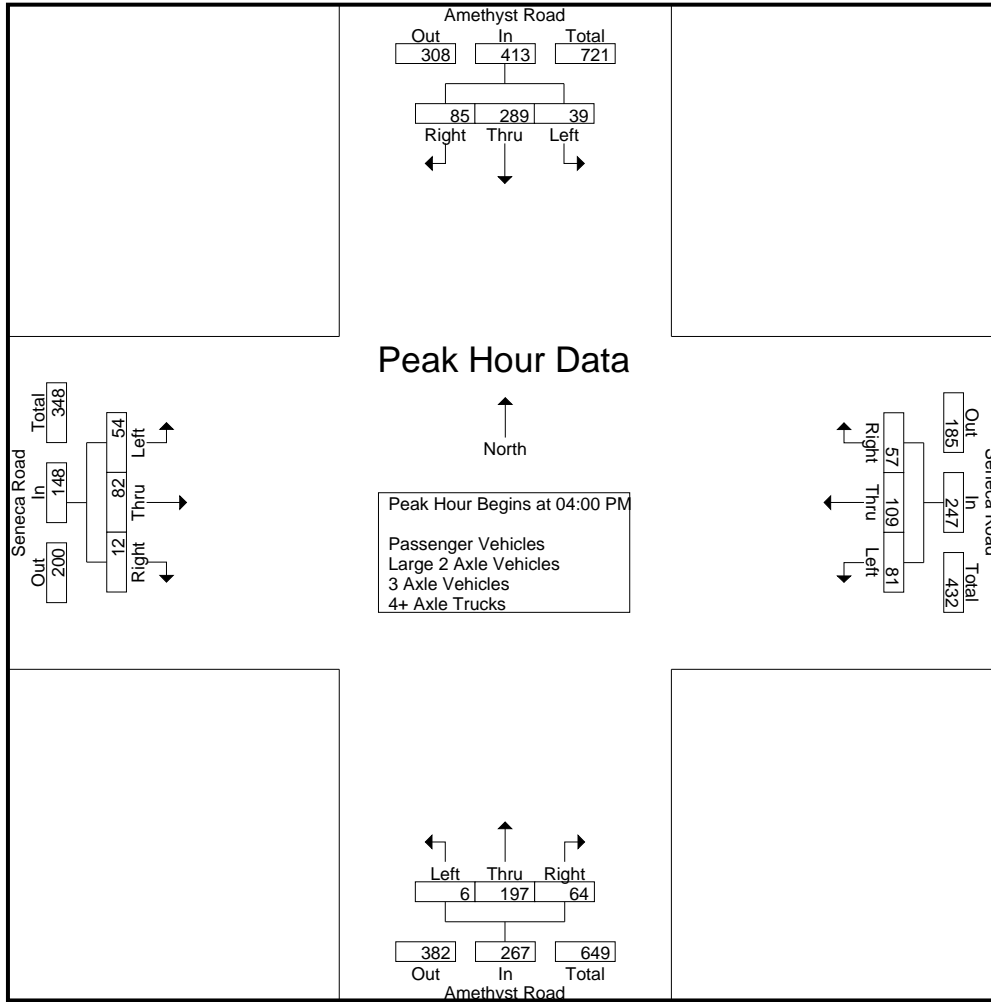
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Amethyst Road Southbound				Seneca Road Westbound				Amethyst Road Northbound				Seneca Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	8	73	23	104	18	30	16	64	3	44	20	67	20	31	7	58	293
04:15 PM	7	74	20	101	25	29	12	66	1	59	16	76	12	20	3	35	278
04:30 PM	11	57	21	89	23	20	17	60	1	44	16	61	8	15	2	25	235
04:45 PM	13	85	21	119	15	30	12	57	1	50	12	63	14	16	0	30	269
Total	39	289	85	413	81	109	57	247	6	197	64	267	54	82	12	148	1075
05:00 PM	10	56	29	95	25	30	17	72	1	50	17	68	24	24	0	48	283
05:15 PM	7	62	16	85	13	13	10	36	1	54	17	72	27	17	1	45	238
05:30 PM	8	78	14	100	19	30	19	68	1	65	11	77	13	16	1	30	275
05:45 PM	14	74	24	112	14	19	19	52	4	39	11	54	14	9	3	26	244
Total	39	270	83	392	71	92	65	228	7	208	56	271	78	66	5	149	1040
Grand Total	78	559	168	805	152	201	122	475	13	405	120	538	132	148	17	297	2115
Apprch %	9.7	69.4	20.9		32	42.3	25.7		2.4	75.3	22.3		44.4	49.8	5.7		
Total %	3.7	26.4	7.9	38.1	7.2	9.5	5.8	22.5	0.6	19.1	5.7	25.4	6.2	7	0.8	14	
Passenger Vehicles	78	552	165	795	148	198	119	465	11	404	115	530	130	148	16	294	2084
% Passenger Vehicles	100	98.7	98.2	98.8	97.4	98.5	97.5	97.9	84.6	99.8	95.8	98.5	98.5	100	94.1	99	98.5
Large 2 Axle Vehicles	0	7	2	9	4	2	2	8	1	1	5	7	1	0	0	1	25
% Large 2 Axle Vehicles	0	1.3	1.2	1.1	2.6	1	1.6	1.7	7.7	0.2	4.2	1.3	0.8	0	0	0.3	1.2
3 Axle Vehicles	0	0	0	0	0	0	1	1	1	0	0	1	1	0	1	2	4
% 3 Axle Vehicles	0	0	0	0	0	0	0.8	0.2	7.7	0	0	0.2	0.8	0	5.9	0.7	0.2
4+ Axle Trucks	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
% 4+ Axle Trucks	0	0	0.6	0.1	0	0.5	0	0.2	0	0	0	0	0	0	0	0	0.1

Start Time	Amethyst Road Southbound				Seneca Road Westbound				Amethyst Road Northbound				Seneca Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	8	73	23	104	18	30	16	64	3	44	20	67	20	31	7	58	293
04:15 PM	7	74	20	101	25	29	12	66	1	59	16	76	12	20	3	35	278
04:30 PM	11	57	21	89	23	20	17	60	1	44	16	61	8	15	2	25	235
04:45 PM	13	85	21	119	15	30	12	57	1	50	12	63	14	16	0	30	269
Total Volume	39	289	85	413	81	109	57	247	6	197	64	267	54	82	12	148	1075
% App. Total	9.4	70	20.6		32.8	44.1	23.1		2.2	73.8	24		36.5	55.4	8.1		
PHF	.750	.850	.924	.868	.810	.908	.838	.936	.500	.835	.800	.878	.675	.661	.429	.638	.917

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

File Name : 09_VIC_Ame_Seneca PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

	04:00 PM				04:15 PM				04:45 PM				04:45 PM			
+0 mins.	8	73	23	104	25	29	12	66	1	50	12	63	14	16	0	30
+15 mins.	7	74	20	101	23	20	17	60	1	50	17	68	24	24	0	48
+30 mins.	11	57	21	89	15	30	12	57	1	54	17	72	27	17	1	45
+45 mins.	13	85	21	119	25	30	17	72	1	65	11	77	13	16	1	30
Total Volume	39	289	85	413	88	109	58	255	4	219	57	280	78	73	2	153
% App. Total	9.4	70	20.6		34.5	42.7	22.7		1.4	78.2	20.4		51	47.7	1.3	
PHF	.750	.850	.924	.868	.880	.908	.853	.885	1.000	.842	.838	.909	.722	.760	.500	.797

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

File Name : 09_VIC_Ame_Seneca PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

Groups Printed- Passenger Vehicles

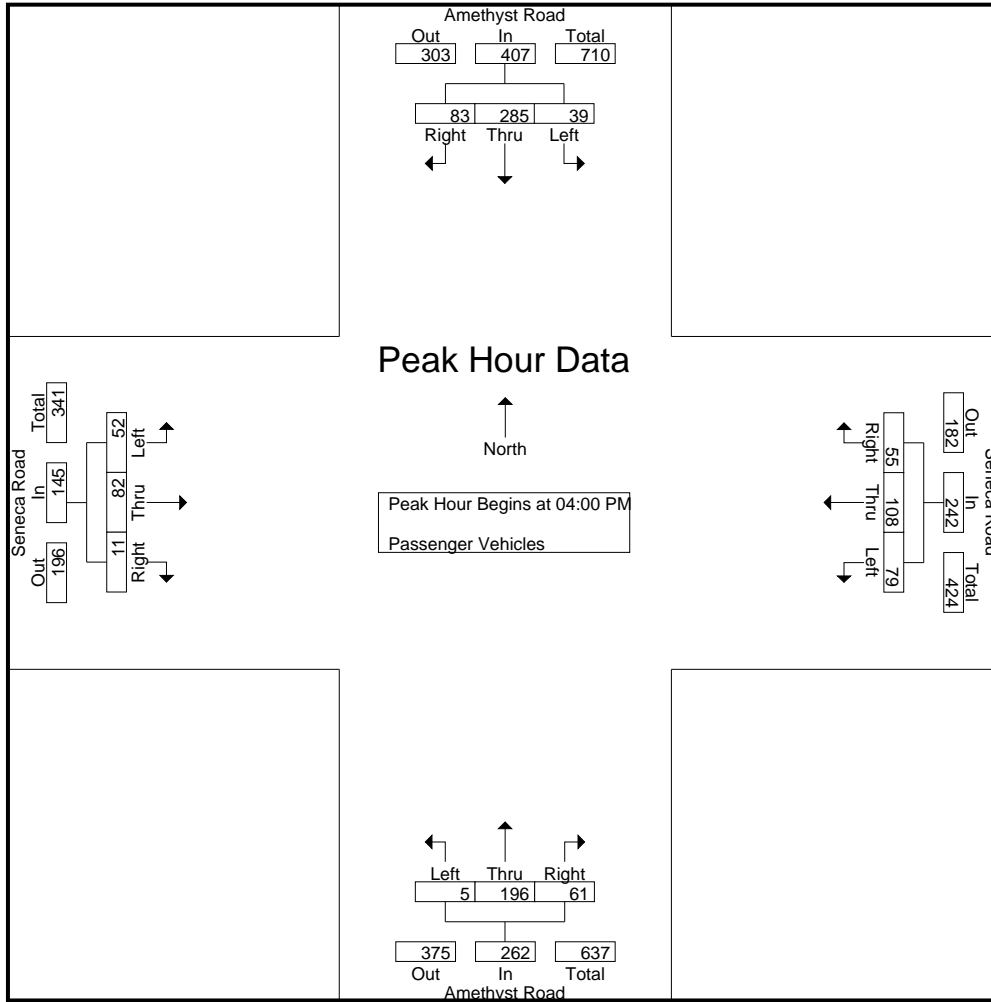
Start Time	Amethyst Road Southbound				Seneca Road Westbound				Amethyst Road Northbound				Seneca Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	8	70	22	100	17	30	14	61	3	44	19	66	18	31	7	56	283
04:15 PM	7	74	19	100	24	29	12	65	1	59	16	76	12	20	2	34	275
04:30 PM	11	57	21	89	23	19	17	59	1	44	15	60	8	15	2	25	233
04:45 PM	13	84	21	118	15	30	12	57	0	49	11	60	14	16	0	30	265
Total	39	285	83	407	79	108	55	242	5	196	61	262	52	82	11	145	1056
05:00 PM	10	54	28	92	24	30	17	71	1	50	17	68	24	24	0	48	279
05:15 PM	7	62	16	85	13	13	9	35	1	54	16	71	27	17	1	45	236
05:30 PM	8	77	14	99	19	28	19	66	0	65	10	75	13	16	1	30	270
05:45 PM	14	74	24	112	13	19	19	51	4	39	11	54	14	9	3	26	243
Total	39	267	82	388	69	90	64	223	6	208	54	268	78	66	5	149	1028
Grand Total	78	552	165	795	148	198	119	465	11	404	115	530	130	148	16	294	2084
Apprch %	9.8	69.4	20.8		31.8	42.6	25.6		2.1	76.2	21.7		44.2	50.3	5.4		
Total %	3.7	26.5	7.9	38.1	7.1	9.5	5.7	22.3	0.5	19.4	5.5	25.4	6.2	7.1	0.8	14.1	

Start Time	Amethyst Road Southbound				Seneca Road Westbound				Amethyst Road Northbound				Seneca Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	8	70	22	100	17	30	14	61	3	44	19	66	18	31	7	56	283
04:15 PM	7	74	19	100	24	29	12	65	1	59	16	76	12	20	2	34	275
04:30 PM	11	57	21	89	23	19	17	59	1	44	15	60	8	15	2	25	233
04:45 PM	13	84	21	118	15	30	12	57	0	49	11	60	14	16	0	30	265
Total Volume	39	285	83	407	79	108	55	242	5	196	61	262	52	82	11	145	1056
% App. Total	9.6	70	20.4		32.6	44.6	22.7		1.9	74.8	23.3		35.9	56.6	7.6		
PHF	.750	.848	.943	.862	.823	.900	.809	.931	.417	.831	.803	.862	.722	.661	.393	.647	.933

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

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

File Name : 09_VIC_Ame_Seneca PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	8	70	22	100	17	30	14	61	3	44	19	66	18	31	7	56
+15 mins.	7	74	19	100	24	29	12	65	1	59	16	76	12	20	2	34
+30 mins.	11	57	21	89	23	19	17	59	1	44	15	60	8	15	2	25
+45 mins.	13	84	21	118	15	30	12	57	0	49	11	60	14	16	0	30
Total Volume	39	285	83	407	79	108	55	242	5	196	61	262	52	82	11	145
% App. Total	9.6	70	20.4		32.6	44.6	22.7		1.9	74.8	23.3		35.9	56.6	7.6	
PHF	.750	.848	.943	.862	.823	.900	.809	.931	.417	.831	.803	.862	.722	.661	.393	.647

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

File Name : 09_VIC_Ame_Seneca PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

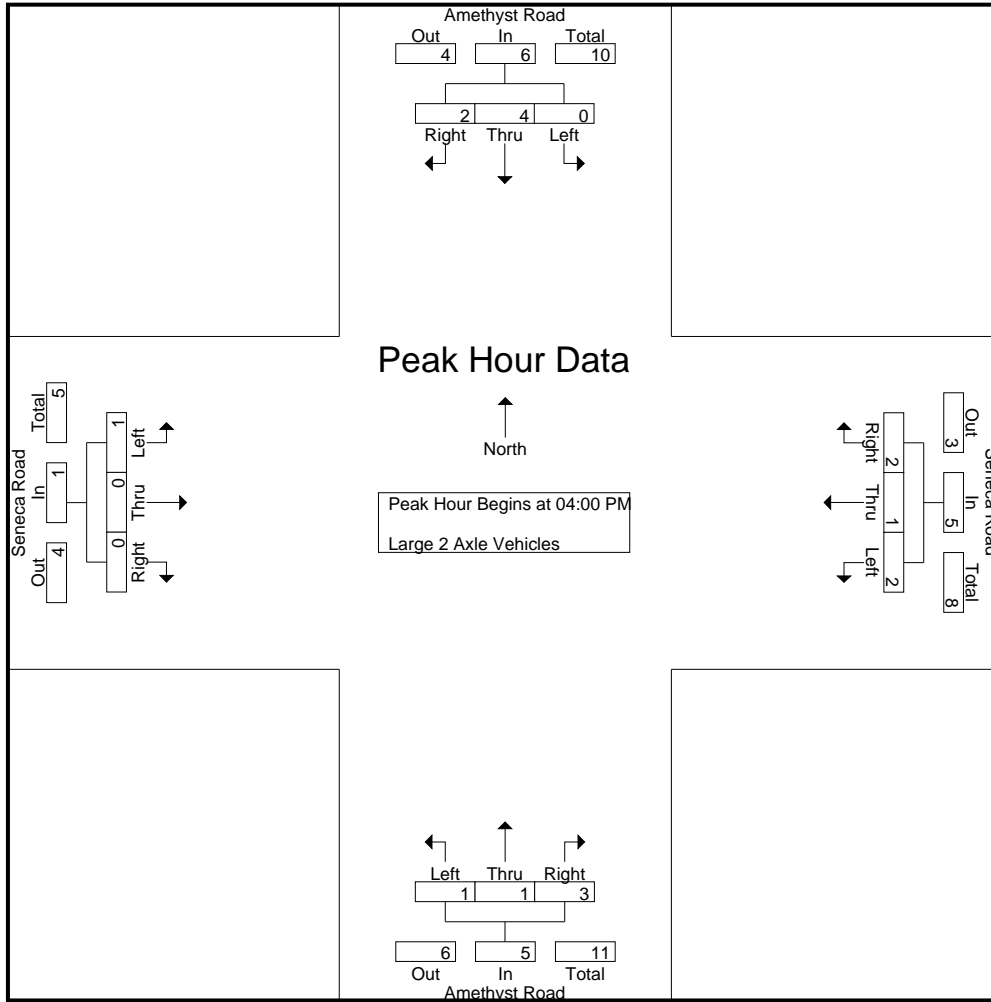
Start Time	Amethyst Road Southbound				Seneca Road Westbound				Amethyst Road Northbound				Seneca Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	3	1	4	1	0	2	3	0	0	1	1	1	0	0	0	1	9
04:15 PM	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	0	2
04:45 PM	0	1	0	1	0	0	0	0	1	1	1	3	0	0	0	0	0	4
Total	0	4	2	6	2	1	2	5	1	1	3	5	1	0	0	1	17	
05:00 PM	0	2	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
05:30 PM	0	1	0	1	0	1	0	1	0	0	1	1	0	0	0	0	0	3
05:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	3	2	1	0	3	0	0	2	2	0	0	0	0	0	8
Grand Total	0	7	2	9	4	2	2	8	1	1	5	7	1	0	0	1	25	
Apprch %	0	77.8	22.2		50	25	25		14.3	14.3	71.4		100	0	0			
Total %	0	28	8	36	16	8	8	32	4	4	20	28	4	0	0	4		

Start Time	Amethyst Road Southbound				Seneca Road Westbound				Amethyst Road Northbound				Seneca Road Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	3	1	4	1	0	2	3	0	0	1	1	1	0	0	0	1	9
04:15 PM	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	0	2
04:45 PM	0	1	0	1	0	0	0	0	1	1	1	3	0	0	0	0	0	4
Total Volume	0	4	2	6	2	1	2	5	1	1	3	5	1	0	0	1	17	
% App. Total	0	66.7	33.3		40	20	40		20	20	60		100	0	0			
PHF	.000	.333	.500	.375	.500	.250	.250	.417	.250	.250	.750	.417	.250	.000	.000	.250	.472	

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

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

File Name : 09_VIC_Ame_Seneca PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	3	1	4	1	0	2	3	0	0	1	1	1	0	0	1
+15 mins.	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	1	1	1	3	0	0	0	0
Total Volume	0	4	2	6	2	1	2	5	1	1	3	5	1	0	0	1
% App. Total	0	66.7	33.3		40	20	40		20	20	60		100	0	0	
PHF	.000	.333	.500	.375	.500	.250	.250	.417	.250	.250	.750	.417	.250	.000	.000	.250

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

File Name : 09_VIC_Ame_Seneca PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

Groups Printed- 3 Axle Vehicles

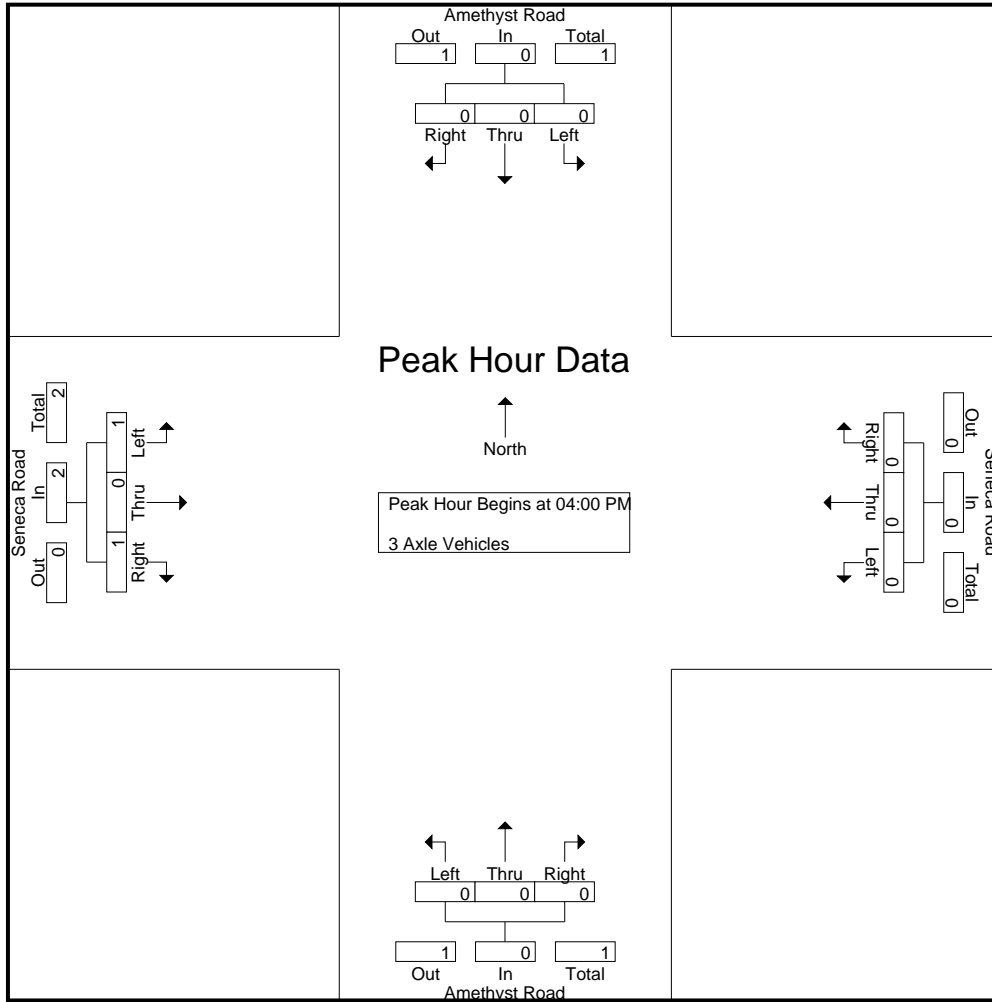
Start Time	Amethyst Road Southbound				Seneca Road Westbound				Amethyst Road Northbound				Seneca Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	2
Grand Total	0	0	0	0	0	0	1	1	1	0	0	1	1	0	1	2	4
Apprch %	0	0	0		0	0	100		100	0	0		50	0	50		
Total %	0	0	0		0	0	25	25	25	0	0	25	25	0	25	50	

Start Time	Amethyst Road Southbound				Seneca Road Westbound				Amethyst Road Northbound				Seneca Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
% App. Total	0	0	0		0	0	0		0	0	0		50	0	50		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.500	.500

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

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

File Name : 09_VIC_Ame_Seneca PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

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

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

File Name : 09_VIC_Ame_Seneca PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

Groups Printed- 4+ Axle Trucks

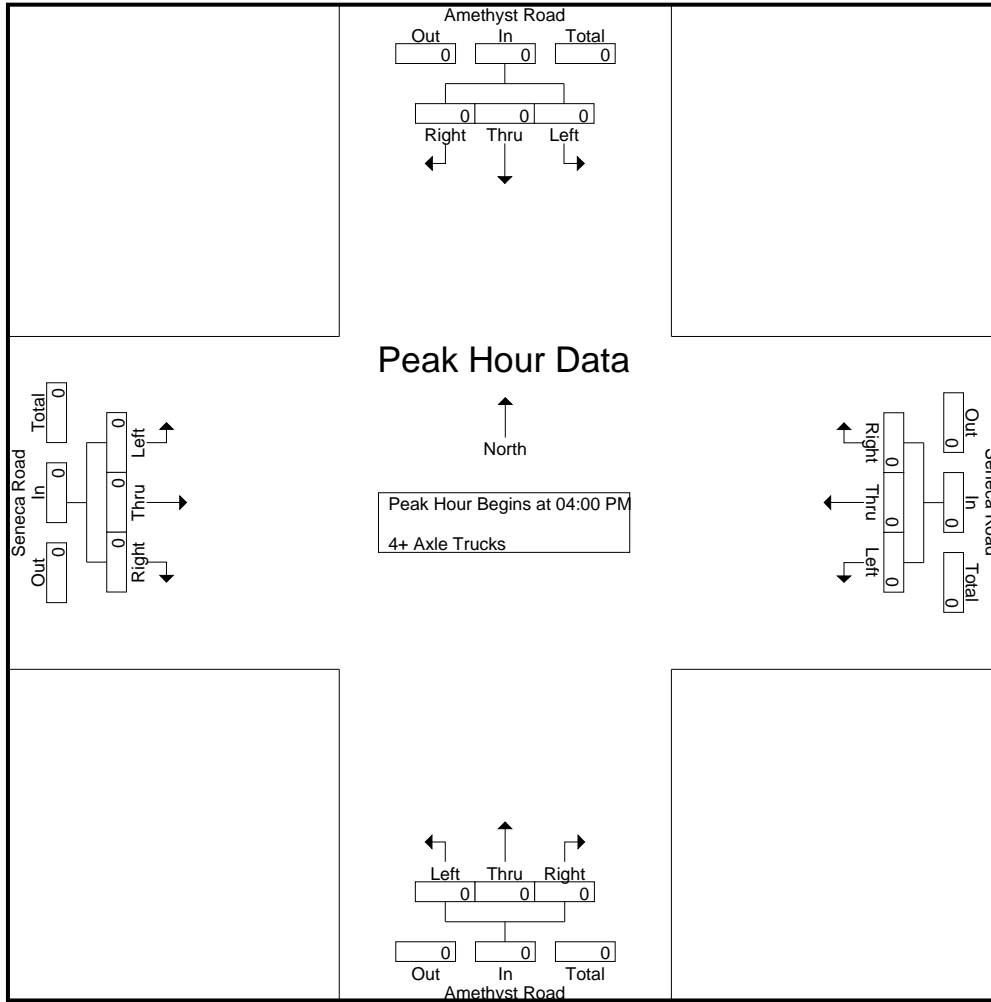
Start Time	Amethyst Road Southbound				Seneca Road Westbound				Amethyst Road Northbound				Seneca Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Grand Total	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Apprch %	0	0	100		0	100	0		0	0	0		0	0	0		
Total %	0	0	50	50	0	50	0	50	0	0	0	0	0	0	0	0	

Start Time	Amethyst Road Southbound				Seneca Road Westbound				Amethyst Road Northbound				Seneca Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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

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

File Name : 09_VIC_Ame_Seneca PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

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

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



Date: 10/19/2021
 Day: Tuesday

PEDESTRIANS

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

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

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



Date: 10/19/2021
 Day: Tuesday

BICYCLES

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

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

City of Victorville
 N/S: Amethyst Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 10_VIC_Ame_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

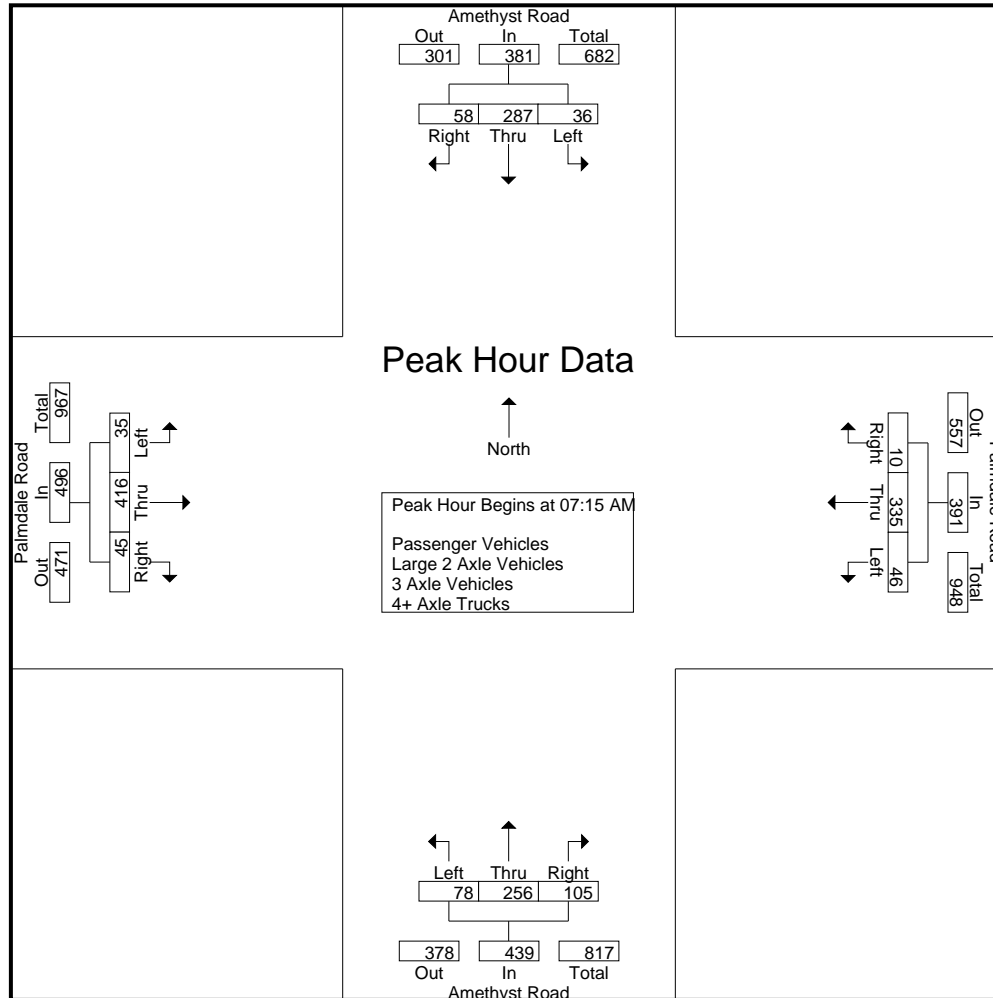
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Amethyst Road Southbound					Palmdale Road Westbound					Amethyst Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	10	76	14	3	100	16	79	3	1	98	10	53	21	12	84	4	91	6	4	101	20	383	403
07:15 AM	8	90	13	0	111	14	76	3	0	93	18	71	24	14	113	6	87	4	1	97	15	414	429
07:30 AM	8	73	17	4	98	12	100	2	0	114	27	69	31	17	127	8	106	8	2	122	23	461	484
07:45 AM	7	72	20	1	99	9	76	4	1	89	21	53	29	8	103	15	98	13	4	126	14	417	431
Total	33	311	64	8	408	51	331	12	2	394	76	246	105	51	427	33	382	31	11	446	72	1675	1747
08:00 AM	13	52	8	3	73	11	83	1	0	95	12	63	21	11	96	6	125	20	9	151	23	415	438
08:15 AM	8	74	5	2	87	18	61	5	1	84	5	53	21	11	79	6	89	3	1	98	15	348	363
08:30 AM	9	70	15	1	94	9	79	5	0	93	21	64	31	21	116	5	114	11	1	130	23	433	456
08:45 AM	6	53	5	0	64	18	81	1	0	100	16	33	20	7	69	5	85	14	7	104	14	337	351
Total	36	249	33	6	318	56	304	12	1	372	54	213	93	50	360	22	413	48	18	483	75	1533	1608
Grand Total	69	560	97	14	726	107	635	24	3	766	130	459	198	101	787	55	795	79	29	929	147	3208	3355
Apprch %	9.5	77.1	13.4			14	82.9	3.1			16.5	58.3	25.2			5.9	85.6	8.5					
Total %	2.2	17.5	3		22.6	3.3	19.8	0.7		23.9	4.1	14.3	6.2		24.5	1.7	24.8	2.5		29	4.4	95.6	
Passenger Vehicles	64	545	89		708	101	602	20		724	126	444	196		866	51	757	78		915	0	0	3213
% Passenger Vehicles	92.8	97.3	91.8	71.4	95.7	94.4	94.8	83.3	33.3	94.1	96.9	96.7	99	99	97.5	92.7	95.2	98.7	100	95.5	0	0	95.8
Large 2 Axle Vehicles	1	13	4		20	3	16	2		21	2	14	0		16	3	20	1		24	0	0	81
% Large 2 Axle Vehicles	1.4	2.3	4.1	14.3	2.7	2.8	2.5	8.3	0	2.7	1.5	3.1	0	0	1.8	5.5	2.5	1.3	0	2.5	0	0	2.4
3 Axle Vehicles	0	0	2		3	1	1	0		2	1	0	1		3	0	6	0		6	0	0	14
% 3 Axle Vehicles	0	0	2.1	7.1	0.4	0.9	0.2	0	0	0.3	0.8	0	0.5	1	0.3	0	0.8	0	0	0.6	0	0	0.4
4+ Axle Trucks	4	2	2		9	2	16	2		22	1	1	1		3	1	12	0		13	0	0	47
% 4+ Axle Trucks	5.8	0.4	2.1	7.1	1.2	1.9	2.5	8.3	66.7	2.9	0.8	0.2	0.5	0	0.3	1.8	1.5	0	0	1.4	0	0	1.4

Start Time	Amethyst Road Southbound				Palmdale Road Westbound				Amethyst Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	8	90	13	111	14	76	3	93	18	71	24	113	6	87	4	97	414
07:30 AM	8	73	17	98	12	100	2	114	27	69	31	127	8	106	8	122	461
07:45 AM	7	72	20	99	9	76	4	89	21	53	29	103	15	98	13	126	417
08:00 AM	13	52	8	73	11	83	1	95	12	63	21	96	6	125	20	151	415
Total Volume	36	287	58	381	46	335	10	391	78	256	105	439	35	416	45	496	1707
% App. Total	9.4	75.3	15.2		11.8	85.7	2.6		17.8	58.3	23.9		7.1	83.9	9.1		
PHF	.692	.797	.725	.858	.821	.838	.625	.857	.722	.901	.847	.864	.583	.832	.563	.821	.926

City of Victorville
 N/S: Amethyst Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 10_VIC_Ame_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: Amethyst Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 10_VIC_Ame_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	Amethyst Road Southbound				Palmdale Road Westbound				Amethyst Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:15 AM				07:45 AM				
+0 mins.	10	76	14	100	16	79	3	98	18	71	24	113	15	98	13	126	
+15 mins.	8	90	13	111	14	76	3	93	27	69	31	127	6	125	20	151	
+30 mins.	8	73	17	98	12	100	2	114	21	53	29	103	6	89	3	98	
+45 mins.	7	72	20	99	9	76	4	89	12	63	21	96	5	114	11	130	
Total Volume	33	311	64	408	51	331	12	394	78	256	105	439	32	426	47	505	
% App. Total	8.1	76.2	15.7		12.9	84	3		17.8	58.3	23.9		6.3	84.4	9.3		
PHF	.825	.864	.800	.919	.797	.828	.750	.864	.722	.901	.847	.864	.533	.852	.588	.836	

City of Victorville
 N/S: Amethyst Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 10_VIC_Ame_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

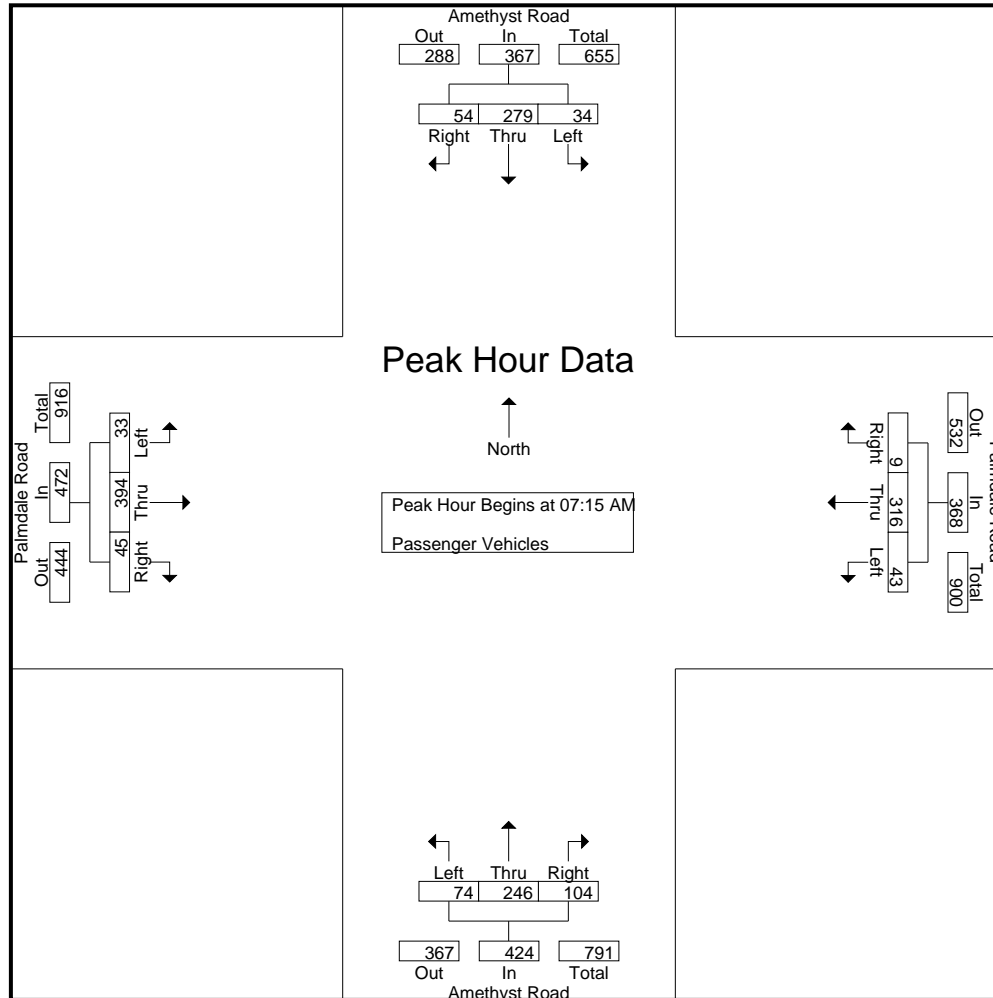
Groups Printed- Passenger Vehicles

Start Time	Amethyst Road Southbound					Palmdale Road Westbound					Amethyst Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	9	73	13	2	95	15	73	2	0	90	10	51	21	12	82	3	87	6	4	96	18	363	381
07:15 AM	8	87	13	0	108	13	73	2	0	88	17	71	24	14	112	6	85	4	1	95	15	403	418
07:30 AM	7	72	15	3	94	10	94	2	0	106	26	65	30	16	121	8	100	8	2	116	21	437	458
07:45 AM	6	71	19	1	96	9	75	4	1	88	19	51	29	8	99	13	93	13	4	119	14	402	416
Total	30	303	60	6	393	47	315	10	1	372	72	238	104	50	414	30	365	31	11	426	68	1605	1673
08:00 AM	13	49	7	2	69	11	74	1	0	86	12	59	21	11	92	6	116	20	9	142	22	389	411
08:15 AM	8	72	4	1	84	18	59	4	0	81	5	50	20	11	75	6	86	3	1	95	13	335	348
08:30 AM	8	69	13	1	90	9	77	4	0	90	21	64	31	21	116	4	109	10	1	123	23	419	442
08:45 AM	5	52	5	0	62	16	77	1	0	94	16	33	20	7	69	5	81	14	7	100	14	325	339
Total	34	242	29	4	305	54	287	10	0	351	54	206	92	50	352	21	392	47	18	460	72	1468	1540
Grand Total	64	545	89	10	698	101	602	20	1	723	126	444	196	100	766	51	757	78	29	886	140	3073	3213
Apprch %	9.2	78.1	12.8			14	83.3	2.8			16.4	58	25.6			5.8	85.4	8.8					
Total %	2.1	17.7	2.9		22.7	3.3	19.6	0.7		23.5	4.1	14.4	6.4		24.9	1.7	24.6	2.5		28.8	4.4	95.6	

Start Time	Amethyst Road Southbound				Palmdale Road Westbound				Amethyst Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	8	87	13	108	13	73	2	88	17	71	24	112	6	85	4	95	403
07:30 AM	7	72	15	94	10	94	2	106	26	65	30	121	8	100	8	116	437
07:45 AM	6	71	19	96	9	75	4	88	19	51	29	99	13	93	13	119	402
08:00 AM	13	49	7	69	11	74	1	86	12	59	21	92	6	116	20	142	389
Total Volume	34	279	54	367	43	316	9	368	74	246	104	424	33	394	45	472	1631
% App. Total	9.3	76	14.7		11.7	85.9	2.4		17.5	58	24.5		7	83.5	9.5		
PHF	.654	.802	.711	.850	.827	.840	.563	.868	.712	.866	.867	.876	.635	.849	.563	.831	.933

City of Victorville
 N/S: Amethyst Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 10_VIC_Ame_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: Amethyst Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 10_VIC_Ame_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	Amethyst Road Southbound				Palmdale Road Westbound				Amethyst Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	8	87	13	108	13	73	2	88	17	71	24	112	6	85	4	95	
+15 mins.	7	72	15	94	10	94	2	106	26	65	30	121	8	100	8	116	
+30 mins.	6	71	19	96	9	75	4	88	19	51	29	99	13	93	13	119	
+45 mins.	13	49	7	69	11	74	1	86	12	59	21	92	6	116	20	142	
Total Volume	34	279	54	367	43	316	9	368	74	246	104	424	33	394	45	472	
% App. Total	9.3	76	14.7		11.7	85.9	2.4		17.5	58	24.5		7	83.5	9.5		
PHF	.654	.802	.711	.850	.827	.840	.563	.868	.712	.866	.867	.876	.635	.849	.563	.831	

City of Victorville
 N/S: Amethyst Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 10_VIC_Ame_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

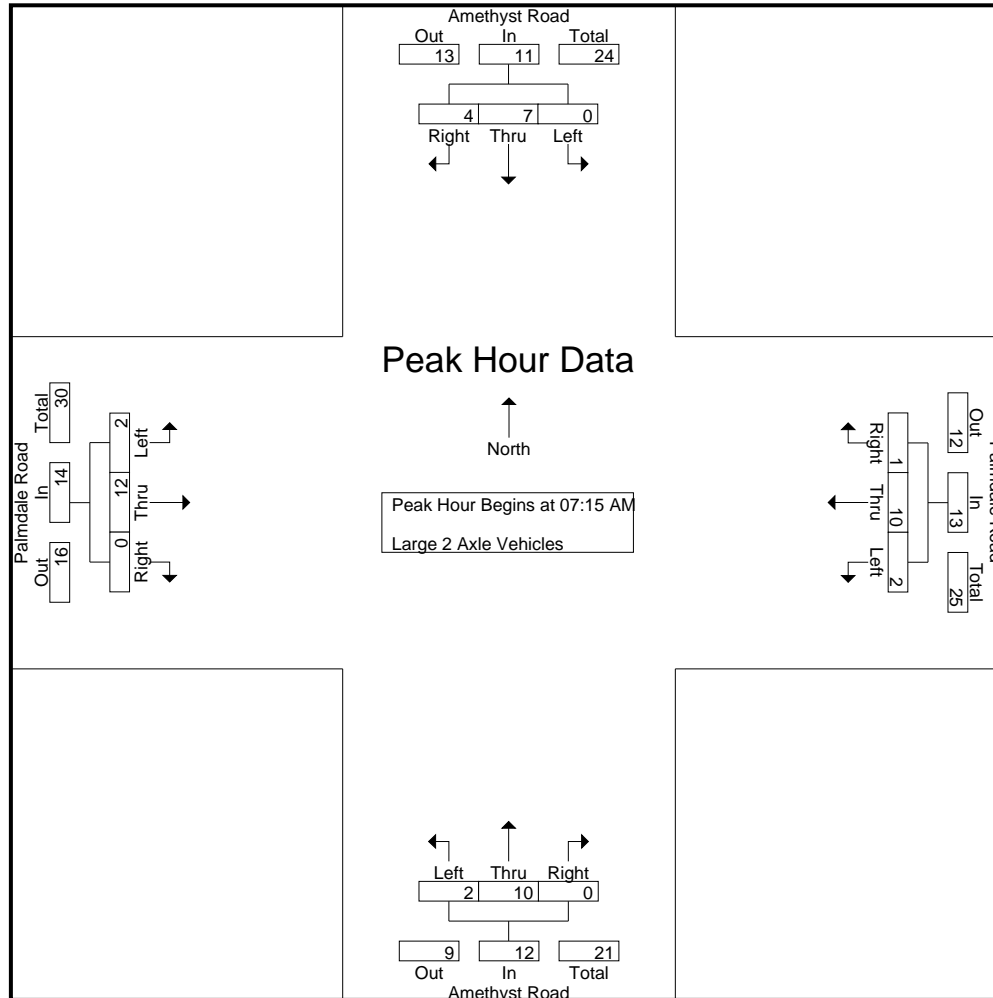
Groups Printed- Large 2 Axle Vehicles

Start Time	Amethyst Road Southbound					Palmdale Road Westbound					Amethyst Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
07:00 AM	0	3	0	0	3	0	3	0	0	3	0	2	0	0	2	0	3	0	0	3	0	0	11	11
07:15 AM	0	3	0	0	3	1	2	1	0	4	0	0	0	0	0	0	2	0	0	2	0	9	9	9
07:30 AM	0	1	2	1	3	1	2	0	0	3	0	4	0	0	4	0	3	0	0	3	1	13	14	14
07:45 AM	0	1	1	0	2	0	1	0	0	1	2	2	0	0	4	2	3	0	0	5	0	12	12	12
Total	0	8	3	1	11	2	8	1	0	11	2	8	0	0	10	2	11	0	0	13	1	45	46	46
08:00 AM	0	2	1	1	3	0	5	0	0	5	0	4	0	0	4	0	4	0	0	4	1	16	17	17
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	4	4	4
08:30 AM	1	1	0	0	2	0	1	1	0	2	0	0	0	0	0	1	2	1	0	4	0	8	8	8
08:45 AM	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	0	6	6	6
Total	1	5	1	1	7	1	8	1	0	10	0	6	0	0	6	1	9	1	0	11	1	34	35	35
Grand Total	1	13	4	2	18	3	16	2	0	21	2	14	0	0	16	3	20	1	0	24	2	79	81	81
Apprch %	5.6	72.2	22.2			14.3	76.2	9.5			12.5	87.5	0			12.5	83.3	4.2						
Total %	1.3	16.5	5.1		22.8	3.8	20.3	2.5		26.6	2.5	17.7	0		20.3	3.8	25.3	1.3		30.4	2.5	97.5		

Start Time	Amethyst Road Southbound				Palmdale Road Westbound				Amethyst Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	3	0	3	1	2	1	4	0	0	0	0	0	2	0	2	9
07:30 AM	0	1	2	3	1	2	0	3	0	4	0	4	0	3	0	3	13
07:45 AM	0	1	1	2	0	1	0	1	2	2	0	4	2	3	0	5	12
08:00 AM	0	2	1	3	0	5	0	5	0	4	0	4	0	4	0	4	16
Total Volume	0	7	4	11	2	10	1	13	2	10	0	12	2	12	0	14	50
% App. Total	0	63.6	36.4		15.4	76.9	7.7		16.7	83.3	0		14.3	85.7	0		
PHF	.000	.583	.500	.917	.500	.500	.250	.650	.250	.625	.000	.750	.250	.750	.000	.700	.781

City of Victorville
 N/S: Amethyst Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 10_VIC_Ame_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: Amethyst Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 10_VIC_Ame_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	Amethyst Road Southbound				Palmdale Road Westbound				Amethyst Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	3	0	3	1	2	1	4	0	0	0	0	0	2	0	2	
+15 mins.	0	1	2	3	1	2	0	3	0	4	0	4	0	3	0	3	
+30 mins.	0	1	1	2	0	1	0	1	2	2	0	4	2	3	0	5	
+45 mins.	0	2	1	3	0	5	0	5	0	4	0	4	0	4	0	4	
Total Volume	0	7	4	11	2	10	1	13	2	10	0	12	2	12	0	14	
% App. Total	0	63.6	36.4		15.4	76.9	7.7		16.7	83.3	0		14.3	85.7	0		
PHF	.000	.583	.500	.917	.500	.500	.250	.650	.250	.625	.000	.750	.250	.750	.000	.700	

City of Victorville
 N/S: Amethyst Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 10_VIC_Ame_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

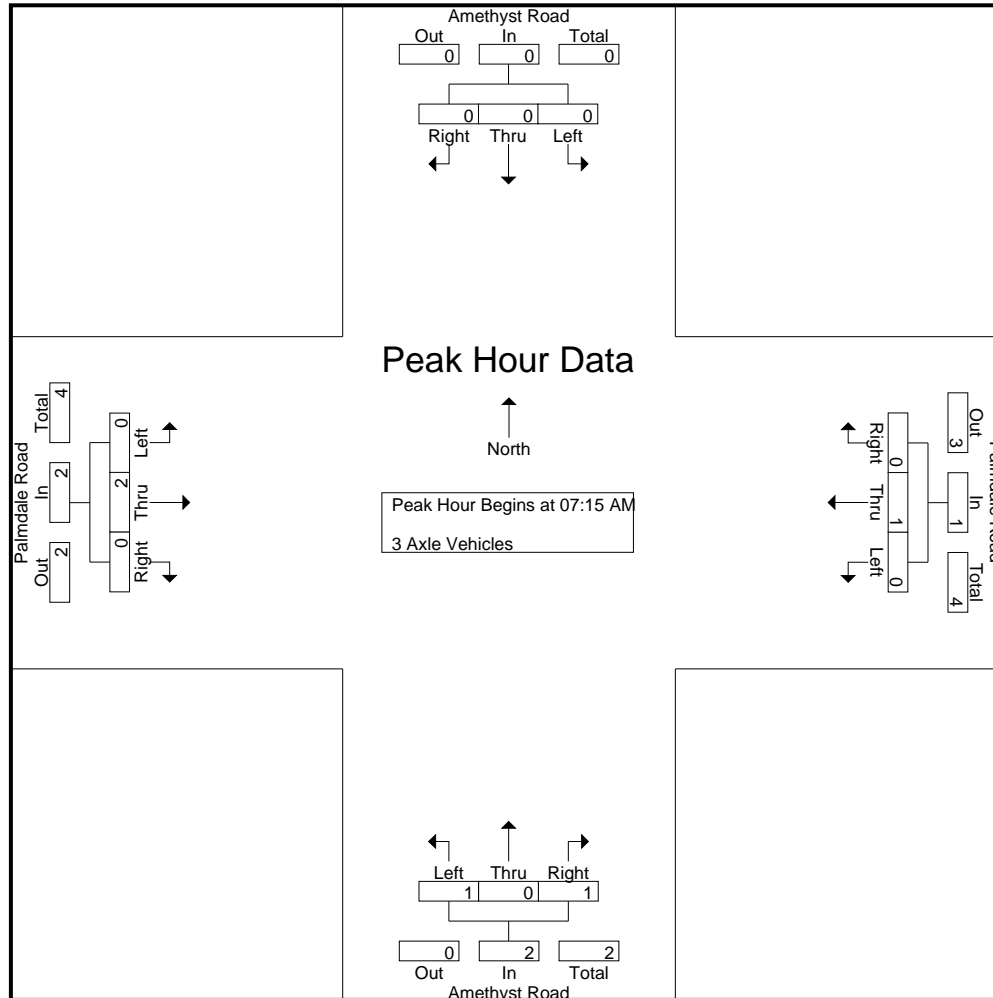
Groups Printed- 3 Axle Vehicles

Start Time	Amethyst Road Southbound					Palmdale Road Westbound					Amethyst Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total				
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total							
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	1	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1	1	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1	1	2	0	2	0	0	2	1	1	1	1	1	4	5
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	1	0	2	2
08:15 AM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	1	1	1	2	3
08:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	1	0	3	3
08:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1
Total	0	0	2	1	2	1	1	0	0	2	0	0	0	0	0	0	4	0	0	4	1	0	1	1	1	8	9
Grand Total	0	0	2	1	2	1	1	0	0	2	1	0	1	1	2	0	6	0	0	6	2	0	1	1	2	12	14
Apprch %	0	0	100			50	50	0			50	0	50			0	100	0									
Total %	0	0	16.7		16.7	8.3	8.3	0		16.7	8.3	0	8.3		16.7	0	50	0		50	14.3				14.3	85.7	

Start Time	Amethyst Road Southbound				Palmdale Road Westbound				Amethyst Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	1	0	1	1	0	1	2	0	2	0	2	5
% App. Total	0	0	0	0	0	100	0		50	0	50		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.250	.500	.000	.500	.000	.500	.625

City of Victorville
 N/S: Amethyst Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 10_VIC_Ame_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: Amethyst Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 10_VIC_Ame_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	Amethyst Road Southbound				Palmdale Road Westbound				Amethyst Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	
Total Volume	0	0	0	0	0	1	0	1	1	0	1	2	0	2	0	2	
% App. Total	0	0	0	0	0	100	0	100	50	0	50	50	0	100	0	100	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.250	.500	.000	.500	.000	.500	

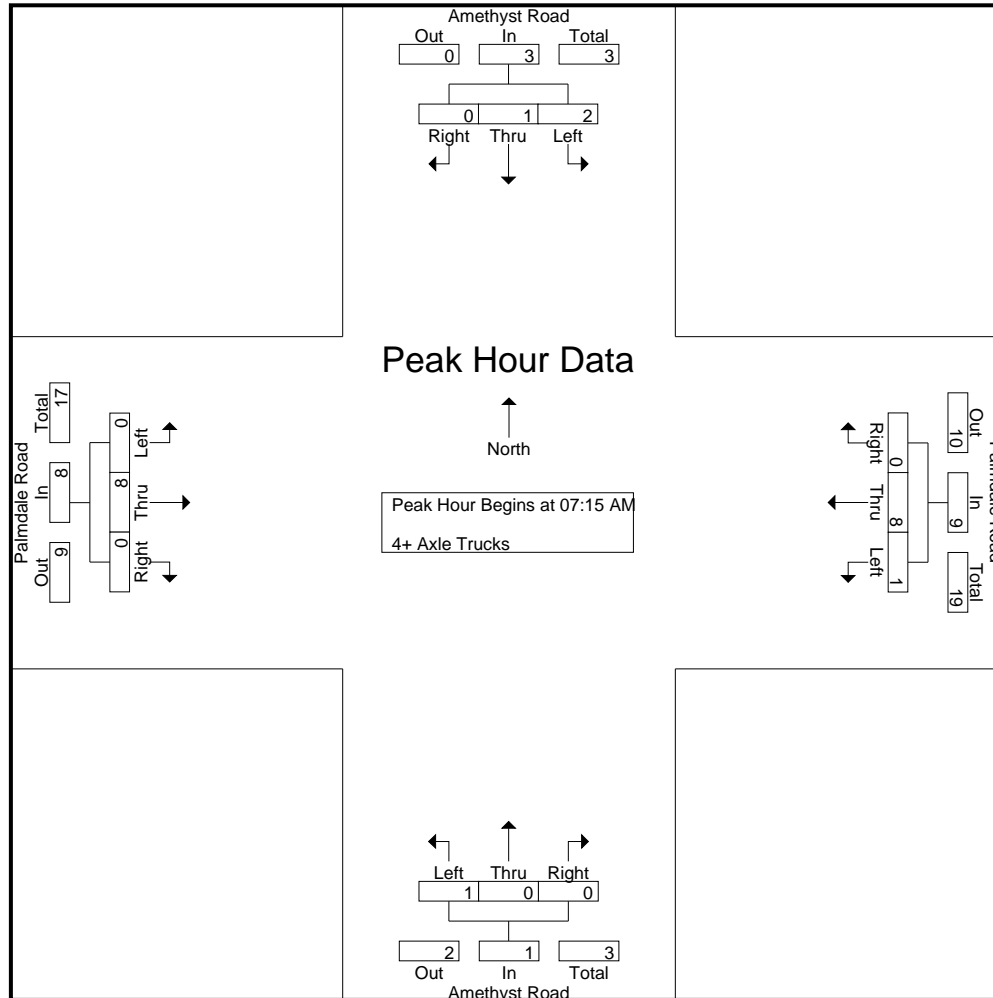
City of Victorville
 N/S: Amethyst Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 10_VIC_Ame_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Amethyst Road Southbound					Palmdale Road Westbound					Amethyst Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	1	0	1	1	2	1	3	1	1	5	0	0	0	0	0	1	0	0	0	1	2	8	10
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30 AM	1	0	0	0	1	1	4	0	0	5	1	0	0	0	1	0	3	0	0	3	0	10	10
07:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	2
Total	3	0	1	1	4	2	8	1	1	11	1	0	0	0	1	1	4	0	0	5	2	21	23
08:00 AM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	8	8
08:15 AM	0	1	0	0	1	0	2	1	1	3	0	1	1	0	2	0	1	0	0	1	1	7	8
08:30 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	3	3
08:45 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	5	5
Total	1	2	1	0	4	0	8	1	1	9	0	1	1	0	2	0	8	0	0	8	1	23	24
Grand Total	4	2	2	1	8	2	16	2	2	20	1	1	1	0	3	1	12	0	0	13	3	44	47
Apprch %	50	25	25			10	80	10			33.3	33.3	33.3			7.7	92.3	0					
Total %	9.1	4.5	4.5		18.2	4.5	36.4	4.5		45.5	2.3	2.3	2.3		6.8	2.3	27.3	0		29.5	6.4	93.6	

Start Time	Amethyst Road Southbound				Palmdale Road Westbound				Amethyst Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	1	0	0	1	1	4	0	5	1	0	0	1	0	3	0	3	10
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
08:00 AM	0	1	0	1	0	3	0	3	0	0	0	0	0	4	0	4	8
Total Volume	2	1	0	3	1	8	0	9	1	0	0	1	0	8	0	8	21
% App. Total	66.7	33.3	0		11.1	88.9	0		100	0	0		0	100	0		
PHF	.500	.250	.000	.750	.250	.500	.000	.450	.250	.000	.000	.250	.000	.500	.000	.500	.525



City of Victorville
 N/S: Amethyst Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 10_VIC_Ame_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	Amethyst Road Southbound				Palmdale Road Westbound				Amethyst Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:15 AM				07:15 AM				07:15 AM				07:15 AM				
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	
+15 mins.	1	0	0	1	1	4	0	5	1	0	0	1	0	3	0	3	
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	
+45 mins.	0	1	0	1	0	3	0	3	0	0	0	0	0	4	0	4	
Total Volume	2	1	0	3	1	8	0	9	1	0	0	1	0	8	0	8	
% App. Total	66.7	33.3	0		11.1	88.9	0		100	0	0		0	100	0		
PHF	.500	.250	.000	.750	.250	.500	.000	.450	.250	.000	.000	.250	.000	.500	.000	.500	

City of Victorville
 N/S: Amethyst Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 10_VIC_Ame_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

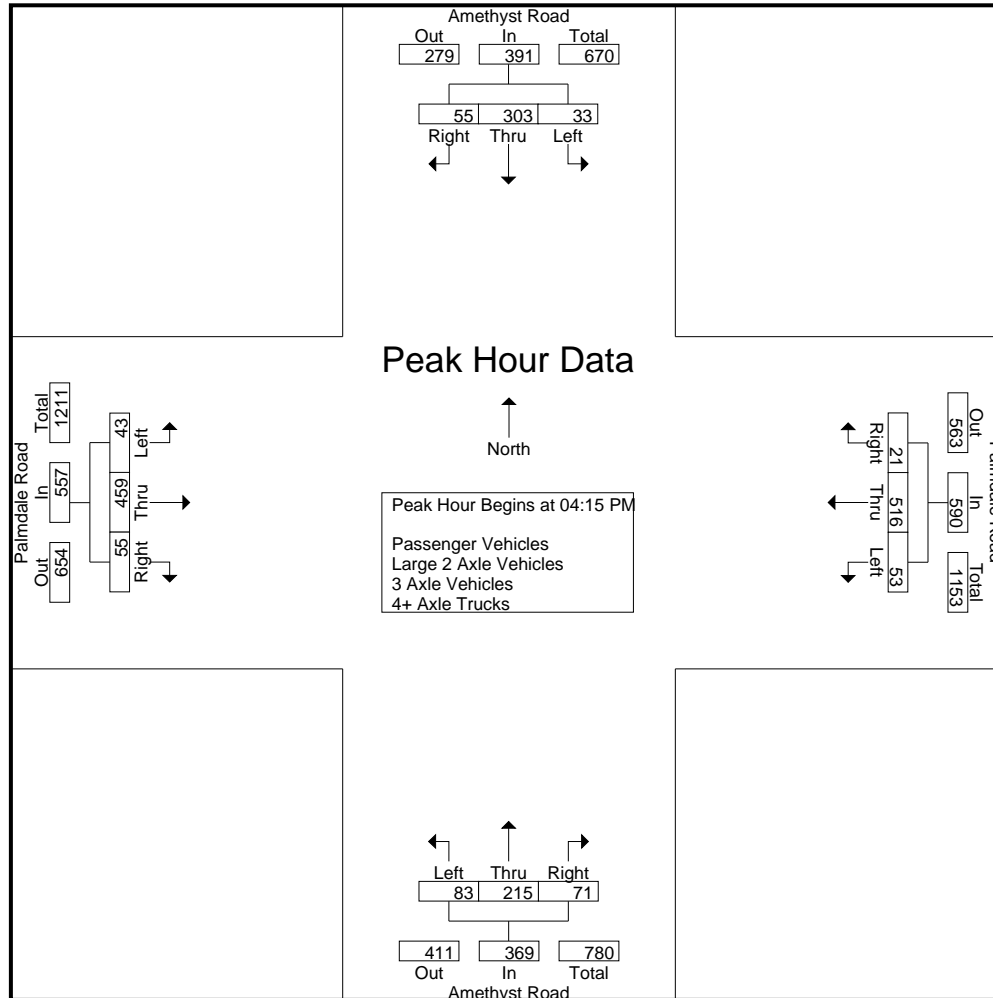
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Amethyst Road Southbound					Palmdale Road Westbound					Amethyst Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	10	67	14	3	91	15	137	5	0	157	23	48	12	8	83	12	94	18	10	124	21	455	476
04:15 PM	10	92	16	1	118	14	103	6	1	123	23	64	18	11	105	12	119	16	7	147	20	493	513
04:30 PM	6	63	15	0	84	11	123	5	1	139	15	46	18	6	79	10	117	17	6	144	13	446	459
04:45 PM	10	69	10	4	89	13	129	6	0	148	20	43	20	11	83	8	95	14	4	117	19	437	456
Total	36	291	55	8	382	53	492	22	2	567	81	201	68	36	350	42	425	65	27	532	73	1831	1904
05:00 PM	7	79	14	2	100	15	161	4	1	180	25	62	15	9	102	13	128	8	4	149	16	531	547
05:15 PM	8	45	7	1	60	9	108	2	0	119	20	53	16	9	89	3	98	8	4	109	14	377	391
05:30 PM	8	67	18	2	93	21	138	4	1	163	31	63	10	4	104	8	116	16	4	140	11	500	511
05:45 PM	8	78	9	0	95	15	100	6	0	121	15	44	23	13	82	6	115	14	4	135	17	433	450
Total	31	269	48	5	348	60	507	16	2	583	91	222	64	35	377	30	457	46	16	533	58	1841	1899
Grand Total	67	560	103	13	730	113	999	38	4	1150	172	423	132	71	727	72	882	111	43	1065	131	3672	3803
Apprch %	9.2	76.7	14.1			9.8	86.9	3.3			23.7	58.2	18.2			6.8	82.8	10.4					
Total %	1.8	15.3	2.8		19.9	3.1	27.2	1		31.3	4.7	11.5	3.6		19.8	2	24	3		29	3.4	96.6	
Passenger Vehicles	63	553	99		727	113	978	37		1132	170	420	129		789	69	847	111		1070	0	0	3718
% Passenger Vehicles	94	98.8	96.1	92.3	97.8	100	97.9	97.4	100	98.1	98.8	99.3	97.7	98.6	98.9	95.8	96	100	100	96.6	0	0	97.8
Large 2 Axle Vehicles	1	7	4		13	0	6	0		6	1	2	2		5	2	12	0		14	0	0	38
% Large 2 Axle Vehicles	1.5	1.2	3.9	7.7	1.7	0	0.6	0	0	0.5	0.6	0.5	1.5	0	0.6	2.8	1.4	0	0	1.3	0	0	1
3 Axle Vehicles	1	0	0		1	0	3	1		4	0	0	1		2	1	4	0		5	0	0	12
% 3 Axle Vehicles	1.5	0	0	0	0.1	0	0.3	2.6	0	0.3	0	0	0.8	1.4	0.3	1.4	0.5	0	0	0.5	0	0	0.3
4+ Axle Trucks	2	0	0		2	0	12	0		12	1	1	0		2	0	19	0		19	0	0	35
% 4+ Axle Trucks	3	0	0	0	0.3	0	1.2	0	0	1	0.6	0.2	0	0	0.3	0	2.2	0	0	1.7	0	0	0.9

Start Time	Amethyst Road Southbound				Palmdale Road Westbound				Amethyst Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	10	92	16	118	14	103	6	123	23	64	18	105	12	119	16	147	493
04:30 PM	6	63	15	84	11	123	5	139	15	46	18	79	10	117	17	144	446
04:45 PM	10	69	10	89	13	129	6	148	20	43	20	83	8	95	14	117	437
05:00 PM	7	79	14	100	15	161	4	180	25	62	15	102	13	128	8	149	531
Total Volume	33	303	55	391	53	516	21	590	83	215	71	369	43	459	55	557	1907
% App. Total	8.4	77.5	14.1		9	87.5	3.6		22.5	58.3	19.2		7.7	82.4	9.9		
PHF	.825	.823	.859	.828	.883	.801	.875	.819	.830	.840	.888	.879	.827	.896	.809	.935	.898

City of Victorville
 N/S: Amethyst Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 10_VIC_Ame_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: Amethyst Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 10_VIC_Ame_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	Amethyst Road Southbound				Palmdale Road Westbound				Amethyst Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:45 PM				04:45 PM				04:15 PM				
+0 mins.	10	92	16	118	13	129	6	148	20	43	20	83	12	119	16	147	
+15 mins.	6	63	15	84	15	161	4	180	25	62	15	102	10	117	17	144	
+30 mins.	10	69	10	89	9	108	2	119	20	53	16	89	8	95	14	117	
+45 mins.	7	79	14	100	21	138	4	163	31	63	10	104	13	128	8	149	
Total Volume	33	303	55	391	58	536	16	610	96	221	61	378	43	459	55	557	
% App. Total	8.4	77.5	14.1		9.5	87.9	2.6		25.4	58.5	16.1		7.7	82.4	9.9		
PHF	.825	.823	.859	.828	.690	.832	.667	.847	.774	.877	.763	.909	.827	.896	.809	.935	

City of Victorville
 N/S: Amethyst Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 10_VIC_Ame_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

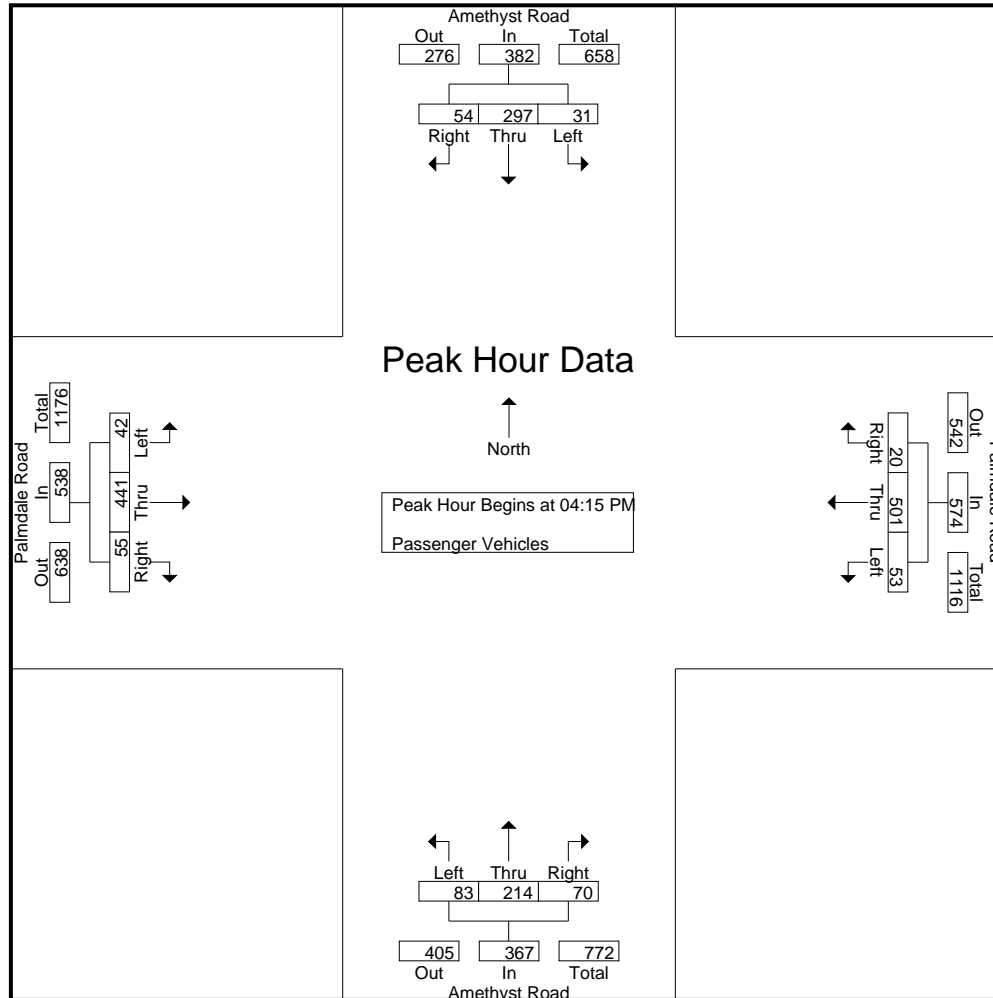
Groups Printed- Passenger Vehicles

Start Time	Amethyst Road Southbound					Palmdale Road Westbound					Amethyst Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	10	66	12	2	88	15	134	5	0	154	22	47	12	8	81	12	89	18	10	119	20	442	462
04:15 PM	9	90	16	1	115	14	100	6	1	120	23	64	18	11	105	12	117	16	7	145	20	485	505
04:30 PM	6	62	15	0	83	11	119	4	1	134	15	46	18	6	79	9	112	17	6	138	13	434	447
04:45 PM	10	68	10	4	88	13	123	6	0	142	20	42	20	11	82	8	93	14	4	115	19	427	446
Total	35	286	53	7	374	53	476	21	2	550	80	199	68	36	347	41	411	65	27	517	72	1788	1860
05:00 PM	6	77	13	2	96	15	159	4	1	178	25	62	14	8	101	13	119	8	4	140	15	515	530
05:15 PM	8	45	7	1	60	9	107	2	0	118	19	52	15	9	86	3	93	8	4	104	14	368	382
05:30 PM	7	67	18	2	92	21	138	4	1	163	31	63	9	4	103	6	113	16	4	135	11	493	504
05:45 PM	7	78	8	0	93	15	98	6	0	119	15	44	23	13	82	6	111	14	4	131	17	425	442
Total	28	267	46	5	341	60	502	16	2	578	90	221	61	34	372	28	436	46	16	510	57	1801	1858
Grand Total	63	553	99	12	715	113	978	37	4	1128	170	420	129	70	719	69	847	111	43	1027	129	3589	3718
Apprch %	8.8	77.3	13.8			10	86.7	3.3			23.6	58.4	17.9			6.7	82.5	10.8					
Total %	1.8	15.4	2.8		19.9	3.1	27.2	1		31.4	4.7	11.7	3.6		20	1.9	23.6	3.1		28.6	3.5	96.5	

Start Time	Amethyst Road Southbound				Palmdale Road Westbound				Amethyst Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	9	90	16	115	14	100	6	120	23	64	18	105	12	117	16	145	485
04:30 PM	6	62	15	83	11	119	4	134	15	46	18	79	9	112	17	138	434
04:45 PM	10	68	10	88	13	123	6	142	20	42	20	82	8	93	14	115	427
05:00 PM	6	77	13	96	15	159	4	178	25	62	14	101	13	119	8	140	515
Total Volume	31	297	54	382	53	501	20	574	83	214	70	367	42	441	55	538	1861
% App. Total	8.1	77.7	14.1		9.2	87.3	3.5		22.6	58.3	19.1		7.8	82	10.2		
PHF	.775	.825	.844	.830	.883	.788	.833	.806	.830	.836	.875	.874	.808	.926	.809	.928	.903

City of Victorville
 N/S: Amethyst Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 10_VIC_Ame_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: Amethyst Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 10_VIC_Ame_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	Amethyst Road Southbound				Palmdale Road Westbound				Amethyst Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	9	90	16	115	14	100	6	120	23	64	18	105	12	117	16	145	
+15 mins.	6	62	15	83	11	119	4	134	15	46	18	79	9	112	17	138	
+30 mins.	10	68	10	88	13	123	6	142	20	42	20	82	8	93	14	115	
+45 mins.	6	77	13	96	15	159	4	178	25	62	14	101	13	119	8	140	
Total Volume	31	297	54	382	53	501	20	574	83	214	70	367	42	441	55	538	
% App. Total	8.1	77.7	14.1		9.2	87.3	3.5		22.6	58.3	19.1		7.8	82	10.2		
PHF	.775	.825	.844	.830	.883	.788	.833	.806	.830	.836	.875	.874	.808	.926	.809	.928	

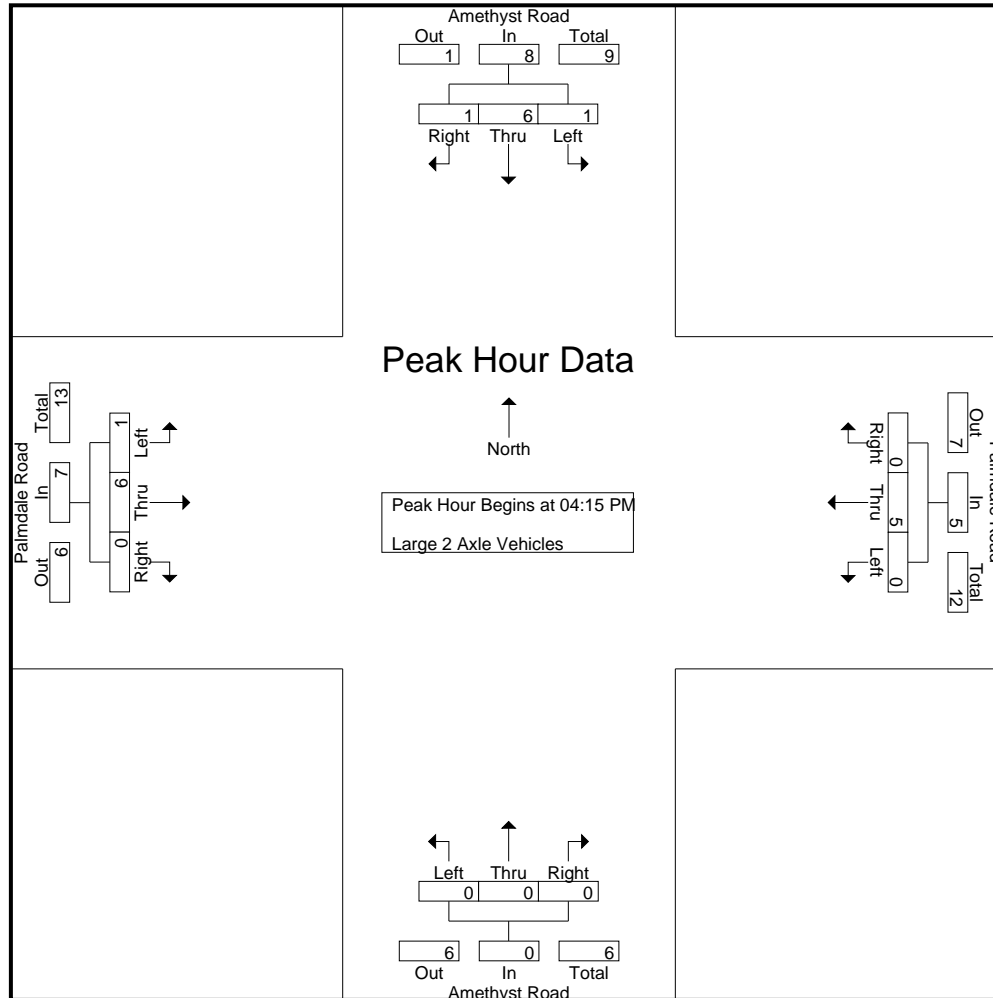
City of Victorville
 N/S: Amethyst Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 10_VIC_Ame_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Amethyst Road Southbound					Palmdale Road Westbound					Amethyst Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	1	2	1	3	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	1	7	8
04:15 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	4	4
04:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	5	5
04:45 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	4	4
Total	0	5	2	1	7	0	4	0	0	4	0	1	0	0	1	1	7	0	0	8	1	20	21
05:00 PM	1	2	1	0	4	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	7	7
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	0	0	0	0	0	0	3	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	2	0	0	3	0	4	4
05:45 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	3	3
Total	1	2	2	0	5	0	2	0	0	2	1	1	2	0	4	1	5	0	0	6	0	17	17
Grand Total	1	7	4	1	12	0	6	0	0	6	1	2	2	0	5	2	12	0	0	14	1	37	38
Apprch %	8.3	58.3	33.3			0	100	0			20	40	40			14.3	85.7	0					
Total %	2.7	18.9	10.8		32.4	0	16.2	0		16.2	2.7	5.4	5.4		13.5	5.4	32.4	0		37.8	2.6	97.4	

Start Time	Amethyst Road Southbound				Palmdale Road Westbound				Amethyst Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	2	0	2	0	1	0	1	0	0	0	0	0	1	0	1	4
04:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	1	2	0	3	5
04:45 PM	0	1	0	1	0	2	0	2	0	0	0	0	0	1	0	1	4
05:00 PM	1	2	1	4	0	1	0	1	0	0	0	0	0	2	0	2	7
Total Volume	1	6	1	8	0	5	0	5	0	0	0	0	1	6	0	7	20
% App. Total	12.5	75	12.5		0	100	0		0	0	0		14.3	85.7	0		
PHF	.250	.750	.250	.500	.000	.625	.000	.625	.000	.000	.000	.000	.250	.750	.000	.583	.714



City of Victorville
 N/S: Amethyst Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 10_VIC_Ame_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	Amethyst Road Southbound				Palmdale Road Westbound				Amethyst Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	2	0	2	0	1	0	1	0	0	0	0	0	1	0	1	
+15 mins.	0	1	0	1	0	1	0	1	0	0	0	0	1	2	0	3	
+30 mins.	0	1	0	1	0	2	0	2	0	0	0	0	0	1	0	1	
+45 mins.	1	2	1	4	0	1	0	1	0	0	0	0	0	2	0	2	
Total Volume	1	6	1	8	0	5	0	5	0	0	0	0	1	6	0	7	
% App. Total	12.5	75	12.5		0	100	0		0	0	0		14.3	85.7	0		
PHF	.250	.750	.250	.500	.000	.625	.000	.625	.000	.000	.000	.000	.250	.750	.000	.583	

City of Victorville
 N/S: Amethyst Road
 E/W: Palmdale Road
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File Name : 10_VIC_Ame_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

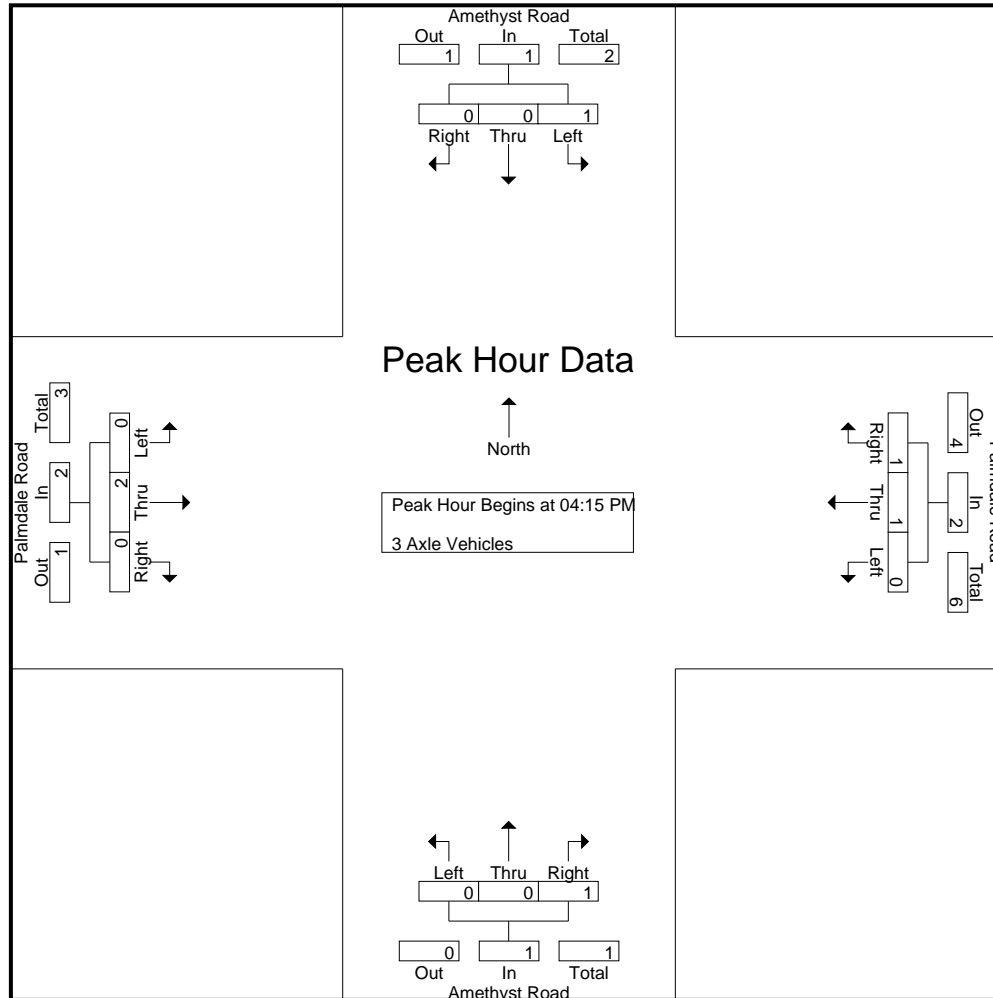
Groups Printed- 3 Axle Vehicles

Start Time	Amethyst Road Southbound					Palmdale Road Westbound					Amethyst Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total								
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:15 PM	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	1	1
04:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	2	0	0	2	1	3	4	1	3	4		
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	2	0	2	2		
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1	0	1	1		
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1		
Total	0	0	0	0	0	0	1	0	0	1	0	0	1	1	1	1	4	0	0	5	1	7	8	1	7	8		
Grand Total	1	0	0	0	1	0	3	1	0	4	0	0	1	1	1	1	4	0	0	5	1	11	12	1	11	12		
Apprch %	100	0	0			0	75	25			0	0	100			20	80	0										
Total %	9.1	0	0		9.1	0	27.3	9.1		36.4	0	0	9.1		9.1	9.1	36.4	0		45.5	8.3	91.7		8.3	91.7			

Start Time	Amethyst Road Southbound				Palmdale Road Westbound				Amethyst Road Northbound				Palmdale Road Eastbound				Int. Total				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total					
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	0	2	0	2	3
Total Volume	1	0	0	1	0	1	1	2	0	0	1	1	0	2	0	2	0	2	0	2	6
% App. Total	100	0	0		0	50	50		0	0	100		0	100	0						
PHF	.250	.000	.000	.250	.000	.250	.250	.250	.000	.000	.250	.250	.000	.250	.000	.250	.000	.250	.000	.250	.500

City of Victorville
 N/S: Amethyst Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 10_VIC_Ame_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: Amethyst Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 10_VIC_Ame_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	Amethyst Road Southbound				Palmdale Road Westbound				Amethyst Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	
Total Volume	1	0	0	1	0	1	1	2	0	0	1	1	0	2	0	2	
% App. Total	100	0	0		0	50	50		0	0	100		0	100	0		
PHF	.250	.000	.000	.250	.000	.250	.250	.250	.000	.000	.250	.250	.000	.250	.000	.250	

City of Victorville
 N/S: Amethyst Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 10_VIC_Ame_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

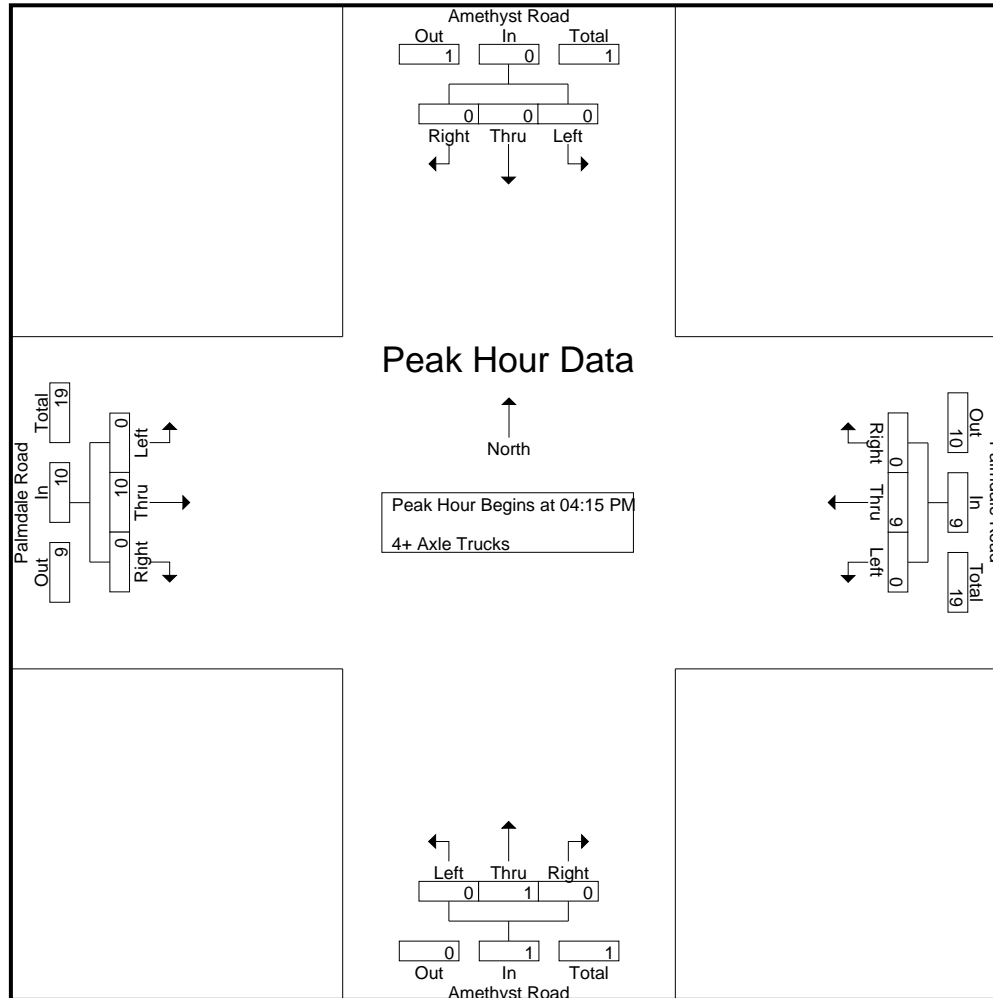
Groups Printed- 4+ Axle Trucks

Start Time	Amethyst Road Southbound					Palmdale Road Westbound					Amethyst Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
04:00 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	0	0	5	5
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3	3
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	5	5	5
04:45 PM	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	0	1	0	0	1	0	6	6	6
Total	0	0	0	0	0	0	10	0	0	10	1	1	0	0	2	0	7	0	0	7	0	19	19	19
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	6	6	6
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	4	4	4
05:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	2	2
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	4	4
Total	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	0	12	0	0	12	0	16	16	16
Grand Total	2	0	0	0	2	0	12	0	0	12	1	1	0	0	2	0	19	0	0	19	0	35	35	35
Apprch %	100	0	0			0	100	0			50	50	0			0	100	0						
Total %	5.7	0	0		5.7	0	34.3	0		34.3	2.9	2.9	0		5.7	0	54.3	0		54.3	0	100		100

Start Time	Amethyst Road Southbound				Palmdale Road Westbound				Amethyst Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
04:45 PM	0	0	0	0	0	4	0	4	0	1	0	1	0	1	0	1	6
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
Total Volume	0	0	0	0	0	9	0	9	0	1	0	1	0	10	0	10	20
% App. Total	0	0	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.563	.000	.563	.000	.250	.000	.250	.000	.500	.000	.500	.833

City of Victorville
 N/S: Amethyst Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 10_VIC_Ame_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: Amethyst Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 10_VIC_Ame_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	Amethyst Road Southbound				Palmdale Road Westbound				Amethyst Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	
+30 mins.	0	0	0	0	0	4	0	4	0	1	0	1	0	1	0	1	
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	
Total Volume	0	0	0	0	0	9	0	9	0	1	0	1	0	10	0	10	
% App. Total	0	0	0	0	0	100	0	100	0	100	0	100	0	100	0	100	
PHF	.000	.000	.000	.000	.000	.563	.000	.563	.000	.250	.000	.250	.000	.500	.000	.500	

Location: Victorville
 N/S: Amethyst Road
 E/W: Palmdale Road



Date: 10/19/2021
 Day: Tuesday

PEDESTRIANS

	North Leg Amethyst Road	East Leg Palmdale Road	South Leg Amethyst Road	West Leg Palmdale Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	1	0	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	0	0	0	1

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

Location: Victorville
 N/S: Amethyst Road
 E/W: Palmdale Road



Date: 10/19/2021
 Day: Tuesday

BICYCLES

	Southbound Amethyst Road			Westbound Palmdale Road			Northbound Amethyst Road			Eastbound Palmdale Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

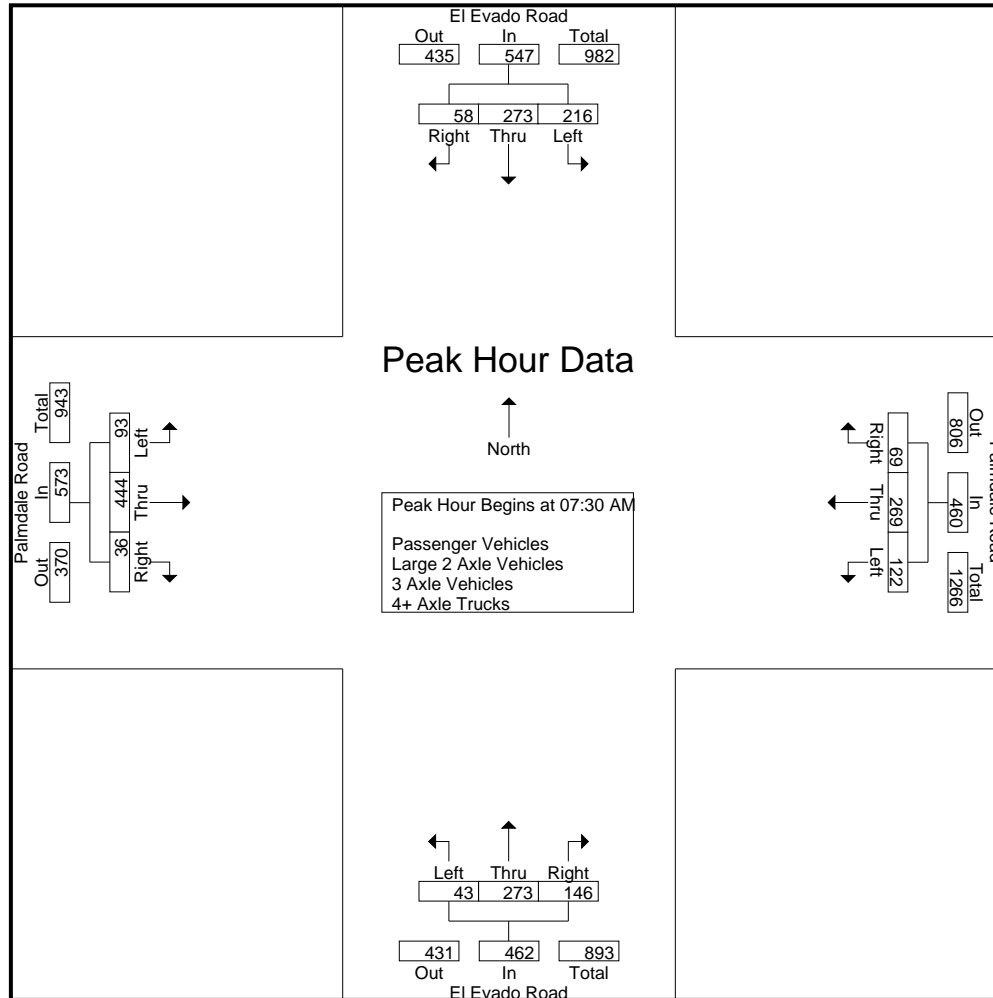
City of Victorville
 N/S: El Evado Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 11_VIC_EI E_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

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

Start Time	El Evado Road Southbound					Palmdale Road Westbound					El Evado Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	43	50	8	2	101	18	88	22	6	128	0	50	25	15	75	21	85	5	2	111	25	415	440
07:15 AM	39	67	20	10	126	29	71	15	3	115	8	66	37	19	111	15	100	7	2	122	34	474	508
07:30 AM	69	77	13	7	159	27	80	18	6	125	12	58	51	23	121	24	111	8	3	143	39	548	587
07:45 AM	49	62	16	9	127	32	69	16	4	117	9	70	37	16	116	21	101	8	6	130	35	490	525
Total	200	256	57	28	513	106	308	71	19	485	29	244	150	73	423	81	397	28	13	506	133	1927	2060
08:00 AM	49	68	13	8	130	23	58	18	8	99	10	81	30	13	121	25	113	11	6	149	35	499	534
08:15 AM	49	66	16	11	131	40	62	17	8	119	12	64	28	16	104	23	119	9	5	151	40	505	545
08:30 AM	44	80	17	8	141	30	70	22	9	122	4	72	42	16	118	20	110	7	3	137	36	518	554
08:45 AM	47	76	13	4	136	38	79	12	1	129	7	61	24	12	92	20	105	6	5	131	22	488	510
Total	189	290	59	31	538	131	269	69	26	469	33	278	124	57	435	88	447	33	19	568	133	2010	2143
Grand Total	389	546	116	59	1051	237	577	140	45	954	62	522	274	130	858	169	844	61	32	1074	266	3937	4203
Apprch %	37	52	11			24.8	60.5	14.7			7.2	60.8	31.9			15.7	78.6	5.7					
Total %	9.9	13.9	2.9		26.7	6	14.7	3.6		24.2	1.6	13.3	7		21.8	4.3	21.4	1.5		27.3	6.3	93.7	
Passenger Vehicles	380	524	112		1073	220	526	130		920	55	505	262		946	167	794	60		1053	0	0	3992
% Passenger Vehicles	97.7	96	96.6	96.6	96.7	92.8	91.2	92.9	97.8	92.1	88.7	96.7	95.6	95.4	95.7	98.8	94.1	98.4	100	95.2	0	0	95
Large 2 Axle Vehicles	6	21	4		33	15	25	10		51	7	17	10		39	2	25	1		28	0	0	151
% Large 2 Axle Vehicles	1.5	3.8	3.4	3.4	3	6.3	4.3	7.1	2.2	5.1	11.3	3.3	3.6	3.8	3.9	1.2	3	1.6	0	2.5	0	0	3.6
3 Axle Vehicles	1	1	0		2	2	2	0		4	0	0	2		3	0	6	0		6	0	0	15
% 3 Axle Vehicles	0.3	0.2	0	0	0.2	0.8	0.3	0	0	0.4	0	0	0.7	0.8	0.3	0	0.7	0	0	0.5	0	0	0.4
4+ Axle Trucks	2	0	0		2	0	24	0		24	0	0	0		0	0	19	0		19	0	0	45
% 4+ Axle Trucks	0.5	0	0	0	0.2	0	4.2	0	0	2.4	0	0	0	0	0	0	2.3	0	0	1.7	0	0	1.1

Start Time	El Evado Road Southbound				Palmdale Road Westbound				El Evado Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	69	77	13	159	27	80	18	125	12	58	51	121	24	111	8	143	548
07:45 AM	49	62	16	127	32	69	16	117	9	70	37	116	21	101	8	130	490
08:00 AM	49	68	13	130	23	58	18	99	10	81	30	121	25	113	11	149	499
08:15 AM	49	66	16	131	40	62	17	119	12	64	28	104	23	119	9	151	505
Total Volume	216	273	58	547	122	269	69	460	43	273	146	462	93	444	36	573	2042
% App. Total	39.5	49.9	10.6		26.5	58.5	15		9.3	59.1	31.6		16.2	77.5	6.3		
PHF	.783	.886	.906	.860	.763	.841	.958	.920	.896	.843	.716	.955	.930	.933	.818	.949	.932



City of Victorville
 N/S: El Evado Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 11_VIC_EI E_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	El Evado Road Southbound				Palmdale Road Westbound				El Evado Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:00 AM				07:15 AM				07:30 AM				
+0 mins.	69	77	13	159	18	88	22	128	8	66	37	111	24	111	8	143	
+15 mins.	49	62	16	127	29	71	15	115	12	58	51	121	21	101	8	130	
+30 mins.	49	68	13	130	27	80	18	125	9	70	37	116	25	113	11	149	
+45 mins.	49	66	16	131	32	69	16	117	10	81	30	121	23	119	9	151	
Total Volume	216	273	58	547	106	308	71	485	39	275	155	469	93	444	36	573	
% App. Total	39.5	49.9	10.6		21.9	63.5	14.6		8.3	58.6	33		16.2	77.5	6.3		
PHF	.783	.886	.906	.860	.828	.875	.807	.947	.813	.849	.760	.969	.930	.933	.818	.949	

City of Victorville
 N/S: El Evado Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 11_VIC_EI E_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

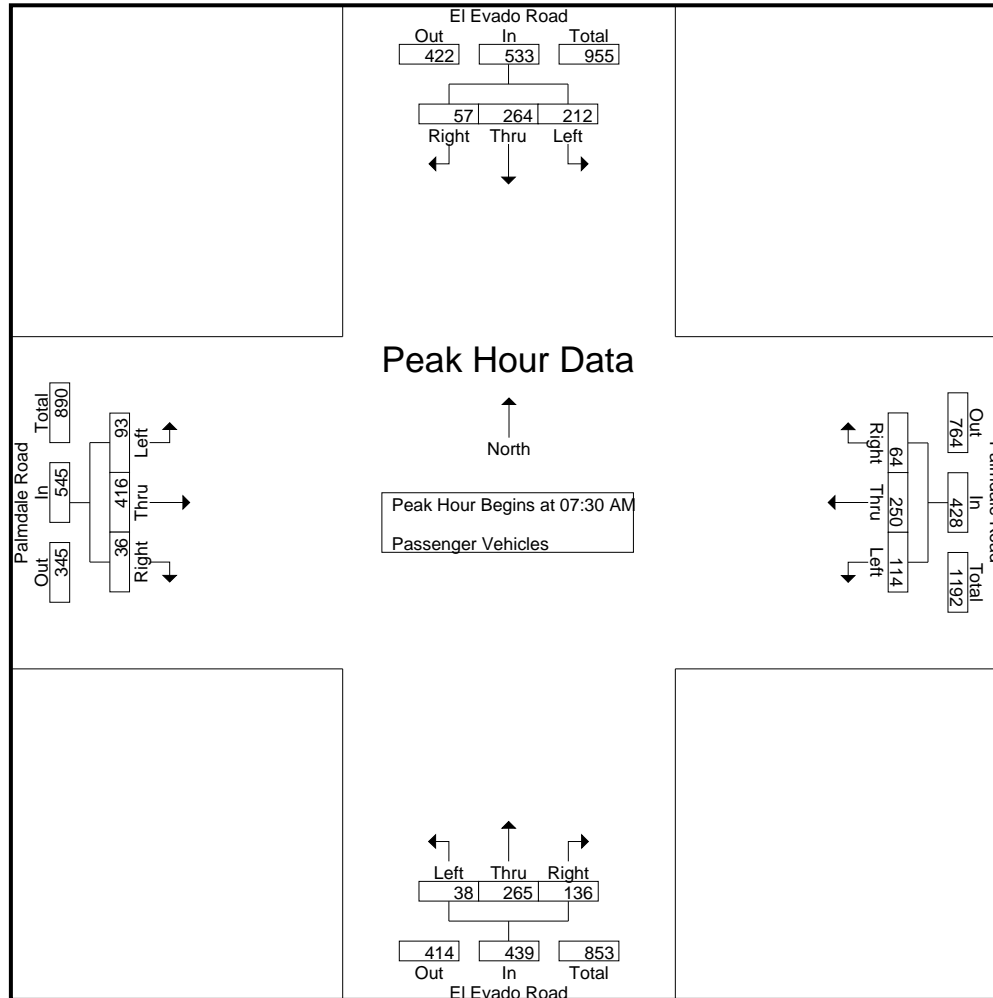
Groups Printed- Passenger Vehicles

Start Time	El Evado Road Southbound					Palmdale Road Westbound					El Evado Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	41	48	8	2	97	17	75	20	6	112	0	50	25	15	75	20	80	4	2	104	25	388	413
07:15 AM	38	66	18	9	122	23	62	12	2	97	7	61	37	19	105	14	98	7	2	119	32	443	475
07:30 AM	68	74	13	7	155	25	71	17	6	113	11	58	48	20	117	24	104	8	3	136	36	521	557
07:45 AM	48	58	16	9	122	29	67	14	4	110	8	67	34	16	109	21	95	8	6	124	35	465	500
Total	195	246	55	27	496	94	275	63	18	432	26	236	144	70	406	79	377	27	13	483	128	1817	1945
08:00 AM	49	67	12	8	128	23	52	17	8	92	9	79	26	11	114	25	103	11	6	139	33	473	506
08:15 AM	47	65	16	11	128	37	60	16	8	113	10	61	28	16	99	23	114	9	5	146	40	486	526
08:30 AM	43	73	17	8	133	29	65	22	9	116	4	69	40	15	113	20	102	7	3	129	35	491	526
08:45 AM	46	73	12	3	131	37	74	12	1	123	6	60	24	12	90	20	98	6	5	124	21	468	489
Total	185	278	57	30	520	126	251	67	26	444	29	269	118	54	416	88	417	33	19	538	129	1918	2047
Grand Total	380	524	112	57	1016	220	526	130	44	876	55	505	262	124	822	167	794	60	32	1021	257	3735	3992
Apprch %	37.4	51.6	11			25.1	60	14.8			6.7	61.4	31.9			16.4	77.8	5.9					
Total %	10.2	14	3		27.2	5.9	14.1	3.5		23.5	1.5	13.5	7		22	4.5	21.3	1.6		27.3	6.4	93.6	

Start Time	El Evado Road Southbound				Palmdale Road Westbound				El Evado Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	68	74	13	155	25	71	17	113	11	58	48	117	24	104	8	136	521
07:45 AM	48	58	16	122	29	67	14	110	8	67	34	109	21	95	8	124	465
08:00 AM	49	67	12	128	23	52	17	92	9	79	26	114	25	103	11	139	473
08:15 AM	47	65	16	128	37	60	16	113	10	61	28	99	23	114	9	146	486
Total Volume	212	264	57	533	114	250	64	428	38	265	136	439	93	416	36	545	1945
% App. Total	39.8	49.5	10.7		26.6	58.4	15		8.7	60.4	31		17.1	76.3	6.6		
PHF	.779	.892	.891	.860	.770	.880	.941	.947	.864	.839	.708	.938	.930	.912	.818	.933	.933

City of Victorville
 N/S: El Evado Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 11_VIC_EI E_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: El Evado Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 11_VIC_EI E_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	El Evado Road Southbound				Palmdale Road Westbound				El Evado Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	68	74	13	155	25	71	17	113	11	58	48	117	24	104	8	136	
+15 mins.	48	58	16	122	29	67	14	110	8	67	34	109	21	95	8	124	
+30 mins.	49	67	12	128	23	52	17	92	9	79	26	114	25	103	11	139	
+45 mins.	47	65	16	128	37	60	16	113	10	61	28	99	23	114	9	146	
Total Volume	212	264	57	533	114	250	64	428	38	265	136	439	93	416	36	545	
% App. Total	39.8	49.5	10.7		26.6	58.4	15		8.7	60.4	31		17.1	76.3	6.6		
PHF	.779	.892	.891	.860	.770	.880	.941	.947	.864	.839	.708	.938	.930	.912	.818	.933	

City of Victorville
 N/S: El Evado Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 11_VIC_EI E_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

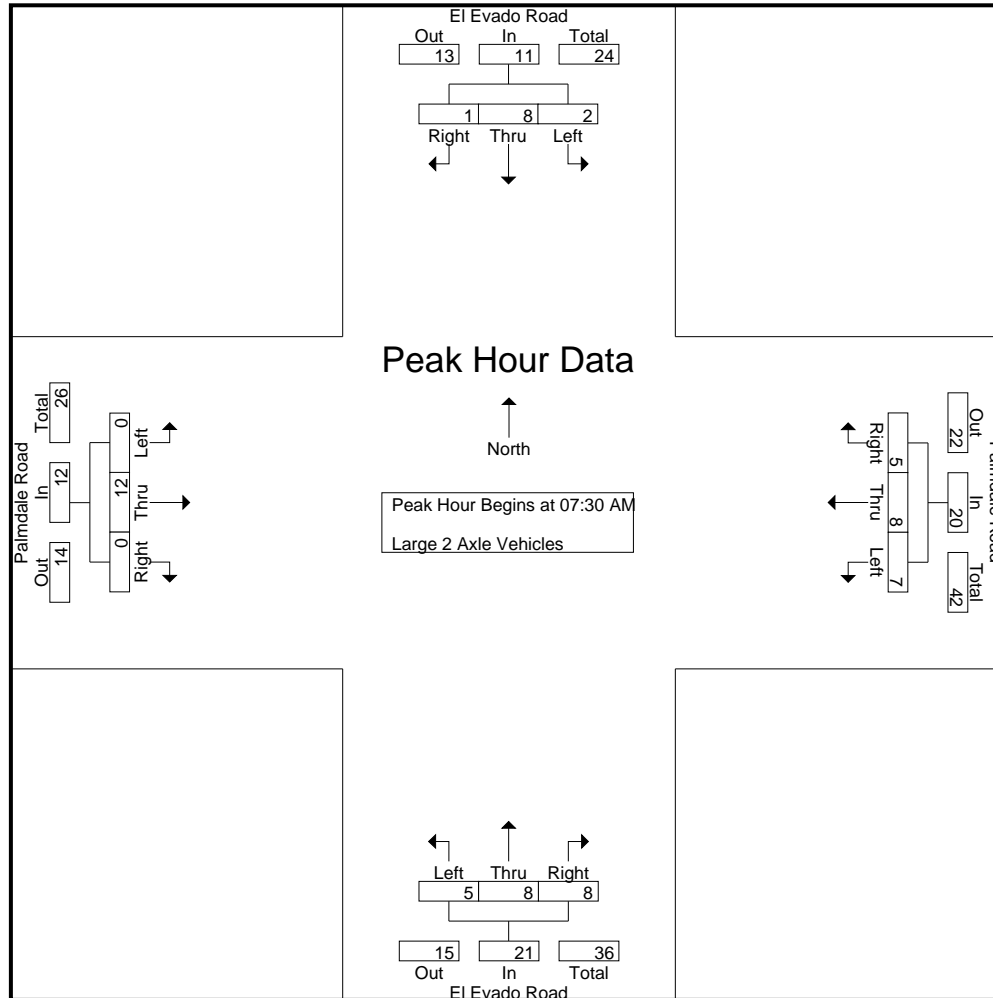
Groups Printed- Large 2 Axle Vehicles

Start Time	El Evado Road Southbound					Palmdale Road Westbound					El Evado Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	1	2	0	0	3	1	8	2	0	11	0	0	0	0	0	1	5	1	0	7	0	21	21
07:15 AM	1	1	2	1	4	5	4	3	1	12	1	5	0	0	6	1	2	0	0	3	2	25	27
07:30 AM	0	3	0	0	3	2	5	1	0	8	1	0	3	3	4	0	3	0	0	3	3	18	21
07:45 AM	0	3	0	0	3	3	1	2	0	6	1	3	3	0	7	0	3	0	0	3	0	19	19
Total	2	9	2	1	13	11	18	8	1	37	3	8	6	3	17	2	13	1	0	16	5	83	88
08:00 AM	0	1	1	0	2	0	2	1	0	3	1	2	2	1	5	0	4	0	0	4	1	14	15
08:15 AM	2	1	0	0	3	2	0	1	0	3	2	3	0	0	5	0	2	0	0	2	0	13	13
08:30 AM	1	7	0	0	8	1	3	0	0	4	0	3	2	1	5	0	4	0	0	4	1	21	22
08:45 AM	1	3	1	1	5	1	2	0	0	3	1	1	0	0	2	0	2	0	0	2	1	12	13
Total	4	12	2	1	18	4	7	2	0	13	4	9	4	2	17	0	12	0	0	12	3	60	63
Grand Total	6	21	4	2	31	15	25	10	1	50	7	17	10	5	34	2	25	1	0	28	8	143	151
Apprch %	19.4	67.7	12.9			30	50	20			20.6	50	29.4			7.1	89.3	3.6					
Total %	4.2	14.7	2.8		21.7	10.5	17.5	7		35	4.9	11.9	7		23.8	1.4	17.5	0.7		19.6	5.3	94.7	

Start Time	El Evado Road Southbound				Palmdale Road Westbound				El Evado Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	3	0	3	2	5	1	8	1	0	3	4	0	3	0	3	18
07:45 AM	0	3	0	3	3	1	2	6	1	3	3	7	0	3	0	3	19
08:00 AM	0	1	1	2	0	2	1	3	1	2	2	5	0	4	0	4	14
08:15 AM	2	1	0	3	2	0	1	3	2	3	0	5	0	2	0	2	13
Total Volume	2	8	1	11	7	8	5	20	5	8	8	21	0	12	0	12	64
% App. Total	18.2	72.7	9.1		35	40	25		23.8	38.1	38.1		0	100	0		
PHF	.250	.667	.250	.917	.583	.400	.625	.625	.625	.667	.667	.750	.000	.750	.000	.750	.842

City of Victorville
 N/S: El Evado Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 11_VIC_EI E_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: El Evado Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 11_VIC_EI E_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	El Evado Road Southbound				Palmdale Road Westbound				El Evado Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	3	0	3	2	5	1	8	1	0	3	4	0	3	0	3	
+15 mins.	0	3	0	3	3	1	2	6	1	3	3	7	0	3	0	3	
+30 mins.	0	1	1	2	0	2	1	3	1	2	2	5	0	4	0	4	
+45 mins.	2	1	0	3	2	0	1	3	2	3	0	5	0	2	0	2	
Total Volume	2	8	1	11	7	8	5	20	5	8	8	21	0	12	0	12	
% App. Total	18.2	72.7	9.1		35	40	25		23.8	38.1	38.1		0	100	0		
PHF	.250	.667	.250	.917	.583	.400	.625	.625	.625	.667	.667	.750	.000	.750	.000	.750	

City of Victorville
 N/S: El Evado Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 11_VIC_EI E_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

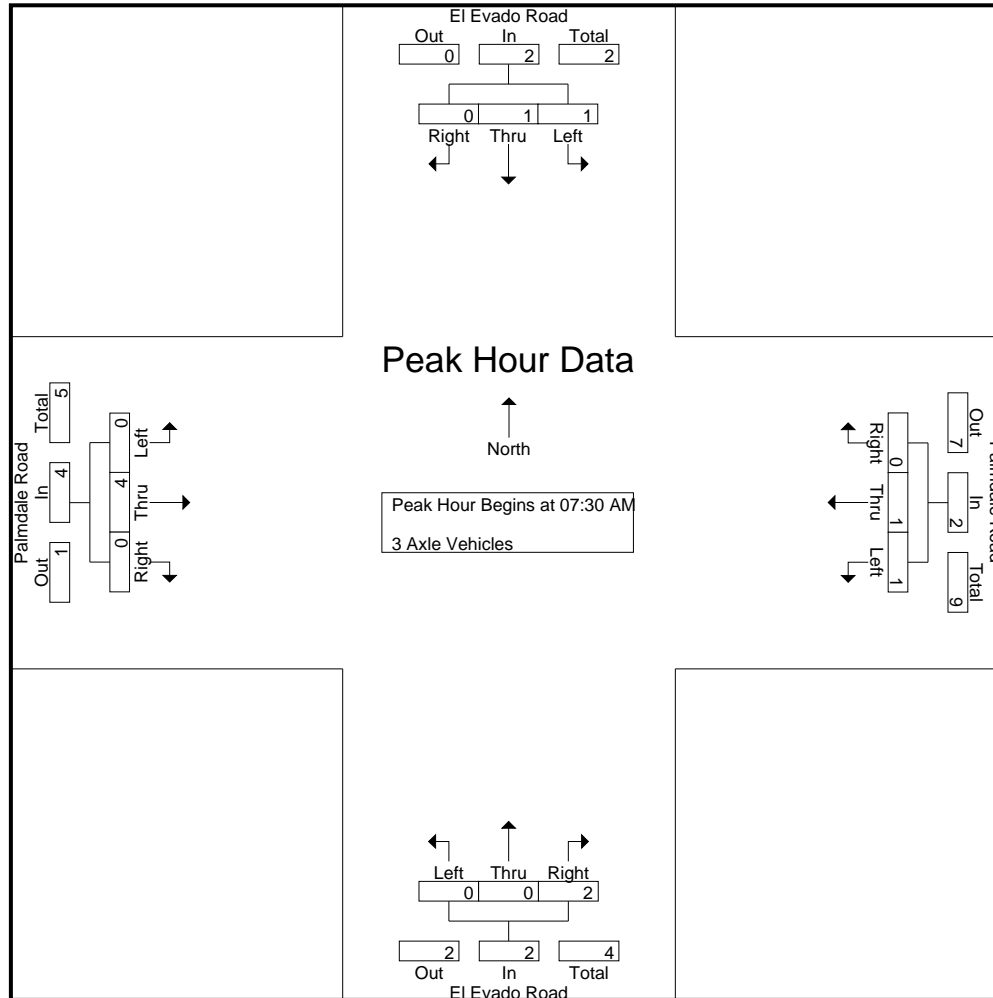
Groups Printed- 3 Axle Vehicles

Start Time	El Evado Road Southbound					Palmdale Road Westbound					El Evado Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total								
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30 AM	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	1	1
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2	0	3	3
Total	1	1	0	0	2	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2	0	5	5
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	2	1	2	0	0	0	0	0	1	0	0	0	1	3	3	4
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2	0	3	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	2	2
Total	0	0	0	0	0	1	2	0	0	3	0	0	2	1	2	0	4	0	0	4	1	0	0	0	4	1	9	10
Grand Total	1	1	0	0	2	2	2	0	0	4	0	0	2	1	2	0	6	0	0	6	1	0	0	0	6	1	14	15
Apprch %	50	50	0			50	50	0			0	0	100			0	100	0										
Total %	7.1	7.1	0		14.3	14.3	14.3	0		28.6	0	0	14.3		14.3	0	42.9	0		42.9	6.7				93.3			

Start Time	El Evado Road Southbound				Palmdale Road Westbound				El Evado Road Northbound				Palmdale Road Eastbound				Int. Total				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total					
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	3
08:00 AM	0	0	0	0	0	1	0	1	0	0	2	2	0	0	0	0	0	0	0	0	3
08:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total Volume	1	1	0	2	1	1	0	2	0	0	2	2	0	4	0	4	0	0	0	0	10
% App. Total	50	50	0		50	50	0		0	0	100		0	100	0						
PHF	.250	.250	.000	.500	.250	.250	.000	.500	.000	.000	.250	.250	.000	.500	.000	.500					.833

City of Victorville
 N/S: El Evado Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 11_VIC_EI E_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: El Evado Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 11_VIC_EI E_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	El Evado Road Southbound				Palmdale Road Westbound				El Evado Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2	
+30 mins.	0	0	0	0	0	1	0	1	0	0	2	2	0	0	0	0	
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	2	
Total Volume	1	1	0	2	1	1	0	2	0	0	2	2	0	4	0	4	
% App. Total	50	50	0		50	50	0		0	0	100		0	100	0		
PHF	.250	.250	.000	.500	.250	.250	.000	.500	.000	.000	.250	.250	.000	.500	.000	.500	

City of Victorville
 N/S: El Evado Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 11_VIC_EI E_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

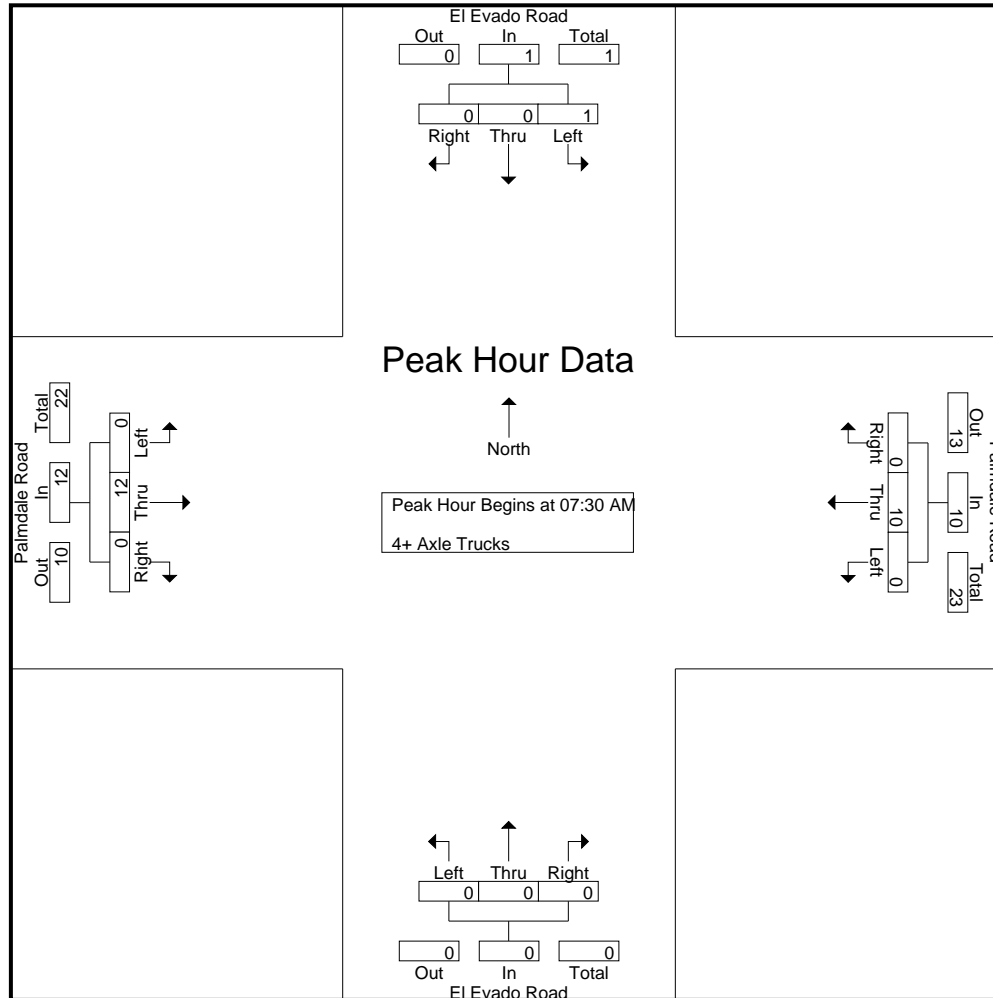
Groups Printed- 4+ Axle Trucks

Start Time	El Evado Road Southbound					Palmdale Road Westbound					El Evado Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
07:00 AM	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	6	6
07:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	5
07:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	8	8
07:45 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	3	3
Total	2	0	0	0	2	0	15	0	0	15	0	0	0	0	0	0	5	0	0	5	0	0	22	22
08:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	9	9
08:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	3	3
08:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	5	5
08:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	6	6
Total	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	14	0	0	14	0	0	23	23
Grand Total	2	0	0	0	2	0	24	0	0	24	0	0	0	0	0	0	19	0	0	19	0	0	45	45
Apprch %	100	0	0			0	100	0			0	0	0			0	100	0			0		45	45
Total %	4.4	0	0		4.4	0	53.3	0		53.3	0	0	0		0	42.2	0		42.2	0		100	100	

Start Time	El Evado Road Southbound				Palmdale Road Westbound				El Evado Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
07:45 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
08:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6	9
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total Volume	1	0	0	1	0	10	0	10	0	0	0	0	0	12	0	12	23
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.625	.000	.625	.000	.000	.000	.000	.000	.500	.000	.500	.639

City of Victorville
 N/S: El Evado Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 11_VIC_EI E_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: El Evado Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 11_VIC_EI E_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	El Evado Road Southbound				Palmdale Road Westbound				El Evado Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	
+15 mins.	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1	
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	6	0	6	
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	
Total Volume	1	0	0	1	0	10	0	10	0	0	0	0	0	12	0	12	
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.625	.000	.625	.000	.000	.000	.000	.000	.500	.000	.500	

City of Victorville
 N/S: El Evado Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 11_VIC_EI E_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

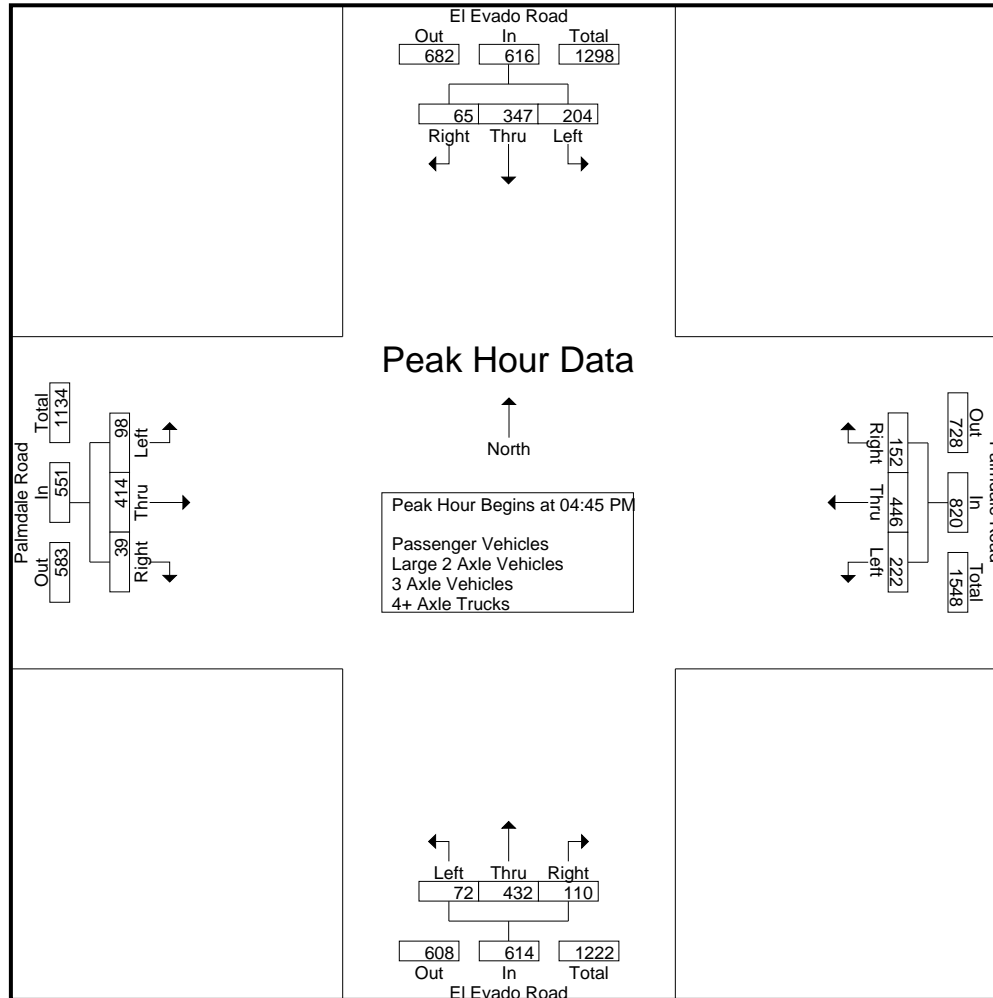
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	El Evado Road Southbound					Palmdale Road Westbound					El Evado Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	51	126	20	3	197	50	97	44	20	191	22	110	20	8	152	24	74	8	5	106	36	646	682
04:15 PM	54	97	15	2	166	45	96	41	18	182	10	96	26	15	132	28	112	10	4	150	39	630	669
04:30 PM	45	66	12	1	123	57	126	45	9	228	7	94	15	9	116	24	113	14	6	151	25	618	643
04:45 PM	63	86	12	3	161	54	104	48	7	206	17	96	29	16	142	27	96	12	5	135	31	644	675
Total	213	375	59	9	647	206	423	178	54	807	56	396	90	48	542	103	395	44	20	542	131	2538	2669
05:00 PM	49	103	13	7	165	57	108	28	14	193	18	91	26	15	135	22	99	6	0	127	36	620	656
05:15 PM	42	66	21	5	129	50	123	37	13	210	21	136	29	11	186	28	118	9	3	155	32	680	712
05:30 PM	50	92	19	6	161	61	111	39	14	211	16	109	26	8	151	21	101	12	4	134	32	657	689
05:45 PM	28	82	12	4	122	41	116	42	11	199	20	100	21	6	141	20	119	4	1	143	22	605	627
Total	169	343	65	22	577	209	458	146	52	813	75	436	102	40	613	91	437	31	8	559	122	2562	2684
Grand Total	382	718	124	31	1224	415	881	324	106	1620	131	832	192	88	1155	194	832	75	28	1101	253	5100	5353
Apprch %	31.2	58.7	10.1			25.6	54.4	20			11.3	72	16.6			17.6	75.6	6.8					
Total %	7.5	14.1	2.4		24	8.1	17.3	6.4		31.8	2.6	16.3	3.8		22.6	3.8	16.3	1.5		21.6	4.7	95.3	
Passenger Vehicles	375	710	124		1240	410	856	319		1688	128	827	189		1231	188	798	73		1087	0	0	5246
% Passenger Vehicles	98.2	98.9	100	100	98.8	98.8	97.2	98.5	97.2	97.8	97.7	99.4	98.4	98.9	99	96.9	95.9	97.3	100	96.3	0	0	98
Large 2 Axle Vehicles	6	7	0		13	2	7	3		14	3	4	3		11	6	15	0		21	0	0	59
% Large 2 Axle Vehicles	1.6	1	0	0	1	0.5	0.8	0.9	1.9	0.8	2.3	0.5	1.6	1.1	0.9	3.1	1.8	0	0	1.9	0	0	1.1
3 Axle Vehicles	1	0	0		1	0	3	1		5	0	1	0		1	0	3	0		3	0	0	10
% 3 Axle Vehicles	0.3	0	0	0	0.1	0	0.3	0.3	0.9	0.3	0	0.1	0	0	0.1	0	0.4	0	0	0.3	0	0	0.2
4+ Axle Trucks	0	1	0		1	3	15	1		19	0	0	0		0	0	16	2		18	0	0	38
% 4+ Axle Trucks	0	0.1	0	0	0.1	0.7	1.7	0.3	0	1.1	0	0	0	0	0	0	1.9	2.7	0	1.6	0	0	0.7

Start Time	El Evado Road Southbound				Palmdale Road Westbound				El Evado Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	63	86	12	161	54	104	48	206	17	96	29	142	27	96	12	135	644
05:00 PM	49	103	13	165	57	108	28	193	18	91	26	135	22	99	6	127	620
05:15 PM	42	66	21	129	50	123	37	210	21	136	29	186	28	118	9	155	680
05:30 PM	50	92	19	161	61	111	39	211	16	109	26	151	21	101	12	134	657
Total Volume	204	347	65	616	222	446	152	820	72	432	110	614	98	414	39	551	2601
% App. Total	33.1	56.3	10.6		27.1	54.4	18.5		11.7	70.4	17.9		17.8	75.1	7.1		
PHF	.810	.842	.774	.933	.910	.907	.792	.972	.857	.794	.948	.825	.875	.877	.813	.889	.956

City of Victorville
 N/S: El Evado Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 11_VIC_EI E_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: El Evado Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 11_VIC_EI E_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	El Evado Road Southbound				Palmdale Road Westbound				El Evado Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:30 PM				04:45 PM				04:30 PM				
+0 mins.	51	126	20	197	57	126	45	228	17	96	29	142	24	113	14	151	
+15 mins.	54	97	15	166	54	104	48	206	18	91	26	135	27	96	12	135	
+30 mins.	45	66	12	123	57	108	28	193	21	136	29	186	22	99	6	127	
+45 mins.	63	86	12	161	50	123	37	210	16	109	26	151	28	118	9	155	
Total Volume	213	375	59	647	218	461	158	837	72	432	110	614	101	426	41	568	
% App. Total	32.9	58	9.1		26	55.1	18.9		11.7	70.4	17.9		17.8	75	7.2		
PHF	.845	.744	.738	.821	.956	.915	.823	.918	.857	.794	.948	.825	.902	.903	.732	.916	

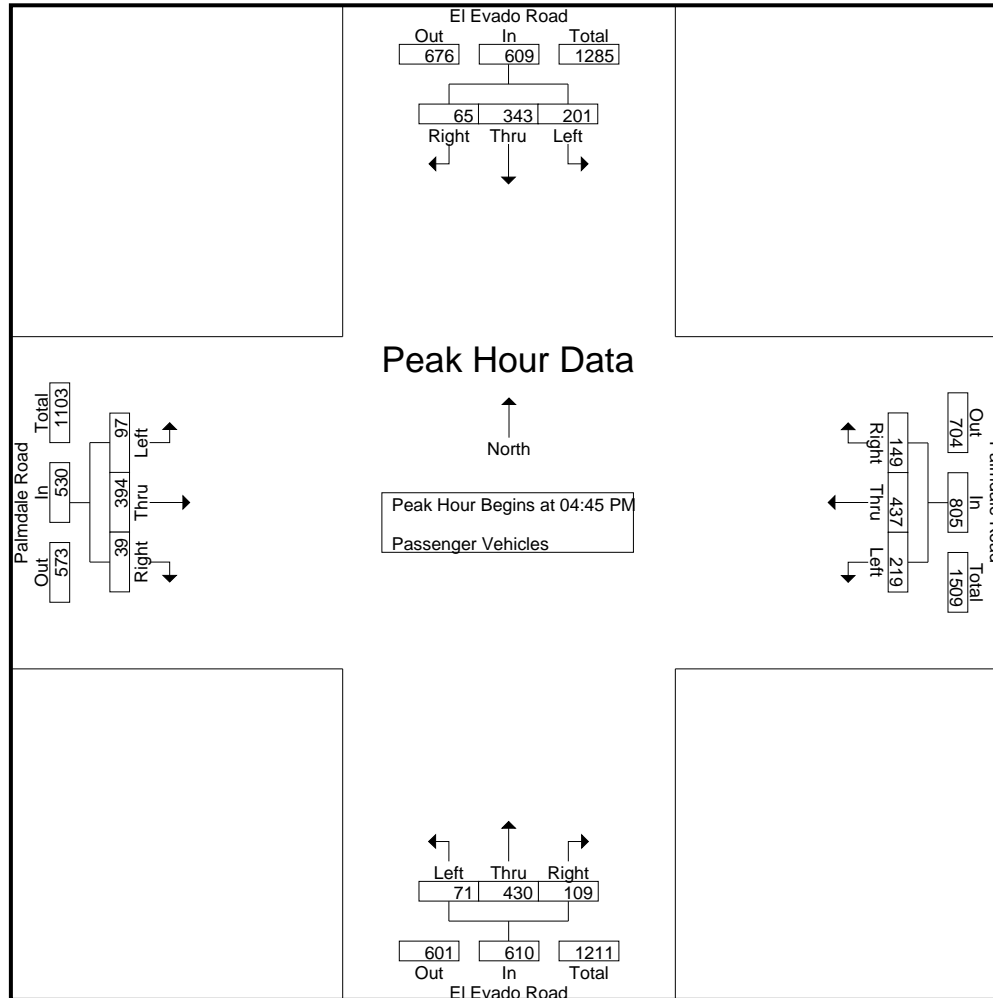
City of Victorville
 N/S: El Evado Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 11_VIC_EI E_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	El Evado Road Southbound					Palmdale Road Westbound					El Evado Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	50	125	20	3	195	49	95	44	20	188	22	109	20	8	151	24	70	8	5	102	36	636	672
04:15 PM	52	97	15	2	164	44	90	41	18	175	9	95	25	15	129	26	110	10	4	146	39	614	653
04:30 PM	45	64	12	1	121	57	122	45	9	224	7	93	15	9	115	21	110	12	6	143	25	603	628
04:45 PM	62	86	12	3	160	54	99	48	7	201	16	96	29	16	141	27	94	12	5	133	31	635	666
Total	209	372	59	9	640	204	406	178	54	788	54	393	89	48	536	98	384	42	20	524	131	2488	2619
05:00 PM	48	101	13	7	162	56	106	28	14	190	18	91	26	15	135	22	92	6	0	120	36	607	643
05:15 PM	41	65	21	5	127	48	122	37	13	207	21	134	28	10	183	28	110	9	3	147	31	664	695
05:30 PM	50	91	19	6	160	61	110	36	12	207	16	109	26	8	151	20	98	12	4	130	30	648	678
05:45 PM	27	81	12	4	120	41	112	40	10	193	19	100	20	6	139	20	114	4	1	138	21	590	611
Total	166	338	65	22	569	206	450	141	49	797	74	434	100	39	608	90	414	31	8	535	118	2509	2627
Grand Total	375	710	124	31	1209	410	856	319	103	1585	128	827	189	87	1144	188	798	73	28	1059	249	4997	5246
Apprch %	31	58.7	10.3			25.9	54	20.1			11.2	72.3	16.5			17.8	75.4	6.9					
Total %	7.5	14.2	2.5		24.2	8.2	17.1	6.4		31.7	2.6	16.5	3.8		22.9	3.8	16	1.5		21.2	4.7	95.3	

Start Time	El Evado Road Southbound				Palmdale Road Westbound				El Evado Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	62	86	12	160	54	99	48	201	16	96	29	141	27	94	12	133	635
05:00 PM	48	101	13	162	56	106	28	190	18	91	26	135	22	92	6	120	607
05:15 PM	41	65	21	127	48	122	37	207	21	134	28	183	28	110	9	147	664
05:30 PM	50	91	19	160	61	110	36	207	16	109	26	151	20	98	12	130	648
Total Volume	201	343	65	609	219	437	149	805	71	430	109	610	97	394	39	530	2554
% App. Total	33	56.3	10.7		27.2	54.3	18.5		11.6	70.5	17.9		18.3	74.3	7.4		
PHF	.810	.849	.774	.940	.898	.895	.776	.972	.845	.802	.940	.833	.866	.895	.813	.901	.962



City of Victorville
 N/S: El Evado Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 11_VIC_EI E_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	El Evado Road Southbound				Palmdale Road Westbound				El Evado Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	62	86	12	160	54	99	48	201	16	96	29	141	27	94	12	133	
+15 mins.	48	101	13	162	56	106	28	190	18	91	26	135	22	92	6	120	
+30 mins.	41	65	21	127	48	122	37	207	21	134	28	183	28	110	9	147	
+45 mins.	50	91	19	160	61	110	36	207	16	109	26	151	20	98	12	130	
Total Volume	201	343	65	609	219	437	149	805	71	430	109	610	97	394	39	530	
% App. Total	33	56.3	10.7		27.2	54.3	18.5		11.6	70.5	17.9		18.3	74.3	7.4		
PHF	.810	.849	.774	.940	.898	.895	.776	.972	.845	.802	.940	.833	.866	.895	.813	.901	

City of Victorville
 N/S: El Evado Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 11_VIC_EI E_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

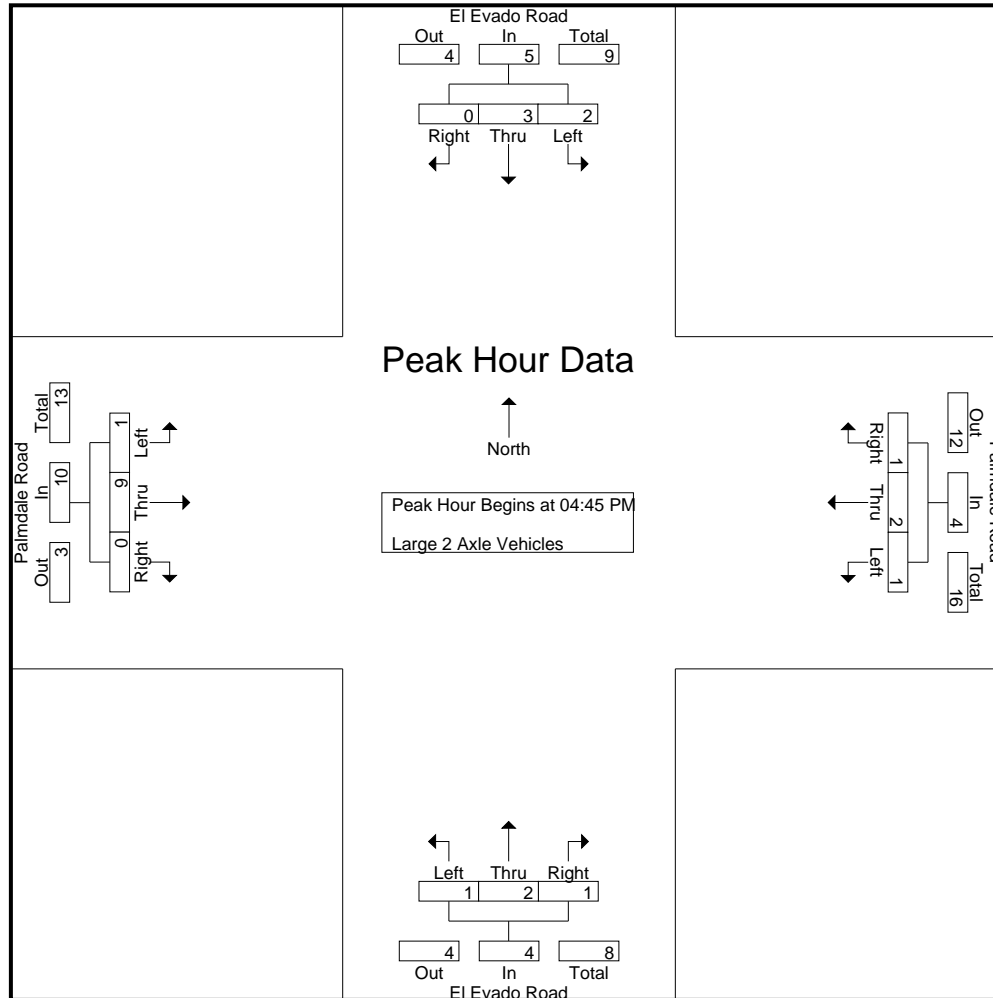
Groups Printed- Large 2 Axle Vehicles

Start Time	El Evado Road Southbound					Palmdale Road Westbound					El Evado Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
04:00 PM	1	1	0	0	2	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	5	5
04:15 PM	2	0	0	0	2	0	3	0	0	3	1	1	1	0	3	2	2	0	0	4	0	12	12	
04:30 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	3	2	0	0	5	0	8	8	
04:45 PM	1	0	0	0	1	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	4	4	
Total	4	3	0	0	7	1	5	0	0	6	2	2	1	0	5	5	6	0	0	11	0	29	29	
05:00 PM	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	6	6	
05:15 PM	0	1	0	0	1	1	0	0	0	1	0	2	1	1	3	0	2	0	0	2	1	7	8	
05:30 PM	0	1	0	0	1	0	0	1	1	1	0	0	0	0	0	1	3	0	0	4	1	6	7	
05:45 PM	1	1	0	0	2	0	1	2	1	3	1	0	1	0	2	0	1	0	0	1	1	8	9	
Total	2	4	0	0	6	1	2	3	2	6	1	2	2	1	5	1	9	0	0	10	3	27	30	
Grand Total	6	7	0	0	13	2	7	3	2	12	3	4	3	1	10	6	15	0	0	21	3	56	59	
Apprch %	46.2	53.8	0			16.7	58.3	25			30	40	30			28.6	71.4	0						
Total %	10.7	12.5	0		23.2	3.6	12.5	5.4		21.4	5.4	7.1	5.4		17.9	10.7	26.8	0		37.5	5.1	94.9		

Start Time	El Evado Road Southbound				Palmdale Road Westbound				El Evado Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	0	0	1	0	1	0	1	1	0	0	1	0	1	0	1	4
05:00 PM	1	1	0	2	0	1	0	1	0	0	0	0	0	3	0	3	6
05:15 PM	0	1	0	1	1	0	0	1	0	2	1	3	0	2	0	2	7
05:30 PM	0	1	0	1	0	0	1	1	0	0	0	0	1	3	0	4	6
Total Volume	2	3	0	5	1	2	1	4	1	2	1	4	1	9	0	10	23
% App. Total	40	60	0		25	50	25		25	50	25		10	90	0		
PHF	.500	.750	.000	.625	.250	.500	.250	1.00	.250	.250	.250	.333	.250	.750	.000	.625	.821

City of Victorville
 N/S: El Evado Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 11_VIC_EI E_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: El Evado Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 11_VIC_EI E_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	El Evado Road Southbound				Palmdale Road Westbound				El Evado Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	1	0	0	1	0	1	0	1	1	0	0	1	0	1	0	1	
+15 mins.	1	1	0	2	0	1	0	1	0	0	0	0	0	3	0	3	
+30 mins.	0	1	0	1	1	0	0	1	0	2	1	3	0	2	0	2	
+45 mins.	0	1	0	1	0	0	1	1	0	0	0	0	1	3	0	4	
Total Volume	2	3	0	5	1	2	1	4	1	2	1	4	1	9	0	10	
% App. Total	40	60	0		25	50	25		25	50	25		10	90	0		
PHF	.500	.750	.000	.625	.250	.500	.250	1.000	.250	.250	.250	.333	.250	.750	.000	.625	

City of Victorville
 N/S: El Evado Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 11_VIC_EI E_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

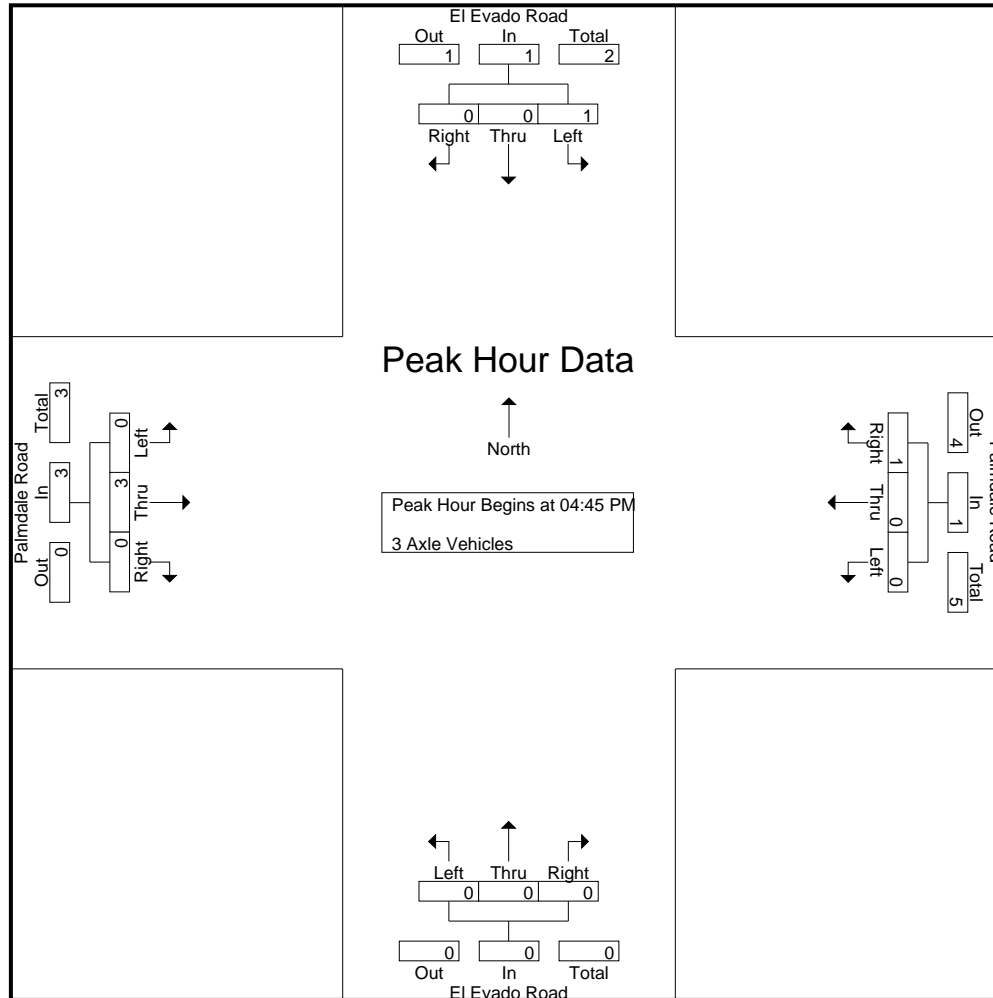
Groups Printed- 3 Axle Vehicles

Start Time	El Evado Road Southbound					Palmdale Road Westbound					El Evado Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total								
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	1
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	2	0	3	3
05:30 PM	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	2
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	1	0	0	0	1	0	2	1	1	3	0	0	0	0	0	0	3	0	0	3	0	7	0	0	3	1	7	8
Grand Total	1	0	0	0	1	0	3	1	1	4	0	1	0	0	1	0	3	0	0	3	0	9	0	0	3	1	9	10
Apprch %	100	0	0			0	75	25			0	100	0			0	100	0			0							
Total %	11.1	0	0		11.1	0	33.3	11.1		44.4	0	11.1	0		11.1	0	33.3	0		33.3		10				10	90	

Start Time	El Evado Road Southbound				Palmdale Road Westbound				El Evado Road Northbound				Palmdale Road Eastbound				Int. Total				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total					
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	1
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	2	3
05:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	0	0	1	1	0	0	0	0	0	3	0	3	0	3	0	3	5
% App. Total	100	0	0		0	0	100		0	0	0		0	100	0		0		0		
PHF	.250	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.000	.375	.000	.375	.000	.375	.000	.375	.417

City of Victorville
 N/S: El Evado Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 11_VIC_EI E_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: El Evado Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 11_VIC_EI E_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	El Evado Road Southbound				Palmdale Road Westbound				El Evado Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	2
+45 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	1	1	0	0	0	0	0	3	0	3	3
% App. Total	100	0	0		0	0	100		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.000	.375	.000	.375	

City of Victorville
 N/S: El Evado Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 11_VIC_EI E_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

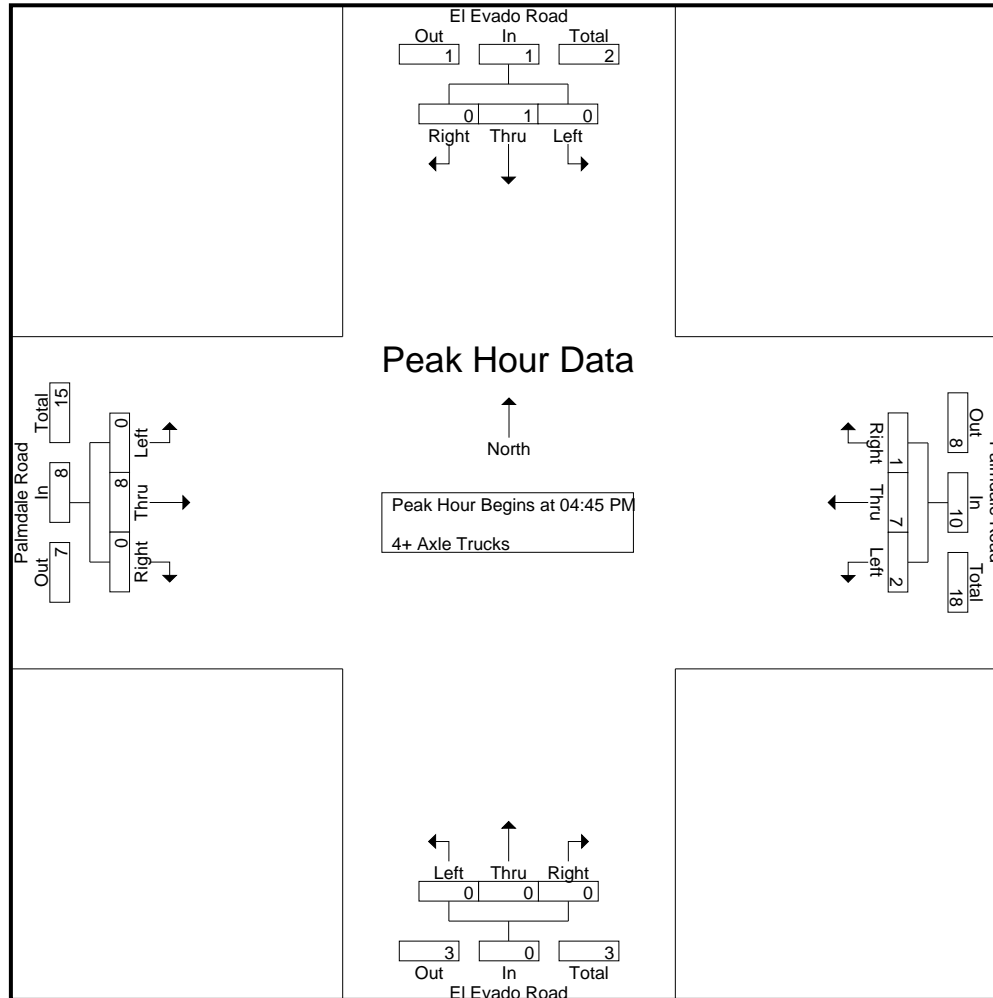
Groups Printed- 4+ Axle Trucks

Start Time	El Evado Road Southbound					Palmdale Road Westbound					El Evado Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	5	5
04:15 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	4
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	2	0	3	0	0	5	5
04:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	5	5
Total	0	0	0	0	0	1	11	0	0	12	0	0	0	0	0	0	5	2	0	7	0	0	19	19
05:00 PM	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	6	6
05:15 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	6	6
05:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	5	5
Total	0	1	0	0	1	2	4	1	0	7	0	0	0	0	0	0	11	0	0	11	0	0	19	19
Grand Total	0	1	0	0	1	3	15	1	0	19	0	0	0	0	0	0	16	2	0	18	0	0	38	38
Apprch %	0	100	0			15.8	78.9	5.3			0	0	0			0	88.9	11.1			0	0	100	
Total %	0	2.6	0		2.6	7.9	39.5	2.6		50	0	0	0		0	0	42.1	5.3		47.4	0	0	100	

Start Time	El Evado Road Southbound				Palmdale Road Westbound				El Evado Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
05:00 PM	0	1	0	1	1	1	0	2	0	0	0	0	0	3	0	3	6
05:15 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	4	0	4	6
05:30 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
Total Volume	0	1	0	1	2	7	1	10	0	0	0	0	0	8	0	8	19
% App. Total	0	100	0		20	70	10		0	0	0		0	100	0		
PHF	.000	.250	.000	.250	.500	.438	.250	.625	.000	.000	.000	.000	.000	.500	.000	.500	.792

City of Victorville
 N/S: El Evado Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 11_VIC_EI E_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: El Evado Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 11_VIC_EI E_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	El Evado Road Southbound				Palmdale Road Westbound				El Evado Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	
+15 mins.	0	1	0	1	1	1	0	2	0	0	0	0	0	3	0	3	
+30 mins.	0	0	0	0	1	1	0	2	0	0	0	0	0	4	0	4	
+45 mins.	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	
Total Volume	0	1	0	1	2	7	1	10	0	0	0	0	0	8	0	8	
% App. Total	0	100	0		20	70	10		0	0	0		0	100	0		
PHF	.000	.250	.000	.250	.500	.438	.250	.625	.000	.000	.000	.000	.000	.500	.000	.500	

Location: Victorville
 N/S: El Evado Road
 E/W: Palmdale Road



Date: 10/19/2021
 Day: Tuesday

PEDESTRIANS

	North Leg El Evado Road	East Leg Palmdale Road	South Leg El Evado Road	West Leg Palmdale Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
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	1	3	4
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	1	1	2
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	0	2	4	7

	North Leg El Evado Road	East Leg Palmdale Road	South Leg El Evado Road	West Leg Palmdale Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	1	1
4:15 PM	1	0	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	3	0	0	2	5
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	2	0	0	1	3
5:45 PM	0	0	1	1	2
TOTAL VOLUMES:	6	0	1	5	12

Location: Victorville
 N/S: El Evado Road
 E/W: Palmdale Road



Date: 10/19/2021
 Day: Tuesday

BICYCLES

	Southbound El Evado Road			Westbound Palmdale Road			Northbound El Evado Road			Eastbound Palmdale Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

	Southbound El Evado Road			Westbound Palmdale Road			Northbound El Evado Road			Eastbound Palmdale Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	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	0
5:15 PM	0	3	0	0	0	0	0	1	0	0	0	0	4
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	0	4	0	0	1	0	0	1	0	0	1	0	7

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

File Name : 12_VIC_Amar_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

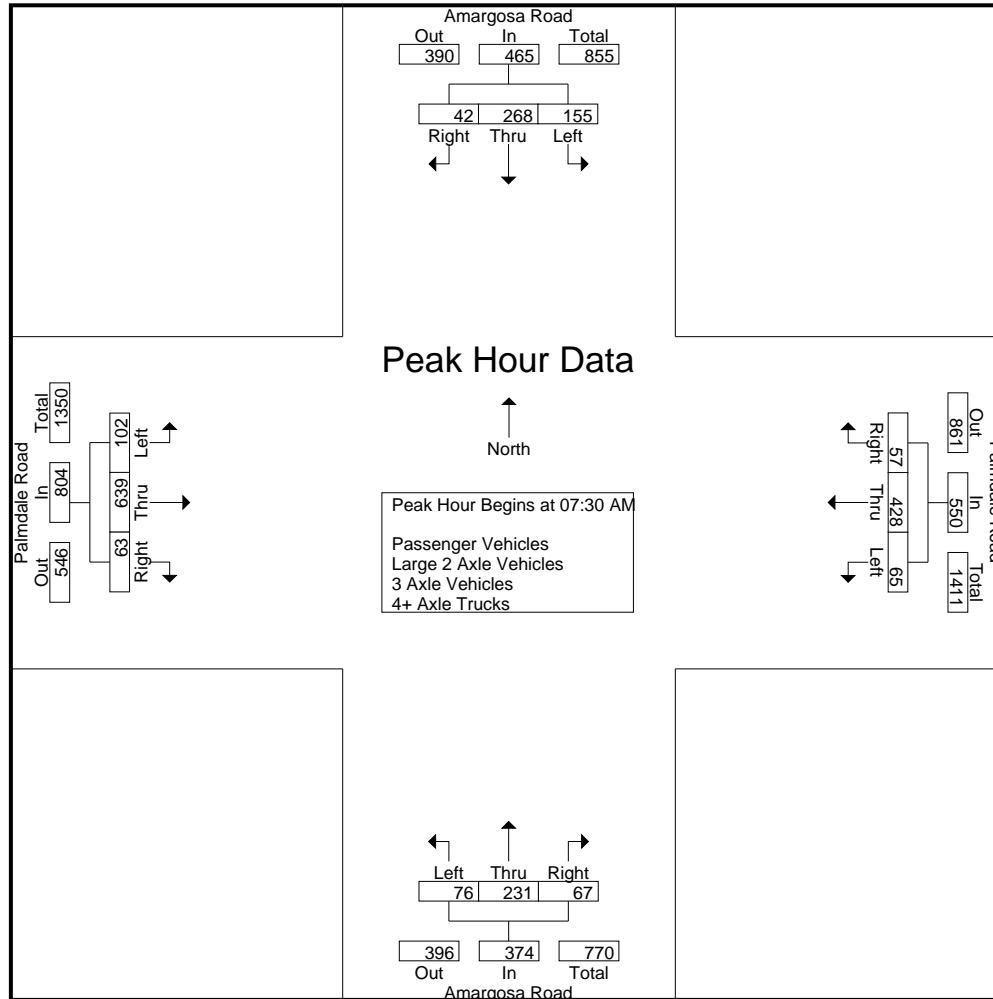
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Amargosa Road Southbound					Palmdale Road Westbound					Amargosa Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	38	37	9	2	84	12	130	13	6	155	18	43	8	4	69	12	133	8	2	153	14	461	475
07:15 AM	31	46	12	3	89	4	136	9	2	149	13	35	9	2	57	12	115	8	0	135	7	430	437
07:30 AM	42	64	10	3	116	13	120	18	3	151	20	49	12	4	81	25	184	15	3	224	13	572	585
07:45 AM	48	62	7	2	117	11	102	17	6	130	24	74	15	6	113	21	158	21	6	200	20	560	580
Total	159	209	38	10	406	40	488	57	17	585	75	201	44	16	320	70	590	52	11	712	54	2023	2077
08:00 AM	33	60	11	4	104	22	100	12	3	134	21	42	22	9	85	33	147	14	5	194	21	517	538
08:15 AM	32	82	14	5	128	19	106	10	1	135	11	66	18	8	95	23	150	13	3	186	17	544	561
08:30 AM	35	73	17	3	125	18	97	15	1	130	12	53	15	6	80	22	138	14	2	174	12	509	521
08:45 AM	40	67	17	5	124	22	111	26	11	159	16	63	17	5	96	15	138	19	3	172	24	551	575
Total	140	282	59	17	481	81	414	63	16	558	60	224	72	28	356	93	573	60	13	726	74	2121	2195
Grand Total	299	491	97	27	887	121	902	120	33	1143	135	425	116	44	676	163	1163	112	24	1438	128	4144	4272
Apprch %	33.7	55.4	10.9			10.6	78.9	10.5			20	62.9	17.2			11.3	80.9	7.8					
Total %	7.2	11.8	2.3		21.4	2.9	21.8	2.9		27.6	3.3	10.3	2.8		16.3	3.9	28.1	2.7		34.7	3	97	
Passenger Vehicles	288	472	90		875	115	846	115		1108	128	412	114		697	159	1104	106		1393	0	0	4073
% Passenger Vehicles	96.3	96.1	92.8	92.6	95.7	95	93.8	95.8	97	94.2	94.8	96.9	98.3	97.7	96.8	97.5	94.9	94.6	100	95.3	0	0	95.3
Large 2 Axle Vehicles	6	17	3		27	3	32	5		41	5	12	2		20	3	27	5		35	0	0	123
% Large 2 Axle Vehicles	2	3.5	3.1	3.7	3	2.5	3.5	4.2	3	3.5	3.7	2.8	1.7	2.3	2.8	1.8	2.3	4.5	0	2.4	0	0	2.9
3 Axle Vehicles	4	2	3		9	0	2	0		2	1	0	0		1	0	8	1		9	0	0	21
% 3 Axle Vehicles	1.3	0.4	3.1	0	1	0	0.2	0	0	0.2	0.7	0	0	0	0.1	0	0.7	0.9	0	0.6	0	0	0.5
4+ Axle Trucks	1	0	1		3	3	22	0		25	1	1	0		2	1	24	0		25	0	0	55
% 4+ Axle Trucks	0.3	0	1	3.7	0.3	2.5	2.4	0	0	2.1	0.7	0.2	0	0	0.3	0.6	2.1	0	0	1.7	0	0	1.3

Start Time	Amargosa Road Southbound				Palmdale Road Westbound				Amargosa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	42	64	10	116	13	120	18	151	20	49	12	81	25	184	15	224	572
07:45 AM	48	62	7	117	11	102	17	130	24	74	15	113	21	158	21	200	560
08:00 AM	33	60	11	104	22	100	12	134	21	42	22	85	33	147	14	194	517
08:15 AM	32	82	14	128	19	106	10	135	11	66	18	95	23	150	13	186	544
Total Volume	155	268	42	465	65	428	57	550	76	231	67	374	102	639	63	804	2193
% App. Total	33.3	57.6	9		11.8	77.8	10.4		20.3	61.8	17.9		12.7	79.5	7.8		
PHF	.807	.817	.750	.908	.739	.892	.792	.911	.792	.780	.761	.827	.773	.868	.750	.897	.958

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

File Name : 12_VIC_Amar_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

File Name : 12_VIC_Amar_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	Amargosa Road Southbound				Palmdale Road Westbound				Amargosa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	08:00 AM				07:00 AM				07:30 AM				07:30 AM				
+0 mins.	33	60	11	104	12	130	13	155	20	49	12	81	25	184	15	224	
+15 mins.	32	82	14	128	4	136	9	149	24	74	15	113	21	158	21	200	
+30 mins.	35	73	17	125	13	120	18	151	21	42	22	85	33	147	14	194	
+45 mins.	40	67	17	124	11	102	17	130	11	66	18	95	23	150	13	186	
Total Volume	140	282	59	481	40	488	57	585	76	231	67	374	102	639	63	804	
% App. Total	29.1	58.6	12.3		6.8	83.4	9.7		20.3	61.8	17.9		12.7	79.5	7.8		
PHF	.875	.860	.868	.939	.769	.897	.792	.944	.792	.780	.761	.827	.773	.868	.750	.897	

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

File Name : 12_VIC_Amar_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

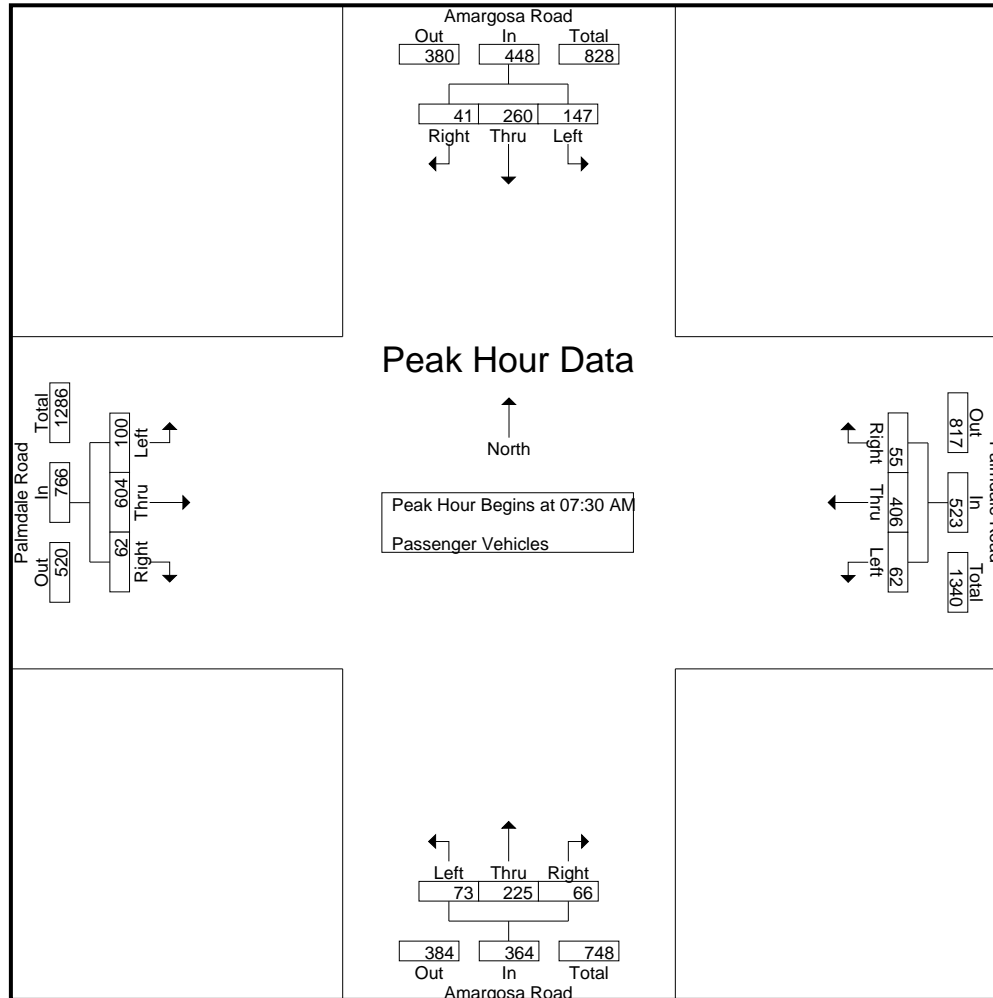
Groups Printed- Passenger Vehicles

Start Time	Amargosa Road Southbound					Palmdale Road Westbound					Amargosa Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	38	36	8	1	82	10	119	11	5	140	17	43	8	4	68	12	127	7	2	146	12	436	448
07:15 AM	31	43	9	2	83	3	123	9	2	135	11	32	8	2	51	11	113	6	0	130	6	399	405
07:30 AM	40	62	10	3	112	12	113	18	3	143	19	48	12	4	79	23	178	15	3	216	13	550	563
07:45 AM	43	60	7	2	110	10	97	17	6	124	22	71	15	6	108	21	148	20	6	189	20	531	551
Total	152	201	34	8	387	35	452	55	16	542	69	194	43	16	306	67	566	48	11	681	51	1916	1967
08:00 AM	33	59	11	4	103	22	92	10	3	124	21	40	22	9	83	33	135	14	5	182	21	492	513
08:15 AM	31	79	13	5	123	18	104	10	1	132	11	66	17	7	94	23	143	13	3	179	16	528	544
08:30 AM	33	69	17	3	119	18	92	15	1	125	12	51	15	6	78	22	130	13	2	165	12	487	499
08:45 AM	39	64	15	5	118	22	106	25	11	153	15	61	17	5	93	14	130	18	3	162	24	526	550
Total	136	271	56	17	463	80	394	60	16	534	59	218	71	27	348	92	538	58	13	688	73	2033	2106
Grand Total	288	472	90	25	850	115	846	115	32	1076	128	412	114	43	654	159	1104	106	24	1369	124	3949	4073
Apprch %	33.9	55.5	10.6			10.7	78.6	10.7			19.6	63	17.4			11.6	80.6	7.7					
Total %	7.3	12	2.3		21.5	2.9	21.4	2.9		27.2	3.2	10.4	2.9		16.6	4	28	2.7		34.7	3	97	

Start Time	Amargosa Road Southbound				Palmdale Road Westbound				Amargosa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	40	62	10	112	12	113	18	143	19	48	12	79	23	178	15	216	550
07:45 AM	43	60	7	110	10	97	17	124	22	71	15	108	21	148	20	189	531
08:00 AM	33	59	11	103	22	92	10	124	21	40	22	83	33	135	14	182	492
08:15 AM	31	79	13	123	18	104	10	132	11	66	17	94	23	143	13	179	528
Total Volume	147	260	41	448	62	406	55	523	73	225	66	364	100	604	62	766	2101
% App. Total	32.8	58	9.2		11.9	77.6	10.5		20.1	61.8	18.1		13.1	78.9	8.1		
PHF	.855	.823	.788	.911	.705	.898	.764	.914	.830	.792	.750	.843	.758	.848	.775	.887	.955

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

File Name : 12_VIC_Amar_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

File Name : 12_VIC_Amar_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	Amargosa Road Southbound				Palmdale Road Westbound				Amargosa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	40	62	10	112	12	113	18	143	19	48	12	79	23	178	15	216	
+15 mins.	43	60	7	110	10	97	17	124	22	71	15	108	21	148	20	189	
+30 mins.	33	59	11	103	22	92	10	124	21	40	22	83	33	135	14	182	
+45 mins.	31	79	13	123	18	104	10	132	11	66	17	94	23	143	13	179	
Total Volume	147	260	41	448	62	406	55	523	73	225	66	364	100	604	62	766	
% App. Total	32.8	58	9.2		11.9	77.6	10.5		20.1	61.8	18.1		13.1	78.9	8.1		
PHF	.855	.823	.788	.911	.705	.898	.764	.914	.830	.792	.750	.843	.758	.848	.775	.887	

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

File Name : 12_VIC_Amar_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

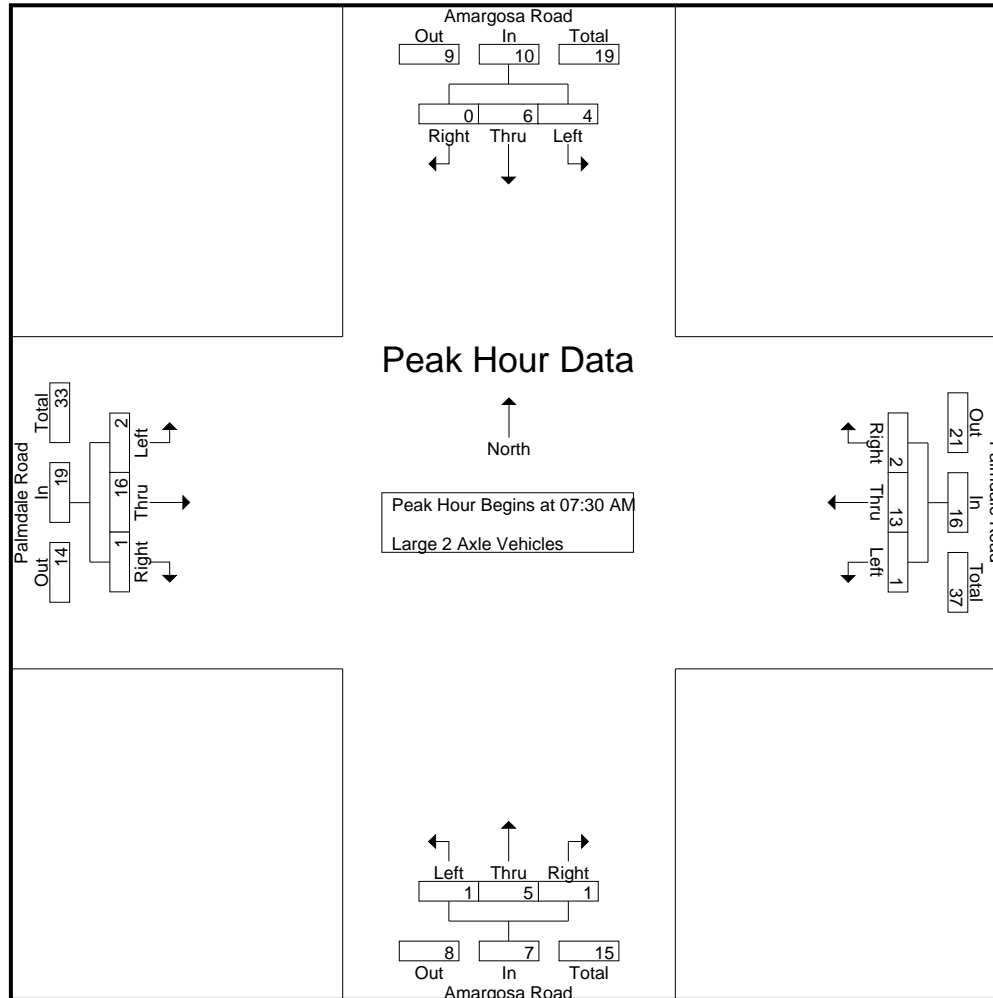
Groups Printed- Large 2 Axle Vehicles

Start Time	Amargosa Road Southbound					Palmdale Road Westbound					Amargosa Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	1	0	0	1	1	6	2	1	9	1	0	0	0	1	0	3	1	0	4	1	15	16
07:15 AM	0	3	2	1	5	1	8	0	0	9	2	3	1	0	6	0	2	1	0	3	1	23	24
07:30 AM	1	2	0	0	3	0	5	0	0	5	0	1	0	0	1	2	2	0	0	4	0	13	13
07:45 AM	3	1	0	0	4	0	4	0	0	4	1	3	0	0	4	0	6	1	0	7	0	19	19
Total	4	7	2	1	13	2	23	2	1	27	4	7	1	0	12	2	13	3	0	18	2	70	72
08:00 AM	0	0	0	0	0	0	4	2	0	6	0	1	0	0	1	0	4	0	0	4	0	11	11
08:15 AM	0	3	0	0	3	1	0	0	0	1	0	0	1	1	1	0	4	0	0	4	1	9	10
08:30 AM	1	4	0	0	5	0	4	0	0	4	0	2	0	0	2	0	4	1	0	5	0	16	16
08:45 AM	1	3	1	0	5	0	1	1	0	2	1	2	0	0	3	1	2	1	0	4	0	14	14
Total	2	10	1	0	13	1	9	3	0	13	1	5	1	1	7	1	14	2	0	17	1	50	51
Grand Total	6	17	3	1	26	3	32	5	1	40	5	12	2	1	19	3	27	5	0	35	3	120	123
Apprch %	23.1	65.4	11.5			7.5	80	12.5			26.3	63.2	10.5			8.6	77.1	14.3					
Total %	5	14.2	2.5		21.7	2.5	26.7	4.2		33.3	4.2	10	1.7		15.8	2.5	22.5	4.2		29.2	2.4	97.6	

Start Time	Amargosa Road Southbound				Palmdale Road Westbound				Amargosa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	2	0	3	0	5	0	5	0	1	0	1	2	2	0	4	13
07:45 AM	3	1	0	4	0	4	0	4	1	3	0	4	0	6	1	7	19
08:00 AM	0	0	0	0	0	4	2	6	0	1	0	1	0	4	0	4	11
08:15 AM	0	3	0	3	1	0	0	1	0	0	1	1	0	4	0	4	9
Total Volume	4	6	0	10	1	13	2	16	1	5	1	7	2	16	1	19	52
% App. Total	40	60	0		6.2	81.2	12.5		14.3	71.4	14.3		10.5	84.2	5.3		
PHF	.333	.500	.000	.625	.250	.650	.250	.667	.250	.417	.250	.438	.250	.667	.250	.679	.684

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

File Name : 12_VIC_Amar_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

File Name : 12_VIC_Amar_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	Amargosa Road Southbound				Palmdale Road Westbound				Amargosa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	1	2	0	3	0	5	0	5	0	1	0	1	2	2	0	4	
+15 mins.	3	1	0	4	0	4	0	4	1	3	0	4	0	6	1	7	
+30 mins.	0	0	0	0	0	4	2	6	0	1	0	1	0	4	0	4	
+45 mins.	0	3	0	3	1	0	0	1	0	0	1	1	0	4	0	4	
Total Volume	4	6	0	10	1	13	2	16	1	5	1	7	2	16	1	19	
% App. Total	40	60	0		6.2	81.2	12.5		14.3	71.4	14.3		10.5	84.2	5.3		
PHF	.333	.500	.000	.625	.250	.650	.250	.667	.250	.417	.250	.438	.250	.667	.250	.679	

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

File Name : 12_VIC_Amar_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

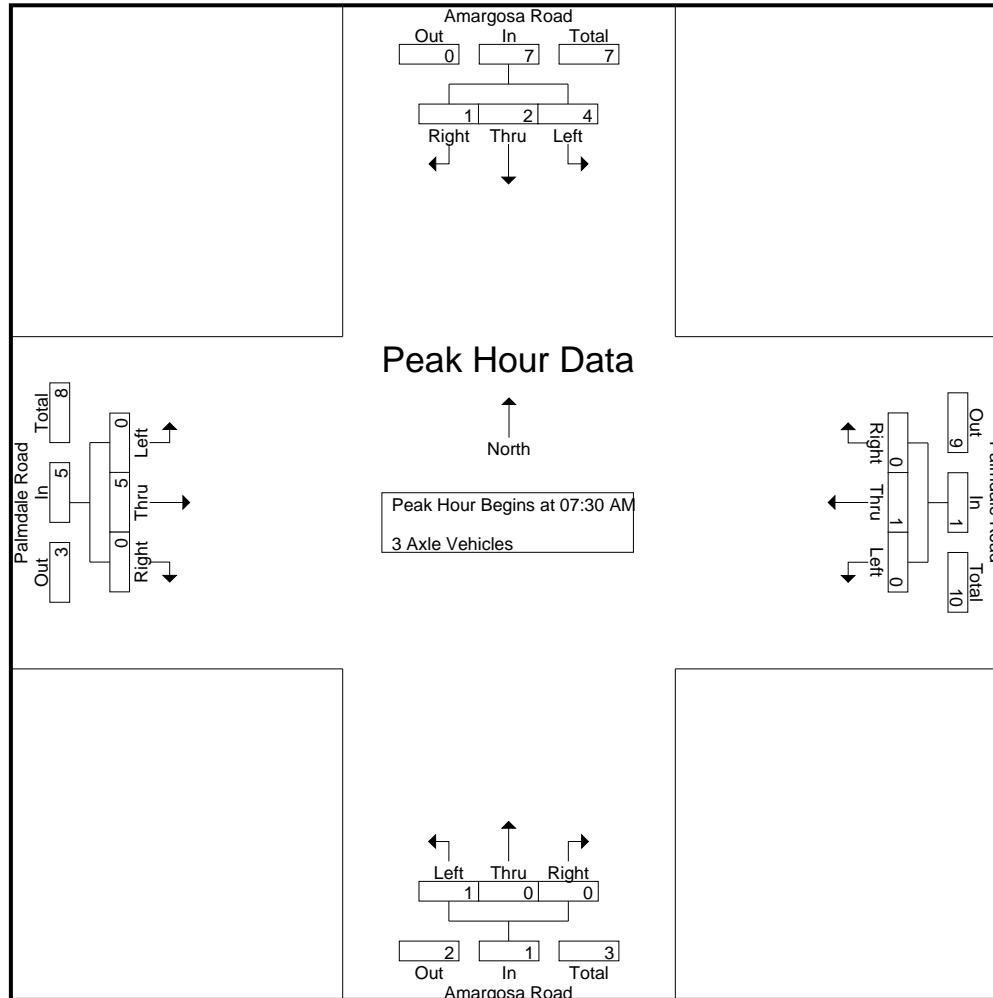
Groups Printed- 3 Axle Vehicles

Start Time	Amargosa Road Southbound					Palmdale Road Westbound					Amargosa Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total								
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	2
07:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
07:45 AM	2	1	0	0	3	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	5	5
Total	3	1	1	0	5	0	0	0	0	0	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	0	9	9
08:00 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	3
08:15 AM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
08:45 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	4
Total	1	1	2	0	4	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	12	12
Grand Total	4	2	3	0	9	0	2	0	0	2	1	0	0	0	1	0	8	1	0	9	0	0	0	0	0	0	21	21
Apprch %	44.4	22.2	33.3			0	100	0			100	0	0			0	88.9	11.1										
Total %	19	9.5	14.3		42.9	0	9.5	0		9.5	4.8	0	0		4.8	0	38.1	4.8		42.9	0	0	0		0	0	100	

Start Time	Amargosa Road Southbound				Palmdale Road Westbound				Amargosa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
07:45 AM	2	1	0	3	0	0	0	0	1	0	0	1	0	1	0	1	5
08:00 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
08:15 AM	1	0	1	2	0	0	0	0	0	0	0	0	0	2	0	2	4
Total Volume	4	2	1	7	0	1	0	1	1	0	0	1	0	5	0	5	14
% App. Total	57.1	28.6	14.3		0	100	0		100	0	0		0	100	0		
PHF	.500	.500	.250	.583	.000	.250	.000	.250	.250	.000	.000	.250	.000	.625	.000	.625	.700

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

File Name : 12_VIC_Amar_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

File Name : 12_VIC_Amar_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	Amargosa Road Southbound				Palmdale Road Westbound				Amargosa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	
+15 mins.	2	1	0	3	0	0	0	0	1	0	0	1	0	1	0	1	
+30 mins.	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	
+45 mins.	1	0	1	2	0	0	0	0	0	0	0	0	0	2	0	2	
Total Volume	4	2	1	7	0	1	0	1	1	0	0	1	0	5	0	5	
% App. Total	57.1	28.6	14.3		0	100	0		100	0	0		0	100	0		
PHF	.500	.500	.250	.583	.000	.250	.000	.250	.250	.000	.000	.250	.000	.625	.000	.625	

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

File Name : 12_VIC_Amar_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

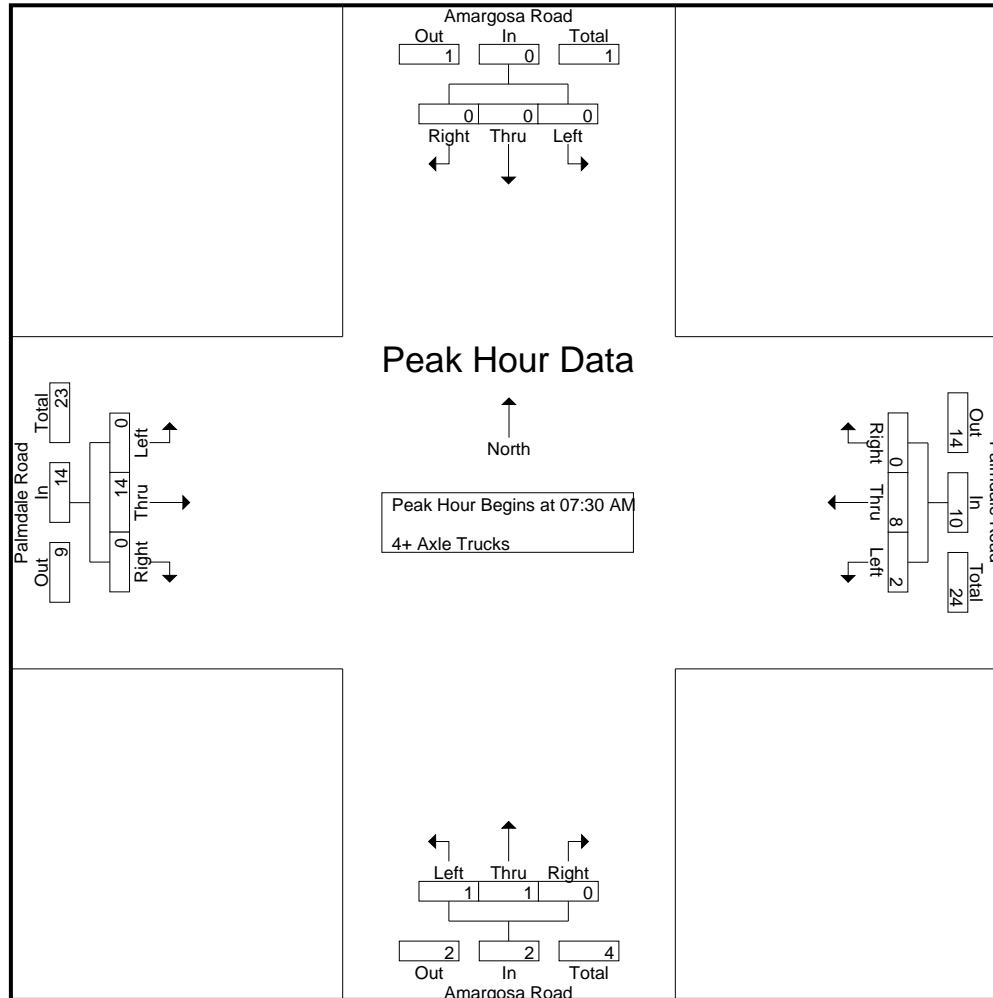
Groups Printed- 4+ Axle Trucks

Start Time	Amargosa Road Southbound					Palmdale Road Westbound					Amargosa Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	0	1	1	1	1	5	0	0	6	0	0	0	0	0	0	3	0	0	3	1	10	11
07:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	0	0	0	1	0	6	6
07:30 AM	0	0	0	0	0	1	2	0	0	3	1	0	0	0	1	0	3	0	0	3	0	7	7
07:45 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	0	5	5
Total	0	0	1	1	1	3	13	0	0	16	1	0	0	0	1	1	9	0	0	10	1	28	29
08:00 AM	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	7	0	0	7	0	11	11
08:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	3	3
08:30 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	5	5
08:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	7	7
Total	1	0	0	0	1	0	9	0	0	9	0	1	0	0	1	0	15	0	0	15	0	26	26
Grand Total	1	0	1	1	2	3	22	0	0	25	1	1	0	0	2	1	24	0	0	25	1	54	55
Apprch %	50	0	50			12	88	0			50	50	0			4	96	0					
Total %	1.9	0	1.9		3.7	5.6	40.7	0		46.3	1.9	1.9	0		3.7	1.9	44.4	0		46.3	1.8	98.2	

Start Time	Amargosa Road Southbound				Palmdale Road Westbound				Amargosa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	1	2	0	3	1	0	0	1	0	3	0	3	7
07:45 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	3	0	3	5
08:00 AM	0	0	0	0	0	3	0	3	0	1	0	1	0	7	0	7	11
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total Volume	0	0	0	0	2	8	0	10	1	1	0	2	0	14	0	14	26
% App. Total	0	0	0	0	20	80	0		50	50	0		0	100	0		
PHF	.000	.000	.000	.000	.500	.667	.000	.833	.250	.250	.000	.500	.000	.500	.000	.500	.591

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

File Name : 12_VIC_Amar_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

File Name : 12_VIC_Amar_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	Amargosa Road Southbound				Palmdale Road Westbound				Amargosa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	0	0	0	1	2	0	3	1	0	0	1	0	3	0	3	
+15 mins.	0	0	0	0	1	1	0	2	0	0	0	0	0	3	0	3	
+30 mins.	0	0	0	0	0	3	0	3	0	1	0	1	0	7	0	7	
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	
Total Volume	0	0	0	0	2	8	0	10	1	1	0	2	0	14	0	14	
% App. Total	0	0	0	0	20	80	0		50	50	0		0	100	0		
PHF	.000	.000	.000	.000	.500	.667	.000	.833	.250	.250	.000	.500	.000	.500	.000	.500	

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

File Name : 12_VIC_Amar_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

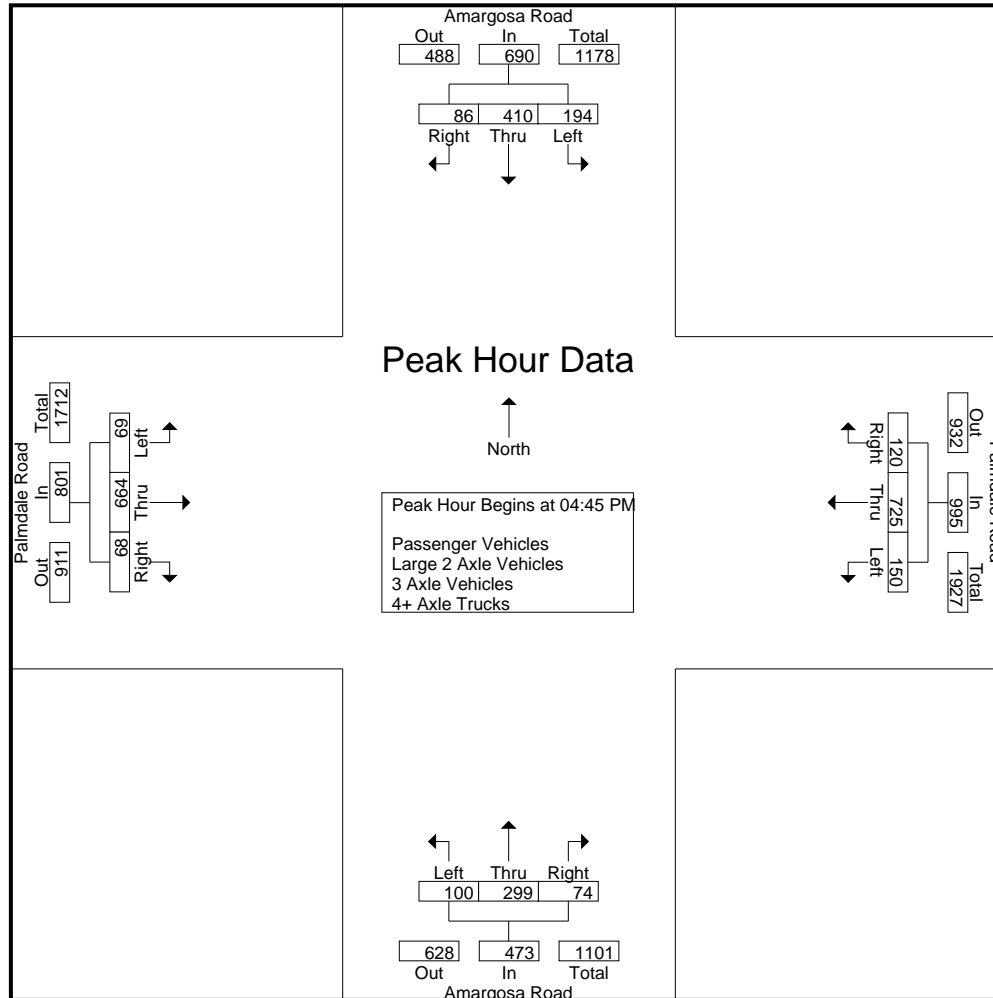
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Amargosa Road Southbound					Palmdale Road Westbound					Amargosa Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	51	119	24	2	194	52	175	22	5	249	35	99	24	3	158	19	130	19	2	168	12	769	781
04:15 PM	40	98	17	4	155	34	175	25	9	234	30	98	25	5	153	22	147	21	7	190	25	732	757
04:30 PM	47	95	12	2	154	44	176	34	7	254	31	74	17	5	122	16	147	20	3	183	17	713	730
04:45 PM	52	101	24	7	177	33	184	35	6	252	26	77	14	2	117	16	152	20	1	188	16	734	750
Total	190	413	77	15	680	163	710	116	27	989	122	348	80	15	550	73	576	80	13	729	70	2948	3018
05:00 PM	45	103	24	5	172	47	168	25	5	240	19	83	26	3	128	23	185	25	0	233	13	773	786
05:15 PM	44	105	19	3	168	31	177	39	6	247	30	70	19	4	119	11	157	14	1	182	14	716	730
05:30 PM	53	101	19	5	173	39	196	21	3	256	25	69	15	3	109	19	170	9	1	198	12	736	748
05:45 PM	40	69	19	4	128	36	154	27	10	217	29	84	18	7	131	20	156	16	3	192	24	668	692
Total	182	378	81	17	641	153	695	112	24	960	103	306	78	17	487	73	668	64	5	805	63	2893	2956
Grand Total	372	791	158	32	1321	316	1405	228	51	1949	225	654	158	32	1037	146	1244	144	18	1534	133	5841	5974
Apprch %	28.2	59.9	12			16.2	72.1	11.7			21.7	63.1	15.2			9.5	81.1	9.4					
Total %	6.4	13.5	2.7		22.6	5.4	24.1	3.9		33.4	3.9	11.2	2.7		17.8	2.5	21.3	2.5		26.3	2.2	97.8	
Passenger Vehicles	368	784	156		1340	307	1377	227		1962	222	647	157		1058	145	1209	143		1515	0	0	5875
% Passenger Vehicles	98.9	99.1	98.7	100	99	97.2	98	99.6	100	98.1	98.7	98.9	99.4	100	99	99.3	97.2	99.3	100	97.6	0	0	98.3
Large 2 Axle Vehicles	3	7	2		12	4	7	1		12	2	6	1		9	0	17	1		18	0	0	51
% Large 2 Axle Vehicles	0.8	0.9	1.3	0	0.9	1.3	0.5	0.4	0	0.6	0.9	0.9	0.6	0	0.8	0	1.4	0.7	0	1.2	0	0	0.9
3 Axle Vehicles	0	0	0		0	0	2	0		2	0	0	0		0	1	2	0		3	0	0	5
% 3 Axle Vehicles	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.7	0.2	0	0	0.2	0	0	0.1
4+ Axle Trucks	1	0	0		1	5	19	0		24	1	1	0		2	0	16	0		16	0	0	43
% 4+ Axle Trucks	0.3	0	0	0	0.1	1.6	1.4	0	0	1.2	0.4	0.2	0	0	0.2	0	1.3	0	0	1	0	0	0.7

Start Time	Amargosa Road Southbound				Palmdale Road Westbound				Amargosa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	52	101	24	177	33	184	35	252	26	77	14	117	16	152	20	188	734
05:00 PM	45	103	24	172	47	168	25	240	19	83	26	128	23	185	25	233	773
05:15 PM	44	105	19	168	31	177	39	247	30	70	19	119	11	157	14	182	716
05:30 PM	53	101	19	173	39	196	21	256	25	69	15	109	19	170	9	198	736
Total Volume	194	410	86	690	150	725	120	995	100	299	74	473	69	664	68	801	2959
% App. Total	28.1	59.4	12.5		15.1	72.9	12.1		21.1	63.2	15.6		8.6	82.9	8.5		
PHF	.915	.976	.896	.975	.798	.925	.769	.972	.833	.901	.712	.924	.750	.897	.680	.859	.957

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

File Name : 12_VIC_Amar_Palm PM
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 Start Date : 10/19/2021
 Page No : 2



City of Victorville
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 Page No : 3

Start Time	Amargosa Road Southbound				Palmdale Road Westbound				Amargosa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:00 PM				05:00 PM				
+0 mins.	52	101	24	177	33	184	35	252	35	99	24	158	23	185	25	233	
+15 mins.	45	103	24	172	47	168	25	240	30	98	25	153	11	157	14	182	
+30 mins.	44	105	19	168	31	177	39	247	31	74	17	122	19	170	9	198	
+45 mins.	53	101	19	173	39	196	21	256	26	77	14	117	20	156	16	192	
Total Volume	194	410	86	690	150	725	120	995	122	348	80	550	73	668	64	805	
% App. Total	28.1	59.4	12.5		15.1	72.9	12.1		22.2	63.3	14.5		9.1	83	8		
PHF	.915	.976	.896	.975	.798	.925	.769	.972	.871	.879	.800	.870	.793	.903	.640	.864	

City of Victorville
 N/S: Amargosa Road
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 Start Date : 10/19/2021
 Page No : 1

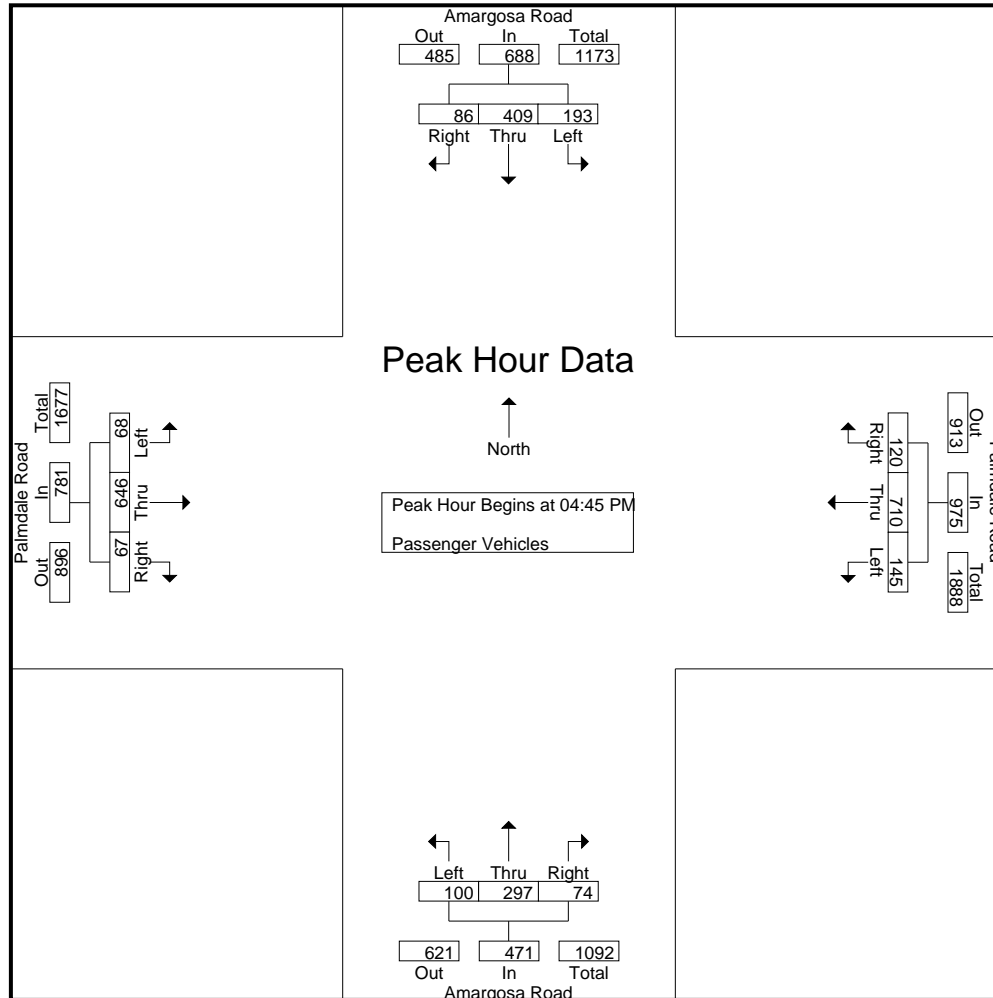
Groups Printed- Passenger Vehicles

Start Time	Amargosa Road Southbound					Palmdale Road Westbound					Amargosa Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	50	116	23	2	189	51	173	22	5	246	35	98	24	3	157	19	125	19	2	163	12	755	767
04:15 PM	40	96	16	4	152	32	171	25	9	228	28	96	25	5	149	22	143	21	7	186	25	715	740
04:30 PM	46	94	12	2	152	44	172	34	7	250	30	72	16	5	118	16	145	20	3	181	17	701	718
04:45 PM	52	101	24	7	177	33	177	35	6	245	26	77	14	2	117	16	150	19	1	185	16	724	740
Total	188	407	75	15	670	160	693	116	27	969	119	343	79	15	541	73	563	79	13	715	70	2895	2965
05:00 PM	45	103	24	5	172	46	166	25	5	237	19	83	26	3	128	23	179	25	0	227	13	764	777
05:15 PM	44	104	19	3	167	31	174	39	6	244	30	69	19	4	118	10	152	14	1	176	14	705	719
05:30 PM	52	101	19	5	172	35	193	21	3	249	25	68	15	3	108	19	165	9	1	193	12	722	734
05:45 PM	39	69	19	4	127	35	151	26	10	212	29	84	18	7	131	20	150	16	3	186	24	656	680
Total	180	377	81	17	638	147	684	111	24	942	103	304	78	17	485	72	646	64	5	782	63	2847	2910
Grand Total	368	784	156	32	1308	307	1377	227	51	1911	222	647	157	32	1026	145	1209	143	18	1497	133	5742	5875
Apprch %	28.1	59.9	11.9			16.1	72.1	11.9			21.6	63.1	15.3			9.7	80.8	9.6					
Total %	6.4	13.7	2.7		22.8	5.3	24	4		33.3	3.9	11.3	2.7		17.9	2.5	21.1	2.5		26.1	2.3	97.7	

Start Time	Amargosa Road Southbound				Palmdale Road Westbound				Amargosa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	52	101	24	177	33	177	35	245	26	77	14	117	16	150	19	185	724
05:00 PM	45	103	24	172	46	166	25	237	19	83	26	128	23	179	25	227	764
05:15 PM	44	104	19	167	31	174	39	244	30	69	19	118	10	152	14	176	705
05:30 PM	52	101	19	172	35	193	21	249	25	68	15	108	19	165	9	193	722
Total Volume	193	409	86	688	145	710	120	975	100	297	74	471	68	646	67	781	2915
% App. Total	28.1	59.4	12.5		14.9	72.8	12.3		21.2	63.1	15.7		8.7	82.7	8.6		
PHF	.928	.983	.896	.972	.788	.920	.769	.979	.833	.895	.712	.920	.739	.902	.670	.860	.954

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

File Name : 12_VIC_Amar_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

File Name : 12_VIC_Amar_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	Amargosa Road Southbound				Palmdale Road Westbound				Amargosa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	52	101	24	177	33	177	35	245	26	77	14	117	16	150	19	185	
+15 mins.	45	103	24	172	46	166	25	237	19	83	26	128	23	179	25	227	
+30 mins.	44	104	19	167	31	174	39	244	30	69	19	118	10	152	14	176	
+45 mins.	52	101	19	172	35	193	21	249	25	68	15	108	19	165	9	193	
Total Volume	193	409	86	688	145	710	120	975	100	297	74	471	68	646	67	781	
% App. Total	28.1	59.4	12.5		14.9	72.8	12.3		21.2	63.1	15.7		8.7	82.7	8.6		
PHF	.928	.983	.896	.972	.788	.920	.769	.979	.833	.895	.712	.920	.739	.902	.670	.860	

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

File Name : 12_VIC_Amar_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

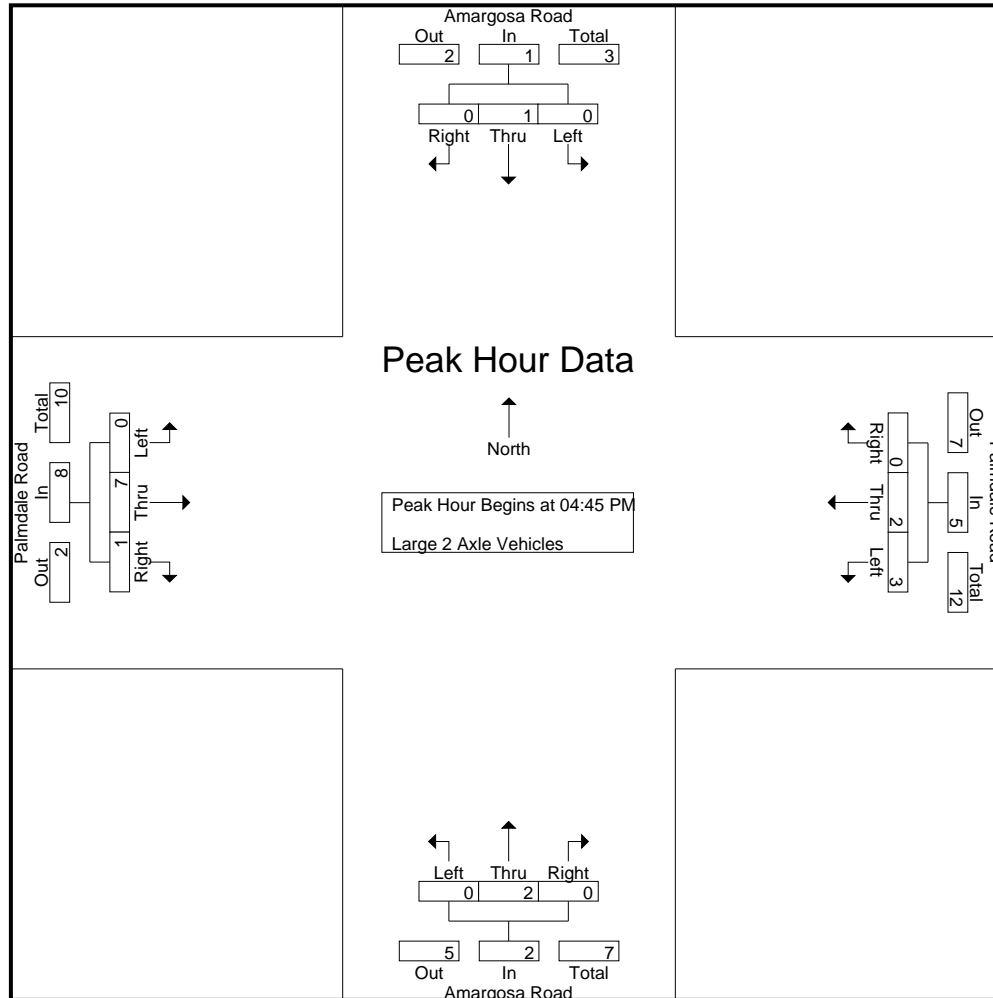
Groups Printed- Large 2 Axle Vehicles

Start Time	Amargosa Road Southbound					Palmdale Road Westbound					Amargosa Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
04:00 PM	1	3	1	0	5	0	1	0	0	1	0	1	0	0	1	0	4	0	0	4	0	0	11	11
04:15 PM	0	2	1	0	3	1	1	0	0	2	2	1	0	0	3	0	4	0	0	4	0	0	12	12
04:30 PM	1	1	0	0	2	0	1	0	0	1	0	2	1	0	3	0	0	0	0	0	0	0	6	6
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	3	3
Total	2	6	2	0	10	1	4	0	0	5	2	4	1	0	7	0	9	1	0	10	0	0	32	32
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	3	3
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	3	3
05:30 PM	0	0	0	0	0	3	1	0	0	4	0	1	0	0	1	0	2	0	0	2	0	0	7	7
05:45 PM	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	6	6
Total	1	1	0	0	2	3	3	1	0	7	0	2	0	0	2	0	8	0	0	8	0	0	19	19
Grand Total	3	7	2	0	12	4	7	1	0	12	2	6	1	0	9	0	17	1	0	18	0	0	51	51
Apprch %	25	58.3	16.7			33.3	58.3	8.3			22.2	66.7	11.1			0	94.4	5.6			0	0		
Total %	5.9	13.7	3.9		23.5	7.8	13.7	2		23.5	3.9	11.8	2		17.6	0	33.3	2		35.3	0	0	100	

Start Time	Amargosa Road Southbound				Palmdale Road Westbound				Amargosa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
05:30 PM	0	0	0	0	3	1	0	4	0	1	0	1	0	2	0	2	7
Total Volume	0	1	0	1	3	2	0	5	0	2	0	2	0	7	1	8	16
% App. Total	0	100	0		60	40	0		0	100	0		0	87.5	12.5		
PHF	.000	.250	.000	.250	.250	.500	.000	.313	.000	.500	.000	.500	.000	.583	.250	.667	.571

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

File Name : 12_VIC_Amar_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

File Name : 12_VIC_Amar_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	Amargosa Road Southbound				Palmdale Road Westbound				Amargosa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	
+30 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	1	
+45 mins.	0	0	0	0	3	1	0	4	0	1	0	1	0	2	0	2	
Total Volume	0	1	0	1	3	2	0	5	0	2	0	2	0	7	1	8	
% App. Total	0	100	0		60	40	0		0	100	0		0	87.5	12.5		
PHF	.000	.250	.000	.250	.250	.500	.000	.313	.000	.500	.000	.500	.000	.583	.250	.667	

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

File Name : 12_VIC_Amar_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

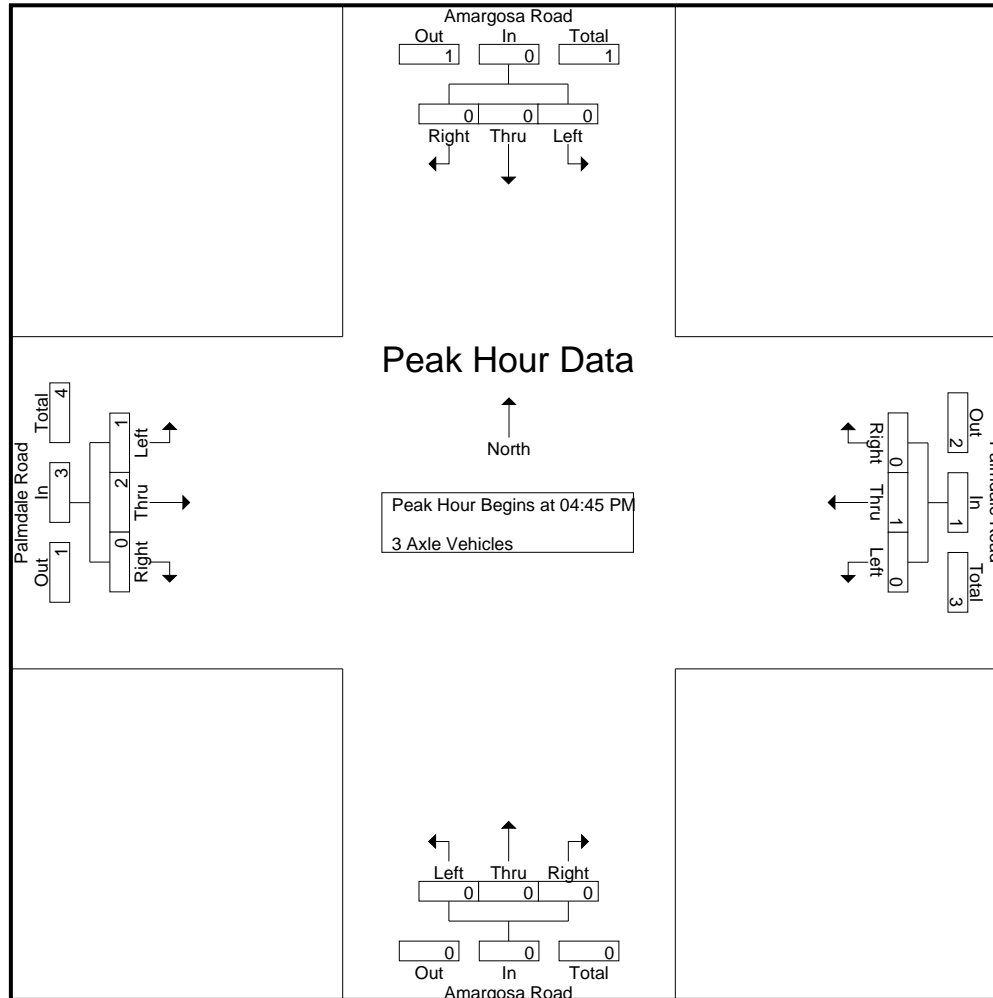
Groups Printed- 3 Axle Vehicles

Start Time	Amargosa Road Southbound					Palmdale Road Westbound					Amargosa Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total								
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	4	0	0	3	0	4	4
Grand Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	0	5	0	0	3	0	5	5
Apprch %	0	0	0			0	100	0			0	0	0			33.3	66.7	0										
Total %	0	0	0			0	40	0		40	0	0	0			20	40	0		60	0	100						

Start Time	Amargosa Road Southbound				Palmdale Road Westbound				Amargosa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	1	2	0	3	4
% App. Total	0	0	0		0	100	0		0	0	0		33.3	66.7	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250	.500	.000	.750	.500

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

File Name : 12_VIC_Amar_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

File Name : 12_VIC_Amar_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	Amargosa Road Southbound				Palmdale Road Westbound				Amargosa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	1	2	0	0	3
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	33.3	66.7	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250	.500	.000	.750	

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

File Name : 12_VIC_Amar_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

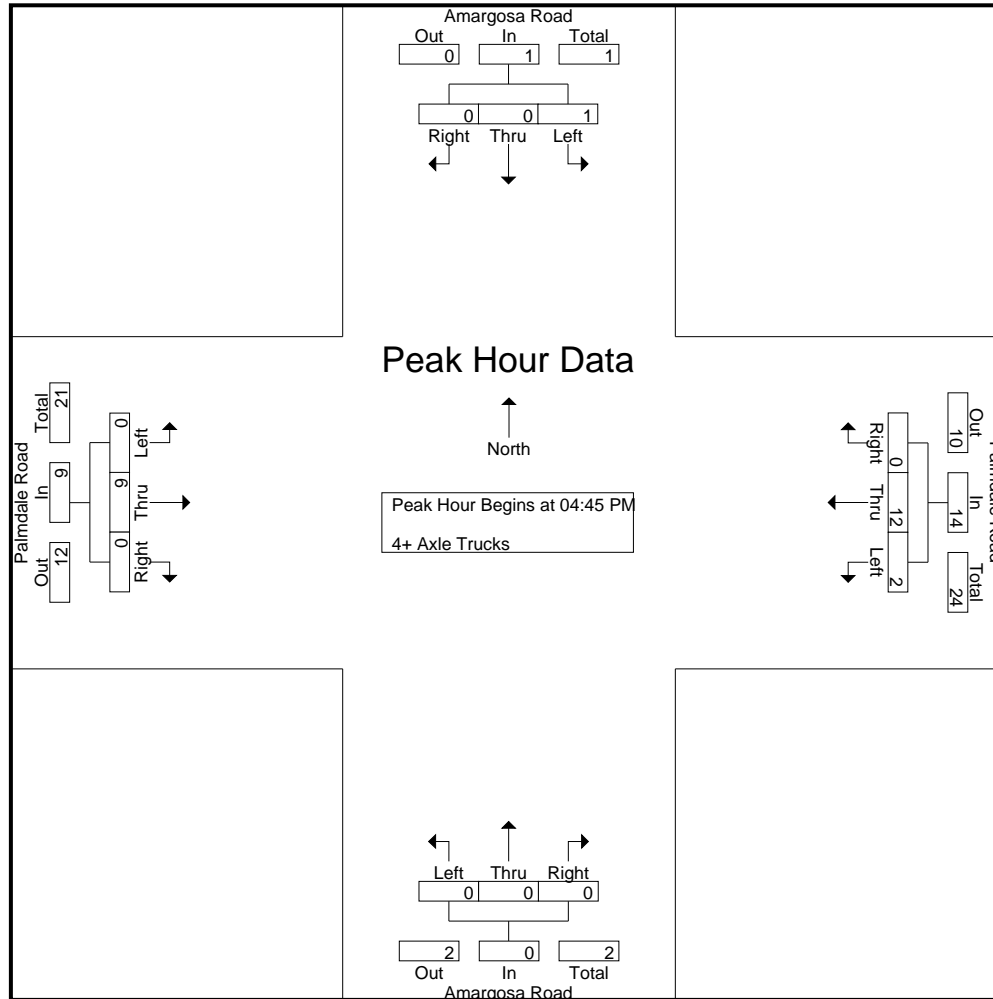
Groups Printed- 4+ Axle Trucks

Start Time	Amargosa Road Southbound					Palmdale Road Westbound					Amargosa Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
04:00 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	3	3
04:15 PM	0	0	0	0	0	1	3	0	0	4	0	1	0	0	1	0	0	0	0	0	0	5	5	5
04:30 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	0	5	5	5
04:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	7	7	7
Total	0	0	0	0	0	2	12	0	0	14	1	1	0	0	2	0	4	0	0	4	0	20	20	20
05:00 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	0	5	5	5
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	6	6	6
05:30 PM	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	0	6	6	6
05:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	4	0	0	4	0	6	6	6
Total	1	0	0	0	1	3	7	0	0	10	0	0	0	0	0	0	12	0	0	12	0	23	23	23
Grand Total	1	0	0	0	1	5	19	0	0	24	1	1	0	0	2	0	16	0	0	16	0	43	43	43
Apprch %	100	0	0			20.8	79.2	0			50	50	0			0	100	0			0			
Total %	2.3	0	0		2.3	11.6	44.2	0		55.8	2.3	2.3	0		4.7	0	37.2	0		37.2	0	100		

Start Time	Amargosa Road Southbound				Palmdale Road Westbound				Amargosa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	1	0	1	7
05:00 PM	0	0	0	0	1	2	0	3	0	0	0	0	0	2	0	2	5
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
05:30 PM	1	0	0	1	1	2	0	3	0	0	0	0	0	2	0	2	6
Total Volume	1	0	0	1	2	12	0	14	0	0	0	0	0	9	0	9	24
% App. Total	100	0	0		14.3	85.7	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.500	.500	.000	.583	.000	.000	.000	.000	.000	.563	.000	.563	.857

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

File Name : 12_VIC_Amar_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

File Name : 12_VIC_Amar_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	Amargosa Road Southbound				Palmdale Road Westbound				Amargosa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				04:45 PM				
+0 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	1	0	1	
+15 mins.	0	0	0	0	1	2	0	3	0	0	0	0	0	2	0	2	
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	
+45 mins.	1	0	0	1	1	2	0	3	0	0	0	0	0	2	0	2	
Total Volume	1	0	0	1	2	12	0	14	0	0	0	0	0	9	0	9	
% App. Total	100	0	0		14.3	85.7	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.500	.500	.000	.583	.000	.000	.000	.000	.000	.563	.000	.563	

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



Date: 10/19/2021
 Day: Tuesday

PEDESTRIANS

	North Leg Amargosa Road	East Leg Palmdale Road	South Leg Amargosa Road	West Leg Palmdale Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	1	1	1	1	4
7:30 AM	1	1	1	0	3
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	1	1	2
8:30 AM	0	0	0	1	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	2	2	3	3	10

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

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



Date: 10/19/2021
 Day: Tuesday

BICYCLES

	Southbound Amargosa Road			Westbound Palmdale Road			Northbound Amargosa Road			Eastbound Palmdale Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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

City of Victorville
 N/S: I-15 Southbound Ramps
 E/W: Palmdale Road
 Weather: Clear

File Name : 13_VIC_15S_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

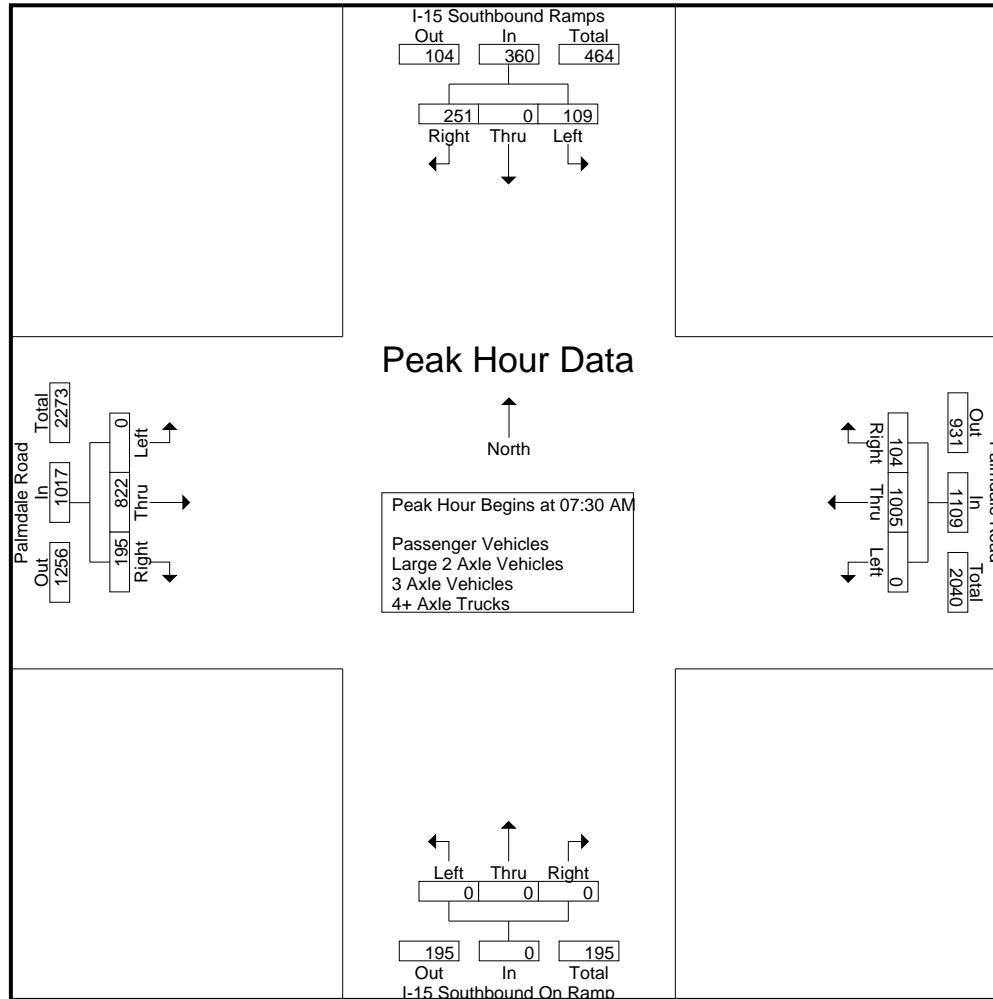
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	I-15 Southbound Ramps Southbound					Palmdale Road Westbound					I-15 Southbound On Ramp Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	20	0	56	35	76	0	200	23	0	223	0	0	0	0	0	0	138	47	0	185	35	484	519
07:15 AM	22	0	65	31	87	0	215	27	0	242	0	0	0	0	0	0	154	35	0	189	31	518	549
07:30 AM	29	0	62	21	91	0	266	26	0	292	0	0	0	0	0	0	201	45	0	246	21	629	650
07:45 AM	23	0	59	30	82	0	255	25	0	280	0	0	0	0	0	0	223	50	0	273	30	635	665
Total	94	0	242	117	336	0	936	101	0	1037	0	0	0	0	0	0	716	177	0	893	117	2266	2383
08:00 AM	22	0	64	38	86	0	250	26	0	276	0	0	0	0	0	0	204	52	0	256	38	618	656
08:15 AM	35	0	66	30	101	0	234	27	0	261	0	0	0	0	0	0	194	48	0	242	30	604	634
08:30 AM	20	0	67	33	87	0	223	27	0	250	0	0	0	0	0	0	186	51	0	237	33	574	607
08:45 AM	18	0	58	34	76	0	265	38	0	303	0	0	0	0	0	0	199	41	0	240	34	619	653
Total	95	0	255	135	350	0	972	118	0	1090	0	0	0	0	0	0	783	192	0	975	135	2415	2550
Grand Total	189	0	497	252	686	0	1908	219	0	2127	0	0	0	0	0	0	1499	369	0	1868	252	4681	4933
Apprch %	27.6	0	72.4			0	89.7	10.3			0	0	0			0	80.2	19.8					
Total %	4	0	10.6		14.7	0	40.8	4.7		45.4	0	0	0			0	32	7.9		39.9	5.1	94.9	
Passenger Vehicles	180	0	465		887	0	1867	215		2082	0	0	0		0	0	1434	345		1779	0	0	4748
% Passenger Vehicles	95.2	0	93.6	96	94.6	0	97.9	98.2	0	97.9	0	0	0	0	0	0	95.7	93.5	0	95.2	0	0	96.2
Large 2 Axle Vehicles	7	0	8		17	0	33	2		35	0	0	0		0	0	34	11		45	0	0	97
% Large 2 Axle Vehicles	3.7	0	1.6	0.8	1.8	0	1.7	0.9	0	1.6	0	0	0	0	0	0	2.3	3	0	2.4	0	0	2
3 Axle Vehicles	1	0	1		3	0	4	0		4	0	0	0		0	0	11	4		15	0	0	22
% 3 Axle Vehicles	0.5	0	0.2	0.4	0.3	0	0.2	0	0	0.2	0	0	0	0	0	0	0.7	1.1	0	0.8	0	0	0.4
4+ Axle Trucks	1	0	23		31	0	4	2		6	0	0	0		0	0	20	9		29	0	0	66
% 4+ Axle Trucks	0.5	0	4.6	2.8	3.3	0	0.2	0.9	0	0.3	0	0	0	0	0	0	1.3	2.4	0	1.6	0	0	1.3

Start Time	I-15 Southbound Ramps Southbound				Palmdale Road Westbound				I-15 Southbound On Ramp Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	29	0	62	91	0	266	26	292	0	0	0	0	0	201	45	246	629
07:45 AM	23	0	59	82	0	255	25	280	0	0	0	0	0	223	50	273	635
08:00 AM	22	0	64	86	0	250	26	276	0	0	0	0	0	204	52	256	618
08:15 AM	35	0	66	101	0	234	27	261	0	0	0	0	0	194	48	242	604
Total Volume	109	0	251	360	0	1005	104	1109	0	0	0	0	0	822	195	1017	2486
% App. Total	30.3	0	69.7		0	90.6	9.4		0	0	0		0	80.8	19.2		
PHF	.779	.000	.951	.891	.000	.945	.963	.949	.000	.000	.000	.000	.000	.922	.938	.931	.979

City of Victorville
 N/S: I-15 Southbound Ramps
 E/W: Palmdale Road
 Weather: Clear

File Name : 13_VIC_15S_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: I-15 Southbound Ramps
 E/W: Palmdale Road
 Weather: Clear

File Name : 13_VIC_15S_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	I-15 Southbound Ramps Southbound				Palmdale Road Westbound				I-15 Southbound On Ramp Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:00 AM				07:30 AM				
+0 mins.	29	0	62	91	0	266	26	292	0	0	0	0	0	201	45	246	
+15 mins.	23	0	59	82	0	255	25	280	0	0	0	0	0	223	50	273	
+30 mins.	22	0	64	86	0	250	26	276	0	0	0	0	0	204	52	256	
+45 mins.	35	0	66	101	0	234	27	261	0	0	0	0	0	194	48	242	
Total Volume	109	0	251	360	0	1005	104	1109	0	0	0	0	0	822	195	1017	
% App. Total	30.3	0	69.7		0	90.6	9.4		0	0	0		0	80.8	19.2		
PHF	.779	.000	.951	.891	.000	.945	.963	.949	.000	.000	.000	.000	.000	.922	.938	.931	

City of Victorville
 N/S: I-15 Southbound Ramps
 E/W: Palmdale Road
 Weather: Clear

File Name : 13_VIC_15S_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

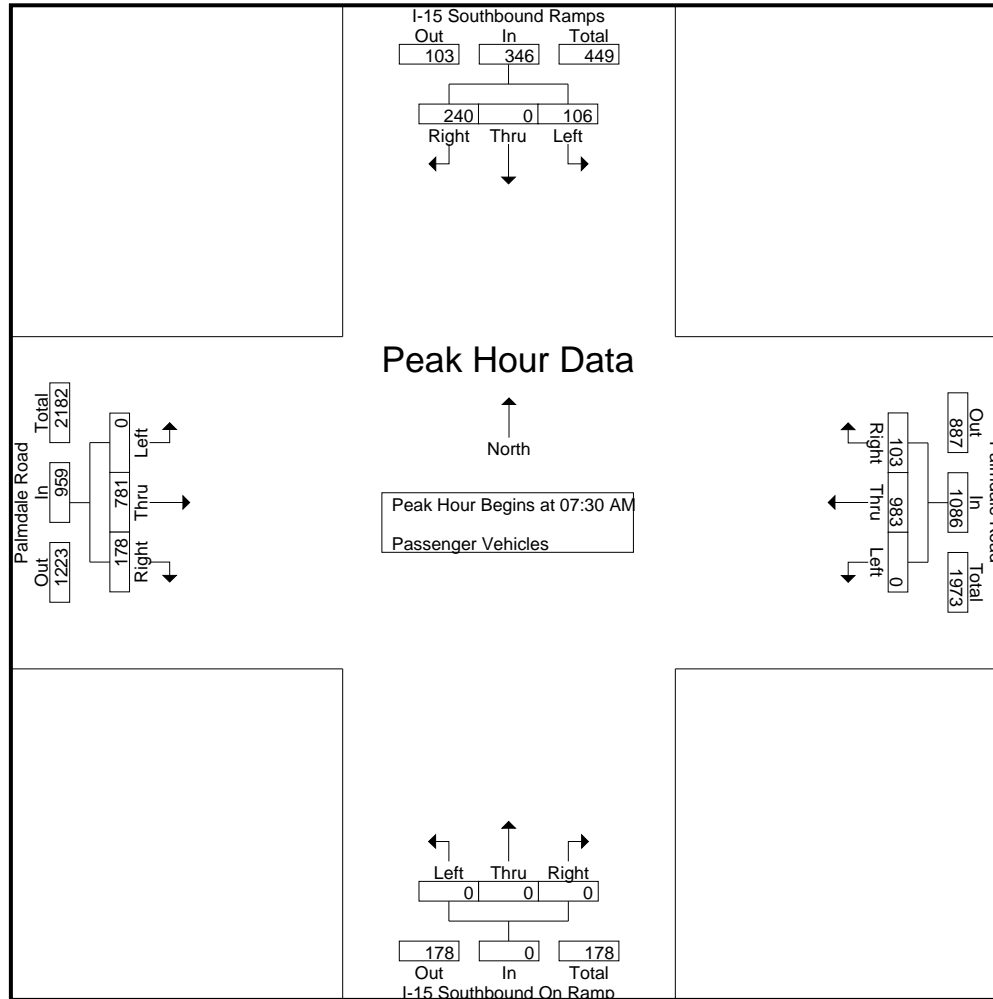
Groups Printed- Passenger Vehicles

Start Time	I-15 Southbound Ramps Southbound					Palmdale Road Westbound					I-15 Southbound On Ramp Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	18	0	49	33	67	0	191	23	0	214	0	0	0	0	0	0	132	44	0	176	33	457	490
07:15 AM	20	0	58	28	78	0	210	26	0	236	0	0	0	0	0	0	151	33	0	184	28	498	526
07:30 AM	28	0	58	20	86	0	262	26	0	288	0	0	0	0	0	0	192	44	0	236	20	610	630
07:45 AM	21	0	57	28	78	0	249	25	0	274	0	0	0	0	0	0	210	46	0	256	28	608	636
Total	87	0	222	109	309	0	912	100	0	1012	0	0	0	0	0	0	685	167	0	852	109	2173	2282
08:00 AM	22	0	60	38	82	0	241	26	0	267	0	0	0	0	0	0	194	43	0	237	38	586	624
08:15 AM	35	0	65	29	100	0	231	26	0	257	0	0	0	0	0	0	185	45	0	230	29	587	616
08:30 AM	19	0	63	33	82	0	220	27	0	247	0	0	0	0	0	0	178	49	0	227	33	556	589
08:45 AM	17	0	55	33	72	0	263	36	0	299	0	0	0	0	0	0	192	41	0	233	33	604	637
Total	93	0	243	133	336	0	955	115	0	1070	0	0	0	0	0	0	749	178	0	927	133	2333	2466
Grand Total	180	0	465	242	645	0	1867	215	0	2082	0	0	0	0	0	0	1434	345	0	1779	242	4506	4748
Apprch %	27.9	0	72.1			0	89.7	10.3			0	0	0			0	80.6	19.4					
Total %	4	0	10.3		14.3	0	41.4	4.8		46.2	0	0	0			0	31.8	7.7		39.5	5.1	94.9	

Start Time	I-15 Southbound Ramps Southbound				Palmdale Road Westbound				I-15 Southbound On Ramp Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	28	0	58	86	0	262	26	288	0	0	0	0	0	192	44	236	610
07:45 AM	21	0	57	78	0	249	25	274	0	0	0	0	0	210	46	256	608
08:00 AM	22	0	60	82	0	241	26	267	0	0	0	0	0	194	43	237	586
08:15 AM	35	0	65	100	0	231	26	257	0	0	0	0	0	185	45	230	587
Total Volume	106	0	240	346	0	983	103	1086	0	0	0	0	0	781	178	959	2391
% App. Total	30.6	0	69.4		0	90.5	9.5		0	0	0		0	81.4	18.6		
PHF	.757	.000	.923	.865	.000	.938	.990	.943	.000	.000	.000	.000	.000	.930	.967	.937	.980

City of Victorville
 N/S: I-15 Southbound Ramps
 E/W: Palmdale Road
 Weather: Clear

File Name : 13_VIC_15S_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: I-15 Southbound Ramps
 E/W: Palmdale Road
 Weather: Clear

File Name : 13_VIC_15S_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	I-15 Southbound Ramps Southbound				Palmdale Road Westbound				I-15 Southbound On Ramp Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	28	0	58	86	0	262	26	288	0	0	0	0	0	192	44	236	
+15 mins.	21	0	57	78	0	249	25	274	0	0	0	0	0	210	46	256	
+30 mins.	22	0	60	82	0	241	26	267	0	0	0	0	0	194	43	237	
+45 mins.	35	0	65	100	0	231	26	257	0	0	0	0	0	185	45	230	
Total Volume	106	0	240	346	0	983	103	1086	0	0	0	0	0	781	178	959	
% App. Total	30.6	0	69.4		0	90.5	9.5		0	0	0		0	81.4	18.6		
PHF	.757	.000	.923	.865	.000	.938	.990	.943	.000	.000	.000	.000	.000	.930	.967	.937	

City of Victorville
 N/S: I-15 Southbound Ramps
 E/W: Palmdale Road
 Weather: Clear

File Name : 13_VIC_15S_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

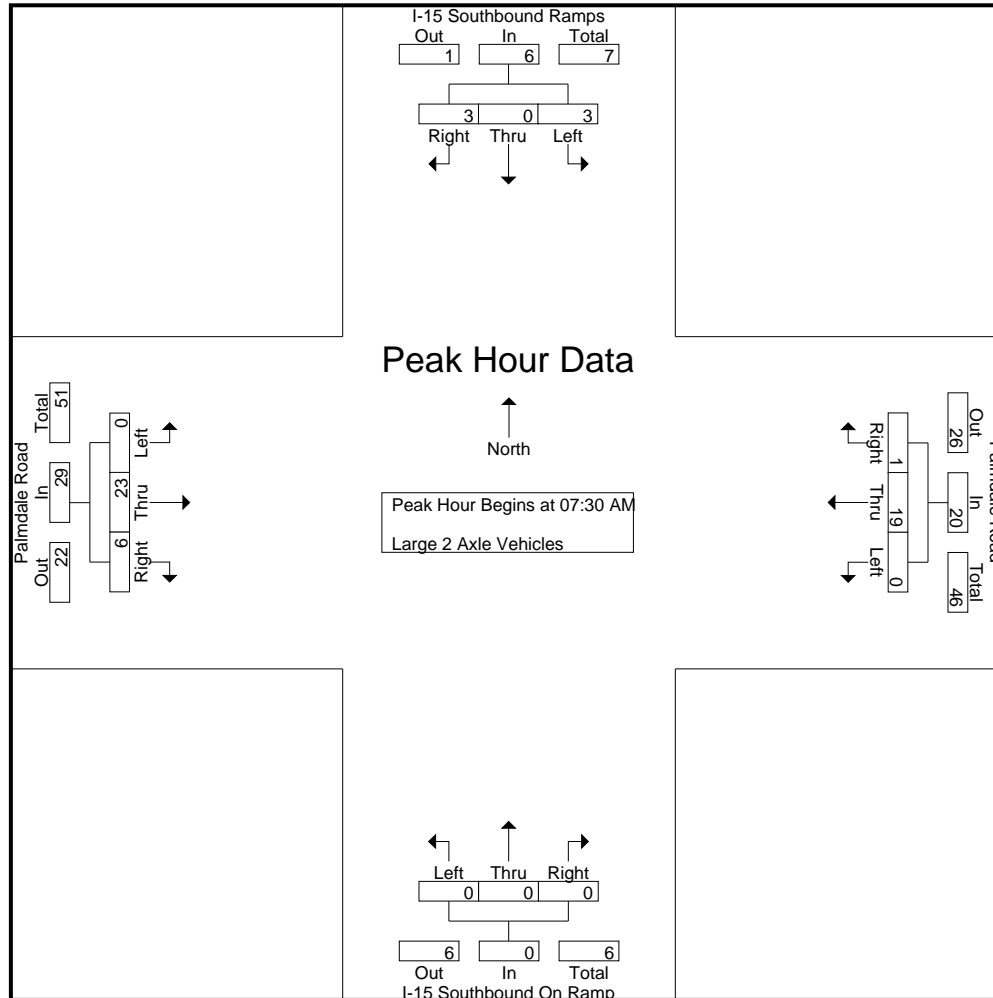
Groups Printed- Large 2 Axle Vehicles

Start Time	I-15 Southbound Ramps Southbound					Palmdale Road Westbound					I-15 Southbound On Ramp Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	2	0	2	1	4	0	6	0	0	6	0	0	0	0	0	0	3	1	0	4	1	14	15
07:15 AM	1	0	2	1	3	0	4	0	0	4	0	0	0	0	0	0	2	2	0	4	1	11	12
07:30 AM	1	0	2	0	3	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	10	10
07:45 AM	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	0	9	1	0	10	0	17	17
Total	6	0	6	2	12	0	19	0	0	19	0	0	0	0	0	0	17	4	0	21	2	52	54
08:00 AM	0	0	1	0	1	0	8	0	0	8	0	0	0	0	0	0	6	3	0	9	0	18	18
08:15 AM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	5	2	0	7	0	10	10
08:30 AM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	4	2	0	6	0	10	10
08:45 AM	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	5	5
Total	1	0	2	0	3	0	14	2	0	16	0	0	0	0	0	0	17	7	0	24	0	43	43
Grand Total	7	0	8	2	15	0	33	2	0	35	0	0	0	0	0	0	34	11	0	45	2	95	97
Apprch %	46.7	0	53.3			0	94.3	5.7			0	0	0			0	75.6	24.4					
Total %	7.4	0	8.4		15.8	0	34.7	2.1		36.8	0	0	0		0	0	35.8	11.6		47.4	2.1	97.9	

Start Time	I-15 Southbound Ramps Southbound				Palmdale Road Westbound				I-15 Southbound On Ramp Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	0	2	3	0	4	0	4	0	0	0	0	0	3	0	3	10
07:45 AM	2	0	0	2	0	5	0	5	0	0	0	0	0	9	1	10	17
08:00 AM	0	0	1	1	0	8	0	8	0	0	0	0	0	6	3	9	18
08:15 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	5	2	7	10
Total Volume	3	0	3	6	0	19	1	20	0	0	0	0	0	23	6	29	55
% App. Total	50	0	50		0	95	5		0	0	0		0	79.3	20.7		
PHF	.375	.000	.375	.500	.000	.594	.250	.625	.000	.000	.000	.000	.000	.639	.500	.725	.764

City of Victorville
 N/S: I-15 Southbound Ramps
 E/W: Palmdale Road
 Weather: Clear

File Name : 13_VIC_15S_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: I-15 Southbound Ramps
 E/W: Palmdale Road
 Weather: Clear

File Name : 13_VIC_15S_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	I-15 Southbound Ramps Southbound				Palmdale Road Westbound				I-15 Southbound On Ramp Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	1	0	2	3	0	4	0	4	0	0	0	0	0	3	0	3	
+15 mins.	2	0	0	2	0	5	0	5	0	0	0	0	0	9	1	10	
+30 mins.	0	0	1	1	0	8	0	8	0	0	0	0	0	6	3	9	
+45 mins.	0	0	0	0	0	2	1	3	0	0	0	0	0	5	2	7	
Total Volume	3	0	3	6	0	19	1	20	0	0	0	0	0	23	6	29	
% App. Total	50	0	50		0	95	5		0	0	0		0	79.3	20.7		
PHF	.375	.000	.375	.500	.000	.594	.250	.625	.000	.000	.000	.000	.000	.639	.500	.725	

City of Victorville
 N/S: I-15 Southbound Ramps
 E/W: Palmdale Road
 Weather: Clear

File Name : 13_VIC_15S_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

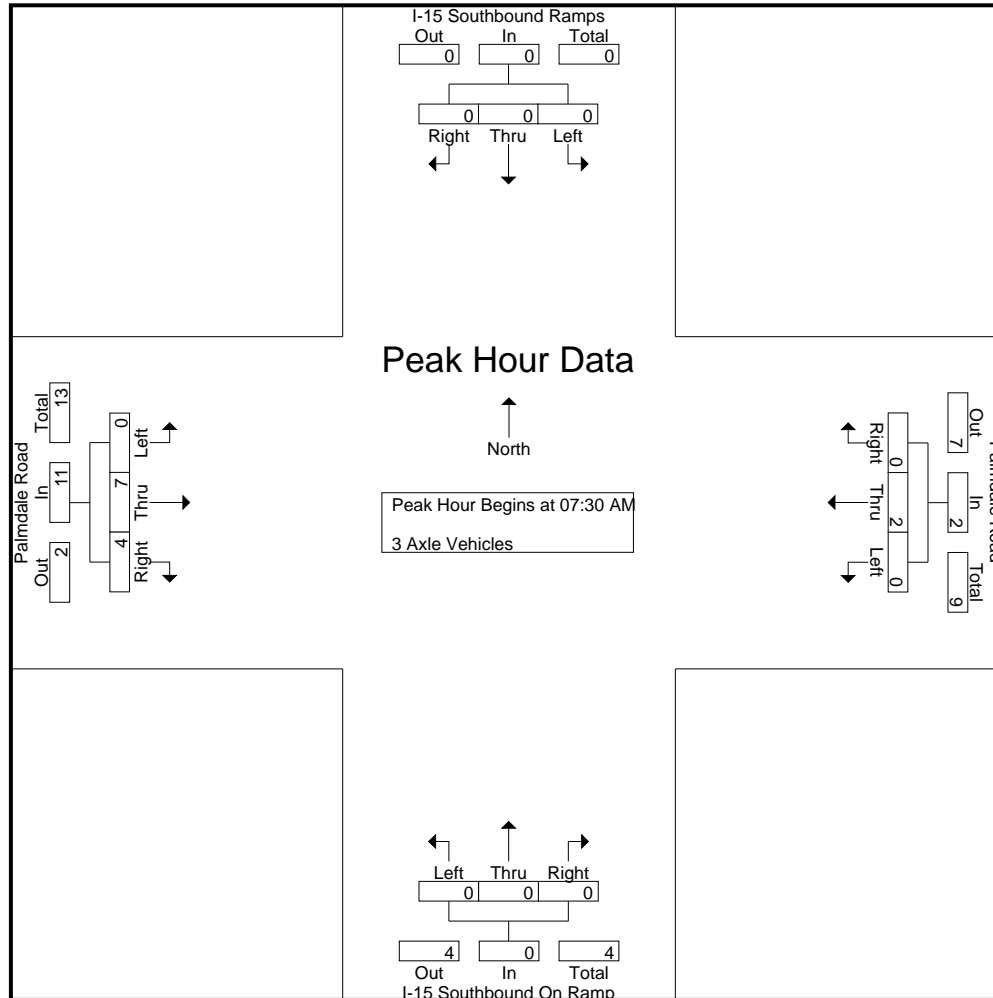
Groups Printed- 3 Axle Vehicles

Start Time	I-15 Southbound Ramps Southbound					Palmdale Road Westbound					I-15 Southbound On Ramp Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:15 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	3	3	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	3	3	3
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	4	4	4
Total	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	5	2	0	7	0	11	11	11
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	0	3	3	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	3	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	1
08:45 AM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	3	4	4
Total	0	0	1	1	1	0	1	0	0	1	0	0	0	0	0	0	6	2	0	8	1	10	11	11
Grand Total	1	0	1	1	2	0	4	0	0	4	0	0	0	0	0	0	11	4	0	15	1	21	22	22
Apprch %	50	0	50			0	100	0			0	0	0			0	73.3	26.7						
Total %	4.8	0	4.8		9.5	0	19	0		19	0	0	0		0	0	52.4	19		71.4	4.5	95.5		

Start Time	I-15 Southbound Ramps Southbound				Palmdale Road Westbound				I-15 Southbound On Ramp Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1	3	4
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	2	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	7	4	11	13
% App. Total	0	0	0	0	0	100	0		0	0	0		0	63.6	36.4		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.583	.500	.917	.813

City of Victorville
 N/S: I-15 Southbound Ramps
 E/W: Palmdale Road
 Weather: Clear

File Name : 13_VIC_15S_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: I-15 Southbound Ramps
 E/W: Palmdale Road
 Weather: Clear

File Name : 13_VIC_15S_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	I-15 Southbound Ramps Southbound				Palmdale Road Westbound				I-15 Southbound On Ramp Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1	3	
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	2	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	7	4	11	
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	63.6	36.4		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.583	.500	.917	

City of Victorville
 N/S: I-15 Southbound Ramps
 E/W: Palmdale Road
 Weather: Clear

File Name : 13_VIC_15S_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

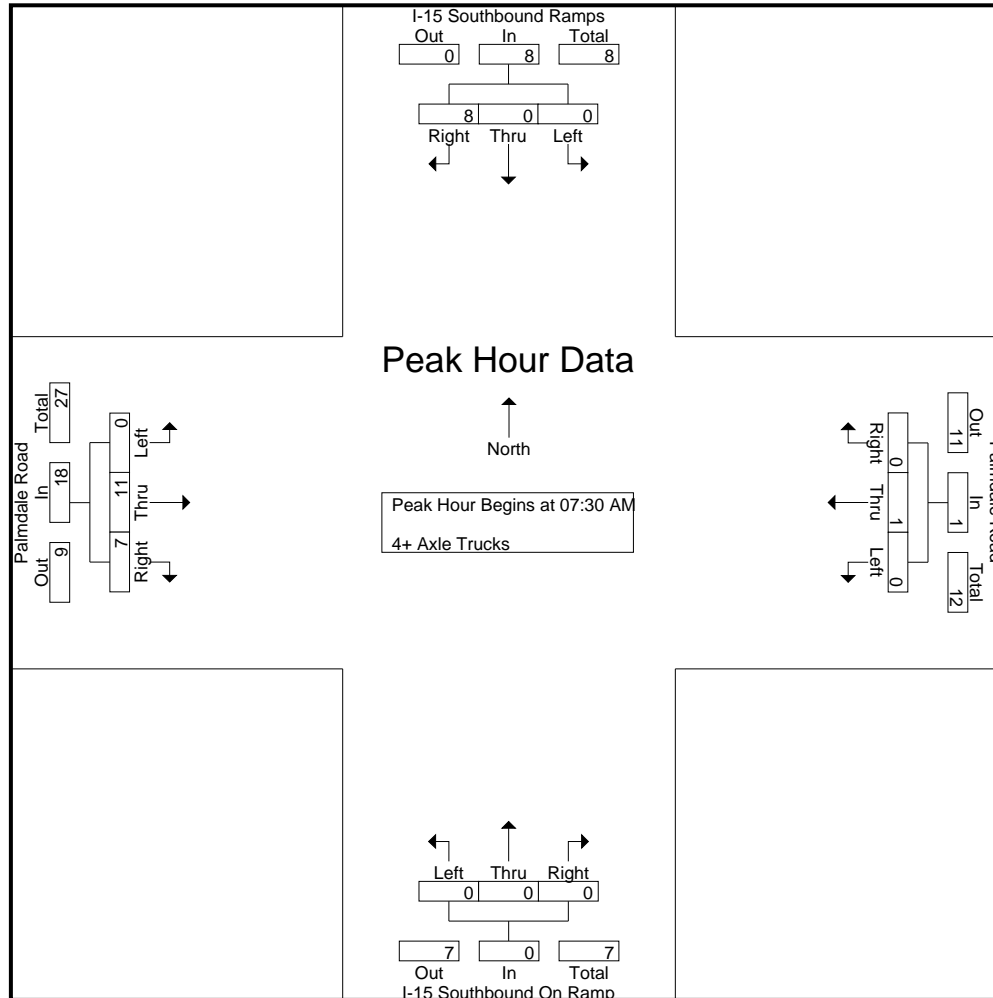
Groups Printed- 4+ Axle Trucks

Start Time	I-15 Southbound Ramps Southbound					Palmdale Road Westbound					I-15 Southbound On Ramp Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	0	5	1	5	0	2	0	0	2	0	0	0	0	0	0	3	2	0	5	1	12	13
07:15 AM	0	0	5	2	5	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	6	8
07:30 AM	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	1	6	7
07:45 AM	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	2	6	8
Total	0	0	14	6	14	0	2	1	0	3	0	0	0	0	0	0	9	4	0	13	6	30	36
08:00 AM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	4	4	0	8	0	11	11
08:15 AM	0	0	1	1	1	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	1	4	5
08:30 AM	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	7	7
08:45 AM	0	0	2	0	2	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	0	7	7
Total	1	0	9	1	10	0	2	1	0	3	0	0	0	0	0	0	11	5	0	16	1	29	30
Grand Total	1	0	23	7	24	0	4	2	0	6	0	0	0	0	0	0	20	9	0	29	7	59	66
Apprch %	4.2	0	95.8			0	66.7	33.3			0	0	0			0	69	31					
Total %	1.7	0	39		40.7	0	6.8	3.4		10.2	0	0	0		0	0	33.9	15.3		49.2	10.6	89.4	

Start Time	I-15 Southbound Ramps Southbound				Palmdale Road Westbound				I-15 Southbound On Ramp Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	4	0	4	6
07:45 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	2	2	4	6
08:00 AM	0	0	3	3	0	0	0	0	0	0	0	0	0	4	4	8	11
08:15 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	1	2	4
Total Volume	0	0	8	8	0	1	0	1	0	0	0	0	0	11	7	18	27
% App. Total	0	0	100		0	100	0		0	0	0		0	61.1	38.9		
PHF	.000	.000	.667	.667	.000	.250	.000	.250	.000	.000	.000	.000	.000	.688	.438	.563	.614

City of Victorville
 N/S: I-15 Southbound Ramps
 E/W: Palmdale Road
 Weather: Clear

File Name : 13_VIC_15S_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: I-15 Southbound Ramps
 E/W: Palmdale Road
 Weather: Clear

File Name : 13_VIC_15S_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	I-15 Southbound Ramps Southbound				Palmdale Road Westbound				I-15 Southbound On Ramp Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				07:30 AM				07:30 AM				07:30 AM				
+0 mins.	0	0	2	2	0	0	0	0	0	0	0	0	0	4	0	4	
+15 mins.	0	0	2	2	0	0	0	0	0	0	0	0	0	2	2	4	
+30 mins.	0	0	3	3	0	0	0	0	0	0	0	0	0	4	4	8	
+45 mins.	0	0	1	1	0	1	0	1	0	0	0	0	0	1	1	2	
Total Volume	0	0	8	8	0	1	0	1	0	0	0	0	0	11	7	18	
% App. Total	0	0	100		0	100	0		0	0	0		0	61.1	38.9		
PHF	.000	.000	.667	.667	.000	.250	.000	.250	.000	.000	.000	.000	.000	.688	.438	.563	

City of Victorville
 N/S: I-15 Southbound Ramps
 E/W: Palmdale Road
 Weather: Clear

File Name : 13_VIC_15S_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

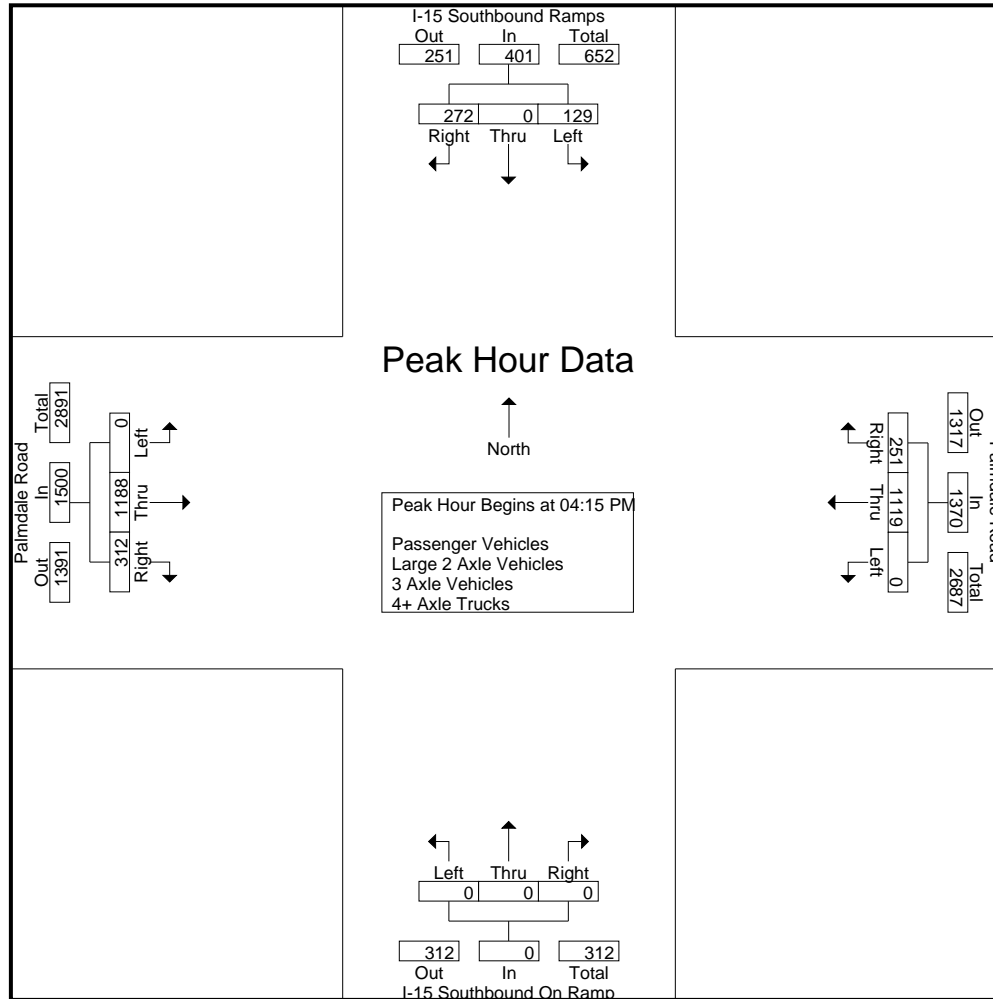
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	I-15 Southbound Ramps Southbound					Palmdale Road Westbound					I-15 Southbound On Ramp Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	39	0	76	38	115	0	244	54	0	298	0	0	0	0	0	0	276	91	0	367	38	780	818
04:15 PM	33	0	64	38	97	0	286	64	0	350	0	0	0	0	0	0	265	61	0	326	38	773	811
04:30 PM	28	0	83	31	111	0	315	62	0	377	0	0	0	0	0	0	330	79	0	409	31	897	928
04:45 PM	33	0	56	25	89	0	257	58	0	315	0	0	0	0	0	0	251	60	0	311	25	715	740
Total	133	0	279	132	412	0	1102	238	0	1340	0	0	0	0	0	0	1122	291	0	1413	132	3165	3297
05:00 PM	35	0	69	29	104	0	261	67	0	328	0	0	0	0	0	0	342	112	0	454	29	886	915
05:15 PM	24	0	77	51	101	0	245	59	0	304	0	0	0	0	0	0	278	82	0	360	51	765	816
05:30 PM	24	0	65	29	89	0	263	50	0	313	0	0	0	0	0	0	299	77	0	376	29	778	807
05:45 PM	24	0	44	27	68	0	210	64	0	274	0	0	0	0	0	0	258	71	0	329	27	671	698
Total	107	0	255	136	362	0	979	240	0	1219	0	0	0	0	0	0	1177	342	0	1519	136	3100	3236
Grand Total	240	0	534	268	774	0	2081	478	0	2559	0	0	0	0	0	0	2299	633	0	2932	268	6265	6533
Apprch %	31	0	69			0	81.3	18.7			0	0	0			0	78.4	21.6					
Total %	3.8	0	8.5		12.4	0	33.2	7.6		40.8	0	0	0			0	36.7	10.1		46.8	4.1	95.9	
Passenger Vehicles	233	0	505		996	0	2057	472		2529	0	0	0		0	0	2269	620		2889	0	0	6414
% Passenger Vehicles	97.1	0	94.6	96.3	95.6	0	98.8	98.7	0	98.8	0	0	0	0	0	0	98.7	97.9	0	98.5	0	0	98.2
Large 2 Axle Vehicles	5	0	8		17	0	13	2		15	0	0	0		0	0	17	8		25	0	0	57
% Large 2 Axle Vehicles	2.1	0	1.5	1.5	1.6	0	0.6	0.4	0	0.6	0	0	0	0	0	0	0.7	1.3	0	0.9	0	0	0.9
3 Axle Vehicles	0	0	2		2	0	2	2		4	0	0	0		0	0	2	1		3	0	0	9
% 3 Axle Vehicles	0	0	0.4	0	0.2	0	0.1	0.4	0	0.2	0	0	0	0	0	0	0.1	0.2	0	0.1	0	0	0.1
4+ Axle Trucks	2	0	19		27	0	9	2		11	0	0	0		0	0	11	4		15	0	0	53
% 4+ Axle Trucks	0.8	0	3.6	2.2	2.6	0	0.4	0.4	0	0.4	0	0	0	0	0	0	0.5	0.6	0	0.5	0	0	0.8

Start Time	I-15 Southbound Ramps Southbound				Palmdale Road Westbound				I-15 Southbound On Ramp Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	33	0	64	97	0	286	64	350	0	0	0	0	0	265	61	326	773
04:30 PM	28	0	83	111	0	315	62	377	0	0	0	0	0	330	79	409	897
04:45 PM	33	0	56	89	0	257	58	315	0	0	0	0	0	251	60	311	715
05:00 PM	35	0	69	104	0	261	67	328	0	0	0	0	0	342	112	454	886
Total Volume	129	0	272	401	0	1119	251	1370	0	0	0	0	0	1188	312	1500	3271
% App. Total	32.2	0	67.8		0	81.7	18.3		0	0	0		0	79.2	20.8		
PHF	.921	.000	.819	.903	.000	.888	.937	.908	.000	.000	.000	.000	.000	.868	.696	.826	.912

City of Victorville
 N/S: I-15 Southbound Ramps
 E/W: Palmdale Road
 Weather: Clear

File Name : 13_VIC_15S_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: I-15 Southbound Ramps
 E/W: Palmdale Road
 Weather: Clear

File Name : 13_VIC_15S_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	I-15 Southbound Ramps Southbound				Palmdale Road Westbound				I-15 Southbound On Ramp Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:15 PM				04:00 PM				04:30 PM				
+0 mins.	39	0	76	115	0	286	64	350	0	0	0	0	0	330	79	409	
+15 mins.	33	0	64	97	0	315	62	377	0	0	0	0	0	251	60	311	
+30 mins.	28	0	83	111	0	257	58	315	0	0	0	0	0	342	112	454	
+45 mins.	33	0	56	89	0	261	67	328	0	0	0	0	0	278	82	360	
Total Volume	133	0	279	412	0	1119	251	1370	0	0	0	0	0	1201	333	1534	
% App. Total	32.3	0	67.7		0	81.7	18.3		0	0	0		0	78.3	21.7		
PHF	.853	.000	.840	.896	.000	.888	.937	.908	.000	.000	.000	.000	.000	.878	.743	.845	

City of Victorville
 N/S: I-15 Southbound Ramps
 E/W: Palmdale Road
 Weather: Clear

File Name : 13_VIC_15S_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

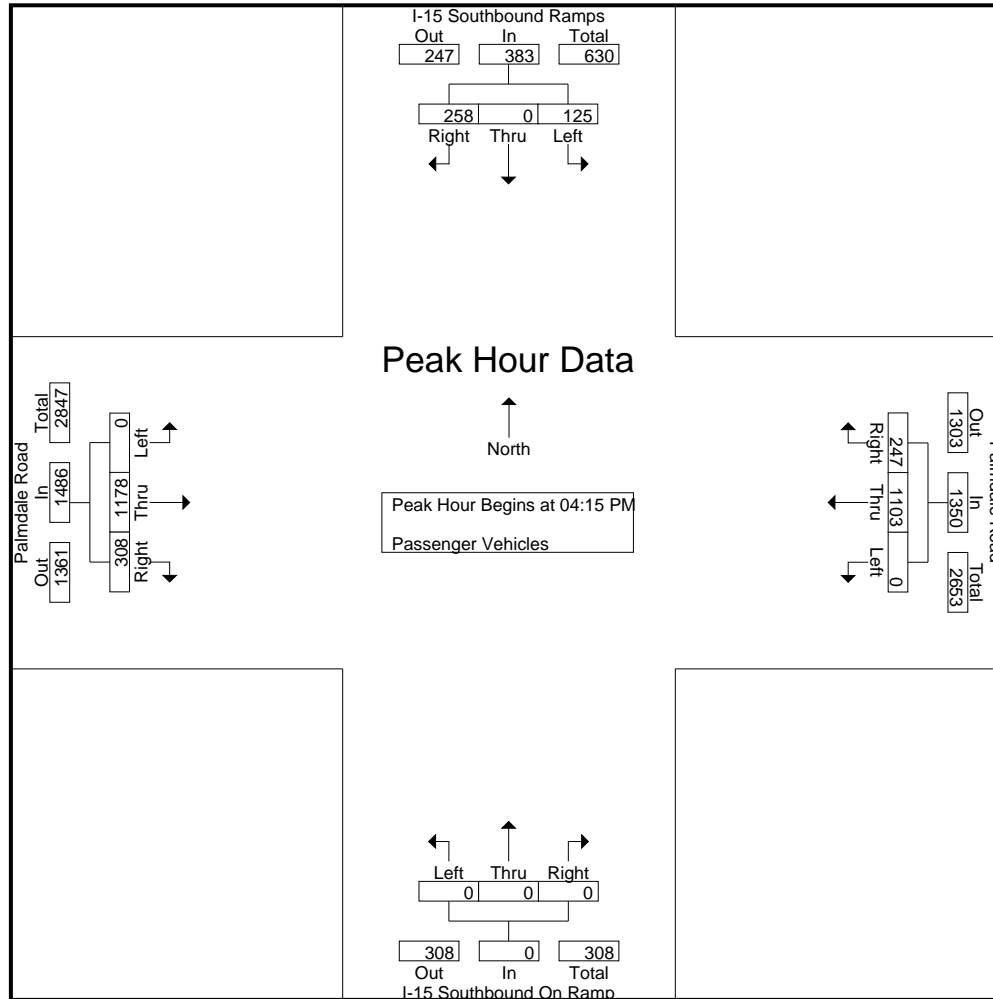
Groups Printed- Passenger Vehicles

Start Time	I-15 Southbound Ramps Southbound					Palmdale Road Westbound					I-15 Southbound On Ramp Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	38	0	73	37	111	0	243	53	0	296	0	0	0	0	0	0	271	90	0	361	37	768	805
04:15 PM	33	0	62	37	95	0	279	62	0	341	0	0	0	0	0	0	261	59	0	320	37	756	793
04:30 PM	25	0	80	30	105	0	312	61	0	373	0	0	0	0	0	0	327	78	0	405	30	883	913
04:45 PM	32	0	49	22	81	0	254	58	0	312	0	0	0	0	0	0	251	60	0	311	22	704	726
Total	128	0	264	126	392	0	1088	234	0	1322	0	0	0	0	0	0	1110	287	0	1397	126	3111	3237
05:00 PM	35	0	67	29	102	0	258	66	0	324	0	0	0	0	0	0	339	111	0	450	29	876	905
05:15 PM	23	0	74	51	97	0	244	58	0	302	0	0	0	0	0	0	273	77	0	350	51	749	800
05:30 PM	24	0	59	27	83	0	259	50	0	309	0	0	0	0	0	0	293	76	0	369	27	761	788
05:45 PM	23	0	41	25	64	0	208	64	0	272	0	0	0	0	0	0	254	69	0	323	25	659	684
Total	105	0	241	132	346	0	969	238	0	1207	0	0	0	0	0	0	1159	333	0	1492	132	3045	3177
Grand Total	233	0	505	258	738	0	2057	472	0	2529	0	0	0	0	0	0	2269	620	0	2889	258	6156	6414
Apprch %	31.6	0	68.4			0	81.3	18.7			0	0	0			0	78.5	21.5					
Total %	3.8	0	8.2		12	0	33.4	7.7		41.1	0	0	0			0	36.9	10.1		46.9	4	96	

Start Time	I-15 Southbound Ramps Southbound				Palmdale Road Westbound				I-15 Southbound On Ramp Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	33	0	62	95	0	279	62	341	0	0	0	0	0	261	59	320	756
04:30 PM	25	0	80	105	0	312	61	373	0	0	0	0	0	327	78	405	883
04:45 PM	32	0	49	81	0	254	58	312	0	0	0	0	0	251	60	311	704
05:00 PM	35	0	67	102	0	258	66	324	0	0	0	0	0	339	111	450	876
Total Volume	125	0	258	383	0	1103	247	1350	0	0	0	0	0	1178	308	1486	3219
% App. Total	32.6	0	67.4		0	81.7	18.3		0	0	0		0	79.3	20.7		
PHF	.893	.000	.806	.912	.000	.884	.936	.905	.000	.000	.000	.000	.000	.869	.694	.826	.911

City of Victorville
 N/S: I-15 Southbound Ramps
 E/W: Palmdale Road
 Weather: Clear

File Name : 13_VIC_15S_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: I-15 Southbound Ramps
 E/W: Palmdale Road
 Weather: Clear

File Name : 13_VIC_15S_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	I-15 Southbound Ramps Southbound				Palmdale Road Westbound				I-15 Southbound On Ramp Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	33	0	62	95	0	279	62	341	0	0	0	0	0	261	59	320	
+15 mins.	25	0	80	105	0	312	61	373	0	0	0	0	0	327	78	405	
+30 mins.	32	0	49	81	0	254	58	312	0	0	0	0	0	251	60	311	
+45 mins.	35	0	67	102	0	258	66	324	0	0	0	0	0	339	111	450	
Total Volume	125	0	258	383	0	1103	247	1350	0	0	0	0	0	1178	308	1486	
% App. Total	32.6	0	67.4		0	81.7	18.3		0	0	0		0	79.3	20.7		
PHF	.893	.000	.806	.912	.000	.884	.936	.905	.000	.000	.000	.000	.000	.869	.694	.826	

City of Victorville
 N/S: I-15 Southbound Ramps
 E/W: Palmdale Road
 Weather: Clear

File Name : 13_VIC_15S_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

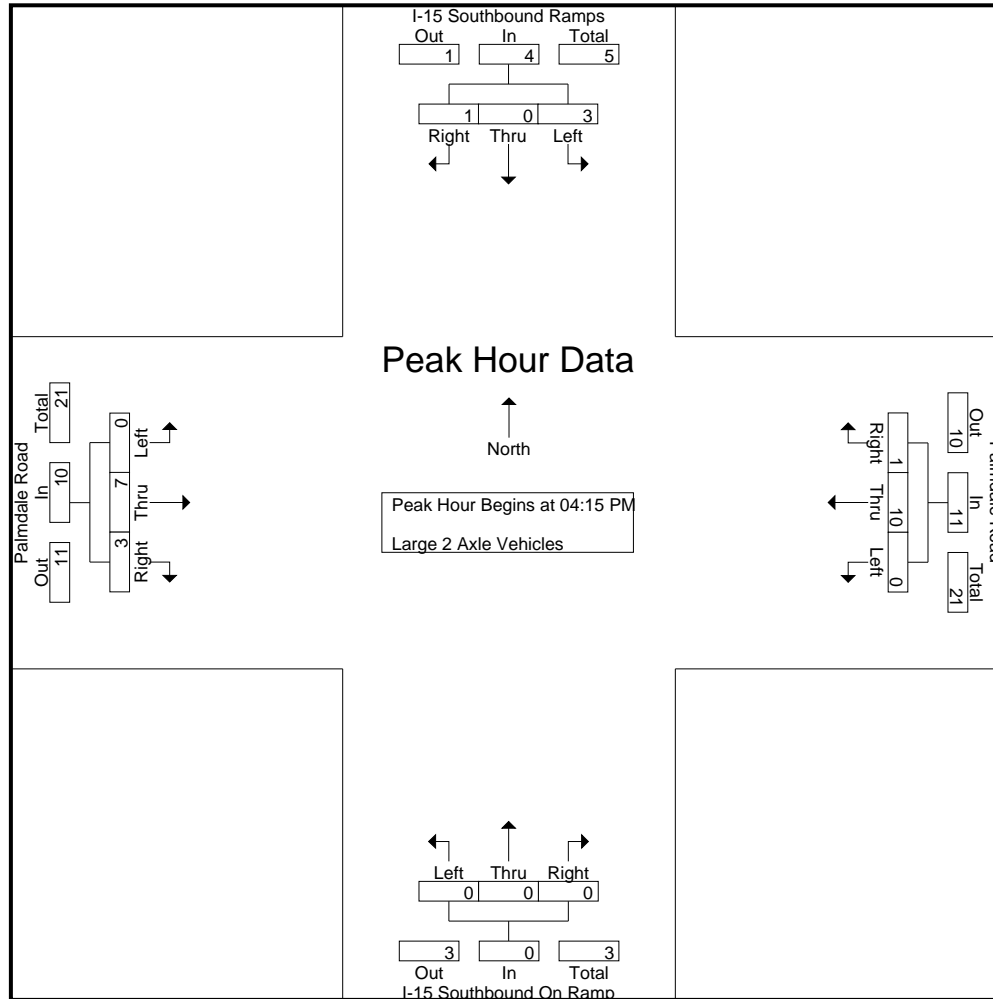
Groups Printed- Large 2 Axle Vehicles

Start Time	I-15 Southbound Ramps Southbound					Palmdale Road Westbound					I-15 Southbound On Ramp Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	1	0	2	1	3	0	0	1	0	1	0	0	0	0	0	0	4	1	0	5	1	9	10
04:15 PM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	4	2	0	6	0	10	10
04:30 PM	2	0	1	1	3	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	1	8	9
04:45 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	4	0	3	2	7	0	8	2	0	10	0	0	0	0	0	0	10	3	0	13	2	30	32
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	0	4	4
05:15 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	3	0	3	0	5	5
05:30 PM	0	0	3	1	3	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	1	7	8
05:45 PM	0	0	2	1	2	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	1	7	8
Total	1	0	5	2	6	0	5	0	0	5	0	0	0	0	0	0	7	5	0	12	2	23	25
Grand Total	5	0	8	4	13	0	13	2	0	15	0	0	0	0	0	0	17	8	0	25	4	53	57
Apprch %	38.5	0	61.5			0	86.7	13.3			0	0	0			0	68	32					
Total %	9.4	0	15.1		24.5	0	24.5	3.8		28.3	0	0	0		0	0	32.1	15.1		47.2	7	93	

Start Time	I-15 Southbound Ramps Southbound				Palmdale Road Westbound				I-15 Southbound On Ramp Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	3	1	4	0	0	0	0	0	4	2	6	10
04:30 PM	2	0	1	3	0	3	0	3	0	0	0	0	0	2	0	2	8
04:45 PM	1	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	1	2	4
Total Volume	3	0	1	4	0	10	1	11	0	0	0	0	0	7	3	10	25
% App. Total	75	0	25		0	90.9	9.1		0	0	0		0	70	30		
PHF	.375	.000	.250	.333	.000	.833	.250	.688	.000	.000	.000	.000	.000	.438	.375	.417	.625

City of Victorville
 N/S: I-15 Southbound Ramps
 E/W: Palmdale Road
 Weather: Clear

File Name : 13_VIC_15S_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: I-15 Southbound Ramps
 E/W: Palmdale Road
 Weather: Clear

File Name : 13_VIC_15S_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	I-15 Southbound Ramps Southbound				Palmdale Road Westbound				I-15 Southbound On Ramp Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	0	0	0	0	3	1	4	0	0	0	0	0	4	2	6	
+15 mins.	2	0	1	3	0	3	0	3	0	0	0	0	0	2	0	2	
+30 mins.	1	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	1	2	
Total Volume	3	0	1	4	0	10	1	11	0	0	0	0	0	7	3	10	
% App. Total	75	0	25		0	90.9	9.1		0	0	0		0	70	30		
PHF	.375	.000	.250	.333	.000	.833	.250	.688	.000	.000	.000	.000	.000	.438	.375	.417	

City of Victorville
 N/S: I-15 Southbound Ramps
 E/W: Palmdale Road
 Weather: Clear

File Name : 13_VIC_15S_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

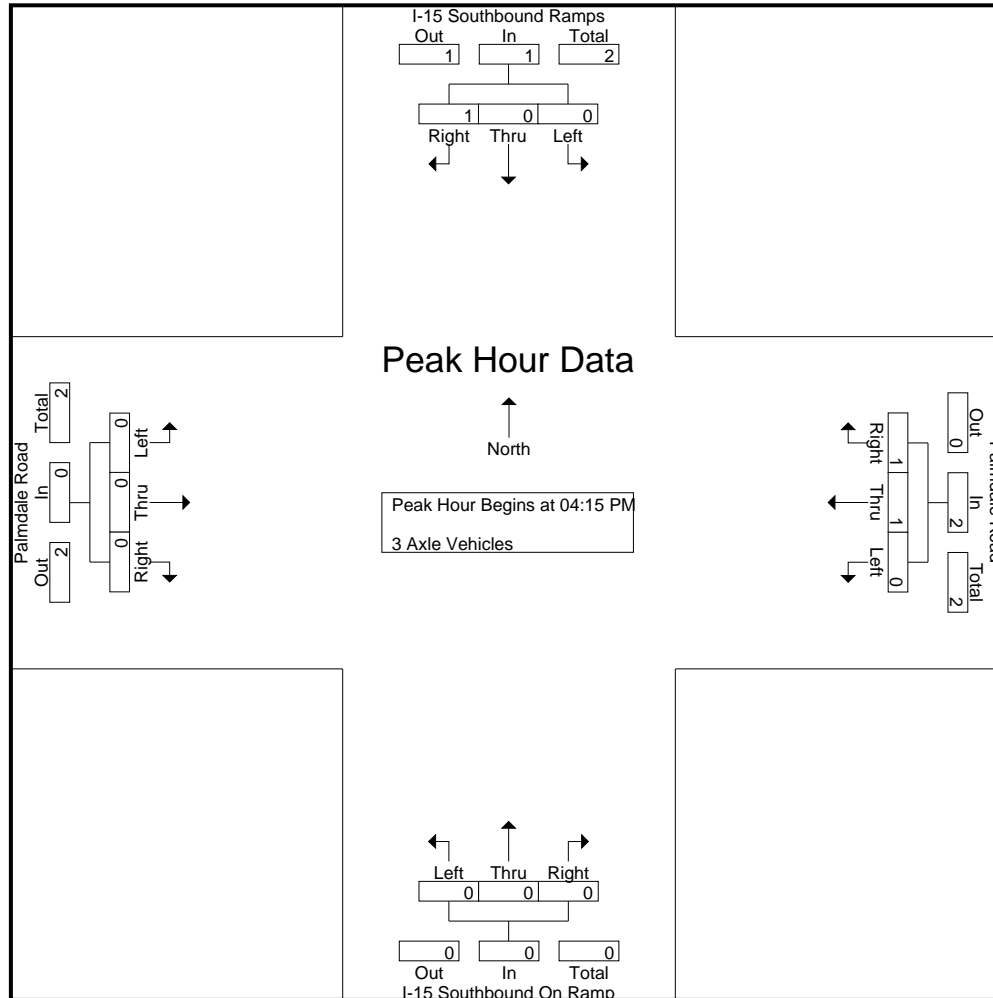
Groups Printed- 3 Axle Vehicles

Start Time	I-15 Southbound Ramps Southbound					Palmdale Road Westbound					I-15 Southbound On Ramp Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total			
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total						
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:30 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	4	4
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	0	2	1	0	3	0	0	0	0	6	6
Grand Total	0	0	2	0	2	0	2	2	0	4	0	0	0	0	0	0	2	1	0	3	0	0	0	0	9	9
Apprch %	0	0	100			0	50	50			0	0	0			0	66.7	33.3			0	0	0	0	100	100
Total %	0	0	22.2		22.2	0	22.2	22.2		44.4	0	0	0		0	0	22.2	11.1		33.3	0	0	0	0	100	100

Start Time	I-15 Southbound Ramps Southbound				Palmdale Road Westbound				I-15 Southbound On Ramp Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	1	1	2	0	0	0	0	0	0	0	0	3
% App. Total	0	0	100		0	50	50		0	0	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.250	.250	.500	.000	.000	.000	.000	.000	.000	.000	.000	.375

City of Victorville
 N/S: I-15 Southbound Ramps
 E/W: Palmdale Road
 Weather: Clear

File Name : 13_VIC_15S_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: I-15 Southbound Ramps
 E/W: Palmdale Road
 Weather: Clear

File Name : 13_VIC_15S_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	I-15 Southbound Ramps Southbound				Palmdale Road Westbound				I-15 Southbound On Ramp Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	
+15 mins.	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	1	1	0	1	1	2	0	0	0	0	0	0	0	0	
% App. Total	0	0	100		0	50	50		0	0	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.250	.250	.500	.000	.000	.000	.000	.000	.000	.000	.000	

City of Victorville
 N/S: I-15 Southbound Ramps
 E/W: Palmdale Road
 Weather: Clear

File Name : 13_VIC_15S_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

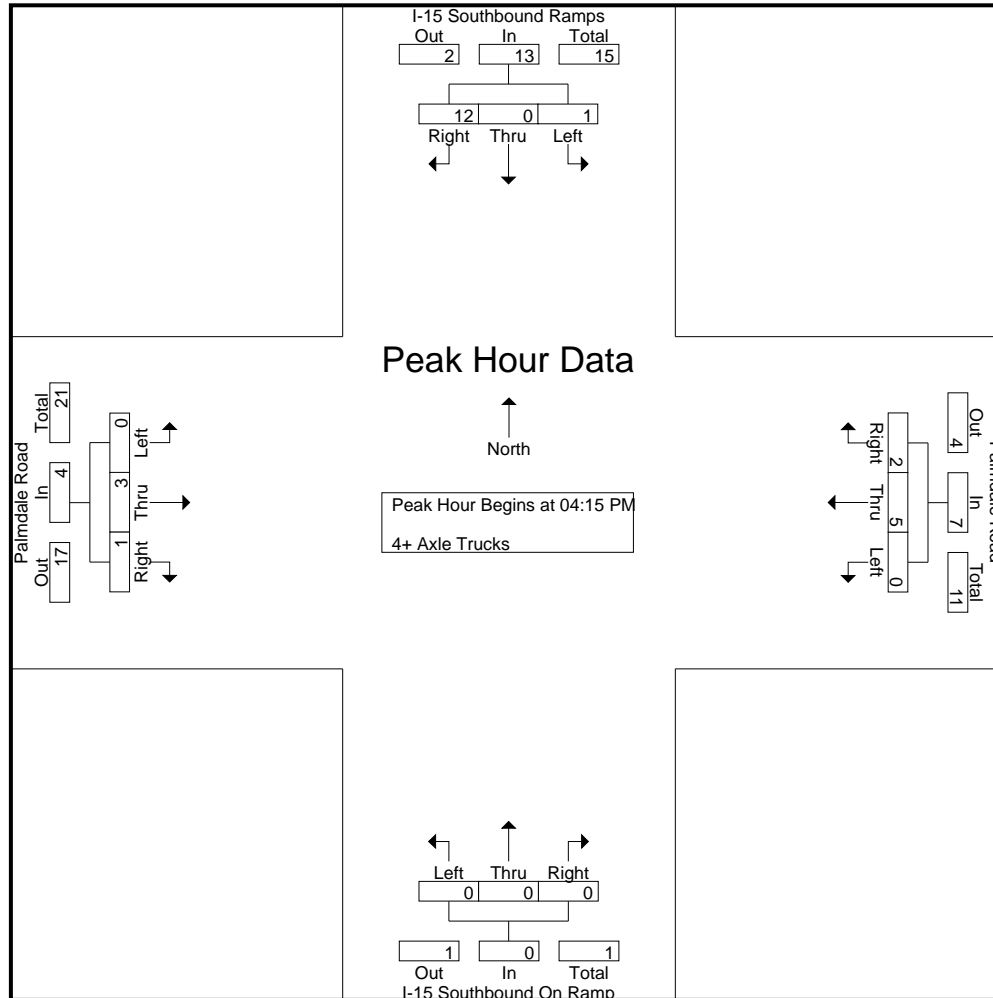
Groups Printed- 4+ Axle Trucks

Start Time	I-15 Southbound Ramps Southbound					Palmdale Road Westbound					I-15 Southbound On Ramp Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
04:00 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	3	3
04:15 PM	0	0	2	1	2	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	1	6	7	7
04:30 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	4	4	4
04:45 PM	0	0	7	3	7	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3	8	11	11
Total	1	0	11	4	12	0	5	1	0	6	0	0	0	0	0	0	2	1	0	3	4	21	25	25
05:00 PM	0	0	2	0	2	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	6	6	6
05:15 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	7	7	7
05:30 PM	0	0	3	1	3	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	1	8	9	9
05:45 PM	1	0	1	1	2	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	1	5	6	6
Total	1	0	8	2	9	0	4	1	0	5	0	0	0	0	0	0	9	3	0	12	2	26	28	28
Grand Total	2	0	19	6	21	0	9	2	0	11	0	0	0	0	0	0	11	4	0	15	6	47	53	53
Apprch %	9.5	0	90.5			0	81.8	18.2			0	0	0			0	73.3	26.7						
Total %	4.3	0	40.4		44.7	0	19.1	4.3		23.4	0	0	0		0	0	23.4	8.5		31.9	11.3	88.7		

Start Time	I-15 Southbound Ramps Southbound				Palmdale Road Westbound				I-15 Southbound On Ramp Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	2	2	0	3	1	4	0	0	0	0	0	0	0	0	6
04:30 PM	1	0	1	2	0	0	0	0	0	0	0	0	0	1	1	2	4
04:45 PM	0	0	7	7	0	1	0	1	0	0	0	0	0	0	0	0	8
05:00 PM	0	0	2	2	0	1	1	2	0	0	0	0	0	2	0	2	6
Total Volume	1	0	12	13	0	5	2	7	0	0	0	0	0	3	1	4	24
% App. Total	7.7	0	92.3		0	71.4	28.6		0	0	0		0	75	25		
PHF	.250	.000	.429	.464	.000	.417	.500	.438	.000	.000	.000	.000	.000	.375	.250	.500	.750

City of Victorville
 N/S: I-15 Southbound Ramps
 E/W: Palmdale Road
 Weather: Clear

File Name : 13_VIC_15S_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: I-15 Southbound Ramps
 E/W: Palmdale Road
 Weather: Clear

File Name : 13_VIC_15S_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	I-15 Southbound Ramps Southbound				Palmdale Road Westbound				I-15 Southbound On Ramp Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	0	2	2	0	3	1	4	0	0	0	0	0	0	0	0	
+15 mins.	1	0	1	2	0	0	0	0	0	0	0	0	0	1	1	2	
+30 mins.	0	0	7	7	0	1	0	1	0	0	0	0	0	0	0	0	
+45 mins.	0	0	2	2	0	1	1	2	0	0	0	0	0	2	0	2	
Total Volume	1	0	12	13	0	5	2	7	0	0	0	0	0	3	1	4	
% App. Total	7.7	0	92.3		0	71.4	28.6		0	0	0		0	75	25		
PHF	.250	.000	.429	.464	.000	.417	.500	.438	.000	.000	.000	.000	.000	.375	.250	.500	

Location: Victorville
 N/S: I-15 SB Ramps
 E/W: Palmdale Road



Date: 10/19/2021
 Day: Tuesday

PEDESTRIANS

	North Leg I-15 SB Ramps	East Leg Palmdale Road	South Leg I-15 SB Ramps	West Leg Palmdale Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	2	0	0	1	3
8:00 AM	0	0	0	1	1
8:15 AM	0	0	0	2	2
8:30 AM	1	0	0	0	1
8:45 AM	0	0	0	2	2
TOTAL VOLUMES:	3	0	0	6	9

	North Leg I-15 SB Ramps	East Leg Palmdale Road	South Leg I-15 SB Ramps	West Leg Palmdale Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	2	2
4:15 PM	1	0	0	1	2
4:30 PM	0	0	0	1	1
4:45 PM	0	0	0	0	0
5:00 PM	1	0	0	2	3
5:15 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	4	0	0	6	10

Location: Victorville
 N/S: I-15 SB Ramps
 E/W: Palmdale Road



Date: 10/19/2021
 Day: Tuesday

BICYCLES

	Southbound I-15 SB Ramps			Westbound Palmdale Road			Northbound I-15 SB Ramps			Eastbound Palmdale Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	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	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

	Southbound I-15 SB Ramps			Westbound Palmdale Road			Northbound I-15 SB Ramps			Eastbound Palmdale Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
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	1	0	1
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	2	0	2

City of Victorville
 N/S: I-15 NB On Ramp/Mariposa Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 14_VIC_Mari_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

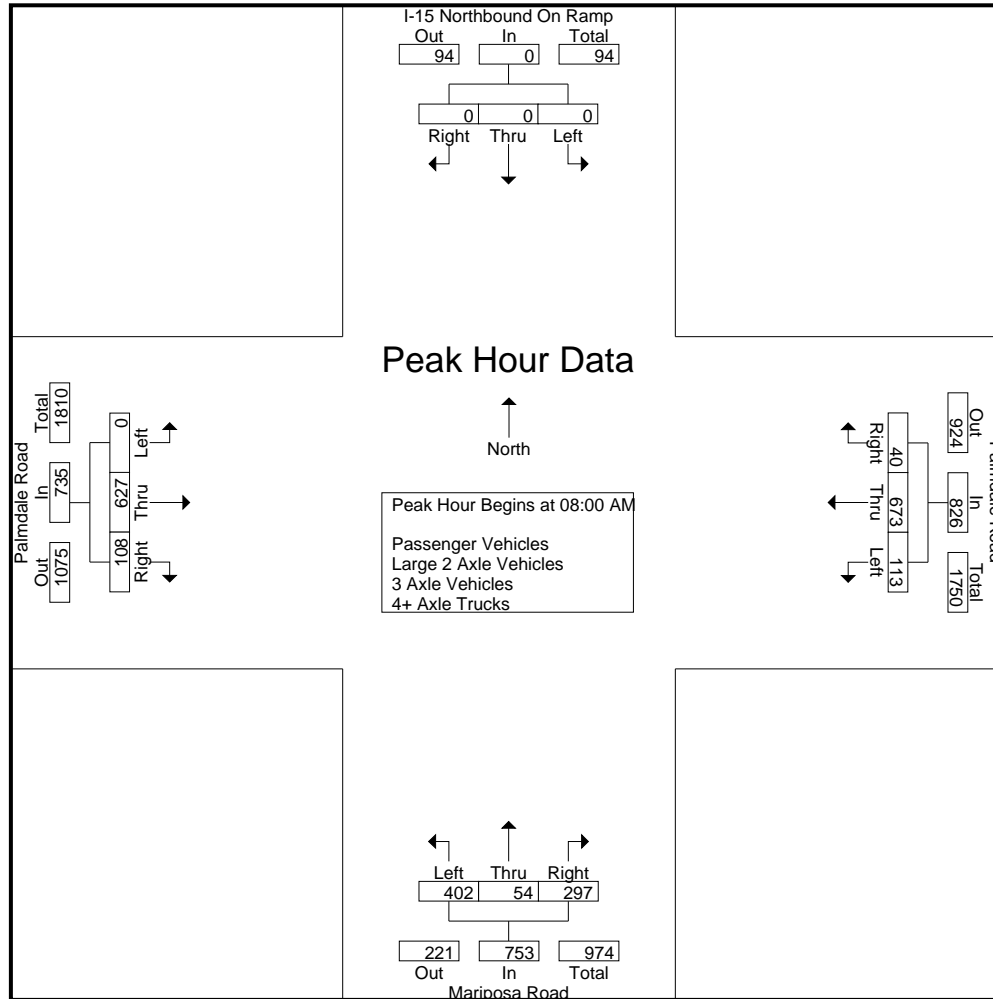
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	I-15 Northbound On Ramp Southbound					Palmdale Road Westbound					Mariposa Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	0	0	0	0	12	136	6	0	154	76	10	46	27	132	0	94	27	10	121	37	407	444
07:15 AM	0	0	0	0	0	8	150	9	0	167	98	10	55	18	163	0	99	49	21	148	39	478	517
07:30 AM	0	0	0	0	0	21	180	12	1	213	114	21	53	22	188	0	155	31	15	186	38	587	625
07:45 AM	0	0	0	0	0	17	154	12	0	183	111	17	84	44	212	0	166	32	9	198	53	593	646
Total	0	0	0	0	0	58	620	39	1	717	399	58	238	111	695	0	514	139	55	653	167	2065	2232
08:00 AM	0	0	0	0	0	17	165	11	1	193	99	15	71	30	185	0	166	24	7	190	38	568	606
08:15 AM	0	0	0	0	0	35	155	12	0	202	107	15	54	19	176	0	152	34	8	186	27	564	591
08:30 AM	0	0	0	0	0	29	159	8	1	196	93	10	74	36	177	0	154	21	8	175	45	548	593
08:45 AM	0	0	0	0	0	32	194	9	1	235	103	14	98	54	215	0	155	29	4	184	59	634	693
Total	0	0	0	0	0	113	673	40	3	826	402	54	297	139	753	0	627	108	27	735	169	2314	2483
Grand Total	0	0	0	0	0	171	1293	79	4	1543	801	112	535	250	1448	0	1141	247	82	1388	336	4379	4715
Apprch %	0	0	0			11.1	83.8	5.1			55.3	7.7	36.9			0	82.2	17.8					
Total %	0	0	0			3.9	29.5	1.8		35.2	18.3	2.6	12.2		33.1	0	26.1	5.6		31.7	7.1	92.9	
Passenger Vehicles	0	0	0			161	1265	75		1505	777	99	521		1641	0	1092	238		1410	0	0	4556
% Passenger Vehicles	0	0	0	0	0	94.2	97.8	94.9	100	97.3	97	88.4	97.4	97.6	96.6	0	95.7	96.4	97.6	95.9	0	0	96.6
Large 2 Axle Vehicles	0	0	0			10	24	4		38	20	11	12		49	0	41	6		48	0	0	135
% Large 2 Axle Vehicles	0	0	0	0	0	5.8	1.9	5.1	0	2.5	2.5	9.8	2.2	2.4	2.9	0	3.6	2.4	1.2	3.3	0	0	2.9
3 Axle Vehicles	0	0	0			0	1	0		1	1	2	1		4	0	5	1		6	0	0	11
% 3 Axle Vehicles	0	0	0	0	0	0	0.1	0	0	0.1	0.1	1.8	0.2	0	0.2	0	0.4	0.4	0	0.4	0	0	0.2
4+ Axle Trucks	0	0	0			0	3	0		3	3	0	1		4	0	3	2		6	0	0	13
% 4+ Axle Trucks	0	0	0	0	0	0	0.2	0	0	0.2	0.4	0	0.2	0	0.2	0	0.3	0.8	1.2	0.4	0	0	0.3

Start Time	I-15 Northbound On Ramp Southbound				Palmdale Road Westbound				Mariposa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	17	165	11	193	99	15	71	185	0	166	24	190	568
08:15 AM	0	0	0	0	35	155	12	202	107	15	54	176	0	152	34	186	564
08:30 AM	0	0	0	0	29	159	8	196	93	10	74	177	0	154	21	175	548
08:45 AM	0	0	0	0	32	194	9	235	103	14	98	215	0	155	29	184	634
Total Volume	0	0	0	0	113	673	40	826	402	54	297	753	0	627	108	735	2314
% App. Total	0	0	0		13.7	81.5	4.8		53.4	7.2	39.4		0	85.3	14.7		
PHF	.000	.000	.000	.000	.807	.867	.833	.879	.939	.900	.758	.876	.000	.944	.794	.967	.912

City of Victorville
 N/S: I-15 NB On Ramp/Mariposa Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 14_VIC_Mari_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: I-15 NB On Ramp/Mariposa Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 14_VIC_Mari_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	I-15 Northbound On Ramp Southbound				Palmdale Road Westbound				Mariposa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				08:00 AM				07:30 AM				07:30 AM				
+0 mins.	0	0	0	0	17	165	11	193	114	21	53	188	0	155	31	186	
+15 mins.	0	0	0	0	35	155	12	202	111	17	84	212	0	166	32	198	
+30 mins.	0	0	0	0	29	159	8	196	99	15	71	185	0	166	24	190	
+45 mins.	0	0	0	0	32	194	9	235	107	15	54	176	0	152	34	186	
Total Volume	0	0	0	0	113	673	40	826	431	68	262	761	0	639	121	760	
% App. Total	0	0	0	0	13.7	81.5	4.8		56.6	8.9	34.4		0	84.1	15.9		
PHF	.000	.000	.000	.000	.807	.867	.833	.879	.945	.810	.780	.897	.000	.962	.890	.960	

City of Victorville
 N/S: I-15 NB On Ramp/Mariposa Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 14_VIC_Mari_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

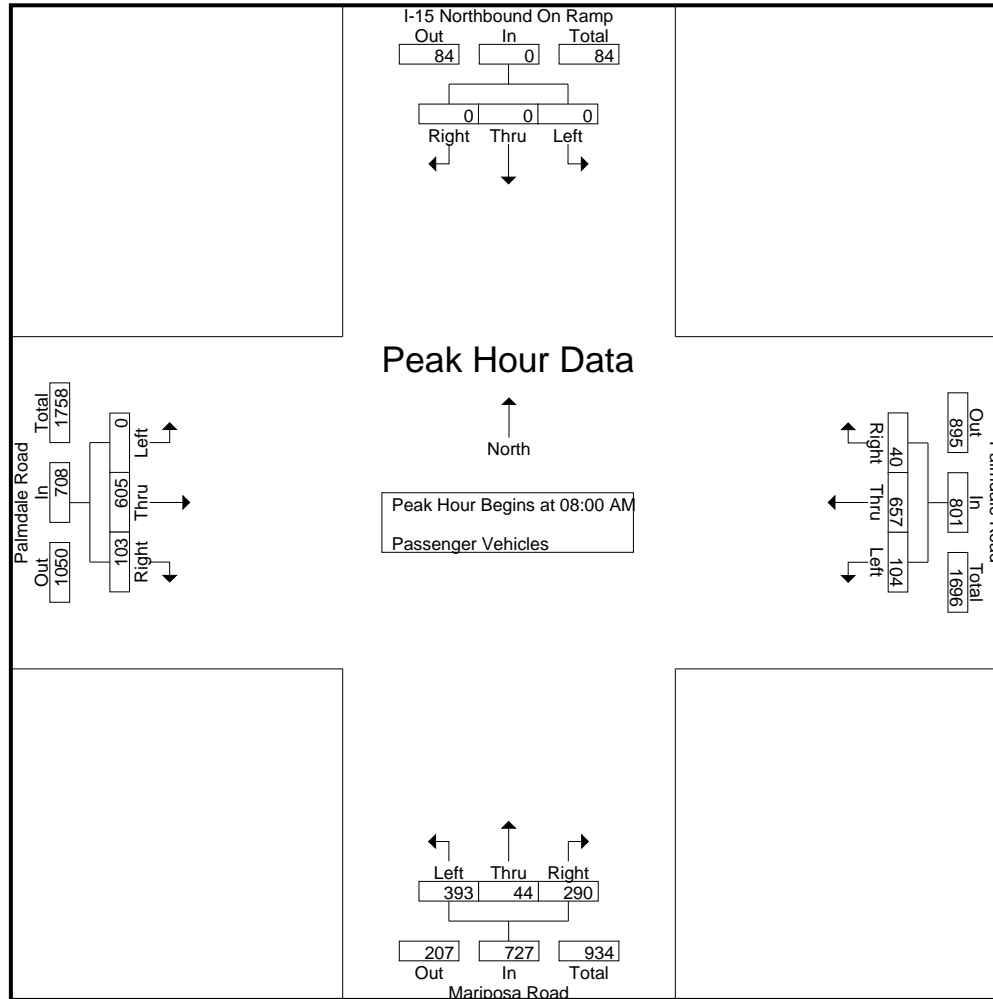
Groups Printed- Passenger Vehicles

Start Time	I-15 Northbound On Ramp Southbound					Palmdale Road Westbound					Mariposa Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	0	0	0	0	12	133	5	0	150	70	9	43	24	122	0	91	24	9	115	33	387	420
07:15 AM	0	0	0	0	0	7	145	8	0	160	94	10	53	18	157	0	96	49	21	145	39	462	501
07:30 AM	0	0	0	0	0	21	180	12	1	213	110	20	53	22	183	0	148	31	15	179	38	575	613
07:45 AM	0	0	0	0	0	17	150	10	0	177	110	16	82	44	208	0	152	31	9	183	53	568	621
Total	0	0	0	0	0	57	608	35	1	700	384	55	231	108	670	0	487	135	54	622	163	1992	2155
08:00 AM	0	0	0	0	0	17	160	11	1	188	96	15	67	29	178	0	159	23	7	182	37	548	585
08:15 AM	0	0	0	0	0	31	151	12	0	194	105	9	54	19	168	0	149	34	8	183	27	545	572
08:30 AM	0	0	0	0	0	25	156	8	1	189	90	6	73	35	169	0	148	19	7	167	43	525	568
08:45 AM	0	0	0	0	0	31	190	9	1	230	102	14	96	53	212	0	149	27	4	176	58	618	676
Total	0	0	0	0	0	104	657	40	3	801	393	44	290	136	727	0	605	103	26	708	165	2236	2401
Grand Total	0	0	0	0	0	161	1265	75	4	1501	777	99	521	244	1397	0	1092	238	80	1330	328	4228	4556
Apprch %	0	0	0			10.7	84.3	5			55.6	7.1	37.3			0	82.1	17.9					
Total %	0	0	0			3.8	29.9	1.8		35.5	18.4	2.3	12.3		33	0	25.8	5.6		31.5	7.2	92.8	

Start Time	I-15 Northbound On Ramp Southbound				Palmdale Road Westbound				Mariposa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	17	160	11	188	96	15	67	178	0	159	23	182	548
08:15 AM	0	0	0	0	31	151	12	194	105	9	54	168	0	149	34	183	545
08:30 AM	0	0	0	0	25	156	8	189	90	6	73	169	0	148	19	167	525
08:45 AM	0	0	0	0	31	190	9	230	102	14	96	212	0	149	27	176	618
Total Volume	0	0	0	0	104	657	40	801	393	44	290	727	0	605	103	708	2236
% App. Total	0	0	0	0	13	82	5		54.1	6.1	39.9		0	85.5	14.5		
PHF	.000	.000	.000	.000	.839	.864	.833	.871	.936	.733	.755	.857	.000	.951	.757	.967	.905

City of Victorville
 N/S: I-15 NB On Ramp/Mariposa Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 14_VIC_Mari_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: I-15 NB On Ramp/Mariposa Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 14_VIC_Mari_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	I-15 Northbound On Ramp Southbound				Palmdale Road Westbound				Mariposa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	08:00 AM				08:00 AM				08:00 AM				08:00 AM				
+0 mins.	0	0	0	0	17	160	11	188	96	15	67	178	0	159	23	182	
+15 mins.	0	0	0	0	31	151	12	194	105	9	54	168	0	149	34	183	
+30 mins.	0	0	0	0	25	156	8	189	90	6	73	169	0	148	19	167	
+45 mins.	0	0	0	0	31	190	9	230	102	14	96	212	0	149	27	176	
Total Volume	0	0	0	0	104	657	40	801	393	44	290	727	0	605	103	708	
% App. Total	0	0	0	0	13	82	5		54.1	6.1	39.9		0	85.5	14.5		
PHF	.000	.000	.000	.000	.839	.864	.833	.871	.936	.733	.755	.857	.000	.951	.757	.967	

City of Victorville
 N/S: I-15 NB On Ramp/Mariposa Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 14_VIC_Mari_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

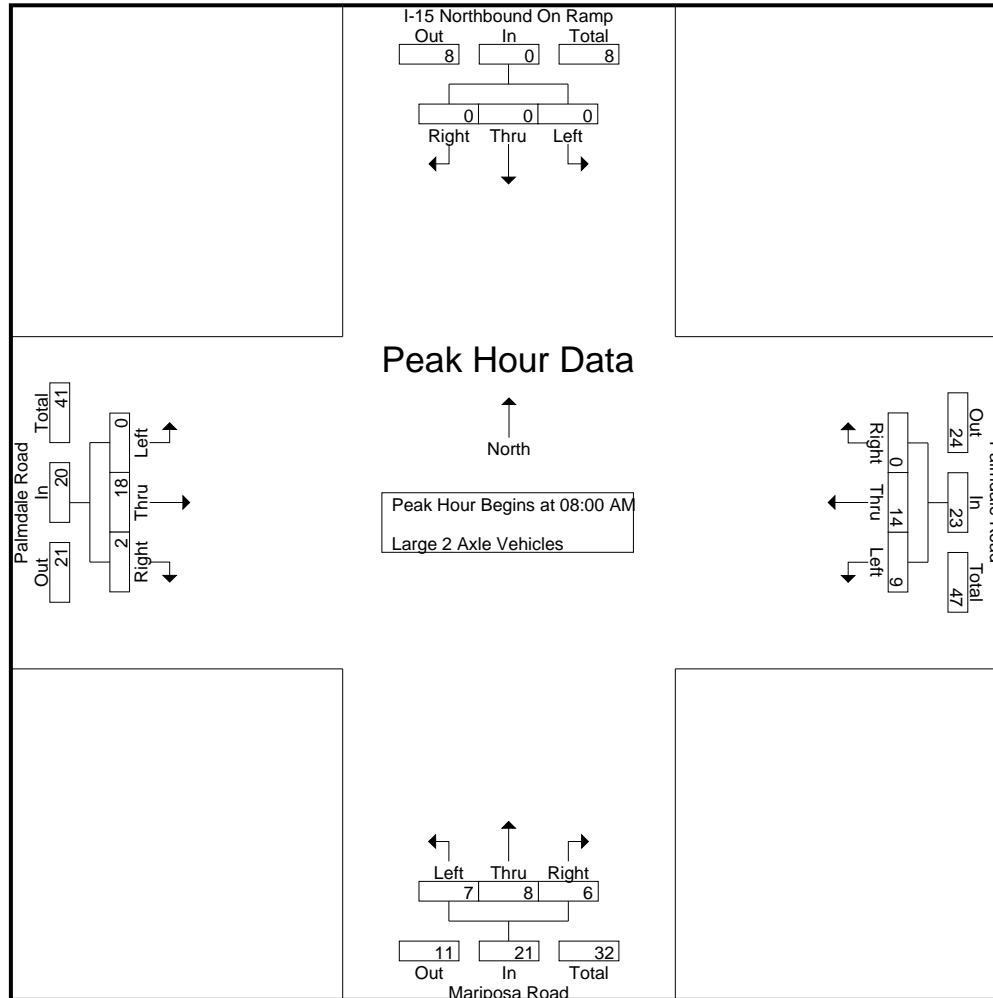
Groups Printed- Large 2 Axle Vehicles

Start Time	I-15 Northbound On Ramp Southbound					Palmdale Road Westbound					Mariposa Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
07:00 AM	0	0	0	0	0	0	2	1	0	3	5	1	3	3	9	0	3	3	1	6	4	18	22
07:15 AM	0	0	0	0	0	1	4	1	0	6	3	0	2	0	5	0	2	0	0	2	0	13	13
07:30 AM	0	0	0	0	0	0	0	0	0	0	4	1	0	0	5	0	5	0	0	5	0	10	10
07:45 AM	0	0	0	0	0	0	4	2	0	6	1	1	1	0	3	0	13	1	0	14	0	23	23
Total	0	0	0	0	0	1	10	4	0	15	13	3	6	3	22	0	23	4	1	27	4	64	68
08:00 AM	0	0	0	0	0	0	4	0	0	4	3	0	3	1	6	0	6	1	0	7	1	17	18
08:15 AM	0	0	0	0	0	4	4	0	0	8	1	5	0	0	6	0	2	0	0	2	0	16	16
08:30 AM	0	0	0	0	0	4	3	0	0	7	3	3	1	1	7	0	5	0	0	5	1	19	20
08:45 AM	0	0	0	0	0	1	3	0	0	4	0	0	2	1	2	0	5	1	0	6	1	12	13
Total	0	0	0	0	0	9	14	0	0	23	7	8	6	3	21	0	18	2	0	20	3	64	67
Grand Total	0	0	0	0	0	10	24	4	0	38	20	11	12	6	43	0	41	6	1	47	7	128	135
Apprch %	0	0	0			26.3	63.2	10.5			46.5	25.6	27.9			0	87.2	12.8					
Total %	0	0	0			7.8	18.8	3.1		29.7	15.6	8.6	9.4		33.6	0	32	4.7		36.7	5.2	94.8	

Start Time	I-15 Northbound On Ramp Southbound				Palmdale Road Westbound				Mariposa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	4	0	4	3	0	3	6	0	6	1	7	17
08:15 AM	0	0	0	0	4	4	0	8	1	5	0	6	0	2	0	2	16
08:30 AM	0	0	0	0	4	3	0	7	3	3	1	7	0	5	0	5	19
08:45 AM	0	0	0	0	1	3	0	4	0	0	2	2	0	5	1	6	12
Total Volume	0	0	0	0	9	14	0	23	7	8	6	21	0	18	2	20	64
% App. Total	0	0	0		39.1	60.9	0		33.3	38.1	28.6		0	90	10		
PHF	.000	.000	.000	.000	.563	.875	.000	.719	.583	.400	.500	.750	.000	.750	.500	.714	.842

City of Victorville
 N/S: I-15 NB On Ramp/Mariposa Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 14_VIC_Mari_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: I-15 NB On Ramp/Mariposa Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 14_VIC_Mari_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	I-15 Northbound On Ramp Southbound				Palmdale Road Westbound				Mariposa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	08:00 AM				08:00 AM				08:00 AM				08:00 AM				
+0 mins.	0	0	0	0	0	4	0	4	3	0	3	6	0	6	1	7	
+15 mins.	0	0	0	0	4	4	0	8	1	5	0	6	0	2	0	2	
+30 mins.	0	0	0	0	4	3	0	7	3	3	1	7	0	5	0	5	
+45 mins.	0	0	0	0	1	3	0	4	0	0	2	2	0	5	1	6	
Total Volume	0	0	0	0	9	14	0	23	7	8	6	21	0	18	2	20	
% App. Total	0	0	0	0	39.1	60.9	0		33.3	38.1	28.6		0	90	10		
PHF	.000	.000	.000	.000	.563	.875	.000	.719	.583	.400	.500	.750	.000	.750	.500	.714	

City of Victorville
 N/S: I-15 NB On Ramp/Mariposa Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 14_VIC_Mari_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

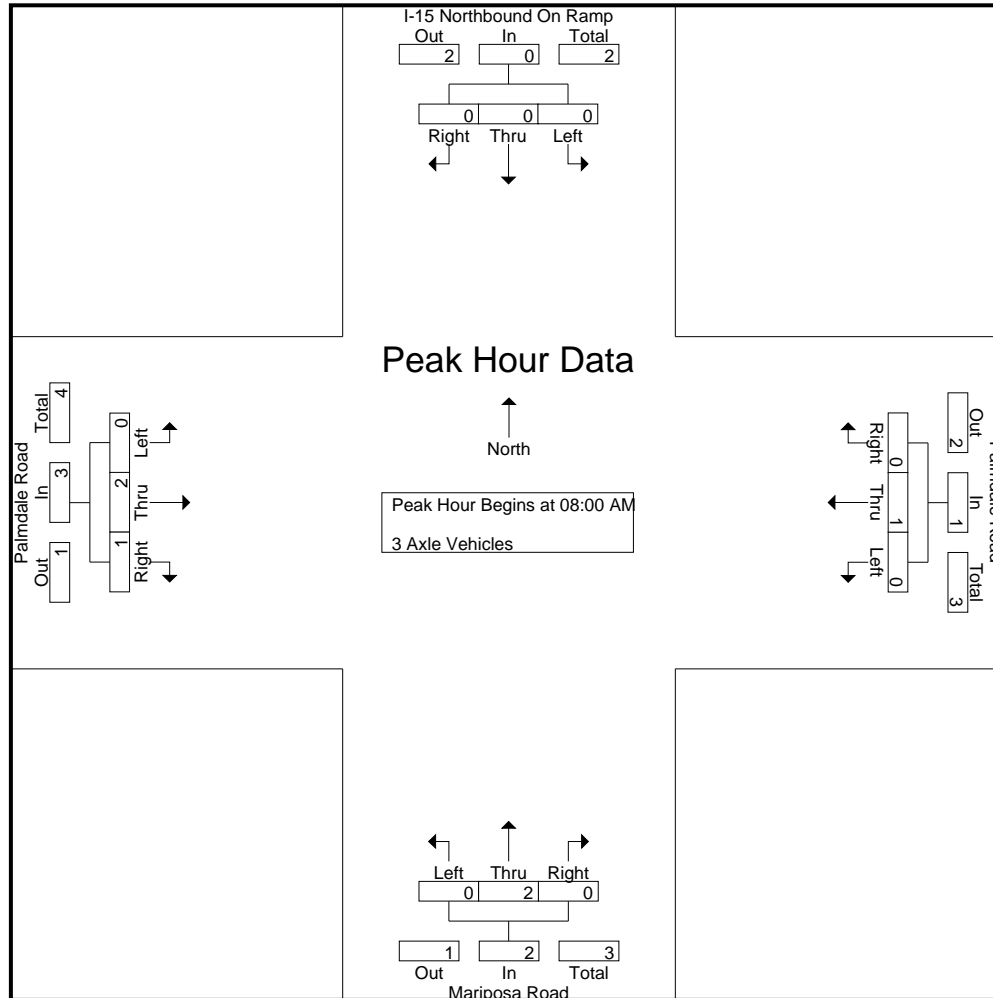
Groups Printed- 3 Axle Vehicles

Start Time	I-15 Northbound On Ramp Southbound					Palmdale Road Westbound					Mariposa Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total				
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total							
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	2	0	0	0	2	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	2	0	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	3	0	0	3	0	5	0	0	0	5	5
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2	0	0	0	2	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2	0	0	0	2	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	2	1	0	3	0	6	0	0	0	6	6
Grand Total	0	0	0	0	0	0	1	0	0	1	1	2	1	0	4	0	5	1	0	6	0	11	0	0	0	11	11
Apprch %	0	0	0			0	100	0			25	50	25			0	83.3	16.7									
Total %	0	0	0			0	9.1	0		9.1	9.1	18.2	9.1		36.4	0	45.5	9.1		54.5	0	100			0	100	

Start Time	I-15 Northbound On Ramp Southbound				Palmdale Road Westbound				Mariposa Road Northbound				Palmdale Road Eastbound				Int. Total				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total					
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	1
Total Volume	0	0	0	0	0	1	0	1	0	2	0	2	0	2	1	3	0	2	1	3	6
% App. Total	0	0	0		0	100	0		0	100	0		0	66.7	33.3						
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.500	.000	.500	.000	.500	.250	.750	.000	.500	.250	.750	.750

City of Victorville
 N/S: I-15 NB On Ramp/Mariposa Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 14_VIC_Mari_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: I-15 NB On Ramp/Mariposa Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 14_VIC_Mari_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	I-15 Northbound On Ramp Southbound				Palmdale Road Westbound				Mariposa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	08:00 AM				08:00 AM				08:00 AM				08:00 AM				
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
Total Volume	0	0	0	0	0	1	0	1	0	2	0	2	0	2	1	3	
% App. Total	0	0	0	0	0	100	0	0	0	100	0	0	0	66.7	33.3	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.500	.000	.500	.000	.500	.250	.750	

City of Victorville
 N/S: I-15 NB On Ramp/Mariposa Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 14_VIC_Mari_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

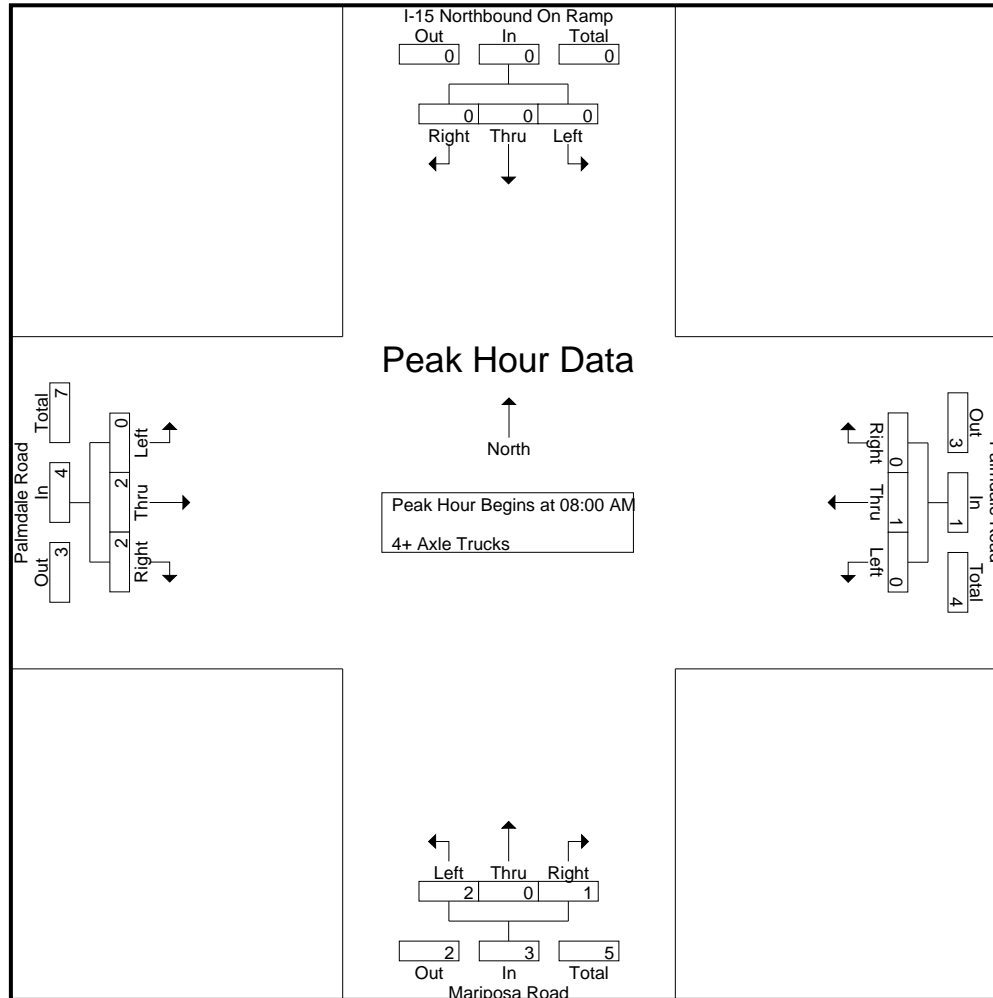
Groups Printed- 4+ Axle Trucks

Start Time	I-15 Northbound On Ramp Southbound					Palmdale Road Westbound					Mariposa Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
07:00 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	2	2
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	0	0	4	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	2	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	1	2	3	3
08:45 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	3	3	3
Total	0	0	0	0	0	0	1	0	0	1	2	0	1	0	3	0	2	2	1	4	1	8	9	9
Grand Total	0	0	0	0	0	0	3	0	0	3	3	0	1	0	4	0	3	2	1	5	1	12	13	13
Apprch %	0	0	0			0	100	0			75	0	25			0	60	40						
Total %	0	0	0			0	25	0		25	25	0	8.3		33.3	0	25	16.7		41.7	7.7	92.3		

Start Time	I-15 Northbound On Ramp Southbound				Palmdale Road Westbound				Mariposa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
08:45 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	3
Total Volume	0	0	0	0	0	1	0	1	2	0	1	3	0	2	2	4	8
% App. Total	0	0	0		0	100	0		66.7	0	33.3		0	50	50		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.500	.000	.250	.750	.000	.500	.250	.500	.667

City of Victorville
 N/S: I-15 NB On Ramp/Mariposa Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 14_VIC_Mari_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: I-15 NB On Ramp/Mariposa Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 14_VIC_Mari_Palm AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	I-15 Northbound On Ramp Southbound				Palmdale Road Westbound				Mariposa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	08:00 AM				08:00 AM				08:00 AM				08:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	
+45 mins.	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	
Total Volume	0	0	0	0	0	1	0	1	2	0	1	3	0	2	2	4	
% App. Total	0	0	0	0	0	100	0		66.7	0	33.3		0	50	50		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.500	.000	.250	.750	.000	.500	.250	.500	

City of Victorville
 N/S: I-15 NB On Ramp/Mariposa Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 14_VIC_Mari_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

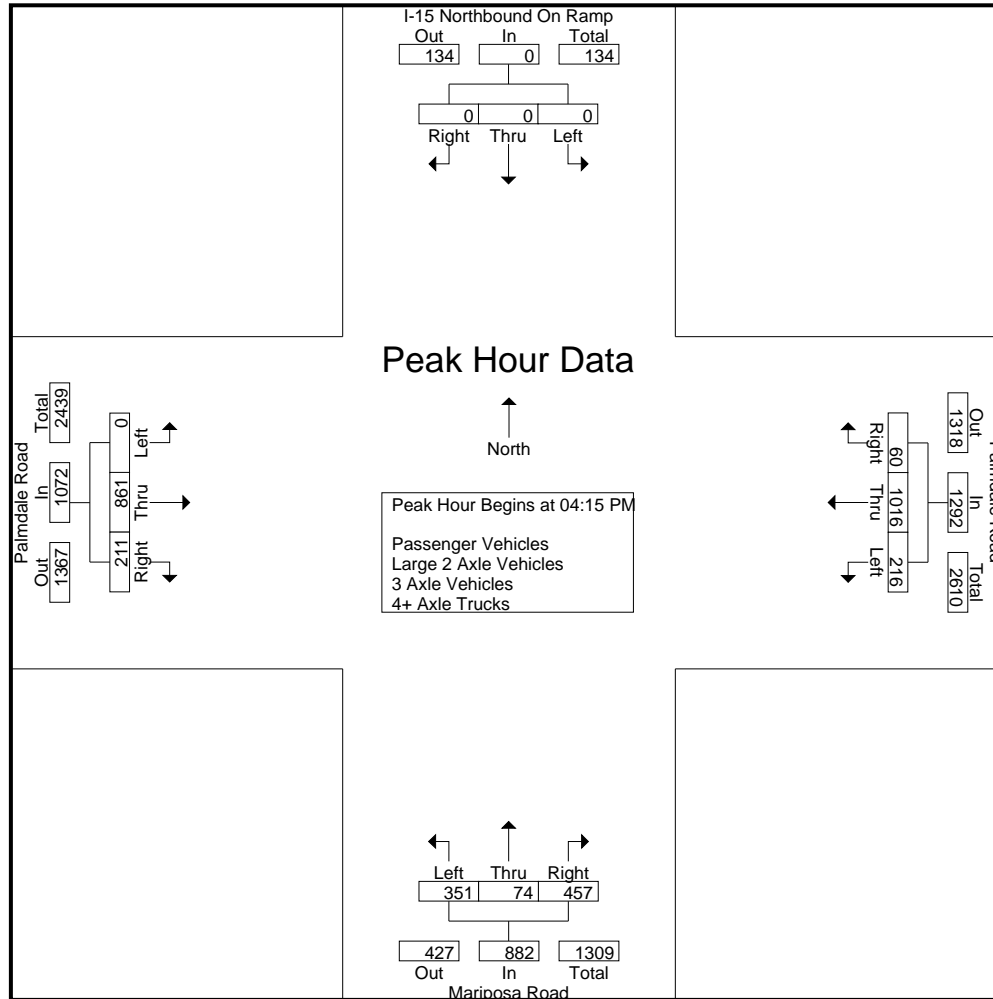
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	I-15 Northbound On Ramp Southbound					Palmdale Road Westbound					Mariposa Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	0	0	0	56	218	15	1	289	73	22	140	53	235	0	206	45	10	251	64	775	839
04:15 PM	0	0	0	0	0	56	261	18	0	335	92	16	115	57	223	0	209	42	6	251	63	809	872
04:30 PM	0	0	0	0	0	39	252	15	0	306	113	30	119	44	262	0	211	57	11	268	55	836	891
04:45 PM	0	0	0	0	0	73	262	11	0	346	66	14	120	49	200	0	222	56	15	278	64	824	888
Total	0	0	0	0	0	224	993	59	1	1276	344	82	494	203	920	0	848	200	42	1048	246	3244	3490
05:00 PM	0	0	0	0	0	48	241	16	0	305	80	14	103	31	197	0	219	56	10	275	41	777	818
05:15 PM	0	0	0	0	0	72	232	17	0	321	73	17	113	34	203	0	211	45	6	256	40	780	820
05:30 PM	0	0	0	0	0	48	218	12	0	278	90	10	90	33	190	0	207	42	8	249	41	717	758
05:45 PM	0	0	0	0	0	56	201	14	1	271	78	12	102	54	192	0	200	38	6	238	61	701	762
Total	0	0	0	0	0	224	892	59	1	1175	321	53	408	152	782	0	837	181	30	1018	183	2975	3158
Grand Total	0	0	0	0	0	448	1885	118	2	2451	665	135	902	355	1702	0	1685	381	72	2066	429	6219	6648
Aprch %	0	0	0			18.3	76.9	4.8			39.1	7.9	53			0	81.6	18.4					
Total %	0	0	0			7.2	30.3	1.9		39.4	10.7	2.2	14.5		27.4	0	27.1	6.1		33.2	6.5	93.5	
Passenger Vehicles	0	0	0			444	1871	118		2435	647	132	888		2015	0	1646	377		2095	0	0	6545
% Passenger Vehicles	0	0	0			99.1	99.3	100	100	99.3	97.3	97.8	98.4	98	98	0	97.7	99	100	98	0	0	98.5
Large 2 Axle Vehicles	0	0	0			4	9	0		13	10	2	12		31	0	36	4		40	0	0	84
% Large 2 Axle Vehicles	0	0	0			0.9	0.5	0	0	0.5	1.5	1.5	1.3	2	1.5	0	2.1	1	0	1.9	0	0	1.3
3 Axle Vehicles	0	0	0			0	2	0		2	2	1	0		3	0	0	0		0	0	0	5
% 3 Axle Vehicles	0	0	0			0	0.1	0	0	0.1	0.3	0.7	0	0	0.1	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	0	0			0	3	0		3	6	0	2		8	0	3	0		3	0	0	14
% 4+ Axle Trucks	0	0	0			0	0.2	0	0	0.1	0.9	0	0.2	0	0.4	0	0.2	0	0	0.1	0	0	0.2

Start Time	I-15 Northbound On Ramp Southbound				Palmdale Road Westbound				Mariposa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	56	261	18	335	92	16	115	223	0	209	42	251	809
04:30 PM	0	0	0	0	39	252	15	306	113	30	119	262	0	211	57	268	836
04:45 PM	0	0	0	0	73	262	11	346	66	14	120	200	0	222	56	278	824
05:00 PM	0	0	0	0	48	241	16	305	80	14	103	197	0	219	56	275	777
Total Volume	0	0	0	0	216	1016	60	1292	351	74	457	882	0	861	211	1072	3246
% App. Total	0	0	0		16.7	78.6	4.6		39.8	8.4	51.8		0	80.3	19.7		
PHF	.000	.000	.000	.000	.740	.969	.833	.934	.777	.617	.952	.842	.000	.970	.925	.964	.971

City of Victorville
 N/S: I-15 NB On Ramp/Mariposa Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 14_VIC_Mari_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: I-15 NB On Ramp/Mariposa Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 14_VIC_Mari_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	I-15 Northbound On Ramp Southbound				Palmdale Road Westbound				Mariposa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				04:15 PM				04:00 PM				04:30 PM				
+0 mins.	0	0	0	0	56	261	18	335	73	22	140	235	0	211	57	268	
+15 mins.	0	0	0	0	39	252	15	306	92	16	115	223	0	222	56	278	
+30 mins.	0	0	0	0	73	262	11	346	113	30	119	262	0	219	56	275	
+45 mins.	0	0	0	0	48	241	16	305	66	14	120	200	0	211	45	256	
Total Volume	0	0	0	0	216	1016	60	1292	344	82	494	920	0	863	214	1077	
% App. Total	0	0	0	0	16.7	78.6	4.6		37.4	8.9	53.7		0	80.1	19.9		
PHF	.000	.000	.000	.000	.740	.969	.833	.934	.761	.683	.882	.878	.000	.972	.939	.969	

City of Victorville
 N/S: I-15 NB On Ramp/Mariposa Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 14_VIC_Mari_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

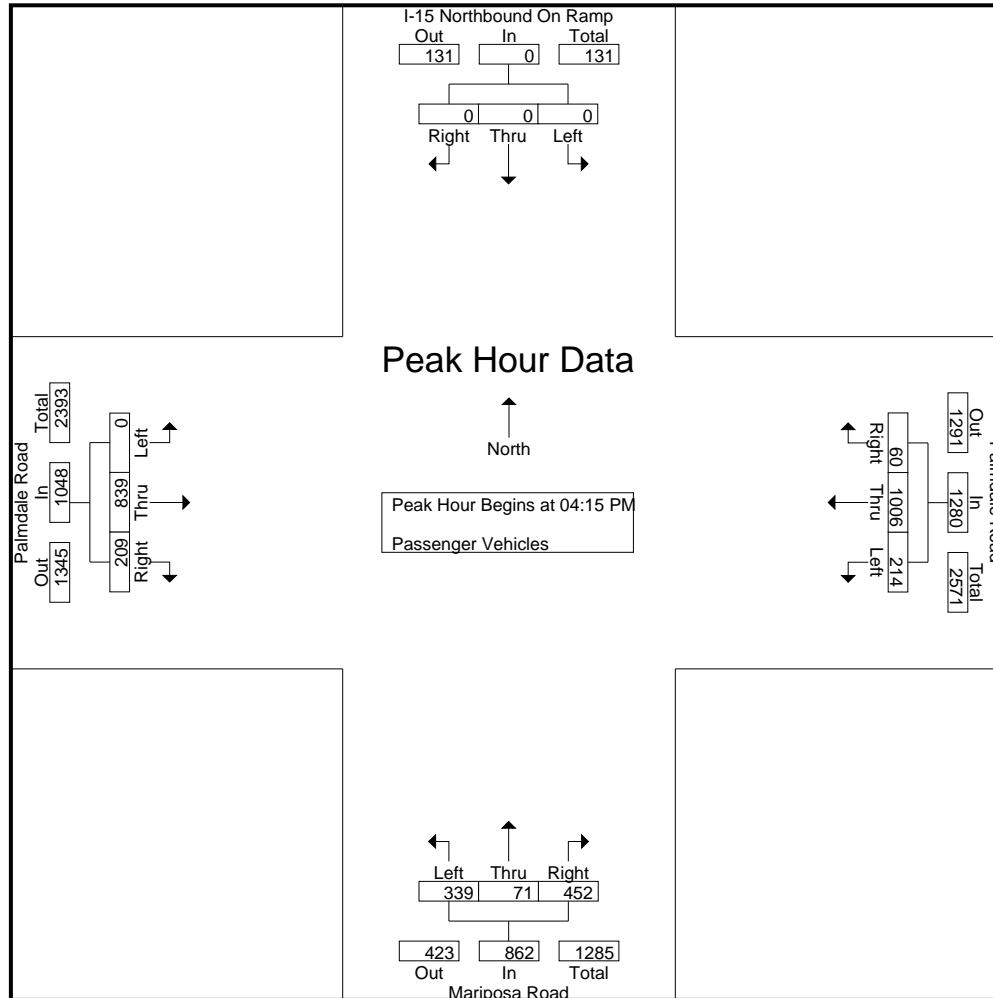
Groups Printed- Passenger Vehicles

Start Time	I-15 Northbound On Ramp Southbound					Palmdale Road Westbound					Mariposa Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	0	0	0	56	218	15	1	289	72	22	134	50	228	0	202	45	10	247	61	764	825
04:15 PM	0	0	0	0	0	56	257	18	0	331	87	16	112	56	215	0	199	42	6	241	62	787	849
04:30 PM	0	0	0	0	0	39	250	15	0	304	111	27	119	44	257	0	204	56	11	260	55	821	876
04:45 PM	0	0	0	0	0	71	260	11	0	342	64	14	119	48	197	0	220	56	15	276	63	815	878
Total	0	0	0	0	0	222	985	59	1	1266	334	79	484	198	897	0	825	199	42	1024	241	3187	3428
05:00 PM	0	0	0	0	0	48	239	16	0	303	77	14	102	31	193	0	216	55	10	271	41	767	808
05:15 PM	0	0	0	0	0	70	230	17	0	317	73	17	111	33	201	0	209	45	6	254	39	772	811
05:30 PM	0	0	0	0	0	48	217	12	0	277	87	10	89	32	186	0	204	40	8	244	40	707	747
05:45 PM	0	0	0	0	0	56	200	14	1	270	76	12	102	54	190	0	192	38	6	230	61	690	751
Total	0	0	0	0	0	222	886	59	1	1167	313	53	404	150	770	0	821	178	30	999	181	2936	3117
Grand Total	0	0	0	0	0	444	1871	118	2	2433	647	132	888	348	1667	0	1646	377	72	2023	422	6123	6545
Apprch %	0	0	0			18.2	76.9	4.8			38.8	7.9	53.3			0	81.4	18.6					
Total %	0	0	0			7.3	30.6	1.9		39.7	10.6	2.2	14.5		27.2	0	26.9	6.2		33	6.4	93.6	

Start Time	I-15 Northbound On Ramp Southbound				Palmdale Road Westbound				Mariposa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	56	257	18	331	87	16	112	215	0	199	42	241	787
04:30 PM	0	0	0	0	39	250	15	304	111	27	119	257	0	204	56	260	821
04:45 PM	0	0	0	0	71	260	11	342	64	14	119	197	0	220	56	276	815
05:00 PM	0	0	0	0	48	239	16	303	77	14	102	193	0	216	55	271	767
Total Volume	0	0	0	0	214	1006	60	1280	339	71	452	862	0	839	209	1048	3190
% App. Total	0	0	0	0	16.7	78.6	4.7		39.3	8.2	52.4		0	80.1	19.9		
PHF	.000	.000	.000	.000	.754	.967	.833	.936	.764	.657	.950	.839	.000	.953	.933	.949	.971

City of Victorville
 N/S: I-15 NB On Ramp/Mariposa Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 14_VIC_Mari_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: I-15 NB On Ramp/Mariposa Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 14_VIC_Mari_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	I-15 Northbound On Ramp Southbound				Palmdale Road Westbound				Mariposa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	0	0	0	56	257	18	331	87	16	112	215	0	199	42	241	
+15 mins.	0	0	0	0	39	250	15	304	111	27	119	257	0	204	56	260	
+30 mins.	0	0	0	0	71	260	11	342	64	14	119	197	0	220	56	276	
+45 mins.	0	0	0	0	48	239	16	303	77	14	102	193	0	216	55	271	
Total Volume	0	0	0	0	214	1006	60	1280	339	71	452	862	0	839	209	1048	
% App. Total	0	0	0	0	16.7	78.6	4.7		39.3	8.2	52.4		0	80.1	19.9		
PHF	.000	.000	.000	.000	.754	.967	.833	.936	.764	.657	.950	.839	.000	.953	.933	.949	

City of Victorville
 N/S: I-15 NB On Ramp/Mariposa Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 14_VIC_Mari_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

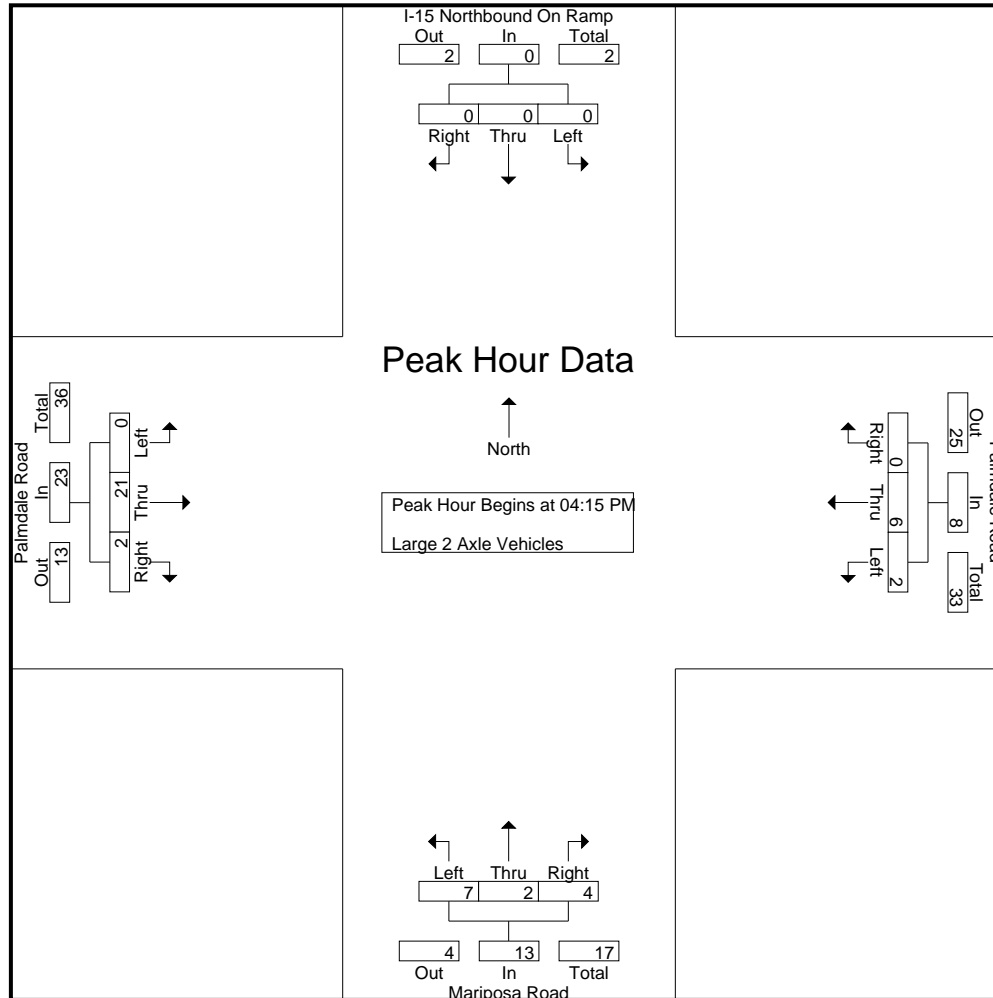
Groups Printed- Large 2 Axle Vehicles

Start Time	I-15 Northbound On Ramp Southbound					Palmdale Road Westbound					Mariposa Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	3	5	0	4	0	0	4	3	9	12
04:15 PM	0	0	0	0	0	0	3	0	0	3	1	0	3	1	4	0	10	0	0	10	1	17	18
04:30 PM	0	0	0	0	0	0	1	0	0	1	2	2	0	0	4	0	6	1	0	7	0	12	12
04:45 PM	0	0	0	0	0	2	2	0	0	4	1	0	1	1	2	0	2	0	0	2	1	8	9
Total	0	0	0	0	0	2	6	0	0	8	4	2	9	5	15	0	22	1	0	23	5	46	51
05:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	3	1	0	4	0	7	7
05:15 PM	0	0	0	0	0	2	1	0	0	3	0	0	2	1	2	0	2	0	0	2	1	7	8
05:30 PM	0	0	0	0	0	0	1	0	0	1	2	0	1	1	3	0	3	2	0	5	1	9	10
05:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	6	0	0	6	0	8	8
Total	0	0	0	0	0	2	3	0	0	5	6	0	3	2	9	0	14	3	0	17	2	31	33
Grand Total	0	0	0	0	0	4	9	0	0	13	10	2	12	7	24	0	36	4	0	40	7	77	84
Apprch %	0	0	0			30.8	69.2	0			41.7	8.3	50			0	90	10					
Total %	0	0	0			5.2	11.7	0		16.9	13	2.6	15.6		31.2	0	46.8	5.2		51.9	8.3	91.7	

Start Time	I-15 Northbound On Ramp Southbound				Palmdale Road Westbound				Mariposa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	3	0	3	1	0	3	4	0	10	0	10	17
04:30 PM	0	0	0	0	0	1	0	1	2	2	0	4	0	6	1	7	12
04:45 PM	0	0	0	0	2	2	0	4	1	0	1	2	0	2	0	2	8
05:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	3	1	4	7
Total Volume	0	0	0	0	2	6	0	8	7	2	4	13	0	21	2	23	44
% App. Total	0	0	0		25	75	0		53.8	15.4	30.8		0	91.3	8.7		
PHF	.000	.000	.000	.000	.250	.500	.000	.500	.583	.250	.333	.813	.000	.525	.500	.575	.647

City of Victorville
 N/S: I-15 NB On Ramp/Mariposa Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 14_VIC_Mari_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: I-15 NB On Ramp/Mariposa Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 14_VIC_Mari_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	I-15 Northbound On Ramp Southbound				Palmdale Road Westbound				Mariposa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	0	0	0	0	3	0	3	1	0	3	4	0	10	0	10	
+15 mins.	0	0	0	0	0	1	0	1	2	2	0	4	0	6	1	7	
+30 mins.	0	0	0	0	2	2	0	4	1	0	1	2	0	2	0	2	
+45 mins.	0	0	0	0	0	0	0	0	3	0	0	3	0	3	1	4	
Total Volume	0	0	0	0	2	6	0	8	7	2	4	13	0	21	2	23	
% App. Total	0	0	0	0	25	75	0		53.8	15.4	30.8		0	91.3	8.7		
PHF	.000	.000	.000	.000	.250	.500	.000	.500	.583	.250	.333	.813	.000	.525	.500	.575	

City of Victorville
 N/S: I-15 NB On Ramp/Mariposa Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 14_VIC_Mari_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

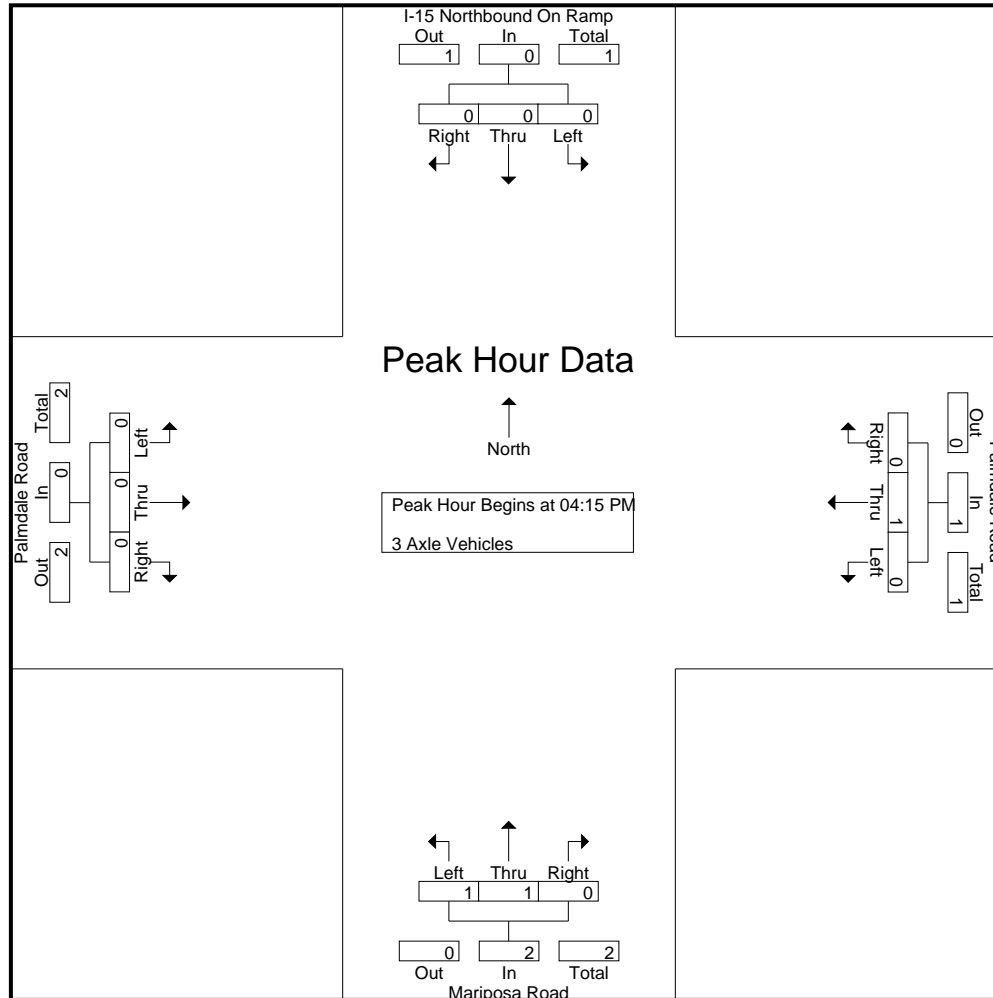
Groups Printed- 3 Axle Vehicles

Start Time	I-15 Northbound On Ramp Southbound					Palmdale Road Westbound					Mariposa Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total			
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total						
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	3	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2
Grand Total	0	0	0	0	0	0	2	0	0	2	2	1	0	0	3	0	0	0	0	0	0	0	0	0	5	5
Apprch %	0	0	0			0	100	0			66.7	33.3	0			0	0	0								
Total %	0	0	0			0	40	0		40	40	20	0		60	0	0	0			0			0	100	

Start Time	I-15 Northbound On Ramp Southbound				Palmdale Road Westbound				Mariposa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	1	1	0	2	0	0	0	0	3
% App. Total	0	0	0		0	100	0		50	50	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.250	.000	.500	.000	.000	.000	.000	.375

City of Victorville
 N/S: I-15 NB On Ramp/Mariposa Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 14_VIC_Mari_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: I-15 NB On Ramp/Mariposa Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 14_VIC_Mari_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	I-15 Northbound On Ramp Southbound				Palmdale Road Westbound				Mariposa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				04:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	1	1	0	2	0	0	0	0	0
% App. Total	0	0	0	0	0	100	0	100	50	50	0	100	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.250	.000	.500	.000	.000	.000	.000	.000

City of Victorville
 N/S: I-15 NB On Ramp/Mariposa Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 14_VIC_Mari_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

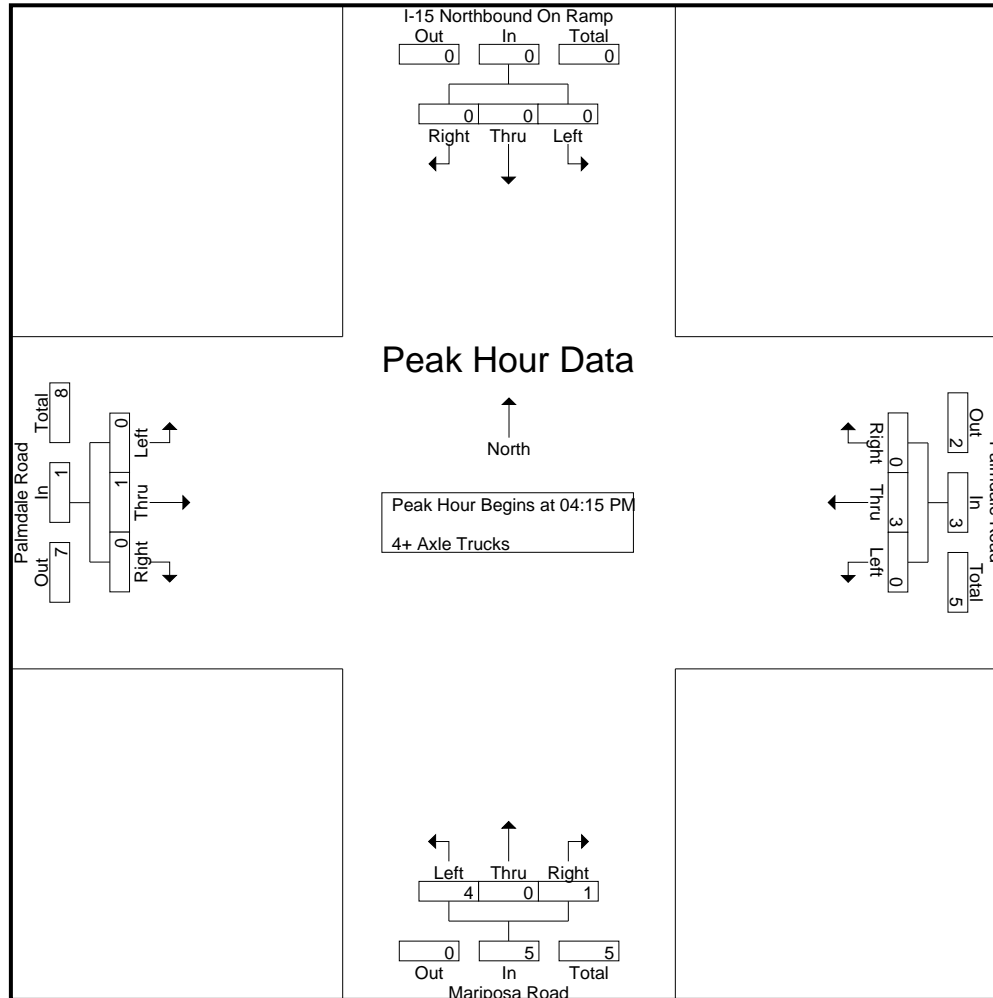
Groups Printed- 4+ Axle Trucks

Start Time	I-15 Northbound On Ramp Southbound					Palmdale Road Westbound					Mariposa Road Northbound					Palmdale Road Eastbound					Exclu. Total	Inclu. Total	Int. Total					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total								
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
04:15 PM	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	5	0	1	0	6	0	1	0	0	1	0	0	0	0	0	0	8	8
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	3	3
Total	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	0	6	6
Grand Total	0	0	0	0	0	0	3	0	0	3	6	0	2	0	8	0	3	0	0	3	0	0	0	0	0	0	14	14
Apprch %	0	0	0			0	100	0			75	0	25			0	100	0			0	0	0	0	0	0	100	100
Total %	0	0	0			0	21.4	0		21.4	42.9	0	14.3		57.1	0	21.4	0		21.4	0	0	0	0	0	0	100	100

Start Time	I-15 Northbound On Ramp Southbound				Palmdale Road Westbound				Mariposa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	0	0	0	0	0	1	0	1	3	0	0	3	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
Total Volume	0	0	0	0	0	3	0	3	4	0	1	5	0	1	0	1	9
% App. Total	0	0	0		0	100	0		80	0	20		0	100	0		100
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.333	.000	.250	.417	.000	.250	.000	.250	.563

City of Victorville
 N/S: I-15 NB On Ramp/Mariposa Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 14_VIC_Mari_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



City of Victorville
 N/S: I-15 NB On Ramp/Mariposa Road
 E/W: Palmdale Road
 Weather: Clear

File Name : 14_VIC_Mari_Palm PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 3

Start Time	I-15 Northbound On Ramp Southbound				Palmdale Road Westbound				Mariposa Road Northbound				Palmdale Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	1	0	1	3	0	0	3	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	4	0	1	5	0	1	0	1
% App. Total	0	0	0	0	0	100	0	100	80	0	20	100	0	100	0	100
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.333	.000	.250	.417	.000	.250	.000	.250

Location: Victorville
 N/S: I-15 NB On Ramp/Mariposa Rd
 E/W: Palmdale Road



Date: 10/19/2021
 Day: Tuesday

PEDESTRIANS

	North Leg I-15 NB On Ramp	East Leg Palmdale Road	South Leg Mariposa Road	West Leg Palmdale Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	2	0	2
7:45 AM	1	0	0	0	1
8:00 AM	1	0	2	0	3
8:15 AM	0	0	1	0	1
8:30 AM	1	0	0	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	3	0	5	0	8

	North Leg I-15 NB On Ramp	East Leg Palmdale Road	South Leg Mariposa Road	West Leg Palmdale Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	1	0	0	0	1
4:30 PM	1	0	1	0	2
4:45 PM	0	0	0	0	0
5:00 PM	0	0	1	0	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	3	0	2	0	5

Location: Victorville
 N/S: I-15 NB On Ramp/Mariposa Rd
 E/W: Palmdale Road



Date: 10/19/2021
 Day: Tuesday

BICYCLES

	Southbound I-15 NB On Ramp			Westbound Palmdale Road			Northbound Mariposa Road			Eastbound Palmdale Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	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	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

	Southbound I-15 NB On Ramp			Westbound Palmdale Road			Northbound Mariposa Road			Eastbound Palmdale Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

City of Victorville
 N/S: Mariposa Road
 E/W: I-15 Northbound Off Ramp
 Weather: Clear

File Name : 15_VIC_Mari_15N Off AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

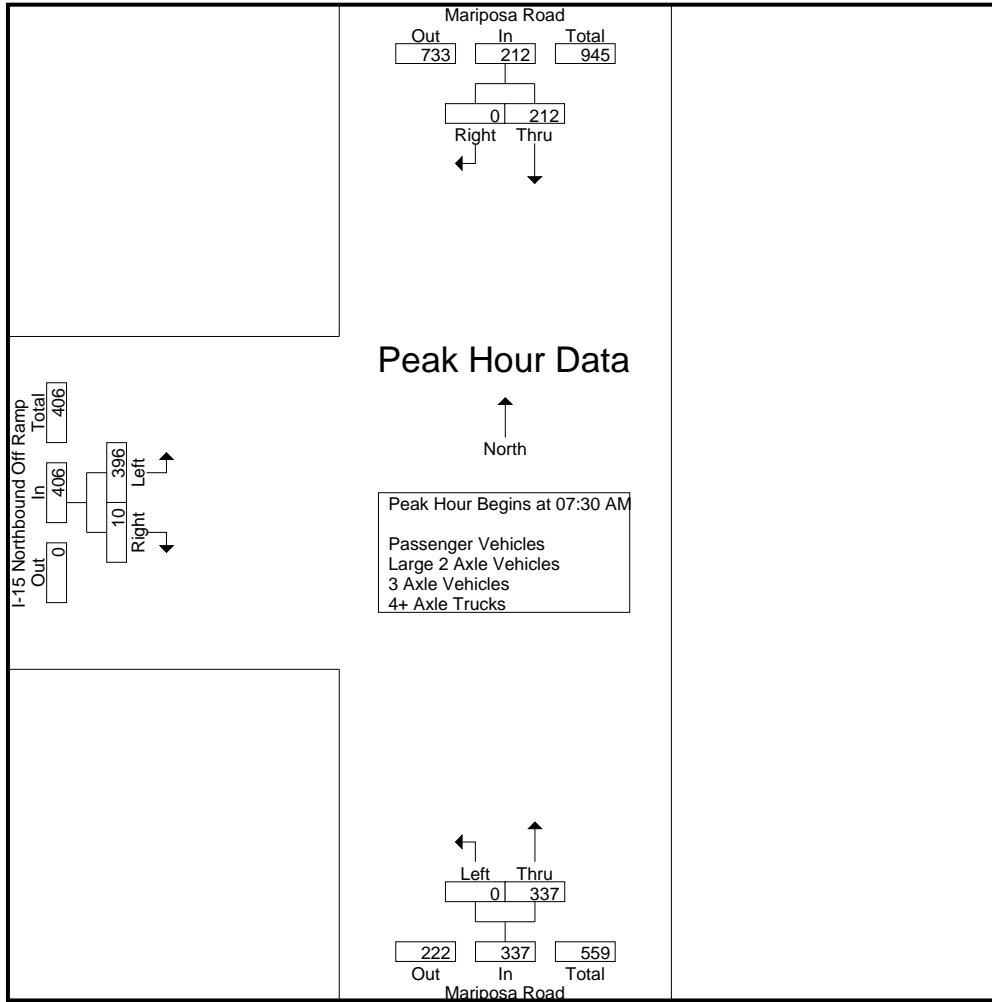
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Mariposa Road Southbound				Mariposa Road Northbound			I-15 Northbound Off Ramp Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total			
07:00 AM	39	0	0	39	0	65	65	71	2	1	73	1	177	178
07:15 AM	52	0	0	52	0	87	87	78	0	0	78	0	217	217
07:30 AM	57	0	0	57	0	94	94	92	2	1	94	1	245	246
07:45 AM	50	0	0	50	0	91	91	119	6	3	125	3	266	269
Total	198	0	0	198	0	337	337	360	10	5	370	5	905	910
08:00 AM	39	0	0	39	0	82	82	85	0	0	85	0	206	206
08:15 AM	66	0	0	66	0	70	70	100	2	1	102	1	238	239
08:30 AM	48	0	0	48	0	73	73	107	5	0	112	0	233	233
08:45 AM	65	0	0	65	0	90	90	102	1	1	103	1	258	259
Total	218	0	0	218	0	315	315	394	8	2	402	2	935	937
Grand Total	416	0	0	416	0	652	652	754	18	7	772	7	1840	1847
Apprch %	100	0			0	100		97.7	2.3					
Total %	22.6	0		22.6	0	35.4	35.4	41	1		42	0.4	99.6	
Passenger Vehicles	399	0		399	0	629	629	737	15		759	0	0	1787
% Passenger Vehicles	95.9	0	0	95.9	0	96.5	96.5	97.7	83.3	100	97.4	0	0	96.8
Large 2 Axle Vehicles	14	0		14	0	21	21	12	2		14	0	0	49
% Large 2 Axle Vehicles	3.4	0	0	3.4	0	3.2	3.2	1.6	11.1	0	1.8	0	0	2.7
3 Axle Vehicles	1	0		1	0	2	2	1	1		2	0	0	5
% 3 Axle Vehicles	0.2	0	0	0.2	0	0.3	0.3	0.1	5.6	0	0.3	0	0	0.3
4+ Axle Trucks	2	0		2	0	0	0	4	0		4	0	0	6
% 4+ Axle Trucks	0.5	0	0	0.5	0	0	0	0.5	0	0	0.5	0	0	0.3

Start Time	Mariposa Road Southbound			Mariposa Road Northbound			I-15 Northbound Off Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	57	0	57	0	94	94	92	2	94	245
07:45 AM	50	0	50	0	91	91	119	6	125	266
08:00 AM	39	0	39	0	82	82	85	0	85	206
08:15 AM	66	0	66	0	70	70	100	2	102	238
Total Volume	212	0	212	0	337	337	396	10	406	955
% App. Total	100	0		0	100		97.5	2.5		
PHF	.803	.000	.803	.000	.896	.896	.832	.417	.812	.898

City of Victorville
 N/S: Mariposa Road
 E/W: I-15 Northbound Off Ramp
 Weather: Clear

File Name : 15_VIC_Mari_15N Off AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

	08:00 AM			07:15 AM			07:45 AM		
+0 mins.	39	0	39	0	87	87	119	6	125
+15 mins.	66	0	66	0	94	94	85	0	85
+30 mins.	48	0	48	0	91	91	100	2	102
+45 mins.	65	0	65	0	82	82	107	5	112
Total Volume	218	0	218	0	354	354	411	13	424
% App. Total	100	0		0	100		96.9	3.1	
PHF	.826	.000	.826	.000	.941	.941	.863	.542	.848

City of Victorville
 N/S: Mariposa Road
 E/W: I-15 Northbound Off Ramp
 Weather: Clear

File Name : 15_VIC_Mari_15N Off AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

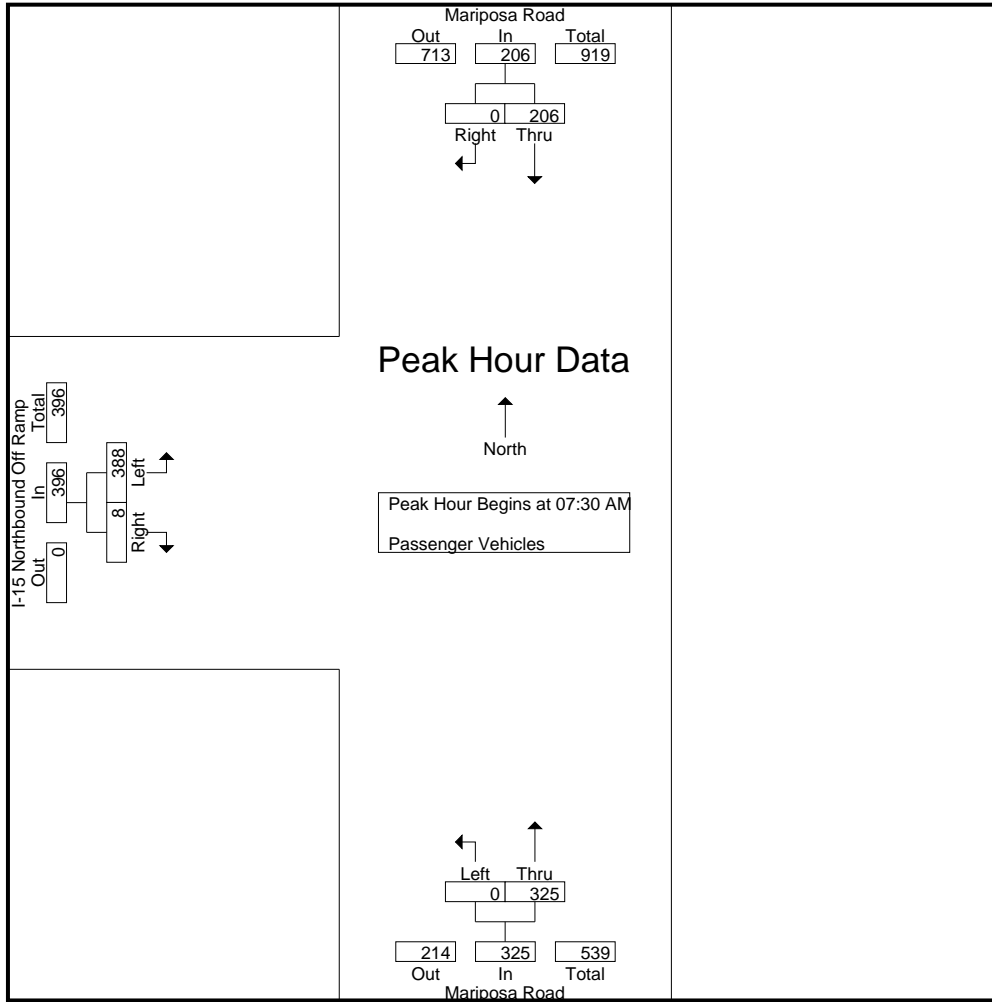
Groups Printed- Passenger Vehicles

Start Time	Mariposa Road Southbound				Mariposa Road Northbound			I-15 Northbound Off Ramp Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total			
07:00 AM	37	0	0	37	0	60	60	68	1	1	69	1	166	167
07:15 AM	52	0	0	52	0	85	85	77	0	0	77	0	214	214
07:30 AM	57	0	0	57	0	93	93	88	2	1	90	1	240	241
07:45 AM	49	0	0	49	0	87	87	119	4	3	123	3	259	262
Total	195	0	0	195	0	325	325	352	7	5	359	5	879	884
08:00 AM	38	0	0	38	0	79	79	82	0	0	82	0	199	199
08:15 AM	62	0	0	62	0	66	66	99	2	1	101	1	229	230
08:30 AM	44	0	0	44	0	69	69	104	5	0	109	0	222	222
08:45 AM	60	0	0	60	0	90	90	100	1	1	101	1	251	252
Total	204	0	0	204	0	304	304	385	8	2	393	2	901	903
Grand Total	399	0	0	399	0	629	629	737	15	7	752	7	1780	1787
Apprch %	100	0			0	100		98	2					
Total %	22.4	0		22.4	0	35.3	35.3	41.4	0.8		42.2	0.4	99.6	

Start Time	Mariposa Road Southbound			Mariposa Road Northbound			I-15 Northbound Off Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:30 AM	57	0	57	0	93	93	88	2	90	240
07:45 AM	49	0	49	0	87	87	119	4	123	259
08:00 AM	38	0	38	0	79	79	82	0	82	199
08:15 AM	62	0	62	0	66	66	99	2	101	229
Total Volume	206	0	206	0	325	325	388	8	396	927
% App. Total	100	0		0	100		98	2		
PHF	.831	.000	.831	.000	.874	.874	.815	.500	.805	.895

City of Victorville
 N/S: Mariposa Road
 E/W: I-15 Northbound Off Ramp
 Weather: Clear

File Name : 15_VIC_Mari_15N Off AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	57	0	57	0	93	93	88	2	90
+15 mins.	49	0	49	0	87	87	119	4	123
+30 mins.	38	0	38	0	79	79	82	0	82
+45 mins.	62	0	62	0	66	66	99	2	101
Total Volume	206	0	206	0	325	325	388	8	396
% App. Total	100	0		0	100		98	2	
PHF	.831	.000	.831	.000	.874	.874	.815	.500	.805

City of Victorville
 N/S: Mariposa Road
 E/W: I-15 Northbound Off Ramp
 Weather: Clear

File Name : 15_VIC_Mari_15N Off AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

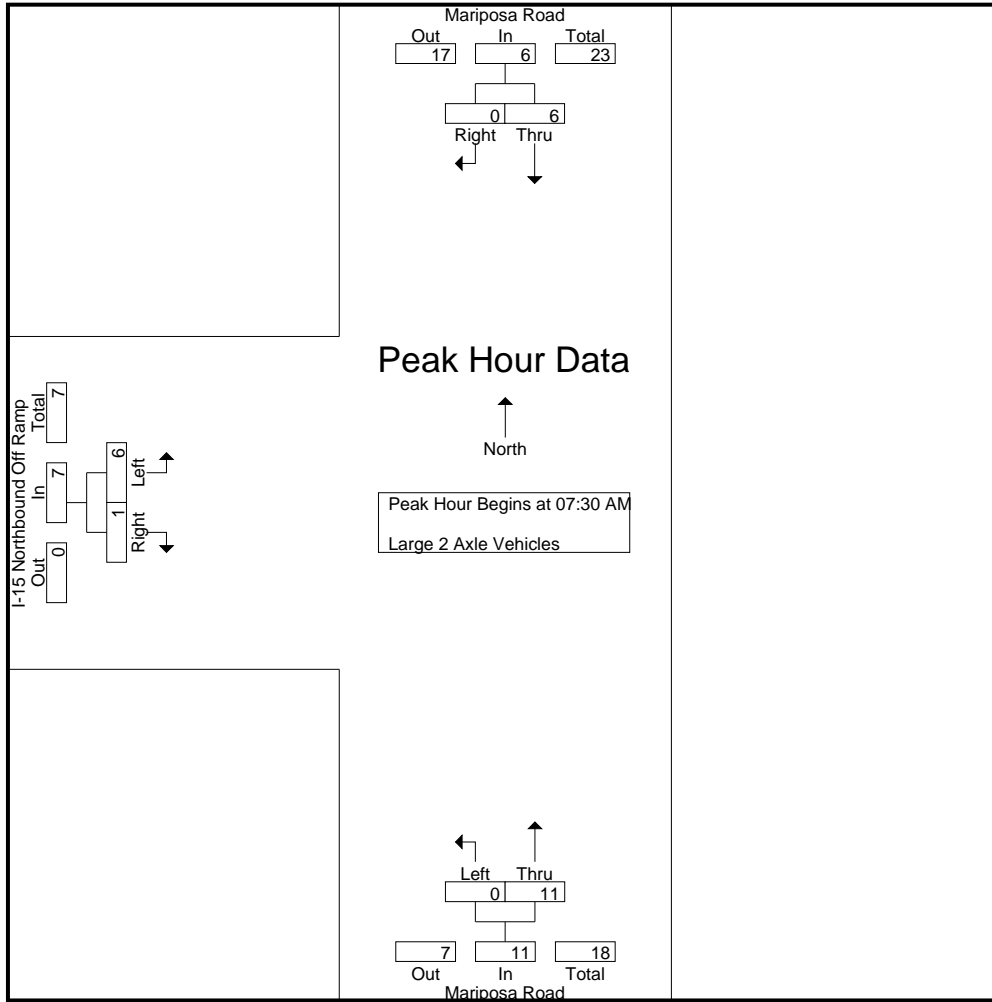
Start Time	Mariposa Road Southbound				Mariposa Road Northbound			I-15 Northbound Off Ramp Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total			
07:00 AM	2	0	0	2	0	5	5	2	1	0	3	0	10	10
07:15 AM	0	0	0	0	0	2	2	0	0	0	0	0	2	2
07:30 AM	0	0	0	0	0	1	1	4	0	0	4	0	5	5
07:45 AM	1	0	0	1	0	3	3	0	1	0	1	0	5	5
Total	3	0	0	3	0	11	11	6	2	0	8	0	22	22
08:00 AM	1	0	0	1	0	3	3	2	0	0	2	0	6	6
08:15 AM	4	0	0	4	0	4	4	0	0	0	0	0	8	8
08:30 AM	2	0	0	2	0	3	3	3	0	0	3	0	8	8
08:45 AM	4	0	0	4	0	0	0	1	0	0	1	0	5	5
Total	11	0	0	11	0	10	10	6	0	0	6	0	27	27
Grand Total	14	0	0	14	0	21	21	12	2	0	14	0	49	49
Apprch %	100	0			0	100		85.7	14.3					
Total %	28.6	0		28.6	0	42.9	42.9	24.5	4.1		28.6	0	100	

Start Time	Mariposa Road Southbound			Mariposa Road Northbound			I-15 Northbound Off Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:30 AM	0	0	0	0	1	1	4	0	4	5
07:45 AM	1	0	1	0	3	3	0	1	1	5
08:00 AM	1	0	1	0	3	3	2	0	2	6
08:15 AM	4	0	4	0	4	4	0	0	0	8
Total Volume	6	0	6	0	11	11	6	1	7	24
% App. Total	100	0		0	100		85.7	14.3		
PHF	.375	.000	.375	.000	.688	.688	.375	.250	.438	.750

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

City of Victorville
 N/S: Mariposa Road
 E/W: I-15 Northbound Off Ramp
 Weather: Clear

File Name : 15_VIC_Mari_15N Off AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	0	1	1	4	0	4
+15 mins.	1	0	1	0	3	3	0	1	1
+30 mins.	1	0	1	0	3	3	2	0	2
+45 mins.	4	0	4	0	4	4	0	0	0
Total Volume	6	0	6	0	11	11	6	1	7
% App. Total	100	0		0	100		85.7	14.3	
PHF	.375	.000	.375	.000	.688	.688	.375	.250	.438

City of Victorville
 N/S: Mariposa Road
 E/W: I-15 Northbound Off Ramp
 Weather: Clear

File Name : 15_VIC_Mari_15N Off AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

Groups Printed- 3 Axle Vehicles

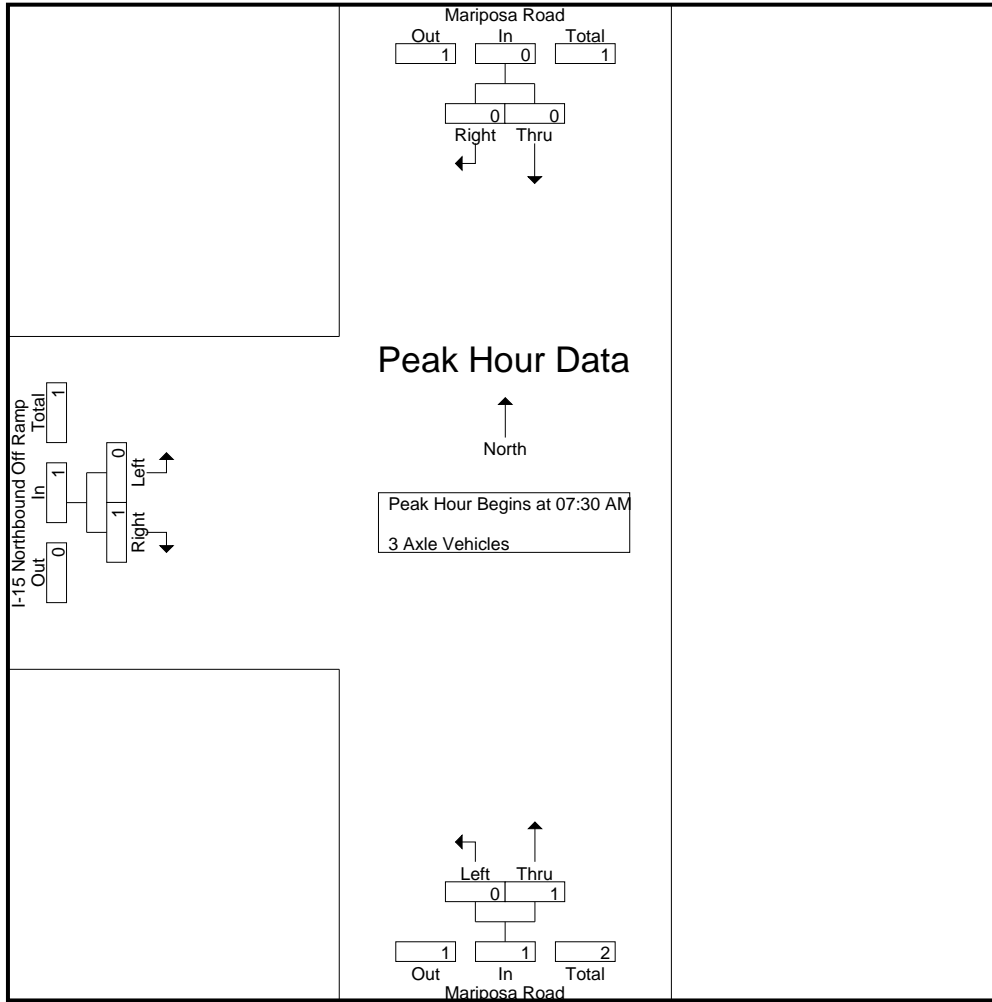
Start Time	Mariposa Road Southbound				Mariposa Road Northbound			I-15 Northbound Off Ramp Eastbound				Exclu. Total	Inclu. Total	Int. Total	
	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total				
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	1	0	1	0	1	0	0	2	2
Total	0	0	0	0	0	1	1	1	1	0	2	0	0	3	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
08:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	1
Total	1	0	0	1	0	1	1	0	0	0	0	0	0	2	2
Grand Total	1	0	0	1	0	2	2	1	1	0	2	0	0	5	5
Apprch %	100	0			0	100		50	50						
Total %	20	0		20	0	40	40	20	20		40	0	0	100	

Start Time	Mariposa Road Southbound			Mariposa Road Northbound			I-15 Northbound Off Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	1	1	0	1	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	0	1	1	2
% App. Total	0	0		0	100		0	100		
PHF	.000	.000	.000	.000	.250	.250	.000	.250	.250	.250

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

City of Victorville
 N/S: Mariposa Road
 E/W: I-15 Northbound Off Ramp
 Weather: Clear

File Name : 15_VIC_Mari_15N Off AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	1	1	0	1	1
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	0	1	1
% App. Total	0	0	0	0	100	100	0	100	100
PHF	.000	.000	.000	.000	.250	.250	.000	.250	.250

City of Victorville
 N/S: Mariposa Road
 E/W: I-15 Northbound Off Ramp
 Weather: Clear

File Name : 15_VIC_Mari_15N Off AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

Groups Printed- 4+ Axle Trucks

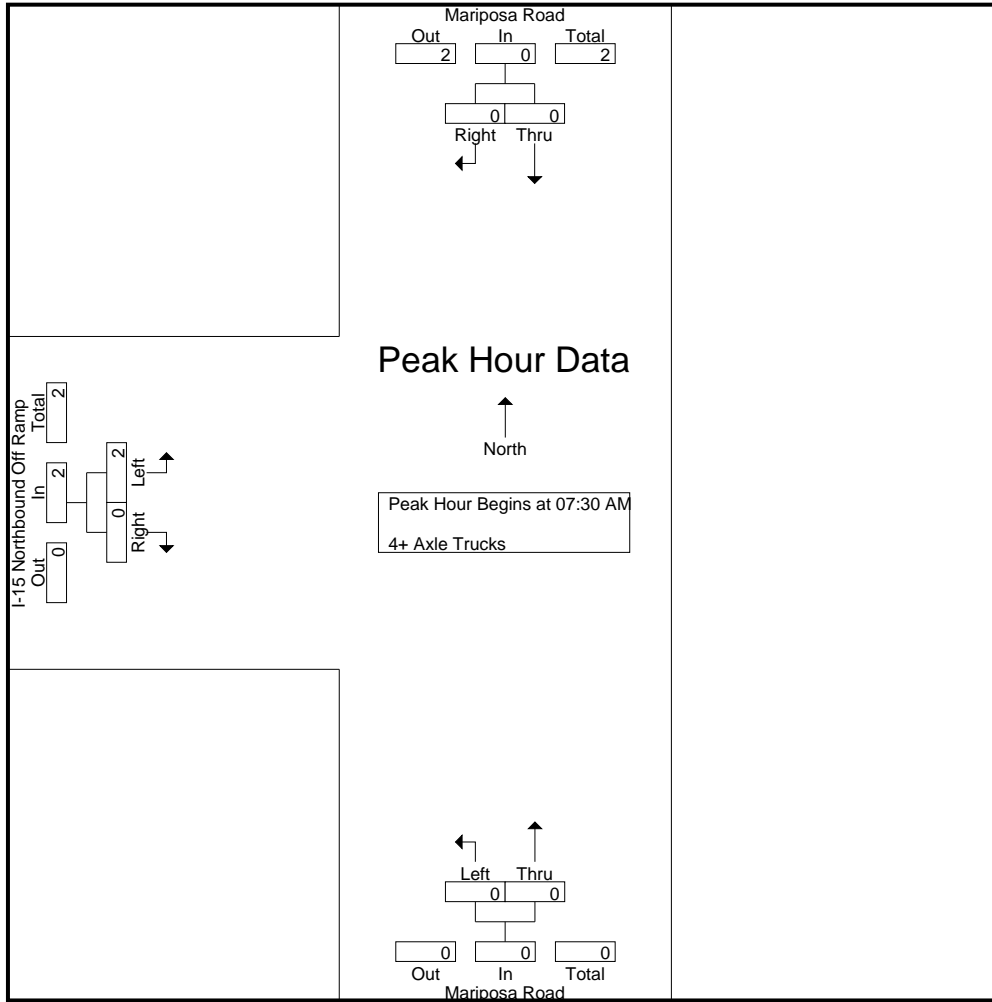
Start Time	Mariposa Road Southbound				Mariposa Road Northbound			I-15 Northbound Off Ramp Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total			
07:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	1	0	1	1
08:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	1	1
08:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	2	2
08:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Total	2	0	0	2	0	0	0	3	0	0	3	0	5	5
Grand Total	2	0	0	2	0	0	0	4	0	0	4	0	6	6
Apprch %	100	0			0	0		100	0					
Total %	33.3	0		33.3	0	0		66.7	0		66.7	0	100	

Start Time	Mariposa Road Southbound			Mariposa Road Northbound			I-15 Northbound Off Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	2	0	2	2
% App. Total	0	0		0	0		100	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.500	.500

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

City of Victorville
 N/S: Mariposa Road
 E/W: I-15 Northbound Off Ramp
 Weather: Clear

File Name : 15_VIC_Mari_15N Off AM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	2	0	2
% App. Total	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.500

City of Victorville
 N/S: Mariposa Road
 E/W: I-15 Northbound Off Ramp
 Weather: Clear

File Name : 15_VIC_Mari_15N Off PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

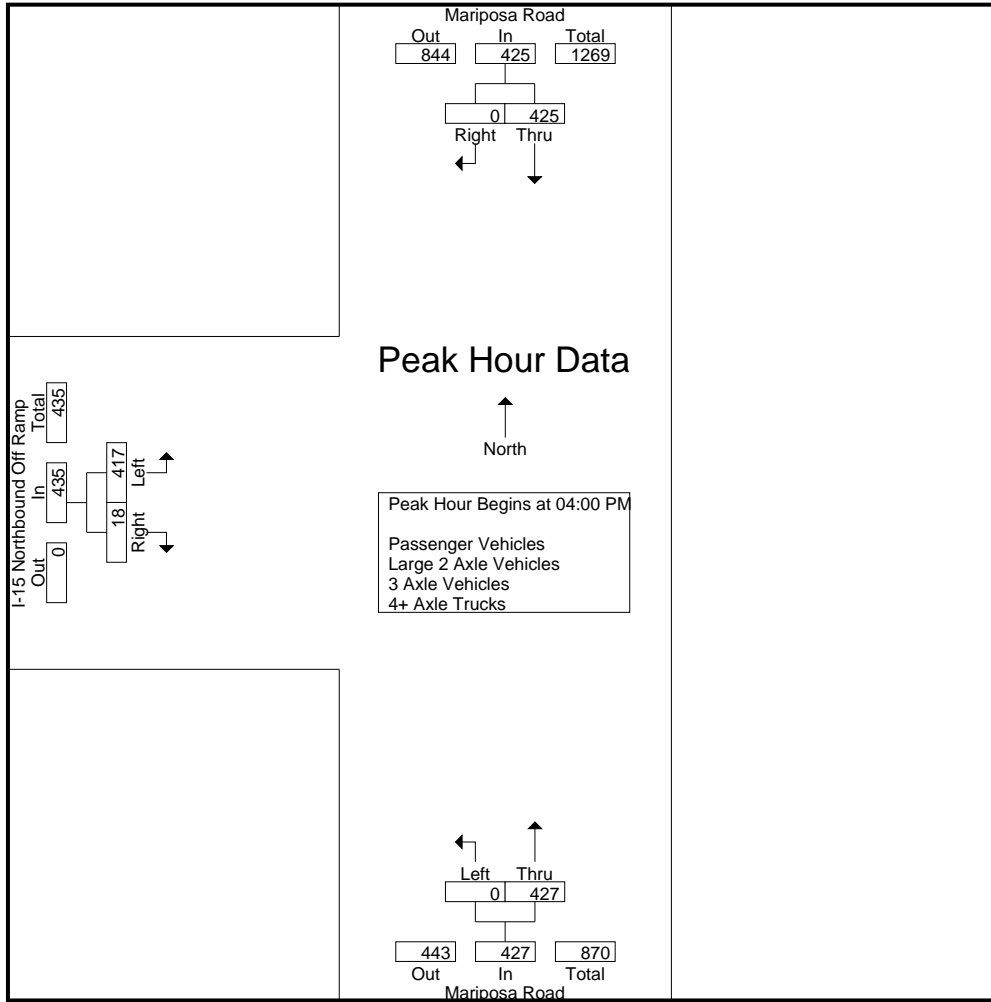
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Mariposa Road Southbound				Mariposa Road Northbound			I-15 Northbound Off Ramp Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total			
04:00 PM	106	0	0	106	0	112	112	100	4	3	104	3	322	325
04:15 PM	98	0	0	98	0	109	109	112	5	2	117	2	324	326
04:30 PM	100	0	0	100	0	121	121	117	6	3	123	3	344	347
04:45 PM	121	0	0	121	0	85	85	88	3	2	91	2	297	299
Total	425	0	0	425	0	427	427	417	18	10	435	10	1287	1297
05:00 PM	110	0	0	110	0	93	93	95	10	5	105	5	308	313
05:15 PM	116	0	0	116	0	114	114	82	5	3	87	3	317	320
05:30 PM	90	0	0	90	0	84	84	101	3	1	104	1	278	279
05:45 PM	94	0	0	94	0	102	102	94	5	3	99	3	295	298
Total	410	0	0	410	0	393	393	372	23	12	395	12	1198	1210
Grand Total	835	0	0	835	0	820	820	789	41	22	830	22	2485	2507
Apprch %	100	0			0	100		95.1	4.9					
Total %	33.6	0		33.6	0	33	33	31.8	1.6		33.4	0.9	99.1	
Passenger Vehicles	831	0		831	0	814	814	771	41		834	0	0	2479
% Passenger Vehicles	99.5	0	0	99.5	0	99.3	99.3	97.7	100	100	97.9	0	0	98.9
Large 2 Axle Vehicles	4	0		4	0	5	5	7	0		7	0	0	16
% Large 2 Axle Vehicles	0.5	0	0	0.5	0	0.6	0.6	0.9	0	0	0.8	0	0	0.6
3 Axle Vehicles	0	0		0	0	1	1	2	0		2	0	0	3
% 3 Axle Vehicles	0	0	0	0	0	0.1	0.1	0.3	0	0	0.2	0	0	0.1
4+ Axle Trucks	0	0		0	0	0	0	9	0		9	0	0	9
% 4+ Axle Trucks	0	0	0	0	0	0	0	1.1	0	0	1.1	0	0	0.4

Start Time	Mariposa Road Southbound			Mariposa Road Northbound			I-15 Northbound Off Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	106	0	106	0	112	112	100	4	104	322
04:15 PM	98	0	98	0	109	109	112	5	117	324
04:30 PM	100	0	100	0	121	121	117	6	123	344
04:45 PM	121	0	121	0	85	85	88	3	91	297
Total Volume	425	0	425	0	427	427	417	18	435	1287
% App. Total	100	0		0	100		95.9	4.1		
PHF	.878	.000	.878	.000	.882	.882	.891	.750	.884	.935

City of Victorville
 N/S: Mariposa Road
 E/W: I-15 Northbound Off Ramp
 Weather: Clear

File Name : 15_VIC_Mari_15N Off PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

	04:30 PM			04:00 PM			04:15 PM		
+0 mins.	100	0	100	0	112	112	112	5	117
+15 mins.	121	0	121	0	109	109	117	6	123
+30 mins.	110	0	110	0	121	121	88	3	91
+45 mins.	116	0	116	0	85	85	95	10	105
Total Volume	447	0	447	0	427	427	412	24	436
% App. Total	100	0		0	100		94.5	5.5	
PHF	.924	.000	.924	.000	.882	.882	.880	.600	.886

City of Victorville
 N/S: Mariposa Road
 E/W: I-15 Northbound Off Ramp
 Weather: Clear

File Name : 15_VIC_Mari_15N Off PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

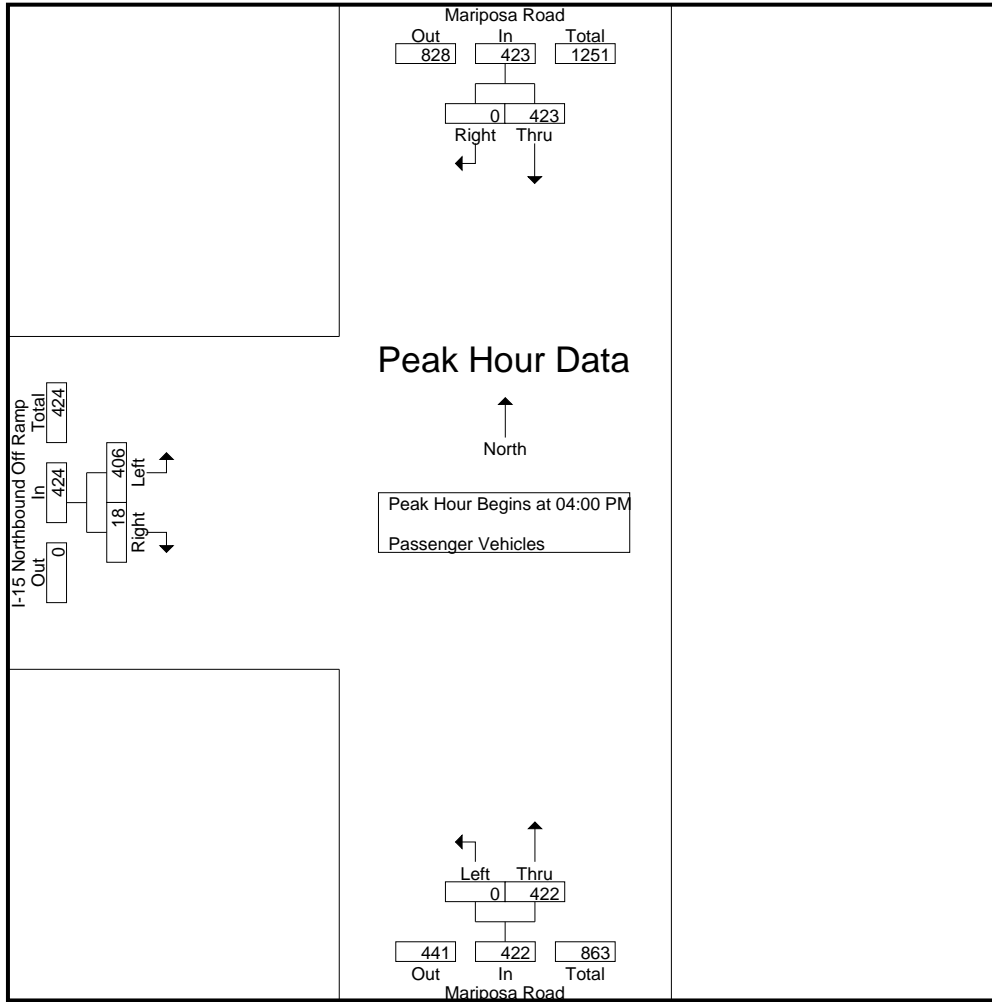
Groups Printed- Passenger Vehicles

Start Time	Mariposa Road Southbound				Mariposa Road Northbound			I-15 Northbound Off Ramp Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total			
04:00 PM	106	0	0	106	0	110	110	97	4	3	101	3	317	320
04:15 PM	98	0	0	98	0	106	106	107	5	2	112	2	316	318
04:30 PM	99	0	0	99	0	121	121	115	6	3	121	3	341	344
04:45 PM	120	0	0	120	0	85	85	87	3	2	90	2	295	297
Total	423	0	0	423	0	422	422	406	18	10	424	10	1269	1279
05:00 PM	110	0	0	110	0	93	93	93	10	5	103	5	306	311
05:15 PM	116	0	0	116	0	113	113	82	5	3	87	3	316	319
05:30 PM	88	0	0	88	0	84	84	99	3	1	102	1	274	275
05:45 PM	94	0	0	94	0	102	102	91	5	3	96	3	292	295
Total	408	0	0	408	0	392	392	365	23	12	388	12	1188	1200
Grand Total	831	0	0	831	0	814	814	771	41	22	812	22	2457	2479
Apprch %	100	0			0	100		95	5					
Total %	33.8	0		33.8	0	33.1	33.1	31.4	1.7		33	0.9	99.1	

Start Time	Mariposa Road Southbound			Mariposa Road Northbound			I-15 Northbound Off Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	106	0	106	0	110	110	97	4	101	317
04:15 PM	98	0	98	0	106	106	107	5	112	316
04:30 PM	99	0	99	0	121	121	115	6	121	341
04:45 PM	120	0	120	0	85	85	87	3	90	295
Total Volume	423	0	423	0	422	422	406	18	424	1269
% App. Total	100	0		0	100		95.8	4.2		
PHF	.881	.000	.881	.000	.872	.872	.883	.750	.876	.930

City of Victorville
 N/S: Mariposa Road
 E/W: I-15 Northbound Off Ramp
 Weather: Clear

File Name : 15_VIC_Mari_15N Off PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	106	0	106	0	110	110	97	4	101
+15 mins.	98	0	98	0	106	106	107	5	112
+30 mins.	99	0	99	0	121	121	115	6	121
+45 mins.	120	0	120	0	85	85	87	3	90
Total Volume	423	0	423	0	422	422	406	18	424
% App. Total	100	0		0	100		95.8	4.2	
PHF	.881	.000	.881	.000	.872	.872	.883	.750	.876

City of Victorville
 N/S: Mariposa Road
 E/W: I-15 Northbound Off Ramp
 Weather: Clear

File Name : 15_VIC_Mari_15N Off PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

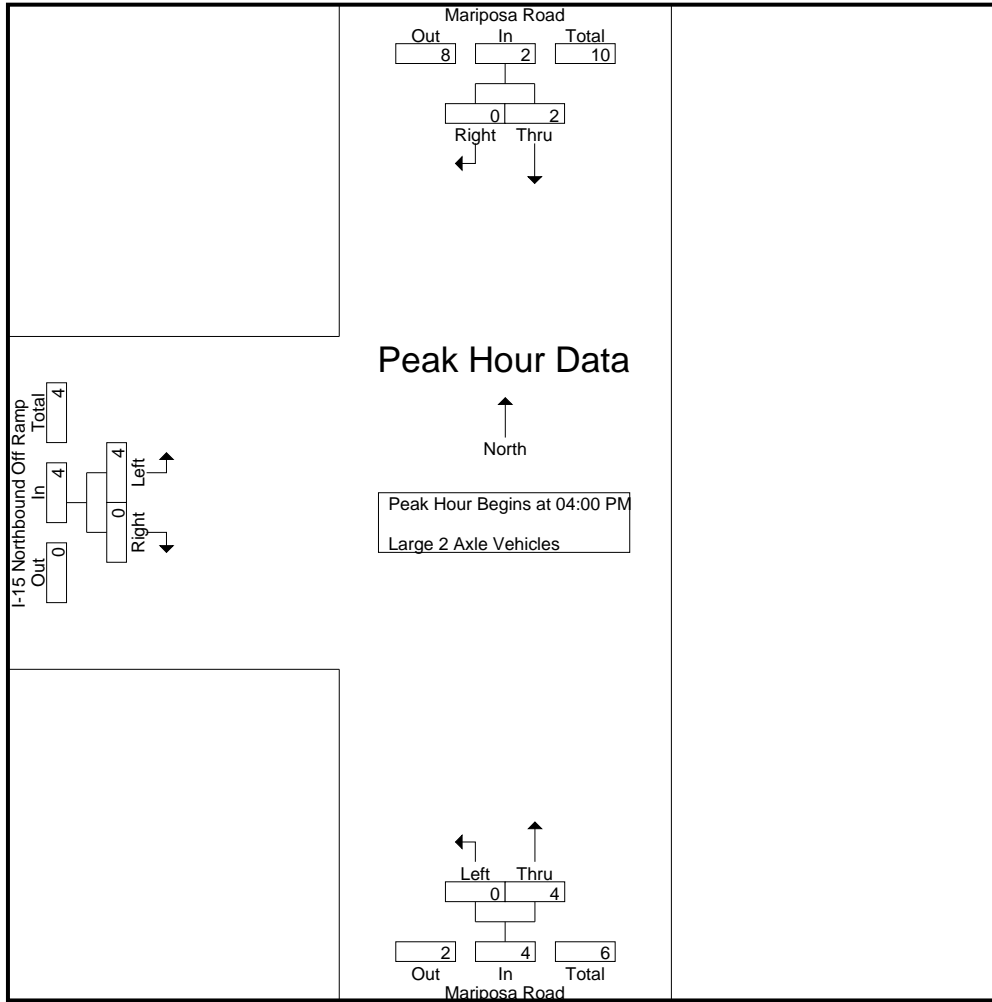
Start Time	Mariposa Road Southbound				Mariposa Road Northbound			I-15 Northbound Off Ramp Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total			
04:00 PM	0	0	0	0	0	2	2	1	0	0	1	0	3	3
04:15 PM	0	0	0	0	0	2	2	1	0	0	1	0	3	3
04:30 PM	1	0	0	1	0	0	0	2	0	0	2	0	3	3
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	1
Total	2	0	0	2	0	4	4	4	0	0	4	0	10	10
05:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	1	1
05:30 PM	2	0	0	2	0	0	0	1	0	0	1	0	3	3
05:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Total	2	0	0	2	0	1	1	3	0	0	3	0	6	6
Grand Total	4	0	0	4	0	5	5	7	0	0	7	0	16	16
Apprch %	100	0			0	100		100	0					
Total %	25	0		25	0	31.2	31.2	43.8	0		43.8	0	100	

Start Time	Mariposa Road Southbound			Mariposa Road Northbound			I-15 Northbound Off Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	0	2	2	1	0	1	3
04:15 PM	0	0	0	0	2	2	1	0	1	3
04:30 PM	1	0	1	0	0	0	2	0	2	3
04:45 PM	1	0	1	0	0	0	0	0	0	1
Total Volume	2	0	2	0	4	4	4	0	4	10
% App. Total	100	0		0	100		100	0		
PHF	.500	.000	.500	.000	.500	.500	.500	.000	.500	.833

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

City of Victorville
 N/S: Mariposa Road
 E/W: I-15 Northbound Off Ramp
 Weather: Clear

File Name : 15_VIC_Mari_15N Off PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	2	2	1	0	1
+15 mins.	0	0	0	0	2	2	1	0	1
+30 mins.	1	0	1	0	0	0	2	0	2
+45 mins.	1	0	1	0	0	0	0	0	0
Total Volume	2	0	2	0	4	4	4	0	4
% App. Total	100	0		0	100		100	0	
PHF	.500	.000	.500	.000	.500	.500	.500	.000	.500

City of Victorville
 N/S: Mariposa Road
 E/W: I-15 Northbound Off Ramp
 Weather: Clear

File Name : 15_VIC_Mari_15N Off PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

Groups Printed- 3 Axle Vehicles

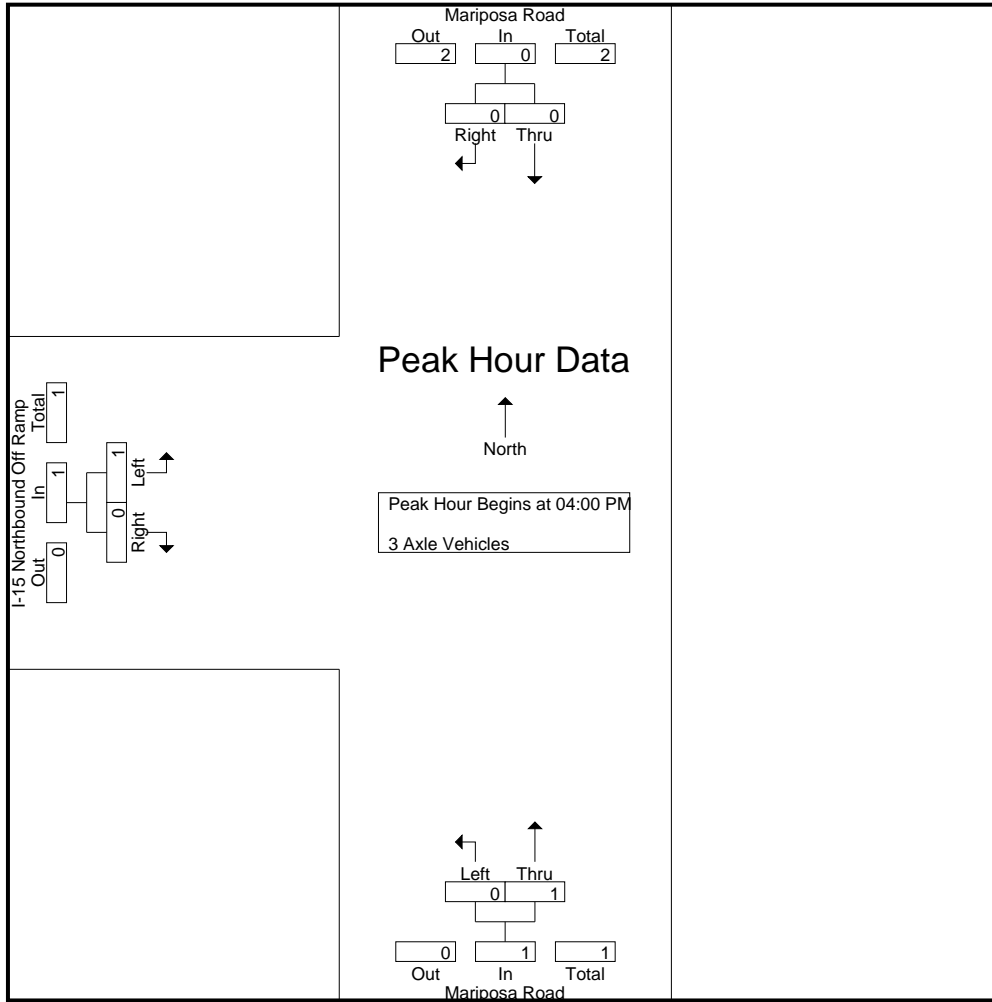
Start Time	Mariposa Road Southbound				Mariposa Road Northbound			I-15 Northbound Off Ramp Eastbound				Exclu. Total	Inclu. Total	Int. Total	
	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total				
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	1	1	0	0	1	0	0	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	1	0	0	1	0	0	2	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	1	0	1	1	1
Grand Total	0	0	0	0	0	1	1	2	0	0	2	0	3	3	3
Apprch %	0	0			0	100		100	0						
Total %	0	0			0	33.3	33.3	66.7	0		66.7	0	100		

Start Time	Mariposa Road Southbound			Mariposa Road Northbound			I-15 Northbound Off Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	1	1	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	1	0	0	1
% App. Total	0	0		0	100		100	0		
PHF	.000	.000	.000	.000	.250	.250	.250	.000	.250	.250

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

City of Victorville
 N/S: Mariposa Road
 E/W: I-15 Northbound Off Ramp
 Weather: Clear

File Name : 15_VIC_Mari_15N Off PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

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

City of Victorville
 N/S: Mariposa Road
 E/W: I-15 Northbound Off Ramp
 Weather: Clear

File Name : 15_VIC_Mari_15N Off PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 1

Groups Printed- 4+ Axle Trucks

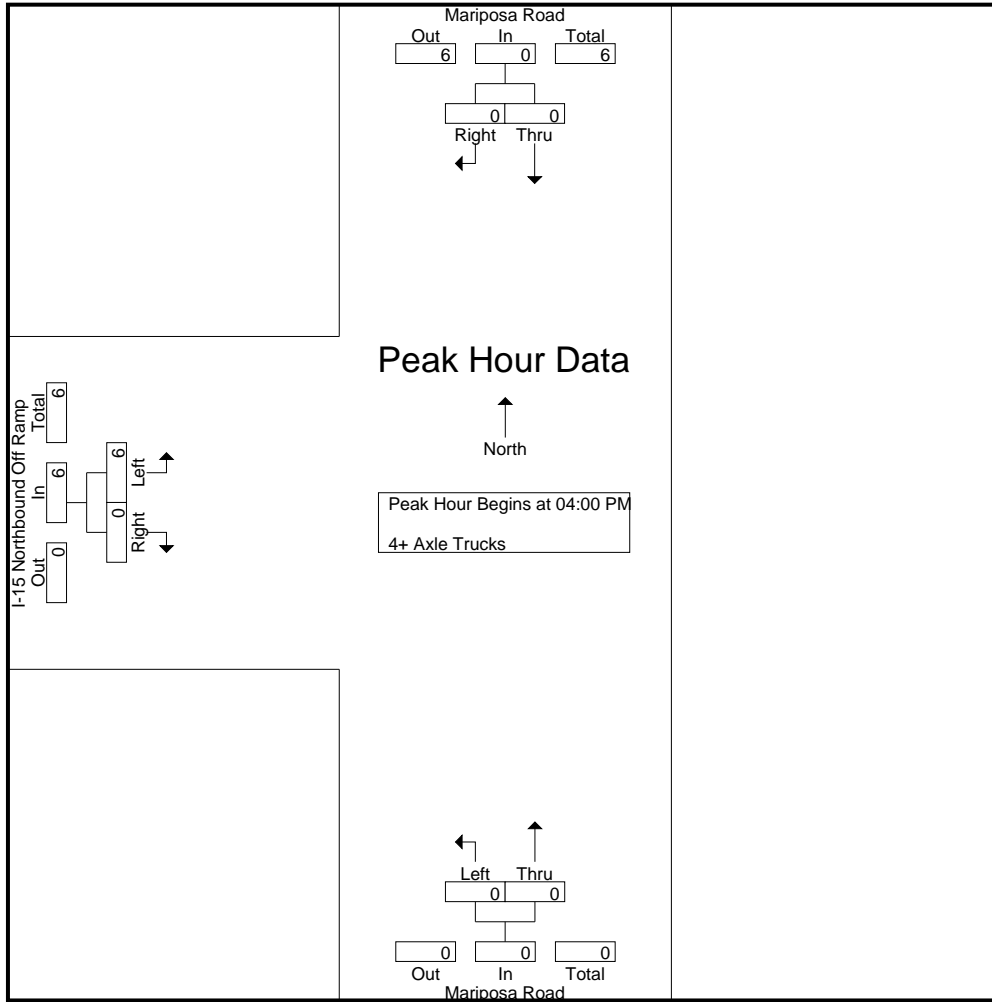
Start Time	Mariposa Road Southbound				Mariposa Road Northbound			I-15 Northbound Off Ramp Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total			
04:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	2	2
04:15 PM	0	0	0	0	0	0	0	3	0	0	3	0	3	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	6	0	0	6	0	6	6
05:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	2	0	0	2	0	2	2
Total	0	0	0	0	0	0	0	3	0	0	3	0	3	3
Grand Total	0	0	0	0	0	0	0	9	0	0	9	0	9	9
Apprch %	0	0			0	0		100	0					
Total %	0	0			0	0		100	0		100	0	100	

Start Time	Mariposa Road Southbound			Mariposa Road Northbound			I-15 Northbound Off Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	0	0	0	2	0	2	2
04:15 PM	0	0	0	0	0	0	3	0	3	3
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	6	0	6	6
% App. Total	0	0		0	0		100	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.500	.500

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

City of Victorville
 N/S: Mariposa Road
 E/W: I-15 Northbound Off Ramp
 Weather: Clear

File Name : 15_VIC_Mari_15N Off PM
 Site Code : 05121574
 Start Date : 10/19/2021
 Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	6	0	6
% App. Total	0	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.500

Location: Victorville
 N/S: Mariposa Road
 E/W: I-15 NB Off Ramp



Date: 10/19/2021
 Day: Tuesday

PEDESTRIANS

	North Leg Mariposa Road	East Leg I-15 NB Off Ramp	South Leg Mariposa Road	West Leg I-15 NB Off Ramp	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Mariposa Road	East Leg I-15 NB Off Ramp	South Leg Mariposa Road	West Leg I-15 NB Off Ramp	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: Victorville
 N/S: Mariposa Road
 E/W: I-15 NB Off Ramp



Date: 10/19/2021
 Day: Tuesday

BICYCLES

	Southbound Mariposa Road			Westbound I-15 NB Off Ramp			Northbound Mariposa Road			Eastbound I-15 NB Off Ramp			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Mariposa Road			Westbound I-15 NB Off Ramp			Northbound Mariposa Road			Eastbound I-15 NB Off Ramp			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

Counts Unlimited, Inc.

City of Victorville
 Palmdale Road
 E/ Driveway 2
 24 Hour Directional Classification Count
 Eastbound

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

VIC002
 Site Code: 051-21574

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/19/21	1	45	2	0	2	0	0	0	4	0	0	0	0	54
01:00	0	43	7	0	2	0	0	0	2	0	0	0	0	54
02:00	0	30	3	0	2	0	0	0	4	0	0	0	0	39
03:00	0	47	7	0	1	0	0	0	8	0	0	0	0	63
04:00	0	85	11	0	3	0	1	0	3	0	0	0	0	103
05:00	0	125	34	2	2	1	0	0	6	0	0	0	0	170
06:00	0	248	44	3	9	0	0	0	6	0	0	0	0	310
07:00	0	451	64	6	10	1	0	0	1	0	2	0	0	535
08:00	0	362	74	1	8	4	0	0	7	0	1	0	0	457
09:00	0	317	58	1	5	1	0	0	8	0	1	0	0	391
10:00	0	320	49	1	7	1	0	0	5	0	1	0	0	384
11:00	0	367	52	2	14	1	0	2	3	0	0	0	0	441
12 PM	1	353	75	1	1	1	0	4	7	0	1	0	0	444
13:00	0	396	67	1	4	1	0	1	5	0	2	0	0	477
14:00	1	377	57	2	4	0	0	1	7	0	1	0	0	450
15:00	1	406	58	1	11	4	0	0	5	0	1	0	0	487
16:00	0	450	90	2	4	1	0	1	8	0	2	0	0	558
17:00	2	460	77	1	3	4	0	0	11	0	0	0	0	558
18:00	1	409	69	2	5	2	0	0	16	0	1	0	0	505
19:00	0	293	51	1	1	1	0	0	9	0	0	0	0	356
20:00	0	236	16	0	1	1	0	0	12	0	0	0	0	266
21:00	0	160	8	0	6	1	0	0	4	0	0	0	0	179
22:00	0	113	8	0	1	0	0	0	2	0	2	0	0	126
23:00	0	72	6	0	1	0	0	0	4	0	0	0	0	83
Total	7	6165	987	27	107	25	1	9	147	0	15	0	0	7490
Percent	0.1%	82.3%	13.2%	0.4%	1.4%	0.3%	0.0%	0.1%	2.0%	0.0%	0.2%	0.0%	0.0%	
AM Peak	00:00	07:00	08:00	07:00	11:00	08:00	04:00	11:00	03:00		07:00			07:00
Vol.	1	451	74	6	14	4	1	2	8		2			535
PM Peak	17:00	17:00	16:00	14:00	15:00	15:00		12:00	18:00		13:00			16:00
Vol.	2	460	90	2	11	4		4	16		2			558
Grand Total	7	6165	987	27	107	25	1	9	147	0	15	0	0	7490
Percent	0.1%	82.3%	13.2%	0.4%	1.4%	0.3%	0.0%	0.1%	2.0%	0.0%	0.2%	0.0%	0.0%	

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878

Phone: (951) 268-6268

email: counts@countsunlimited.com

VIC002

Site Code: 051-21574

City of Victorville
Palmdale Road
E/ Driveway 2
24 Hour Directional Classification Count
Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/19/21	1	51	7	0	0	0	0	0	3	0	0	0	0	62
01:00	0	27	4	0	1	0	0	0	2	0	1	0	0	35
02:00	0	40	10	0	0	0	0	0	2	0	0	0	0	52
03:00	0	39	8	0	0	1	0	0	5	0	1	0	0	54
04:00	0	75	30	0	0	0	0	0	4	0	1	0	0	110
05:00	1	110	26	0	4	3	0	0	5	0	2	0	0	151
06:00	0	207	48	1	14	4	0	0	15	0	1	0	0	290
07:00	0	357	83	1	7	1	0	0	15	0	2	0	0	466
08:00	0	370	60	3	6	1	0	2	8	0	2	0	0	452
09:00	0	334	57	1	15	0	1	4	10	0	0	0	0	422
10:00	1	380	64	1	4	3	1	3	10	0	1	0	0	468
11:00	0	443	81	1	8	4	0	3	9	0	1	0	0	550
12 PM	2	514	78	2	5	1	0	1	8	0	1	0	0	612
13:00	2	538	93	2	9	0	0	1	16	0	0	1	0	662
14:00	1	595	98	3	7	1	0	2	6	0	0	0	0	713
15:00	0	628	109	1	8	3	0	1	6	0	0	1	0	757
16:00	4	650	100	3	4	1	0	0	12	0	0	0	0	774
17:00	0	675	104	1	1	3	0	0	3	0	0	0	0	787
18:00	2	606	83	1	4	1	0	0	3	0	0	0	0	700
19:00	1	502	61	1	5	1	0	0	3	0	0	0	0	574
20:00	0	366	34	1	0	2	0	0	3	0	0	0	0	406
21:00	0	258	28	0	0	0	0	0	5	0	0	1	0	292
22:00	0	168	11	0	0	0	0	0	6	0	0	0	0	185
23:00	0	113	14	0	0	0	0	0	5	0	0	0	0	132
Total	15	8046	1291	23	102	30	2	17	164	0	13	3	0	9706
Percent	0.2%	82.9%	13.3%	0.2%	1.1%	0.3%	0.0%	0.2%	1.7%	0.0%	0.1%	0.0%	0.0%	
AM Peak	00:00	11:00	07:00	08:00	09:00	06:00	09:00	09:00	06:00		05:00			11:00
Vol.	1	443	83	3	15	4	1	4	15		2			550
PM Peak	16:00	17:00	15:00	14:00	13:00	15:00		14:00	13:00		12:00	13:00		17:00
Vol.	4	675	109	3	9	3		2	16		1	1		787
Grand Total	15	8046	1291	23	102	30	2	17	164	0	13	3	0	9706
Percent	0.2%	82.9%	13.3%	0.2%	1.1%	0.3%	0.0%	0.2%	1.7%	0.0%	0.1%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Victorville
 Palmdale Road
 E/ Driveway 2
 24 Hour Directional Classification Count
 Eastbound, Westbound

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

VIC002
 Site Code: 051-21574

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/19/21	2	96	9	0	2	0	0	0	7	0	0	0	0	116
01:00	0	70	11	0	3	0	0	0	4	0	1	0	0	89
02:00	0	70	13	0	2	0	0	0	6	0	0	0	0	91
03:00	0	86	15	0	1	1	0	0	13	0	1	0	0	117
04:00	0	160	41	0	3	0	1	0	7	0	1	0	0	213
05:00	1	235	60	2	6	4	0	0	11	0	2	0	0	321
06:00	0	455	92	4	23	4	0	0	21	0	1	0	0	600
07:00	0	808	147	7	17	2	0	0	16	0	4	0	0	1001
08:00	0	732	134	4	14	5	0	2	15	0	3	0	0	909
09:00	0	651	115	2	20	1	1	4	18	0	1	0	0	813
10:00	1	700	113	2	11	4	1	3	15	0	2	0	0	852
11:00	0	810	133	3	22	5	0	5	12	0	1	0	0	991
12 PM	3	867	153	3	6	2	0	5	15	0	2	0	0	1056
13:00	2	934	160	3	13	1	0	2	21	0	2	1	0	1139
14:00	2	972	155	5	11	1	0	3	13	0	1	0	0	1163
15:00	1	1034	167	2	19	7	0	1	11	0	1	1	0	1244
16:00	4	1100	190	5	8	2	0	1	20	0	2	0	0	1332
17:00	2	1135	181	2	4	7	0	0	14	0	0	0	0	1345
18:00	3	1015	152	3	9	3	0	0	19	0	1	0	0	1205
19:00	1	795	112	2	6	2	0	0	12	0	0	0	0	930
20:00	0	602	50	1	1	3	0	0	15	0	0	0	0	672
21:00	0	418	36	0	6	1	0	0	9	0	0	1	0	471
22:00	0	281	19	0	1	0	0	0	8	0	2	0	0	311
23:00	0	185	20	0	1	0	0	0	9	0	0	0	0	215
Total	22	14211	2278	50	209	55	3	26	311	0	28	3	0	17196
Percent	0.1%	82.6%	13.2%	0.3%	1.2%	0.3%	0.0%	0.2%	1.8%	0.0%	0.2%	0.0%	0.0%	
AM Peak	00:00	11:00	07:00	07:00	06:00	08:00	04:00	11:00	06:00		07:00			07:00
Vol.	2	810	147	7	23	5	1	5	21		4			1001
PM Peak	16:00	17:00	16:00	14:00	15:00	15:00		12:00	13:00		12:00	13:00		17:00
Vol.	4	1135	190	5	19	7		5	21		2	1		1345
Grand Total	22	14211	2278	50	209	55	3	26	311	0	28	3	0	17196
Percent	0.1%	82.6%	13.2%	0.3%	1.2%	0.3%	0.0%	0.2%	1.8%	0.0%	0.2%	0.0%	0.0%	

Counts Unlimited, Inc.

City of Victorville
 United States 395
 N/ Palmdale Road
 24 Hour Directional Classification Count

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

VIC001
 Site Code: 051-21574

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/19/21	0	117	8	0	3	0	0	0	26	0	3	0	0	157
01:00	0	90	4	0	1	3	0	1	16	0	5	0	0	120
02:00	0	102	23	0	3	5	0	2	27	0	8	0	0	170
03:00	0	103	17	1	2	2	0	1	31	0	5	0	0	162
04:00	0	245	98	0	4	7	0	2	42	0	2	0	0	400
05:00	1	353	134	1	10	23	0	4	44	0	5	0	1	576
06:00	2	443	134	1	25	9	0	5	46	0	3	0	0	668
07:00	0	737	182	7	26	8	0	1	69	0	4	0	0	1034
08:00	1	548	128	3	19	18	0	2	52	1	4	1	0	777
09:00	2	455	118	1	24	9	1	15	44	1	5	0	0	675
10:00	1	479	107	3	37	15	0	7	81	2	2	0	1	735
11:00	2	465	107	2	21	14	0	5	61	1	1	0	0	679
12 PM	2	529	102	3	11	7	0	6	68	0	0	1	1	730
13:00	2	658	125	8	14	8	0	1	63	1	4	0	0	884
14:00	1	655	109	5	12	4	0	5	60	0	6	0	0	857
15:00	1	667	109	6	12	3	0	0	57	0	1	0	0	856
16:00	0	699	109	5	10	4	0	1	60	0	1	1	0	890
17:00	4	780	112	0	10	1	0	3	28	0	1	0	0	939
18:00	1	717	99	2	11	4	0	3	28	0	0	0	0	865
19:00	0	667	81	1	8	2	0	1	36	0	0	0	2	798
20:00	1	575	57	1	3	0	0	2	36	1	1	0	0	677
21:00	0	336	37	0	2	0	0	0	45	0	5	3	0	428
22:00	0	262	27	0	3	1	0	2	22	0	5	3	0	325
23:00	0	175	18	0	3	4	0	2	23	0	5	0	0	230
Total	21	10857	2045	50	274	151	1	71	1065	7	76	9	5	14632
Percent	0.1%	74.2%	14.0%	0.3%	1.9%	1.0%	0.0%	0.5%	7.3%	0.0%	0.5%	0.1%	0.0%	
AM Peak	06:00	07:00	07:00	07:00	10:00	05:00	09:00	09:00	10:00	10:00	02:00	08:00	05:00	07:00
Vol.	2	737	182	7	37	23	1	15	81	2	8	1	1	1034
PM Peak	17:00	17:00	13:00	13:00	13:00	13:00		12:00	12:00	13:00	14:00	21:00	19:00	17:00
Vol.	4	780	125	8	14	8		6	68	1	6	3	2	939
Grand Total	21	10857	2045	50	274	151	1	71	1065	7	76	9	5	14632
Percent	0.1%	74.2%	14.0%	0.3%	1.9%	1.0%	0.0%	0.5%	7.3%	0.0%	0.5%	0.1%	0.0%	

Counts Unlimited, Inc.

City of Victorville
 United States 395
 N/ Palmdale Road
 24 Hour Directional Classification Count
 Southbound

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

VIC001
 Site Code: 051-21574

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/19/21	2	88	10	0	2	1	0	0	44	0	5	0	1	153
01:00	0	68	4	0	4	1	0	1	38	0	6	1	0	123
02:00	0	89	5	0	7	2	0	0	37	0	2	0	0	142
03:00	0	164	4	0	3	0	0	0	38	0	0	0	0	209
04:00	0	303	5	0	1	2	0	0	52	0	0	0	0	363
05:00	0	311	42	2	4	0	0	0	38	0	8	0	0	405
06:00	0	357	66	12	6	0	6	0	52	0	5	0	0	504
07:00	1	529	81	14	15	6	3	4	69	0	4	1	1	728
08:00	0	443	83	4	16	4	2	6	71	0	5	0	0	634
09:00	3	408	90	7	15	3	3	9	72	0	8	0	0	618
10:00	0	423	99	2	20	8	1	7	68	0	8	0	0	636
11:00	9	493	107	3	18	2	1	8	63	0	2	0	0	706
12 PM	3	585	114	8	16	5	0	12	60	0	5	1	0	809
13:00	2	619	123	14	6	11	0	2	63	1	8	2	0	851
14:00	2	690	148	5	19	12	0	5	61	0	8	1	1	952
15:00	4	725	155	11	19	5	0	2	61	1	2	0	0	985
16:00	0	712	152	5	14	3	0	3	45	2	2	1	0	939
17:00	3	644	133	1	15	4	0	1	67	0	2	4	0	874
18:00	1	574	106	5	3	2	0	1	66	0	2	1	0	761
19:00	0	416	57	2	8	2	0	2	63	0	2	0	0	552
20:00	1	335	53	2	7	6	0	1	61	0	1	0	0	467
21:00	0	250	20	0	4	2	0	1	66	0	1	0	0	344
22:00	0	195	25	0	1	1	0	1	55	0	0	1	0	279
23:00	0	122	7	0	3	0	0	1	49	0	3	0	0	185
Total	31	9543	1689	97	226	82	16	67	1359	4	89	13	3	13219
Percent	0.2%	72.2%	12.8%	0.7%	1.7%	0.6%	0.1%	0.5%	10.3%	0.0%	0.7%	0.1%	0.0%	
AM Peak	11:00	07:00	11:00	07:00	10:00	10:00	06:00	09:00	09:00		05:00	01:00	00:00	07:00
Vol.	9	529	107	14	20	8	6	9	72		8	1	1	728
PM Peak	15:00	15:00	15:00	13:00	14:00	14:00		12:00	17:00	16:00	13:00	17:00	14:00	15:00
Vol.	4	725	155	14	19	12		12	67	2	8	4	1	985
Grand Total	31	9543	1689	97	226	82	16	67	1359	4	89	13	3	13219
Percent	0.2%	72.2%	12.8%	0.7%	1.7%	0.6%	0.1%	0.5%	10.3%	0.0%	0.7%	0.1%	0.0%	

Counts Unlimited, Inc.

City of Victorville
 United States 395
 N/ Palmdale Road
 24 Hour Directional Classification Count
 Northbound, Southbound

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

VIC001
 Site Code: 051-21574

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/19/21	2	205	18	0	5	1	0	0	70	0	8	0	1	310
01:00	0	158	8	0	5	4	0	2	54	0	11	1	0	243
02:00	0	191	28	0	10	7	0	2	64	0	10	0	0	312
03:00	0	267	21	1	5	2	0	1	69	0	5	0	0	371
04:00	0	548	103	0	5	9	0	2	94	0	2	0	0	763
05:00	1	664	176	3	14	23	0	4	82	0	13	0	1	981
06:00	2	800	200	13	31	9	6	5	98	0	8	0	0	1172
07:00	1	1266	263	21	41	14	3	5	138	0	8	1	1	1762
08:00	1	991	211	7	35	22	2	8	123	1	9	1	0	1411
09:00	5	863	208	8	39	12	4	24	116	1	13	0	0	1293
10:00	1	902	206	5	57	23	1	14	149	2	10	0	1	1371
11:00	11	958	214	5	39	16	1	13	124	1	3	0	0	1385
12 PM	5	1114	216	11	27	12	0	18	128	0	5	2	1	1539
13:00	4	1277	248	22	20	19	0	3	126	2	12	2	0	1735
14:00	3	1345	257	10	31	16	0	10	121	0	14	1	1	1809
15:00	5	1392	264	17	31	8	0	2	118	1	3	0	0	1841
16:00	0	1411	261	10	24	7	0	4	105	2	3	2	0	1829
17:00	7	1424	245	1	25	5	0	4	95	0	3	4	0	1813
18:00	2	1291	205	7	14	6	0	4	94	0	2	1	0	1626
19:00	0	1083	138	3	16	4	0	3	99	0	2	0	2	1350
20:00	2	910	110	3	10	6	0	3	97	1	2	0	0	1144
21:00	0	586	57	0	6	2	0	1	111	0	6	3	0	772
22:00	0	457	52	0	4	2	0	3	77	0	5	4	0	604
23:00	0	297	25	0	6	4	0	3	72	0	8	0	0	415
Total	52	20400	3734	147	500	233	17	138	2424	11	165	22	8	27851
Percent	0.2%	73.2%	13.4%	0.5%	1.8%	0.8%	0.1%	0.5%	8.7%	0.0%	0.6%	0.1%	0.0%	
AM Peak	11:00	07:00	07:00	07:00	10:00	05:00	06:00	09:00	10:00	10:00	05:00	01:00	00:00	07:00
Vol.	11	1266	263	21	57	23	6	24	149	2	13	1	1	1762
PM Peak	17:00	17:00	15:00	13:00	14:00	13:00		12:00	12:00	13:00	14:00	17:00	19:00	15:00
Vol.	7	1424	264	22	31	19		18	128	2	14	4	2	1841
Grand Total	52	20400	3734	147	500	233	17	138	2424	11	165	22	8	27851
Percent	0.2%	73.2%	13.4%	0.5%	1.8%	0.8%	0.1%	0.5%	8.7%	0.0%	0.6%	0.1%	0.0%	

APPENDIX 3.2:

EXISTING (2021) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Timings
1: US-395 & Palmdale Rd

Victorville Residential (JN 14222)

12/17/2021

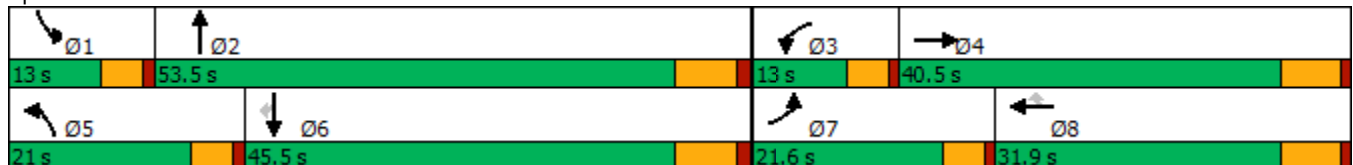


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↗	↘	↗	↗	↘	↗	↘	↗	↗
Traffic Volume (vph)	75	309	128	263	72	283	849	101	550	49
Future Volume (vph)	75	309	128	263	72	283	849	101	550	49
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	40.5	11.5	22.0	22.0	11.5	45.0	11.5	45.0	45.0
Total Split (s)	21.6	40.5	13.0	31.9	31.9	21.0	53.5	13.0	45.5	45.5
Total Split (%)	18.0%	33.8%	10.8%	26.6%	26.6%	17.5%	44.6%	10.8%	37.9%	37.9%
Yellow Time (s)	3.7	5.5	3.7	5.5	5.5	3.7	5.5	3.7	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.5	1.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.5	4.7	6.5	6.5	4.7	7.0	4.7	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 101.1
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: US-395 & Palmdale Rd



HCM 6th Signalized Intersection Summary
 1: US-395 & Palmdale Rd

Victorville Residential (JN 14222)

12/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗		↘	↗	↘	↘	↗		↘	↗	↘
Traffic Volume (veh/h)	75	309	351	128	263	72	283	849	120	101	550	49
Future Volume (veh/h)	75	309	351	128	263	72	283	849	120	101	550	49
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	1826	1856	1885	1870	1781	1841	1870	1737	1841	1811	1648	1441
Adj Flow Rate, veh/h	83	343	199	142	292	20	314	943	99	112	611	43
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	5	3	1	2	8	4	2	11	4	6	17	31
Cap, veh/h	106	463	263	216	729	336	347	1110	117	140	798	311
Arrive On Green	0.06	0.21	0.21	0.06	0.22	0.22	0.19	0.37	0.37	0.08	0.25	0.25
Sat Flow, veh/h	1739	2160	1229	3456	3385	1560	1781	3014	316	1725	3131	1221
Grp Volume(v), veh/h	83	279	263	142	292	20	314	516	526	112	611	43
Grp Sat Flow(s),veh/h/ln	1739	1763	1626	1728	1692	1560	1781	1650	1680	1725	1566	1221
Q Serve(g_s), s	3.9	12.3	12.7	3.4	6.2	0.9	14.4	24.1	24.1	5.3	15.1	2.3
Cycle Q Clear(g_c), s	3.9	12.3	12.7	3.4	6.2	0.9	14.4	24.1	24.1	5.3	15.1	2.3
Prop In Lane	1.00		0.76	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	106	378	348	216	729	336	347	608	619	140	798	311
V/C Ratio(X)	0.78	0.74	0.76	0.66	0.40	0.06	0.91	0.85	0.85	0.80	0.77	0.14
Avail Cap(c_a), veh/h	351	716	661	343	1027	473	347	917	933	171	1440	562
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	38.7	30.7	30.8	38.4	28.2	26.1	32.9	24.3	24.3	37.8	28.9	24.1
Incr Delay (d2), s/veh	4.6	2.1	2.5	1.3	0.3	0.1	25.6	4.2	4.1	15.8	1.2	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	1.7	5.2	4.9	1.4	2.4	0.3	8.1	8.7	8.9	2.7	5.2	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.3	32.8	33.3	39.7	28.5	26.1	58.5	28.5	28.4	53.6	30.0	24.2
LnGrp LOS	D	C	C	D	C	C	E	C	C	D	C	C
Approach Vol, veh/h		625			454			1356			766	
Approach Delay, s/veh		34.4			31.9			35.4			33.1	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	37.8	9.9	24.4	21.0	28.3	9.8	24.5				
Change Period (Y+Rc), s	* 4.7	7.0	* 4.7	6.5	* 4.7	7.0	* 4.7	6.5				
Max Green Setting (Gmax), s	* 8.3	46.5	* 8.3	34.0	* 16	38.5	* 17	25.4				
Max Q Clear Time (g_c+I1), s	7.3	26.1	5.4	14.7	16.4	17.1	5.9	8.2				
Green Ext Time (p_c), s	0.0	4.7	0.1	2.4	0.0	3.0	0.1	1.3				

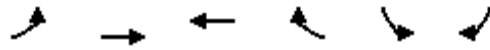
Intersection Summary

HCM 6th Ctrl Delay	34.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
5: Palmdale Rd & Cantina Dr

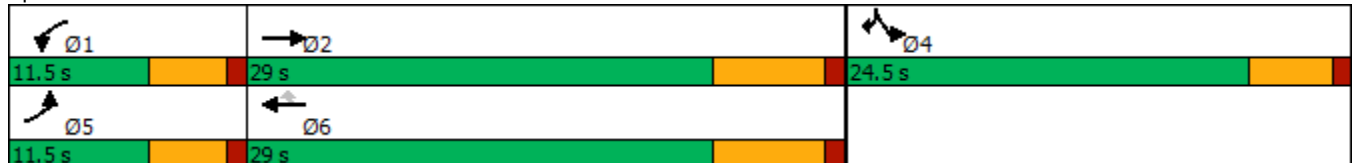


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations	↖	↗↗	↗↗	↖	↗↗	↖	
Traffic Volume (vph)	39	562	394	73	45	15	
Future Volume (vph)	39	562	394	73	45	15	
Turn Type	Prot	NA	NA	Perm	Prot	Prot	
Protected Phases	5	2	6		4	4	1
Permitted Phases				6			
Detector Phase	5	2	6	6	4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	11.5
Total Split (s)	11.5	29.0	29.0	29.0	24.5	24.5	11.5
Total Split (%)	17.7%	44.6%	44.6%	44.6%	37.7%	37.7%	18%
Yellow Time (s)	3.7	5.5	5.5	5.5	4.0	4.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.7	6.5	6.5	6.5	5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 65
 Actuated Cycle Length: 24.2
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated

Splits and Phases: 5: Palmdale Rd & Cantina Dr



HCM 6th Signalized Intersection Summary
5: Palmdale Rd & Cantina Dr

Victorville Residential (JN 14222)
12/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑		↘	↑↑	↘				↘↘		↘
Traffic Volume (veh/h)	39	562	0	0	394	73	0	0	0	45	0	15
Future Volume (veh/h)	39	562	0	0	394	73	0	0	0	45	0	15
Initial Q (Qb), veh	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
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	1856	1811	0	1900	1811	1856				1870	0	1796
Adj Flow Rate, veh/h	46	661	0	0	464	67				53	0	4
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85				0.85	0.85	0.85
Percent Heavy Veh, %	3	6	0	0	6	3				2	0	7
Cap, veh/h	96	1706	0	7	902	411				224	0	99
Arrive On Green	0.05	0.50	0.00	0.00	0.26	0.26				0.06	0.00	0.06
Sat Flow, veh/h	1767	3532	0	1810	3441	1569				3456	0	1522
Grp Volume(v), veh/h	46	661	0	0	464	67				53	0	4
Grp Sat Flow(s),veh/h/ln	1767	1721	0	1810	1721	1569				1728	0	1522
Q Serve(g_s), s	0.7	3.1	0.0	0.0	3.0	0.9				0.4	0.0	0.1
Cycle Q Clear(g_c), s	0.7	3.1	0.0	0.0	3.0	0.9				0.4	0.0	0.1
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	96	1706	0	7	902	411				224	0	99
V/C Ratio(X)	0.48	0.39	0.00	0.00	0.51	0.16				0.24	0.00	0.04
Avail Cap(c_a), veh/h	459	2958	0	470	2958	1349				2574	0	1134
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	12.0	4.1	0.0	0.0	8.2	7.4				11.6	0.0	11.5
Incr Delay (d2), s/veh	1.4	0.1	0.0	0.0	0.2	0.1				0.2	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
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.0	0.0	0.6	0.2				0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.4	4.2	0.0	0.0	8.4	7.5				11.8	0.0	11.5
LnGrp LOS	B	A	A	A	A	A				B	A	B
Approach Vol, veh/h		707			531							57
Approach Delay, s/veh		4.8			8.3							11.8
Approach LOS		A			A							B
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	0.0	19.5		6.7	6.1	13.4						
Change Period (Y+Rc), s	* 4.7	6.5		5.0	* 4.7	6.5						
Max Green Setting (Gmax), s	* 6.8	22.5		19.5	* 6.8	22.5						
Max Q Clear Time (g_c+I1), s	0.0	5.1		2.4	2.7	5.0						
Green Ext Time (p_c), s	0.0	2.6		0.1	0.0	1.9						

Intersection Summary

HCM 6th Ctrl Delay	6.5
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Intersection Delay, s/veh	21.2											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↑	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	138	135	9	80	175	44	6	253	43	48	314	252
Future Vol, veh/h	138	135	9	80	175	44	6	253	43	48	314	252
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	4	2	11	4	3	5	0	5	9	4	3	2
Mvmt Flow	157	153	10	91	199	50	7	288	49	55	357	286
Number of Lanes	0	1	0	1	1	1	1	2	0	1	1	0

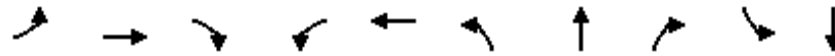
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	47.7	19	21.1	254
HCM LOS	E	C	C	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	49%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	66%	48%	0%	100%	0%	0%	55%
Vol Right, %	0%	0%	34%	3%	0%	0%	100%	0%	45%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	169	127	282	80	175	44	48	566
LT Vol	6	0	0	138	80	0	0	48	0
Through Vol	0	169	84	135	0	175	0	0	314
RT Vol	0	0	43	9	0	0	44	0	252
Lane Flow Rate	7	192	145	320	91	199	50	55	643
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.018	0.496	0.368	0.826	0.234	0.483	0.112	0.143	1.534
Departure Headway (Hd)	10.951	10.512	10.334	10.472	10.552	10.008	9.307	9.446	8.584
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	329	345	350	349	343	362	388	379	425
Service Time	8.651	8.212	8.034	8.172	8.252	7.708	7.007	7.213	6.351
HCM Lane V/C Ratio	0.021	0.557	0.414	0.917	0.265	0.55	0.129	0.145	1.513
HCM Control Delay	13.9	23.1	18.9	47.7	16.4	21.7	13.2	13.8	274.4
HCM Lane LOS	B	C	C	E	C	C	B	B	F
HCM 95th-tile Q	0.1	2.6	1.6	7.2	0.9	2.5	0.4	0.5	34.7

Timings
10: Amethyst Rd & Palmdale Rd

Victorville Residential (JN 14222)

12/17/2021

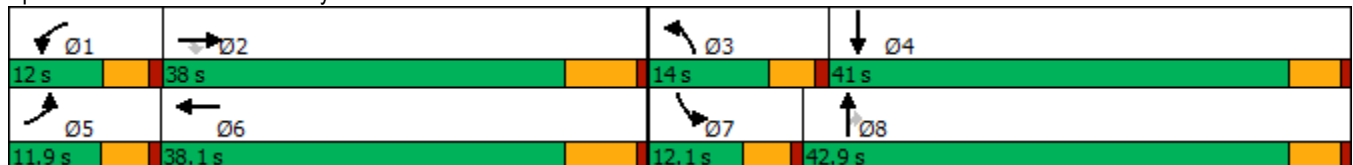


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↘	↑↑	↗	↘	↑↑	↘	↑	↗	↘	↗
Traffic Volume (vph)	35	416	45	46	335	78	256	105	36	287
Future Volume (vph)	35	416	45	46	335	78	256	105	36	287
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	36.5	36.5	11.5	36.5	11.5	20.0	20.0	11.5	41.0
Total Split (s)	11.9	38.0	38.0	12.0	38.1	14.0	42.9	42.9	12.1	41.0
Total Split (%)	11.3%	36.2%	36.2%	11.4%	36.3%	13.3%	40.9%	40.9%	11.5%	39.0%
Yellow Time (s)	3.7	5.5	5.5	3.7	5.5	3.7	4.0	4.0	3.7	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.5	6.5	4.7	6.5	4.7	5.0	5.0	4.7	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 105
 Actuated Cycle Length: 66.4
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated

Splits and Phases: 10: Amethyst Rd & Palmdale Rd



HCM 6th Signalized Intersection Summary
 10: Amethyst Rd & Palmdale Rd

Victorville Residential (JN 14222)

12/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↑	↗	↘	↗	
Traffic Volume (veh/h)	35	416	45	46	335	10	78	256	105	36	287	58
Future Volume (veh/h)	35	416	45	46	335	10	78	256	105	36	287	58
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	1811	1826	1900	1796	1811	1752	1826	1841	1885	1811	1856	1796
Adj Flow Rate, veh/h	38	447	31	49	360	10	84	275	59	39	309	53
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	6	5	0	7	6	10	5	4	1	6	3	7
Cap, veh/h	71	739	343	84	757	21	119	520	451	72	395	68
Arrive On Green	0.04	0.21	0.21	0.05	0.22	0.22	0.07	0.28	0.28	0.04	0.26	0.26
Sat Flow, veh/h	1725	3469	1610	1711	3420	95	1739	1841	1598	1725	1543	265
Grp Volume(v), veh/h	38	447	31	49	181	189	84	275	59	39	0	362
Grp Sat Flow(s),veh/h/ln	1725	1735	1610	1711	1721	1794	1739	1841	1598	1725	0	1808
Q Serve(g_s), s	1.1	5.9	0.8	1.4	4.6	4.6	2.4	6.4	1.4	1.1	0.0	9.4
Cycle Q Clear(g_c), s	1.1	5.9	0.8	1.4	4.6	4.6	2.4	6.4	1.4	1.1	0.0	9.4
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	71	739	343	84	381	397	119	520	451	72	0	462
V/C Ratio(X)	0.54	0.60	0.09	0.58	0.47	0.48	0.71	0.53	0.13	0.54	0.00	0.78
Avail Cap(c_a), veh/h	246	2162	1003	247	1076	1122	320	1380	1198	253	0	1288
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	0.00	1.00
Uniform Delay (d), s/veh	23.8	18.0	16.0	23.5	17.1	17.1	23.0	15.3	13.5	23.7	0.0	17.5
Incr Delay (d2), s/veh	2.4	0.8	0.1	2.4	0.9	0.9	2.8	0.6	0.1	2.3	0.0	2.2
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	0.4	2.1	0.2	0.6	1.6	1.7	0.9	2.1	0.4	0.4	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.1	18.8	16.1	25.9	18.0	18.0	25.9	15.9	13.6	26.1	0.0	19.7
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	A	B
Approach Vol, veh/h		516			419			418			401	
Approach Delay, s/veh		19.2			18.9			17.6			20.3	
Approach LOS		B			B			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.2	17.3	8.2	17.9	6.8	17.7	6.8	19.3				
Change Period (Y+Rc), s	* 4.7	6.5	* 4.7	5.0	* 4.7	6.5	* 4.7	5.0				
Max Green Setting (Gmax), s	* 7.3	31.5	* 9.3	36.0	* 7.2	31.6	* 7.4	37.9				
Max Q Clear Time (g_c+I1), s	3.4	7.9	4.4	11.4	3.1	6.6	3.1	8.4				
Green Ext Time (p_c), s	0.0	2.9	0.0	1.5	0.0	2.0	0.0	1.2				

Intersection Summary

HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
11: El Evado Rd & Palmdale Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	444	36	122	269	69	43	273	146	216	273	58
Future Volume (vph)	93	444	36	122	269	69	43	273	146	216	273	58
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	26.0	26.0	9.7	26.0	26.0	11.5	10.0	10.0	11.5	30.0	30.0
Total Split (s)	12.0	26.5	26.5	12.0	26.5	26.5	11.5	16.2	16.2	25.3	30.0	30.0
Total Split (%)	15.0%	33.1%	33.1%	15.0%	33.1%	33.1%	14.4%	20.3%	20.3%	31.6%	37.5%	37.5%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	4.0	5.5	4.0	4.0	5.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.0	5.0	4.7	5.0	5.0	6.5	5.0	5.0	6.5	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary

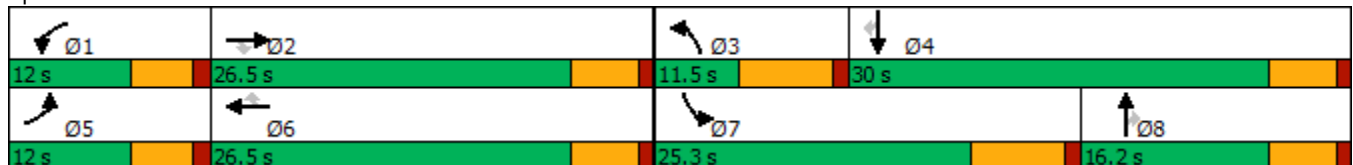
Cycle Length: 80

Actuated Cycle Length: 74.5

Natural Cycle: 80

























Control Type: Actuated-Uncoordinated

Splits and Phases: 11: El Evado Rd & Palmdale Rd

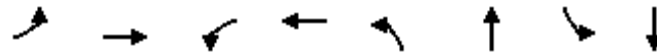


HCM 6th Signalized Intersection Summary
 11: El Evado Rd & Palmdale Rd

Victorville Residential (JN 14222)
 12/17/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	444	36	122	269	69	43	273	146	216	273	58
Future Volume (veh/h)	93	444	36	122	269	69	43	273	146	216	273	58
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	1811	1900	1796	1796	1796	1722	1856	1796	1870	1856	1870
Adj Flow Rate, veh/h	100	477	17	131	289	46	46	294	84	232	294	24
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	6	0	7	7	7	12	3	7	2	3	2
Cap, veh/h	129	1089	503	164	1163	519	70	411	178	283	822	368
Arrive On Green	0.07	0.32	0.32	0.10	0.34	0.34	0.04	0.12	0.12	0.16	0.23	0.23
Sat Flow, veh/h	1810	3441	1588	1711	3413	1522	1640	3526	1522	1781	3526	1579
Grp Volume(v), veh/h	100	477	17	131	289	46	46	294	84	232	294	24
Grp Sat Flow(s),veh/h/ln	1810	1721	1588	1711	1706	1522	1640	1763	1522	1781	1763	1579
Q Serve(g_s), s	3.7	7.5	0.5	5.1	4.1	1.4	1.9	5.5	3.5	8.6	4.7	0.8
Cycle Q Clear(g_c), s	3.7	7.5	0.5	5.1	4.1	1.4	1.9	5.5	3.5	8.6	4.7	0.8
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	129	1089	503	164	1163	519	70	411	178	283	822	368
V/C Ratio(X)	0.77	0.44	0.03	0.80	0.25	0.09	0.66	0.71	0.47	0.82	0.36	0.07
Avail Cap(c_a), veh/h	194	1089	503	184	1163	519	121	581	251	493	1297	581
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	31.0	18.4	16.0	30.1	16.1	15.2	32.0	28.9	28.1	27.6	21.8	20.3
Incr Delay (d2), s/veh	10.3	1.3	0.1	19.8	0.5	0.3	10.0	1.0	0.7	5.8	0.1	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	1.9	2.8	0.2	2.8	1.5	0.5	0.9	2.2	1.2	3.7	1.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.3	19.7	16.2	49.9	16.6	15.6	42.0	29.9	28.8	33.4	21.9	20.3
LnGrp LOS	D	B	B	D	B	B	D	C	C	C	C	C
Approach Vol, veh/h		594			466			424			550	
Approach Delay, s/veh		23.2			25.9			31.0			26.7	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	26.5	9.4	20.8	9.6	28.1	17.3	12.9				
Change Period (Y+Rc), s	* 4.7	5.0	6.5	5.0	* 4.7	5.0	6.5	5.0				
Max Green Setting (Gmax), s	* 7.3	21.5	5.0	25.0	* 7.3	21.5	18.8	11.2				
Max Q Clear Time (g_c+I1), s	7.1	9.5	3.9	6.7	5.7	6.1	10.6	7.5				
Green Ext Time (p_c), s	0.0	1.6	0.0	1.0	0.0	1.0	0.4	0.5				
Intersection Summary												
HCM 6th Ctrl Delay				26.4								
HCM 6th LOS				C								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Timings
12: Amargosa Rd & Palmdale Rd

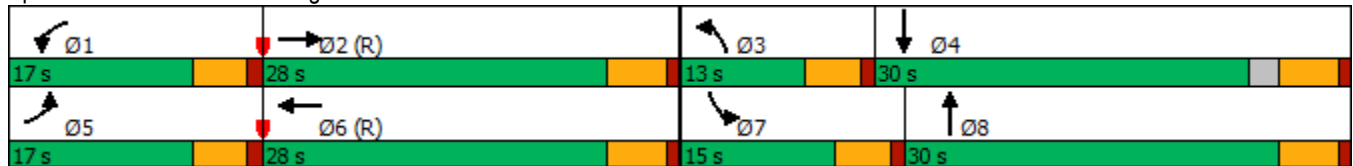


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↷	↶	↷	↶	↷	↶	↷
Traffic Volume (vph)	102	639	65	428	76	231	155	268
Future Volume (vph)	102	639	65	428	76	231	155	268
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	26.0	11.5	26.0	11.5	30.0	11.5	30.0
Total Split (s)	17.0	28.0	17.0	28.0	13.0	30.0	15.0	30.0
Total Split (%)	18.9%	31.1%	18.9%	31.1%	14.4%	33.3%	16.7%	33.3%
Yellow Time (s)	3.7	4.0	3.7	4.0	3.7	4.0	3.7	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.0	4.7	5.0	4.7	5.0	4.7	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 34 (38%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 12: Amargosa Rd & Palmdale Rd



HCM 6th Signalized Intersection Summary
 12: Amargosa Rd & Palmdale Rd

Victorville Residential (JN 14222)
 12/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗	↗↘		↗	↗↘		↗	↗↘	
Traffic Volume (veh/h)	102	639	63	65	428	57	76	231	67	155	268	42
Future Volume (veh/h)	102	639	63	65	428	57	76	231	67	155	268	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	
Adj Sat Flow, veh/h/ln	1870	1826	1870	1826	1826	1841	1841	1856	1885	1826	1856	1870
Adj Flow Rate, veh/h	106	666	48	68	446	45	79	241	42	161	279	29
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, %	2	5	2	5	5	4	4	3	1	5	3	2
Cap, veh/h	135	1672	120	88	1541	155	101	342	59	193	538	55
Arrive On Green	0.08	0.51	0.51	0.02	0.16	0.16	0.06	0.11	0.11	0.11	0.17	0.17
Sat Flow, veh/h	1781	3281	236	1739	3183	320	1753	3008	516	1739	3225	332
Grp Volume(v), veh/h	106	352	362	68	242	249	79	140	143	161	151	157
Grp Sat Flow(s),veh/h/ln	1781	1735	1783	1739	1735	1768	1753	1763	1761	1739	1763	1795
Q Serve(g_s), s	5.3	11.2	11.3	3.5	11.1	11.2	4.0	6.9	7.1	8.2	7.0	7.2
Cycle Q Clear(g_c), s	5.3	11.2	11.3	3.5	11.1	11.2	4.0	6.9	7.1	8.2	7.0	7.2
Prop In Lane	1.00		0.13	1.00		0.18	1.00		0.29	1.00		0.19
Lane Grp Cap(c), veh/h	135	884	908	88	840	856	101	200	200	193	294	300
V/C Ratio(X)	0.78	0.40	0.40	0.77	0.29	0.29	0.78	0.70	0.72	0.83	0.51	0.52
Avail Cap(c_a), veh/h	243	884	908	238	840	856	162	490	489	199	490	499
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.9	13.6	13.6	43.7	24.2	24.2	41.9	38.4	38.5	39.2	34.2	34.2
Incr Delay (d2), s/veh	8.2	1.1	1.1	12.1	0.8	0.8	4.9	1.6	1.8	23.3	0.5	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	2.5	4.2	4.3	1.8	5.1	5.2	1.8	2.9	3.0	4.6	2.9	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.0	14.7	14.7	55.8	24.9	25.0	46.8	40.1	40.3	62.4	34.7	34.7
LnGrp LOS	D	B	B	E	C	C	D	D	D	E	C	C
Approach Vol, veh/h		820			559			362			469	
Approach Delay, s/veh		19.2			28.7			41.6			44.2	
Approach LOS		B			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.2	50.8	9.9	20.0	11.5	48.6	14.7	15.2				
Change Period (Y+Rc), s	* 4.7	5.0	* 4.7	5.0	* 4.7	5.0	* 4.7	5.0				
Max Green Setting (Gmax), s	* 12	23.0	* 8.3	25.0	* 12	23.0	* 10	25.0				
Max Q Clear Time (g_c+I1), s	5.5	13.3	6.0	9.2	7.3	13.2	10.2	9.1				
Green Ext Time (p_c), s	0.1	2.0	0.0	0.8	0.1	1.3	0.0	0.8				

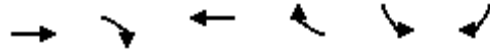
Intersection Summary

HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
13: I-15 SB Ramps & Palmdale Rd

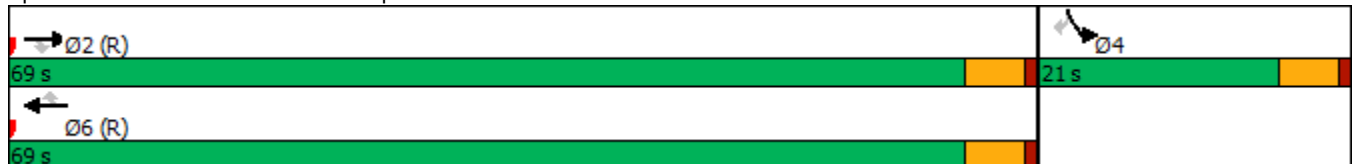


Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Configurations	↑↑	↑	↑↑	↑	↑↑	↑
Traffic Volume (vph)	822	195	1005	104	109	251
Future Volume (vph)	822	195	1005	104	109	251
Turn Type	NA	Perm	NA	Perm	Prot	Perm
Protected Phases	2		6		4	
Permitted Phases		2		6		4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	35.0	35.0	10.0	10.0
Total Split (s)	69.0	69.0	69.0	69.0	21.0	21.0
Total Split (%)	76.7%	76.7%	76.7%	76.7%	23.3%	23.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 64 (71%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 45
 Control Type: Actuated-Coordinated

Splits and Phases: 13: I-15 SB Ramps & Palmdale Rd



HCM 6th Signalized Intersection Summary
 13: I-15 SB Ramps & Palmdale Rd

Victorville Residential (JN 14222)

12/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗		↑↑	↗				↖↖		↖
Traffic Volume (veh/h)	0	822	195	0	1005	104	0	0	0	109	0	251
Future Volume (veh/h)	0	822	195	0	1005	104	0	0	0	109	0	251
Initial Q (Qb), veh	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
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	1826	1767	0	1870	1885				1856	0	1841
Adj Flow Rate, veh/h	0	839	0	0	1026	0				111	0	135
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	5	9	0	2	1				3	0	4
Cap, veh/h	0	2699		0	2765					380	0	173
Arrive On Green	0.00	1.00	0.00	0.00	0.78	0.00				0.11	0.00	0.11
Sat Flow, veh/h	0	3561	1497	0	3647	1598				3428	0	1560
Grp Volume(v), veh/h	0	839	0	0	1026	0				111	0	135
Grp Sat Flow(s),veh/h/ln	0	1735	1497	0	1777	1598				1714	0	1560
Q Serve(g_s), s	0.0	0.0	0.0	0.0	8.1	0.0				2.7	0.0	7.6
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	8.1	0.0				2.7	0.0	7.6
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2699		0	2765					380	0	173
V/C Ratio(X)	0.00	0.31		0.00	0.37					0.29	0.00	0.78
Avail Cap(c_a), veh/h	0	2699		0	2765					609	0	277
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.82	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	3.1	0.0				36.8	0.0	38.9
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.4	0.0				0.4	0.0	7.4
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	0.0	0.1	0.0	0.0	1.7	0.0				1.1	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.2	0.0	0.0	3.5	0.0				37.2	0.0	46.4
LnGrp LOS	A	A		A	A					D	A	D
Approach Vol, veh/h		839	A		1026	A					246	
Approach Delay, s/veh		0.2			3.5						42.2	
Approach LOS		A			A						D	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		75.0		15.0		75.0						
Change Period (Y+Rc), s		5.0		5.0		5.0						
Max Green Setting (Gmax), s		64.0		16.0		64.0						
Max Q Clear Time (g_c+I1), s		2.0		9.6		10.1						
Green Ext Time (p_c), s		7.0		0.4		8.8						

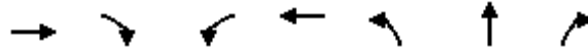
Intersection Summary

HCM 6th Ctrl Delay	6.7
HCM 6th LOS	A

Notes

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

Timings
 14: Mariposa Rd/I-15 NB On-Ramps & Palmdale Rd

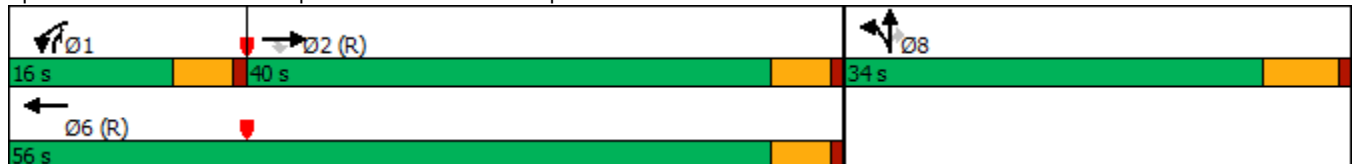


Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵	↑	↵
Traffic Volume (vph)	627	108	113	673	402	54	297
Future Volume (vph)	627	108	113	673	402	54	297
Turn Type	NA	Perm	Prot	NA	Split	NA	pm+ov
Protected Phases	2		1	6	8	8	1
Permitted Phases		2					8
Detector Phase	2	2	1	6	8	8	1
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	32.0	32.0	10.0	32.0	33.0	33.0	10.0
Total Split (s)	40.0	40.0	16.0	56.0	34.0	34.0	16.0
Total Split (%)	44.4%	44.4%	17.8%	62.2%	37.8%	37.8%	17.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	6.0	5.0
Lead/Lag	Lag	Lag	Lead				Lead
Lead-Lag Optimize?	Yes	Yes	Yes				Yes
Recall Mode	C-Min	C-Min	None	C-Min	None	None	None

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 86 (96%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 14: Mariposa Rd/I-15 NB On-Ramps & Palmdale Rd



HCM 6th Signalized Intersection Summary
 14: Mariposa Rd/I-15 NB On-Ramps & Palmdale Rd

Victorville Residential (JN 14222)
 12/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘	↑↑		↗	↘	↗			
Traffic Volume (veh/h)	0	627	108	113	673	40	402	54	297	0	0	0
Future Volume (veh/h)	0	627	108	113	673	40	402	54	297	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		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	1841	1826	1781	1870	1900	1870	1618	1870			
Adj Flow Rate, veh/h	0	689	89	124	740	41	484	0	173			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	0	4	5	8	2	0	2	19	2			
Cap, veh/h	0	1979	873	153	2436	135	592	0	406			
Arrive On Green	0.00	0.57	0.57	0.09	0.71	0.71	0.17	0.00	0.17			
Sat Flow, veh/h	0	3589	1543	1697	3423	190	3563	0	1585			
Grp Volume(v), veh/h	0	689	89	124	384	397	484	0	173			
Grp Sat Flow(s),veh/h/ln	0	1749	1543	1697	1777	1836	1781	0	1585			
Q Serve(g_s), s	0.0	9.6	2.4	6.5	7.2	7.2	11.8	0.0	8.2			
Cycle Q Clear(g_c), s	0.0	9.6	2.4	6.5	7.2	7.2	11.8	0.0	8.2			
Prop In Lane	0.00		1.00	1.00		0.10	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1979	873	153	1264	1306	592	0	406			
V/C Ratio(X)	0.00	0.35	0.10	0.81	0.30	0.30	0.82	0.00	0.43			
Avail Cap(c_a), veh/h	0	1979	873	207	1264	1306	1108	0	636			
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	1.00	0.89	0.00	0.89			
Uniform Delay (d), s/veh	0.0	10.6	9.0	40.2	4.8	4.8	36.2	0.0	27.9			
Incr Delay (d2), s/veh	0.0	0.5	0.2	11.6	0.6	0.6	1.0	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			
%ile BackOfQ(50%),veh/ln	0.0	3.4	0.8	3.1	2.2	2.3	5.1	0.0	3.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.0	9.2	51.8	5.4	5.4	37.2	0.0	28.2			
LnGrp LOS	A	B	A	D	A	A	D	A	C			
Approach Vol, veh/h		778			905			657				
Approach Delay, s/veh		10.8			11.7			34.8				
Approach LOS		B			B			C				
Timer - Assigned Phs	1	2			6			8				
Phs Duration (G+Y+Rc), s	13.1	55.9			69.0			21.0				
Change Period (Y+Rc), s	5.0	5.0			5.0			6.0				
Max Green Setting (Gmax), s	11.0	35.0			51.0			28.0				
Max Q Clear Time (g_c+I1), s	8.5	11.6			9.2			13.8				
Green Ext Time (p_c), s	0.0	3.1			3.2			1.2				

Intersection Summary

HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Timings
15: Mariposa Rd & I-15 NB Off-Ramp



Lane Group	EBL	EBR	NBT	SBT
Lane Configurations	↗↗	↗	↕↕	↕
Traffic Volume (vph)	396	10	337	212
Future Volume (vph)	396	10	337	212
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases		4		
Detector Phase	4	4	2	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	24.5	24.5	24.5	24.5
Total Split (s)	31.0	31.0	59.0	59.0
Total Split (%)	34.4%	34.4%	65.6%	65.6%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 77 (86%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

Splits and Phases: 15: Mariposa Rd & I-15 NB Off-Ramp



HCM 6th Signalized Intersection Summary
 15: Mariposa Rd & I-15 NB Off-Ramp

Victorville Residential (JN 14222)
 12/17/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗	↗		↖↗	↖	
Traffic Volume (veh/h)	396	10	0	337	212	0
Future Volume (veh/h)	396	10	0	337	212	0
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	1870	1604	0	1841	1856	0
Adj Flow Rate, veh/h	440	5	0	374	236	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	20	0	4	3	0
Cap, veh/h	532	209	0	2570	1364	0
Arrive On Green	0.15	0.15	0.00	0.73	0.24	0.00
Sat Flow, veh/h	3456	1359	0	3681	1856	0
Grp Volume(v), veh/h	440	5	0	374	236	0
Grp Sat Flow(s),veh/h/ln	1728	1359	0	1749	1856	0
Q Serve(g_s), s	11.1	0.3	0.0	2.9	9.1	0.0
Cycle Q Clear(g_c), s	11.1	0.3	0.0	2.9	9.1	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	532	209	0	2570	1364	0
V/C Ratio(X)	0.83	0.02	0.00	0.15	0.17	0.00
Avail Cap(c_a), veh/h	998	393	0	2570	1364	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.93	0.00
Uniform Delay (d), s/veh	36.9	32.3	0.0	3.5	12.5	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.1	0.0	0.8	4.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.2	32.3	0.0	3.7	12.7	0.0
LnGrp LOS	D	C	A	A	B	A
Approach Vol, veh/h	445			374	236	
Approach Delay, s/veh	38.1			3.7	12.7	
Approach LOS	D			A	B	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		71.1		18.9		71.1
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		54.0		26.0		54.0
Max Q Clear Time (g_c+I1), s		4.9		13.1		11.1
Green Ext Time (p_c), s		1.8		0.8		0.9
Intersection Summary						
HCM 6th Ctrl Delay			20.2			
HCM 6th LOS			C			

Timings
1: US-395 & Palmdale Rd

Victorville Residential (JN 14222)

12/17/2021

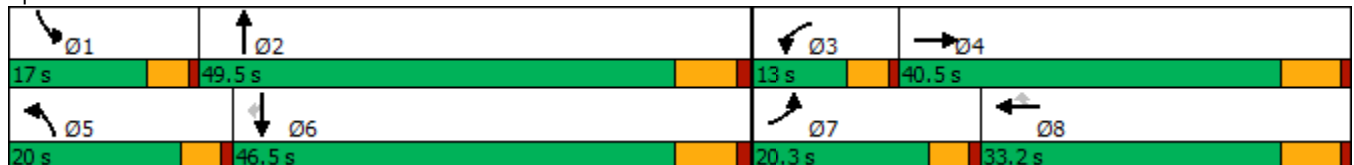


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↗	↘	↗	↗	↘	↗	↘	↗	↗
Traffic Volume (vph)	113	369	202	474	100	310	703	130	729	49
Future Volume (vph)	113	369	202	474	100	310	703	130	729	49
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	40.5	11.5	22.0	22.0	11.5	45.0	11.5	45.0	45.0
Total Split (s)	20.3	40.5	13.0	33.2	33.2	20.0	49.5	17.0	46.5	46.5
Total Split (%)	16.9%	33.8%	10.8%	27.7%	27.7%	16.7%	41.3%	14.2%	38.8%	38.8%
Yellow Time (s)	3.7	5.5	3.7	5.5	5.5	3.7	5.5	3.7	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.5	1.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.5	4.7	6.5	6.5	4.7	7.0	4.7	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 97.3
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: US-395 & Palmdale Rd



HCM 6th Signalized Intersection Summary
 1: US-395 & Palmdale Rd

Victorville Residential (JN 14222)

12/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗↘	↗↘	↗	↗	↗↘		↗	↗↘	↗
Traffic Volume (veh/h)	113	369	252	202	474	100	310	703	52	130	729	49
Future Volume (veh/h)	113	369	252	202	474	100	310	703	52	130	729	49
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		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	1826	1841	1826	1885	1856	1870	1885	1781	1841	1841	1737	1781
Adj Flow Rate, veh/h	115	377	125	206	484	31	316	717	41	133	744	33
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, %	5	4	5	1	3	2	1	8	4	4	11	8
Cap, veh/h	145	497	163	283	670	297	324	1179	67	165	912	417
Arrive On Green	0.08	0.19	0.19	0.08	0.19	0.19	0.18	0.36	0.36	0.09	0.28	0.28
Sat Flow, veh/h	1739	2589	847	3483	3526	1564	1795	3254	186	1753	3300	1510
Grp Volume(v), veh/h	115	253	249	206	484	31	316	373	385	133	744	33
Grp Sat Flow(s),veh/h/ln	1739	1749	1687	1742	1763	1564	1795	1692	1748	1753	1650	1510
Q Serve(g_s), s	5.5	11.6	11.9	4.9	10.9	1.4	14.9	15.3	15.3	6.3	17.9	1.4
Cycle Q Clear(g_c), s	5.5	11.6	11.9	4.9	10.9	1.4	14.9	15.3	15.3	6.3	17.9	1.4
Prop In Lane	1.00		0.50	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	145	336	324	283	670	297	324	613	633	165	912	417
V/C Ratio(X)	0.79	0.75	0.77	0.73	0.72	0.10	0.98	0.61	0.61	0.81	0.82	0.08
Avail Cap(c_a), veh/h	320	701	676	341	1109	492	324	848	876	254	1536	703
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	38.2	32.4	32.5	38.1	32.3	28.4	34.6	22.1	22.1	37.7	28.7	22.7
Incr Delay (d2), s/veh	3.7	2.6	2.9	4.5	1.1	0.1	43.2	0.7	0.7	5.2	1.4	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	2.4	4.9	4.8	2.2	4.5	0.5	9.7	5.4	5.6	2.7	6.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	34.9	35.3	42.5	33.4	28.5	77.8	22.8	22.8	42.9	30.1	22.8
LnGrp LOS	D	C	D	D	C	C	E	C	C	D	C	C
Approach Vol, veh/h		617			721			1074			910	
Approach Delay, s/veh		36.4			35.8			39.0			31.7	
Approach LOS		D			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.7	37.7	11.6	22.8	20.0	30.4	11.8	22.6				
Change Period (Y+Rc), s	* 4.7	7.0	* 4.7	6.5	* 4.7	7.0	* 4.7	6.5				
Max Green Setting (Gmax), s	* 12	42.5	* 8.3	34.0	* 15	39.5	* 16	26.7				
Max Q Clear Time (g_c+I1), s	8.3	17.3	6.9	13.9	16.9	19.9	7.5	12.9				
Green Ext Time (p_c), s	0.1	3.2	0.1	2.2	0.0	3.6	0.1	2.2				

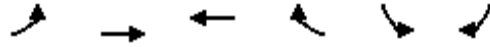
Intersection Summary

HCM 6th Ctrl Delay	35.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
5: Palmdale Rd & Cantina Dr

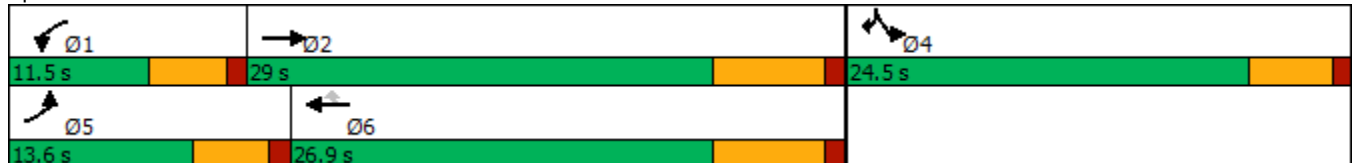


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations	↖	↗↗	↖↖	↗	↖↖	↗	
Traffic Volume (vph)	69	574	576	167	186	56	
Future Volume (vph)	69	574	576	167	186	56	
Turn Type	Prot	NA	NA	Perm	Prot	Prot	
Protected Phases	5	2	6		4	4	1
Permitted Phases				6			
Detector Phase	5	2	6	6	4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	11.5
Total Split (s)	13.6	29.0	26.9	26.9	24.5	24.5	11.5
Total Split (%)	20.9%	44.6%	41.4%	41.4%	37.7%	37.7%	18%
Yellow Time (s)	3.7	5.5	5.5	5.5	4.0	4.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.7	6.5	6.5	6.5	5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	Min	Min	Min	None	None	None

Intersection Summary

Cycle Length: 65
 Actuated Cycle Length: 39.6
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated

Splits and Phases: 5: Palmdale Rd & Cantina Dr



HCM 6th Signalized Intersection Summary
5: Palmdale Rd & Cantina Dr

Victorville Residential (JN 14222)
12/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗↗		↘	↗↗	↘				↗↗		↘
Traffic Volume (veh/h)	69	574	0	0	576	167	0	0	0	186	0	56
Future Volume (veh/h)	69	574	0	0	576	167	0	0	0	186	0	56
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	1885	1811	0	1900	1856	1885				1885	0	1826
Adj Flow Rate, veh/h	73	611	0	0	613	116				198	0	31
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	1	6	0	0	3	1				1	0	5
Cap, veh/h	134	1745	0	6	1011	447				471	0	209
Arrive On Green	0.07	0.51	0.00	0.00	0.29	0.29				0.14	0.00	0.14
Sat Flow, veh/h	1795	3532	0	1810	3526	1558				3483	0	1547
Grp Volume(v), veh/h	73	611	0	0	613	116				198	0	31
Grp Sat Flow(s),veh/h/ln	1795	1721	0	1810	1763	1558				1742	0	1547
Q Serve(g_s), s	1.3	3.4	0.0	0.0	4.8	1.8				1.7	0.0	0.6
Cycle Q Clear(g_c), s	1.3	3.4	0.0	0.0	4.8	1.8				1.7	0.0	0.6
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	134	1745	0	6	1011	447				471	0	209
V/C Ratio(X)	0.55	0.35	0.00	0.00	0.61	0.26				0.42	0.00	0.15
Avail Cap(c_a), veh/h	497	2406	0	382	2235	988				2111	0	938
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	14.4	4.7	0.0	0.0	9.9	8.8				12.8	0.0	12.3
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.0	0.2	0.1				0.2	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
%ile BackOfQ(50%),veh/ln	0.4	0.4	0.0	0.0	1.2	0.4				0.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.7	4.8	0.0	0.0	10.1	9.0				13.0	0.0	12.4
LnGrp LOS	B	A	A	A	B	A				B	A	B
Approach Vol, veh/h		684			729						229	
Approach Delay, s/veh		6.0			9.9						12.9	
Approach LOS		A			A						B	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	0.0	22.8		9.4	7.1	15.7						
Change Period (Y+Rc), s	* 4.7	6.5		5.0	* 4.7	6.5						
Max Green Setting (Gmax), s	* 6.8	22.5		19.5	* 8.9	20.4						
Max Q Clear Time (g_c+I1), s	0.0	5.4		3.7	3.3	6.8						
Green Ext Time (p_c), s	0.0	2.4		0.4	0.0	2.4						

Intersection Summary

HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

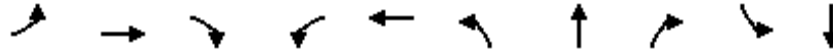
Intersection												
Intersection Delay, s/veh	19											
Intersection LOS	C											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↑	↕	↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	54	82	12	81	109	57	6	197	64	39	289	85
Future Vol, veh/h	54	82	12	81	109	57	6	197	64	39	289	85
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
Heavy Vehicles, %	4	0	8	2	1	4	17	1	5	0	1	2
Mvmt Flow	59	89	13	88	118	62	7	214	70	42	314	92
Number of Lanes	0	1	0	1	1	1	1	2	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	15.4	11.9	13.2	28.3
HCM LOS	C	B	B	D

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	36%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	51%	55%	0%	100%	0%	0%	77%
Vol Right, %	0%	0%	49%	8%	0%	0%	100%	0%	23%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	131	130	148	81	109	57	39	374
LT Vol	6	0	0	54	81	0	0	39	0
Through Vol	0	131	66	82	0	109	0	0	289
RT Vol	0	0	64	12	0	0	57	0	85
Lane Flow Rate	7	143	141	161	88	118	62	42	407
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.015	0.299	0.284	0.361	0.192	0.241	0.114	0.089	0.78
Departure Headway (Hd)	8.332	7.542	7.258	8.082	7.842	7.315	6.653	7.561	6.907
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	429	475	495	444	457	490	538	474	524
Service Time	6.091	5.301	5.017	5.844	5.597	5.069	4.407	5.31	4.655
HCM Lane V/C Ratio	0.016	0.301	0.285	0.363	0.193	0.241	0.115	0.089	0.777
HCM Control Delay	11.2	13.5	12.9	15.4	12.5	12.4	10.3	11.1	30.1
HCM Lane LOS	B	B	B	C	B	B	B	B	D
HCM 95th-tile Q	0	1.2	1.2	1.6	0.7	0.9	0.4	0.3	7.1

Timings
10: Amethyst Rd & Palmdale Rd

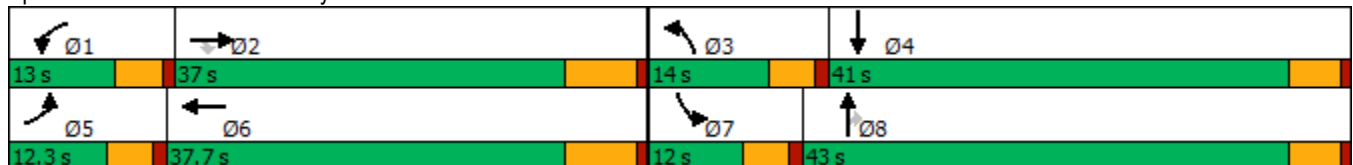


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗↗	↘	↙	↗↗	↙	↗	↘	↙	↘
Traffic Volume (vph)	43	459	55	53	516	83	215	71	33	303
Future Volume (vph)	43	459	55	53	516	83	215	71	33	303
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	36.5	36.5	11.5	36.5	11.5	20.0	20.0	11.5	41.0
Total Split (s)	12.3	37.0	37.0	13.0	37.7	14.0	43.0	43.0	12.0	41.0
Total Split (%)	11.7%	35.2%	35.2%	12.4%	35.9%	13.3%	41.0%	41.0%	11.4%	39.0%
Yellow Time (s)	3.7	5.5	5.5	3.7	5.5	3.7	4.0	4.0	3.7	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.5	6.5	4.7	6.5	4.7	5.0	5.0	4.7	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None

Intersection Summary

Cycle Length: 105
 Actuated Cycle Length: 71.2
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated

Splits and Phases: 10: Amethyst Rd & Palmdale Rd



HCM 6th Signalized Intersection Summary
 10: Amethyst Rd & Palmdale Rd

Victorville Residential (JN 14222)

12/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	459	55	53	516	21	83	215	71	33	303	55
Future Volume (veh/h)	43	459	55	53	516	21	83	215	71	33	303	55
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	1870	1841	1900	1900	1856	1826	1900	1900	1885	1811	1870	1870
Adj Flow Rate, veh/h	48	510	38	59	573	20	92	239	38	37	337	53
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	4	0	0	3	5	0	0	1	6	2	2
Cap, veh/h	84	835	384	97	853	30	123	563	473	67	421	66
Arrive On Green	0.05	0.24	0.24	0.05	0.25	0.25	0.07	0.30	0.30	0.04	0.27	0.27
Sat Flow, veh/h	1781	3497	1607	1810	3475	121	1810	1900	1598	1725	1574	248
Grp Volume(v), veh/h	48	510	38	59	290	303	92	239	38	37	0	390
Grp Sat Flow(s),veh/h/ln	1781	1749	1607	1810	1763	1834	1810	1900	1598	1725	0	1822
Q Serve(g_s), s	1.5	7.3	1.0	1.8	8.3	8.4	2.8	5.7	1.0	1.2	0.0	11.2
Cycle Q Clear(g_c), s	1.5	7.3	1.0	1.8	8.3	8.4	2.8	5.7	1.0	1.2	0.0	11.2
Prop In Lane	1.00		1.00	1.00		0.07	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	84	835	384	97	433	450	123	563	473	67	0	487
V/C Ratio(X)	0.57	0.61	0.10	0.61	0.67	0.67	0.75	0.42	0.08	0.55	0.00	0.80
Avail Cap(c_a), veh/h	241	1901	873	268	980	1020	300	1287	1082	224	0	1169
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	0.00	1.00
Uniform Delay (d), s/veh	26.2	19.0	16.6	26.0	19.1	19.1	25.7	15.9	14.2	26.5	0.0	19.2
Incr Delay (d2), s/veh	2.3	0.7	0.1	2.3	1.8	1.8	3.4	0.4	0.1	2.6	0.0	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	0.6	2.6	0.3	0.8	3.1	3.3	1.2	2.0	0.3	0.5	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.5	19.8	16.8	28.3	20.9	20.9	29.1	16.3	14.3	29.1	0.0	21.5
LnGrp LOS	C	B	B	C	C	C	C	B	B	C	A	C
Approach Vol, veh/h		596			652			369				427
Approach Delay, s/veh		20.3			21.6			19.3				22.1
Approach LOS		C			C			B				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.7	19.9	8.5	20.0	7.3	20.3	6.9	21.6				
Change Period (Y+Rc), s	* 4.7	6.5	* 4.7	5.0	* 4.7	6.5	* 4.7	5.0				
Max Green Setting (Gmax), s	* 8.3	30.5	* 9.3	36.0	* 7.6	31.2	* 7.3	38.0				
Max Q Clear Time (g_c+I1), s	3.8	9.3	4.8	13.2	3.5	10.4	3.2	7.7				
Green Ext Time (p_c), s	0.0	3.3	0.0	1.6	0.0	3.3	0.0	1.0				

Intersection Summary

HCM 6th Ctrl Delay	20.9
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
11: El Evado Rd & Palmdale Rd

Victorville Residential (JN 14222)

12/17/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	414	39	222	446	152	72	432	110	204	347	65
Future Volume (vph)	98	414	39	222	446	152	72	432	110	204	347	65
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	26.0	26.0	9.7	26.0	26.0	11.5	10.0	10.0	11.5	30.0	30.0
Total Split (s)	16.2	26.2	26.2	21.0	31.0	31.0	12.8	20.7	20.7	22.1	30.0	30.0
Total Split (%)	18.0%	29.1%	29.1%	23.3%	34.4%	34.4%	14.2%	23.0%	23.0%	24.6%	33.3%	33.3%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	4.0	5.5	4.0	4.0	5.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.0	5.0	4.7	5.0	5.0	6.5	5.0	5.0	6.5	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary

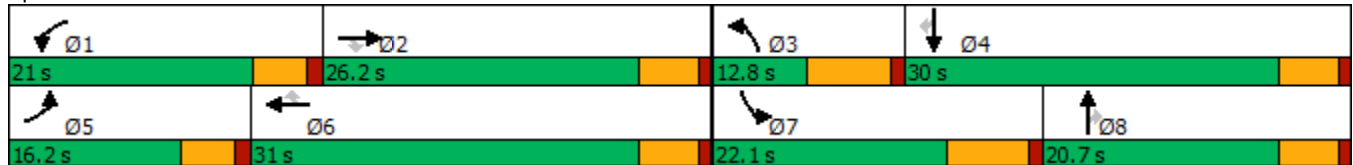
Cycle Length: 90

Actuated Cycle Length: 84.8

Natural Cycle: 80





























Control Type: Actuated-Uncoordinated

Splits and Phases: 11: El Evado Rd & Palmdale Rd



HCM 6th Signalized Intersection Summary
 11: El Evado Rd & Palmdale Rd

Victorville Residential (JN 14222)
 12/17/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (veh/h)	98	414	39	222	446	152	72	432	110	204	347	65
Future Volume (veh/h)	98	414	39	222	446	152	72	432	110	204	347	65
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		0.98	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	
Adj Sat Flow, veh/h/ln	1885	1826	1900	1885	1870	1870	1885	1900	1885	1885	1885	1900
Adj Flow Rate, veh/h	102	431	29	231	465	108	75	450	63	212	361	46
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, %	1	5	0	1	2	2	1	0	1	1	1	0
Cap, veh/h	132	951	441	275	1257	551	97	565	247	255	877	387
Arrive On Green	0.07	0.27	0.27	0.15	0.35	0.35	0.05	0.16	0.16	0.14	0.24	0.24
Sat Flow, veh/h	1795	3469	1610	1795	3554	1558	1795	3610	1576	1795	3582	1581
Grp Volume(v), veh/h	102	431	29	231	465	108	75	450	63	212	361	46
Grp Sat Flow(s),veh/h/ln	1795	1735	1610	1795	1777	1558	1795	1805	1576	1795	1791	1581
Q Serve(g_s), s	4.3	8.0	1.0	9.7	7.5	3.7	3.2	9.3	2.7	8.9	6.5	1.8
Cycle Q Clear(g_c), s	4.3	8.0	1.0	9.7	7.5	3.7	3.2	9.3	2.7	8.9	6.5	1.8
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	132	951	441	275	1257	551	97	565	247	255	877	387
V/C Ratio(X)	0.77	0.45	0.07	0.84	0.37	0.20	0.78	0.80	0.26	0.83	0.41	0.12
Avail Cap(c_a), veh/h	267	951	441	378	1257	551	146	733	320	362	1157	511
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	35.2	23.3	20.8	31.8	18.6	17.4	36.1	31.4	28.7	32.3	24.5	22.7
Incr Delay (d2), s/veh	9.2	1.6	0.3	11.5	0.8	0.8	13.4	3.5	0.2	10.6	0.1	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	2.1	3.2	0.4	4.8	3.0	1.3	1.7	4.0	1.0	4.3	2.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.4	24.8	21.0	43.4	19.4	18.2	49.6	34.9	28.9	42.9	24.6	22.8
LnGrp LOS	D	C	C	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		562			804			588			619	
Approach Delay, s/veh		28.2			26.1			36.1			30.8	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.6	26.2	10.7	23.9	10.4	32.4	17.5	17.1				
Change Period (Y+Rc), s	* 4.7	5.0	6.5	5.0	* 4.7	5.0	6.5	5.0				
Max Green Setting (Gmax), s	* 16	21.2	6.3	25.0	* 12	26.0	15.6	15.7				
Max Q Clear Time (g_c+I1), s	11.7	10.0	5.2	8.5	6.3	9.5	10.9	11.3				
Green Ext Time (p_c), s	0.3	1.4	0.0	1.3	0.1	1.9	0.2	0.8				
Intersection Summary												
HCM 6th Ctrl Delay			30.0									
HCM 6th LOS			C									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Timings
12: Amargosa Rd & Palmdale Rd

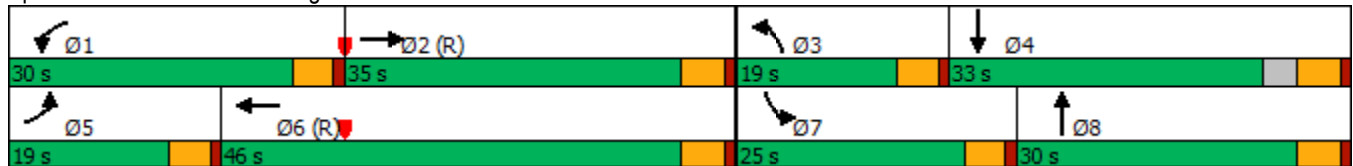


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↘	↕	↘	↕	↘	↕	↘	↕
Traffic Volume (vph)	69	664	150	725	100	299	194	410
Future Volume (vph)	69	664	150	725	100	299	194	410
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	26.0	11.5	26.0	11.5	30.0	11.5	30.0
Total Split (s)	19.0	35.0	30.0	46.0	19.0	30.0	25.0	33.0
Total Split (%)	15.8%	29.2%	25.0%	38.3%	15.8%	25.0%	20.8%	27.5%
Yellow Time (s)	3.7	4.0	3.7	4.0	3.7	4.0	3.7	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.0	4.7	5.0	4.7	5.0	4.7	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 20 (17%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 12: Amargosa Rd & Palmdale Rd



HCM 6th Signalized Intersection Summary
 12: Amargosa Rd & Palmdale Rd

Victorville Residential (JN 14222)
 12/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗	↗↘		↗	↗↘		↗	↗↘	
Traffic Volume (veh/h)	69	664	68	150	725	120	100	299	74	194	410	86
Future Volume (veh/h)	69	664	68	150	725	120	100	299	74	194	410	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		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	1885	1856	1885	1856	1870	1900	1900	1885	1900	1885	1900	1900
Adj Flow Rate, veh/h	72	692	68	156	755	104	104	311	65	202	427	69
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, %	1	3	1	3	2	0	0	1	0	1	0	0
Cap, veh/h	93	1527	150	188	1649	227	129	393	81	230	590	95
Arrive On Green	0.05	0.47	0.47	0.04	0.17	0.17	0.07	0.13	0.13	0.13	0.19	0.19
Sat Flow, veh/h	1795	3242	318	1767	3137	432	1810	2957	610	1795	3112	499
Grp Volume(v), veh/h	72	376	384	156	428	431	104	187	189	202	246	250
Grp Sat Flow(s),veh/h/ln	1795	1763	1798	1767	1777	1792	1810	1791	1775	1795	1805	1806
Q Serve(g_s), s	4.8	17.2	17.2	10.5	25.9	25.9	6.8	12.1	12.4	13.3	15.4	15.6
Cycle Q Clear(g_c), s	4.8	17.2	17.2	10.5	25.9	25.9	6.8	12.1	12.4	13.3	15.4	15.6
Prop In Lane	1.00		0.18	1.00		0.24	1.00		0.34	1.00		0.28
Lane Grp Cap(c), veh/h	93	830	847	188	934	942	129	238	236	230	342	343
V/C Ratio(X)	0.78	0.45	0.45	0.83	0.46	0.46	0.81	0.78	0.80	0.88	0.72	0.73
Avail Cap(c_a), veh/h	214	830	847	373	934	942	216	373	370	304	421	421
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.83	0.83	0.83	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.2	21.4	21.4	56.8	34.2	34.3	54.9	50.3	50.5	51.4	45.6	45.7
Incr Delay (d2), s/veh	11.0	1.5	1.5	7.6	1.3	1.3	4.4	2.2	3.0	16.7	3.1	3.4
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	7.2	7.3	5.3	12.6	12.8	3.2	5.4	5.6	6.9	7.0	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.2	22.8	22.8	64.5	35.6	35.6	59.3	52.5	53.5	68.1	48.7	49.1
LnGrp LOS	E	C	C	E	D	D	E	D	D	E	D	D
Approach Vol, veh/h		832			1015			480			698	
Approach Delay, s/veh		26.7			40.0			54.4			54.5	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.5	61.5	13.3	27.8	10.9	68.1	20.1	21.0				
Change Period (Y+Rc), s	* 4.7	5.0	* 4.7	5.0	* 4.7	5.0	* 4.7	5.0				
Max Green Setting (Gmax), s	* 25	30.0	* 14	28.0	* 14	41.0	* 20	25.0				
Max Q Clear Time (g_c+I1), s	12.5	19.2	8.8	17.6	6.8	27.9	15.3	14.4				
Green Ext Time (p_c), s	0.3	2.2	0.0	1.3	0.1	2.8	0.1	0.9				

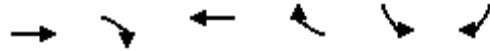
Intersection Summary

HCM 6th Ctrl Delay	42.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
13: I-15 SB Ramps & Palmdale Rd

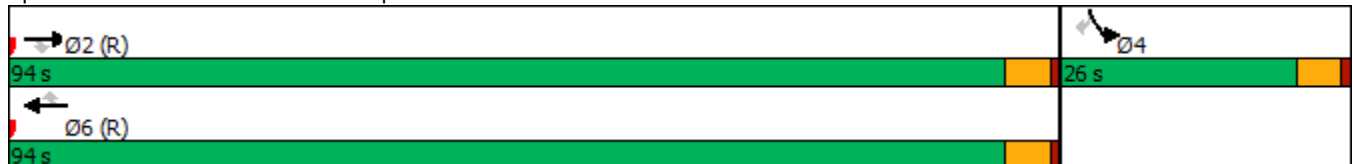


Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Configurations	↑↑	↑	↑↑	↑	↑↑	↑
Traffic Volume (vph)	1188	312	1119	251	129	272
Future Volume (vph)	1188	312	1119	251	129	272
Turn Type	NA	Perm	NA	Perm	Prot	Perm
Protected Phases	2		6		4	
Permitted Phases		2		6		4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	35.0	35.0	10.0	10.0
Total Split (s)	94.0	94.0	94.0	94.0	26.0	26.0
Total Split (%)	78.3%	78.3%	78.3%	78.3%	21.7%	21.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 55 (46%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

Splits and Phases: 13: I-15 SB Ramps & Palmdale Rd



HCM 6th Signalized Intersection Summary
 13: I-15 SB Ramps & Palmdale Rd

Victorville Residential (JN 14222)
 12/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗		↑↑	↗				↖↗		↖
Traffic Volume (veh/h)	0	1188	312	0	1119	251	0	0	0	129	0	272
Future Volume (veh/h)	0	1188	312	0	1119	251	0	0	0	129	0	272
Initial Q (Qb), veh	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
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	1885	1885	0	1885	1870				1856	0	1826
Adj Flow Rate, veh/h	0	1305	0	0	1230	0				142	0	299
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	0	1	1	0	1	2				3	0	5
Cap, veh/h	0	2657		0	2657					600	0	271
Arrive On Green	0.00	1.00	0.00	0.00	0.74	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	3676	1598	0	3676	1585				3428	0	1547
Grp Volume(v), veh/h	0	1305	0	0	1230	0				142	0	299
Grp Sat Flow(s),veh/h/ln	0	1791	1598	0	1791	1585				1714	0	1547
Q Serve(g_s), s	0.0	0.0	0.0	0.0	16.2	0.0				4.3	0.0	21.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	16.2	0.0				4.3	0.0	21.0
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2657		0	2657					600	0	271
V/C Ratio(X)	0.00	0.49		0.00	0.46					0.24	0.00	1.10
Avail Cap(c_a), veh/h	0	2657		0	2657					600	0	271
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.78	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	6.1	0.0				42.6	0.0	49.5
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.6	0.0				0.2	0.0	85.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.0	5.2	0.0				1.8	0.0	14.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.5	0.0	0.0	6.7	0.0				42.8	0.0	135.0
LnGrp LOS	A	A		A	A					D	A	F
Approach Vol, veh/h		1305	A		1230	A					441	
Approach Delay, s/veh		0.5			6.7						105.3	
Approach LOS		A			A						F	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		94.0		26.0		94.0						
Change Period (Y+Rc), s		5.0		5.0		5.0						
Max Green Setting (Gmax), s		89.0		21.0		89.0						
Max Q Clear Time (g_c+I1), s		2.0		23.0		18.2						
Green Ext Time (p_c), s		14.3		0.0		12.0						

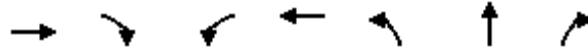
Intersection Summary

HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Notes

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

Timings
 14: Mariposa Rd/I-15 NB On-Ramps & Palmdale Rd

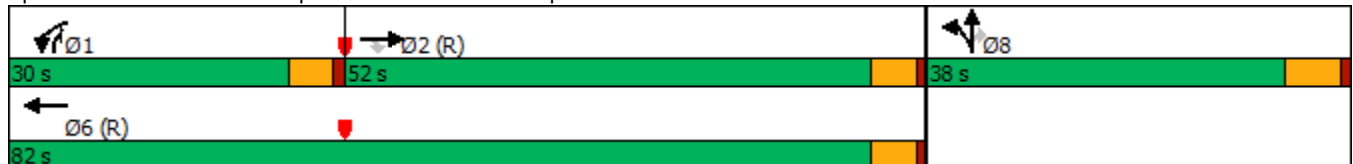


Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵	↑	↵
Traffic Volume (vph)	861	211	216	1016	351	74	457
Future Volume (vph)	861	211	216	1016	351	74	457
Turn Type	NA	Perm	Prot	NA	Split	NA	pm+ov
Protected Phases	2		1	6	8	8	1
Permitted Phases		2					8
Detector Phase	2	2	1	6	8	8	1
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	32.0	32.0	10.0	32.0	33.0	33.0	10.0
Total Split (s)	52.0	52.0	30.0	82.0	38.0	38.0	30.0
Total Split (%)	43.3%	43.3%	25.0%	68.3%	31.7%	31.7%	25.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	6.0	5.0
Lead/Lag	Lag	Lag	Lead				Lead
Lead-Lag Optimize?	Yes	Yes	Yes				Yes
Recall Mode	C-Min	C-Min	None	C-Min	None	None	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 79 (66%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 14: Mariposa Rd/I-15 NB On-Ramps & Palmdale Rd



HCM 6th Signalized Intersection Summary
 14: Mariposa Rd/I-15 NB On-Ramps & Palmdale Rd

Victorville Residential (JN 14222)
 12/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑		↑	↑	↑			
Traffic Volume (veh/h)	0	861	211	216	1016	60	351	74	457	0	0	0
Future Volume (veh/h)	0	861	211	216	1016	60	351	74	457	0	0	0
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	1856	1885	1885	1885	1900	1856	1841	1885			
Adj Flow Rate, veh/h	0	888	175	223	1047	62	416	0	284			
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	3	1	1	1	0	3	4	1			
Cap, veh/h	0	1947	862	252	2522	149	616	0	503			
Arrive On Green	0.00	0.55	0.55	0.14	0.73	0.73	0.06	0.00	0.06			
Sat Flow, veh/h	0	3618	1562	1795	3436	203	3534	0	1598			
Grp Volume(v), veh/h	0	888	175	223	546	563	416	0	284			
Grp Sat Flow(s),veh/h/ln	0	1763	1562	1795	1791	1848	1767	0	1598			
Q Serve(g_s), s	0.0	18.1	6.8	14.6	14.0	14.0	13.8	0.0	17.7			
Cycle Q Clear(g_c), s	0.0	18.1	6.8	14.6	14.0	14.0	13.8	0.0	17.7			
Prop In Lane	0.00		1.00	1.00		0.11	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1947	862	252	1315	1357	616	0	503			
V/C Ratio(X)	0.00	0.46	0.20	0.89	0.42	0.42	0.68	0.00	0.57			
Avail Cap(c_a), veh/h	0	1947	862	374	1315	1357	942	0	650			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33			
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	0.88	0.00	0.88			
Uniform Delay (d), s/veh	0.0	16.1	13.6	50.6	6.1	6.1	53.2	0.0	39.1			
Incr Delay (d2), s/veh	0.0	0.8	0.5	11.6	1.0	0.9	0.4	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			
%ile BackOfQ(50%),veh/ln	0.0	7.1	2.4	7.3	4.9	5.0	6.6	0.0	7.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.9	14.1	62.3	7.1	7.0	53.6	0.0	39.4			
LnGrp LOS	A	B	B	E	A	A	D	A	D			
Approach Vol, veh/h		1063			1332			700				
Approach Delay, s/veh		16.4			16.3			47.9				
Approach LOS		B			B			D				
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	21.8	71.3				93.1		26.9				
Change Period (Y+Rc), s	5.0	5.0				5.0		6.0				
Max Green Setting (Gmax), s	25.0	47.0				77.0		32.0				
Max Q Clear Time (g_c+I1), s	16.6	20.1				16.0		19.7				
Green Ext Time (p_c), s	0.2	4.4				5.2		1.2				

Intersection Summary

HCM 6th Ctrl Delay	23.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
15: Mariposa Rd & I-15 NB Off-Ramp

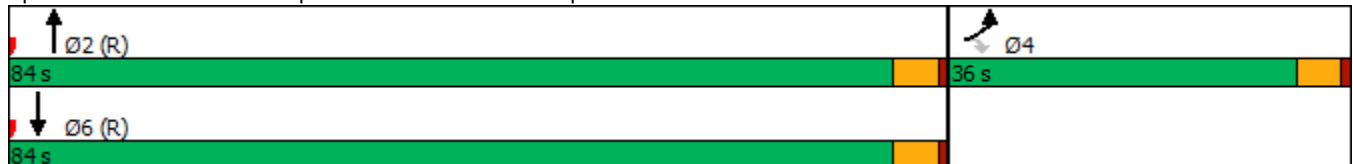


Lane Group	EBL	EBR	NBT	SBT
Lane Configurations	↕↕	↕	↕↕	↕
Traffic Volume (vph)	417	18	427	425
Future Volume (vph)	417	18	427	425
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases		4		
Detector Phase	4	4	2	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	24.5	24.5	24.5	24.5
Total Split (s)	36.0	36.0	84.0	84.0
Total Split (%)	30.0%	30.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 75 (63%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

Splits and Phases: 15: Mariposa Rd & I-15 NB Off-Ramp



HCM 6th Signalized Intersection Summary
 15: Mariposa Rd & I-15 NB Off-Ramp

Victorville Residential (JN 14222)
 12/17/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰↰	↱		↕↕	↕	
Traffic Volume (veh/h)	417	18	0	427	425	0
Future Volume (veh/h)	417	18	0	427	425	0
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	1856	1900	0	1885	1900	0
Adj Flow Rate, veh/h	444	8	0	454	452	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	0	0	1	0	0
Cap, veh/h	513	241	0	2747	1457	0
Arrive On Green	0.15	0.15	0.00	0.77	0.51	0.00
Sat Flow, veh/h	3428	1610	0	3770	1900	0
Grp Volume(v), veh/h	444	8	0	454	452	0
Grp Sat Flow(s),veh/h/ln	1714	1610	0	1791	1900	0
Q Serve(g_s), s	15.2	0.5	0.0	4.1	16.5	0.0
Cycle Q Clear(g_c), s	15.2	0.5	0.0	4.1	16.5	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	513	241	0	2747	1457	0
V/C Ratio(X)	0.87	0.03	0.00	0.17	0.31	0.00
Avail Cap(c_a), veh/h	886	416	0	2747	1457	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.67	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.84	0.00
Uniform Delay (d), s/veh	49.8	43.6	0.0	3.7	10.8	0.0
Incr Delay (d2), s/veh	1.8	0.0	0.0	0.1	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	0.2	0.0	1.3	7.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	51.6	43.6	0.0	3.9	11.3	0.0
LnGrp LOS	D	D	A	A	B	A
Approach Vol, veh/h	452			454	452	
Approach Delay, s/veh	51.5			3.9	11.3	
Approach LOS	D			A	B	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		97.0		23.0		97.0
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		79.0		31.0		79.0
Max Q Clear Time (g_c+I1), s		6.1		17.2		18.5
Green Ext Time (p_c), s		2.2		0.8		2.0
Intersection Summary						
HCM 6th Ctrl Delay			22.2			
HCM 6th LOS			C			

APPENDIX 3.3:

EXISTING (2021) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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

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

Traffic Conditions = **Existing (2021) Conditions - Weekday AM Peak Hour**

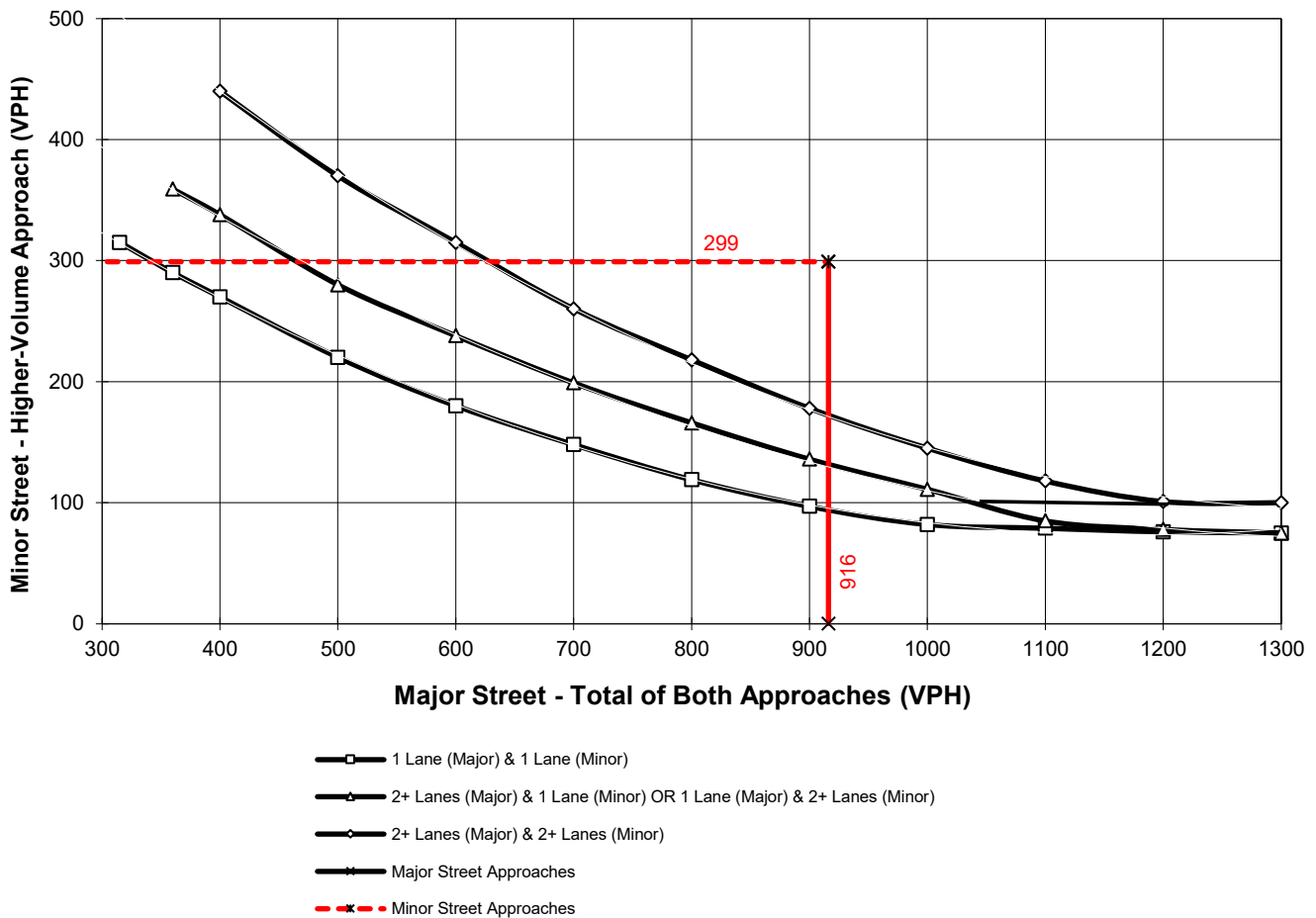
Major Street Name = **Amethyst Rd**

Total of Both Approaches (VPH) = **916**
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **Seneca Rd**

High Volume Approach (VPH) = **299**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



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

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APPENDIX 3.4:

EXISTING (2021) CONDITIONS QUEUING ANALYSIS WORKSHEETS

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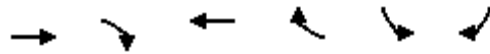
Queues
5: Palmdale Rd & Cantina Dr



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	46	661	464	86	53	18
v/c Ratio	0.09	0.23	0.19	0.08	0.06	0.03
Control Delay	12.9	2.8	7.1	2.5	12.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.9	2.8	7.1	2.5	12.7	0.1
Queue Length 50th (ft)	1	0	0	0	1	0
Queue Length 95th (ft)	28	51	70	14	15	0
Internal Link Dist (ft)		1265	9128			
Turn Bay Length (ft)	750			300	125	
Base Capacity (vph)	649	2844	2809	1285	2728	1227
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.23	0.17	0.07	0.02	0.01
Intersection Summary						

Queues

13: I-15 SB Ramps & Palmdale Rd



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	839	199	1026	106	111	256
v/c Ratio	0.32	0.17	0.38	0.09	0.25	0.74
Control Delay	3.7	1.1	4.9	1.2	34.4	27.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.7	1.1	4.9	1.2	34.4	27.3
Queue Length 50th (ft)	57	2	81	0	29	50
Queue Length 95th (ft)	76	m4	161	15	48	120
Internal Link Dist (ft)	1556		691			
Turn Bay Length (ft)				300	300	100
Base Capacity (vph)	2625	1178	2702	1217	631	415
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.17	0.38	0.09	0.18	0.62

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



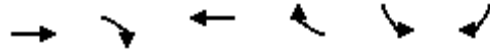
Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	440	11	374	236
v/c Ratio	0.72	0.04	0.15	0.18
Control Delay	41.8	15.3	4.7	3.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	41.8	15.3	4.7	3.5
Queue Length 50th (ft)	122	0	30	17
Queue Length 95th (ft)	162	14	54	66
Internal Link Dist (ft)	1539		599	560
Turn Bay Length (ft)	300	75		
Base Capacity (vph)	991	396	2469	1312
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.44	0.03	0.15	0.18
Intersection Summary				

Queues
5: Palmdale Rd & Cantina Dr



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	73	611	613	178	198	60
v/c Ratio	0.25	0.29	0.37	0.21	0.32	0.15
Control Delay	19.9	5.2	11.7	3.4	18.0	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.9	5.2	11.7	3.4	18.0	1.0
Queue Length 50th (ft)	16	33	63	0	21	0
Queue Length 95th (ft)	51	62	117	31	53	3
Internal Link Dist (ft)		1265	9128			
Turn Bay Length (ft)	750			300	125	
Base Capacity (vph)	431	2292	2136	1020	1833	878
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.27	0.29	0.17	0.11	0.07
Intersection Summary						

Queues
 13: I-15 SB Ramps & Palmdale Rd



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1305	343	1230	276	142	299
v/c Ratio	0.49	0.28	0.47	0.23	0.24	0.82
Control Delay	4.6	0.6	7.7	1.2	41.5	44.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.6	0.6	7.7	1.2	41.5	44.9
Queue Length 50th (ft)	116	0	176	0	48	136
Queue Length 95th (ft)	114	0	282	27	72	225
Internal Link Dist (ft)	1556		691			
Turn Bay Length (ft)				300	300	100
Base Capacity (vph)	2727	1276	2727	1244	676	396
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.27	0.45	0.22	0.21	0.76
Intersection Summary						



Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	444	19	454	452
v/c Ratio	0.78	0.07	0.17	0.32
Control Delay	57.5	23.2	4.8	3.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	57.5	23.2	4.8	3.1
Queue Length 50th (ft)	171	4	45	44
Queue Length 95th (ft)	218	25	74	71
Internal Link Dist (ft)	1539		599	560
Turn Bay Length (ft)	300	75		
Base Capacity (vph)	878	426	2676	1423
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.51	0.04	0.17	0.32

Intersection Summary

APPENDIX 5.1:

**OPENING YEAR CUMULATIVE (2023) WITHOUT PROJECT CONDITIONS INTERSECTION
OPERATIONS ANALYSIS WORKSHEETS**

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Timings
1: US-395 & Palmdale Rd

Victorville Residential (JN 14222)

12/17/2021

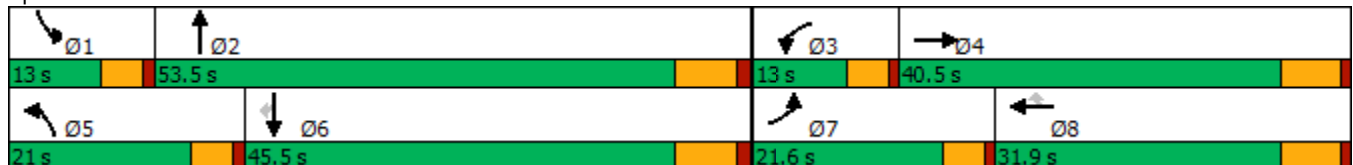


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↗	↘	↗	↗	↘	↗	↘	↗	↗
Traffic Volume (vph)	82	361	238	309	79	338	931	109	611	57
Future Volume (vph)	82	361	238	309	79	338	931	109	611	57
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	40.5	11.5	22.0	22.0	11.5	45.0	11.5	45.0	45.0
Total Split (s)	21.6	40.5	13.0	31.9	31.9	21.0	53.5	13.0	45.5	45.5
Total Split (%)	18.0%	33.8%	10.8%	26.6%	26.6%	17.5%	44.6%	10.8%	37.9%	37.9%
Yellow Time (s)	3.7	5.5	3.7	5.5	5.5	3.7	5.5	3.7	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.5	1.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.5	4.7	6.5	6.5	4.7	7.0	4.7	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 114.7
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: US-395 & Palmdale Rd



HCM 6th Signalized Intersection Summary
 1: US-395 & Palmdale Rd

Victorville Residential (JN 14222)

12/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗		↘	↗	↘	↘	↗		↘	↗	↘
Traffic Volume (veh/h)	82	361	411	238	309	79	338	931	213	109	611	57
Future Volume (veh/h)	82	361	411	238	309	79	338	931	213	109	611	57
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	1826	1856	1885	1885	1796	1841	1870	1752	1870	1811	1663	1500
Adj Flow Rate, veh/h	91	401	266	264	343	28	376	1034	203	121	679	52
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	5	3	1	1	7	4	2	10	2	6	16	27
Cap, veh/h	115	481	316	265	842	385	266	1114	218	131	1037	417
Arrive On Green	0.07	0.24	0.24	0.08	0.25	0.25	0.15	0.40	0.40	0.08	0.33	0.33
Sat Flow, veh/h	1739	2035	1335	3483	3413	1560	1781	2774	543	1725	3159	1271
Grp Volume(v), veh/h	91	347	320	264	343	28	376	619	618	121	679	52
Grp Sat Flow(s),veh/h/ln	1739	1763	1607	1742	1706	1560	1781	1664	1654	1725	1580	1271
Q Serve(g_s), s	5.6	20.4	20.7	8.3	9.2	1.5	16.3	38.7	38.9	7.6	20.1	3.1
Cycle Q Clear(g_c), s	5.6	20.4	20.7	8.3	9.2	1.5	16.3	38.7	38.9	7.6	20.1	3.1
Prop In Lane	1.00		0.83	1.00		1.00	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	115	417	380	265	842	385	266	668	664	131	1037	417
V/C Ratio(X)	0.79	0.83	0.84	1.00	0.41	0.07	1.41	0.93	0.93	0.92	0.65	0.12
Avail Cap(c_a), veh/h	269	549	501	265	842	385	266	709	705	131	1115	449
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	50.2	39.6	39.7	50.4	34.4	31.5	46.4	31.1	31.2	50.1	31.4	25.7
Incr Delay (d2), s/veh	4.6	7.4	8.9	54.1	0.2	0.1	206.5	17.5	18.2	54.5	1.1	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	2.5	9.4	8.9	5.5	3.7	0.6	22.1	17.2	17.3	5.1	7.2	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.8	47.0	48.6	104.5	34.7	31.6	252.9	48.6	49.4	104.5	32.5	25.8
LnGrp LOS	D	D	D	F	C	C	F	D	D	F	C	C
Approach Vol, veh/h		758			635			1613			852	
Approach Delay, s/veh		48.6			63.6			96.6			42.3	
Approach LOS		D			E			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	50.8	13.0	32.3	21.0	42.8	11.9	33.4				
Change Period (Y+Rc), s	* 4.7	7.0	* 4.7	6.5	* 4.7	7.0	* 4.7	6.5				
Max Green Setting (Gmax), s	* 8.3	46.5	* 8.3	34.0	* 16	38.5	* 17	25.4				
Max Q Clear Time (g_c+I1), s	9.6	40.9	10.3	22.7	18.3	22.1	7.6	11.2				
Green Ext Time (p_c), s	0.0	2.8	0.0	2.5	0.0	3.1	0.1	1.5				

Intersection Summary

HCM 6th Ctrl Delay	69.7
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
5: Palmdale Rd & Cantina Dr

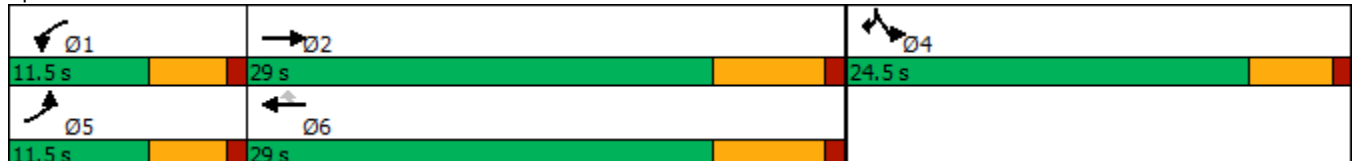


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations	↙	↕↕	↕↕	↕	↙↕	↕	
Traffic Volume (vph)	55	682	518	76	50	29	
Future Volume (vph)	55	682	518	76	50	29	
Turn Type	Prot	NA	NA	Perm	Prot	Prot	
Protected Phases	5	2	6		4	4	1
Permitted Phases				6			
Detector Phase	5	2	6	6	4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	11.5
Total Split (s)	11.5	29.0	29.0	29.0	24.5	24.5	11.5
Total Split (%)	17.7%	44.6%	44.6%	44.6%	37.7%	37.7%	18%
Yellow Time (s)	3.7	5.5	5.5	5.5	4.0	4.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.7	6.5	6.5	6.5	5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 65
 Actuated Cycle Length: 28.9
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated

Splits and Phases: 5: Palmdale Rd & Cantina Dr



HCM 6th Signalized Intersection Summary
5: Palmdale Rd & Cantina Dr

Victorville Residential (JN 14222)
12/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑		↘	↑↑	↘				↘↘		↘
Traffic Volume (veh/h)	55	682	0	0	518	76	0	0	0	50	0	29
Future Volume (veh/h)	55	682	0	0	518	76	0	0	0	50	0	29
Initial Q (Qb), veh	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
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	1870	1826	0	1900	1826	1856				1870	0	1841
Adj Flow Rate, veh/h	65	802	0	0	609	70				59	0	20
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85				0.85	0.85	0.85
Percent Heavy Veh, %	2	5	0	0	5	3				2	0	4
Cap, veh/h	125	1836	0	6	1040	470				279	0	126
Arrive On Green	0.07	0.53	0.00	0.00	0.30	0.30				0.08	0.00	0.08
Sat Flow, veh/h	1781	3561	0	1810	3469	1570				3456	0	1560
Grp Volume(v), veh/h	65	802	0	0	609	70				59	0	20
Grp Sat Flow(s),veh/h/ln	1781	1735	0	1810	1735	1570				1728	0	1560
Q Serve(g_s), s	1.0	4.2	0.0	0.0	4.4	1.0				0.5	0.0	0.4
Cycle Q Clear(g_c), s	1.0	4.2	0.0	0.0	4.4	1.0				0.5	0.0	0.4
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	125	1836	0	6	1040	470				279	0	126
V/C Ratio(X)	0.52	0.44	0.00	0.00	0.59	0.15				0.21	0.00	0.16
Avail Cap(c_a), veh/h	411	2648	0	417	2648	1198				2286	0	1032
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	13.2	4.3	0.0	0.0	8.8	7.6				12.7	0.0	12.6
Incr Delay (d2), s/veh	1.3	0.1	0.0	0.0	0.2	0.1				0.1	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
%ile BackOfQ(50%),veh/ln	0.3	0.3	0.0	0.0	0.9	0.2				0.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.5	4.3	0.0	0.0	9.0	7.6				12.8	0.0	12.8
LnGrp LOS	B	A	A	A	A	A				B	A	B
Approach Vol, veh/h		867			679							79
Approach Delay, s/veh		5.1			8.8							12.8
Approach LOS		A			A							B
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	0.0	22.1		7.4	6.8	15.3						
Change Period (Y+Rc), s	* 4.7	6.5		5.0	* 4.7	6.5						
Max Green Setting (Gmax), s	* 6.8	22.5		19.5	* 6.8	22.5						
Max Q Clear Time (g_c+I1), s	0.0	6.2		2.5	3.0	6.4						
Green Ext Time (p_c), s	0.0	3.2		0.1	0.0	2.4						

Intersection Summary

HCM 6th Ctrl Delay	7.0
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Intersection Delay, s/veh	61.1											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	144	141	18	83	186	50	16	283	49	54	348	262
Future Vol, veh/h	144	141	18	83	186	50	16	283	49	54	348	262
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	4	2	6	4	3	4	0	5	9	4	2	2
Mvmt Flow	164	160	20	94	211	57	18	322	56	61	395	298
Number of Lanes	0	1	0	1	1	1	1	2	0	1	1	0

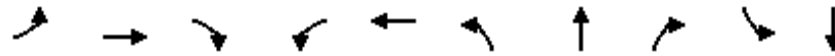
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	65.9	21.5	25	342.9
HCM LOS	F	C	C	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	48%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	66%	47%	0%	100%	0%	0%	57%
Vol Right, %	0%	0%	34%	6%	0%	0%	100%	0%	43%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	189	143	303	83	186	50	54	610
LT Vol	16	0	0	144	83	0	0	54	0
Through Vol	0	189	94	141	0	186	0	0	348
RT Vol	0	0	49	18	0	0	50	0	262
Lane Flow Rate	18	214	163	344	94	211	57	61	693
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.051	0.574	0.429	0.918	0.251	0.533	0.133	0.17	1.755
Departure Headway (Hd)	11.732	11.29	11.107	11.204	11.314	10.765	10.04	9.988	9.114
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	307	322	326	327	320	338	360	358	402
Service Time	9.432	8.99	8.807	8.904	9.014	8.465	7.74	7.78	6.905
HCM Lane V/C Ratio	0.059	0.665	0.5	1.052	0.294	0.624	0.158	0.17	1.724
HCM Control Delay	15.1	28.2	21.9	65.9	17.8	25.1	14.3	14.8	371.9
HCM Lane LOS	C	D	C	F	C	D	B	B	F
HCM 95th-tile Q	0.2	3.4	2.1	9	1	3	0.5	0.6	42.9

Timings
10: Amethyst Rd & Palmdale Rd

Victorville Residential (JN 14222)

12/17/2021

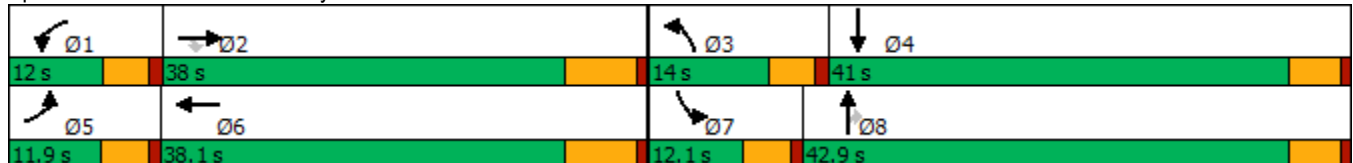


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗↗	↘	↙	↗↗	↙	↗	↘	↙	↘
Traffic Volume (vph)	60	489	58	57	415	94	266	111	37	299
Future Volume (vph)	60	489	58	57	415	94	266	111	37	299
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	36.5	36.5	11.5	36.5	11.5	20.0	20.0	11.5	41.0
Total Split (s)	11.9	38.0	38.0	12.0	38.1	14.0	42.9	42.9	12.1	41.0
Total Split (%)	11.3%	36.2%	36.2%	11.4%	36.3%	13.3%	40.9%	40.9%	11.5%	39.0%
Yellow Time (s)	3.7	5.5	5.5	3.7	5.5	3.7	4.0	4.0	3.7	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.5	6.5	4.7	6.5	4.7	5.0	5.0	4.7	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 105
 Actuated Cycle Length: 73.5
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated

Splits and Phases: 10: Amethyst Rd & Palmdale Rd



HCM 6th Signalized Intersection Summary
 10: Amethyst Rd & Palmdale Rd

Victorville Residential (JN 14222)

12/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↑	↗	↘	↗	↘
Traffic Volume (veh/h)	60	489	58	57	415	10	94	266	111	37	299	83
Future Volume (veh/h)	60	489	58	57	415	10	94	266	111	37	299	83
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	1856	1826	1900	1826	1826	1752	1841	1841	1885	1811	1856	1826
Adj Flow Rate, veh/h	65	526	45	61	446	10	101	286	65	40	322	80
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	5	0	5	5	10	4	4	1	6	3	5
Cap, veh/h	99	805	374	94	798	18	129	565	491	71	394	98
Arrive On Green	0.06	0.23	0.23	0.05	0.23	0.23	0.07	0.31	0.31	0.04	0.27	0.27
Sat Flow, veh/h	1767	3469	1610	1739	3469	78	1753	1841	1598	1725	1435	356
Grp Volume(v), veh/h	65	526	45	61	223	233	101	286	65	40	0	402
Grp Sat Flow(s),veh/h/ln	1767	1735	1610	1739	1735	1812	1753	1841	1598	1725	0	1791
Q Serve(g_s), s	2.1	7.8	1.3	2.0	6.5	6.5	3.2	7.3	1.7	1.3	0.0	12.0
Cycle Q Clear(g_c), s	2.1	7.8	1.3	2.0	6.5	6.5	3.2	7.3	1.7	1.3	0.0	12.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	99	805	374	94	399	417	129	565	491	71	0	492
V/C Ratio(X)	0.65	0.65	0.12	0.65	0.56	0.56	0.78	0.51	0.13	0.56	0.00	0.82
Avail Cap(c_a), veh/h	223	1911	887	222	959	1001	285	1220	1059	223	0	1128
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	0.00	1.00
Uniform Delay (d), s/veh	26.4	19.9	17.3	26.5	19.4	19.5	26.0	16.3	14.3	26.9	0.0	19.4
Incr Delay (d2), s/veh	2.7	0.9	0.1	2.8	1.2	1.2	3.9	0.5	0.1	2.6	0.0	2.5
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	2.9	0.4	0.8	2.4	2.5	1.3	2.5	0.5	0.5	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.1	20.8	17.5	29.3	20.7	20.6	29.9	16.8	14.4	29.5	0.0	22.0
LnGrp LOS	C	C	B	C	C	C	C	B	B	C	A	C
Approach Vol, veh/h		636			517			452				442
Approach Delay, s/veh		21.4			21.7			19.4				22.6
Approach LOS		C			C			B				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.8	19.8	8.9	20.7	7.9	19.7	7.1	22.6				
Change Period (Y+Rc), s	* 4.7	6.5	* 4.7	5.0	* 4.7	6.5	* 4.7	5.0				
Max Green Setting (Gmax), s	* 7.3	31.5	* 9.3	36.0	* 7.2	31.6	* 7.4	37.9				
Max Q Clear Time (g_c+I1), s	4.0	9.8	5.2	14.0	4.1	8.5	3.3	9.3				
Green Ext Time (p_c), s	0.0	3.4	0.0	1.7	0.0	2.5	0.0	1.3				

Intersection Summary

HCM 6th Ctrl Delay	21.3
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
11: El Evado Rd & Palmdale Rd

Victorville Residential (JN 14222)

12/17/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	486	49	127	306	79	58	285	152	251	288	89
Future Volume (vph)	112	486	49	127	306	79	58	285	152	251	288	89
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	26.0	26.0	9.7	26.0	26.0	11.5	10.0	10.0	11.5	30.0	30.0
Total Split (s)	12.0	26.5	26.5	12.0	26.5	26.5	11.5	16.2	16.2	25.3	30.0	30.0
Total Split (%)	15.0%	33.1%	33.1%	15.0%	33.1%	33.1%	14.4%	20.3%	20.3%	31.6%	37.5%	37.5%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	4.0	5.5	4.0	4.0	5.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.0	5.0	4.7	5.0	5.0	6.5	5.0	5.0	6.5	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary

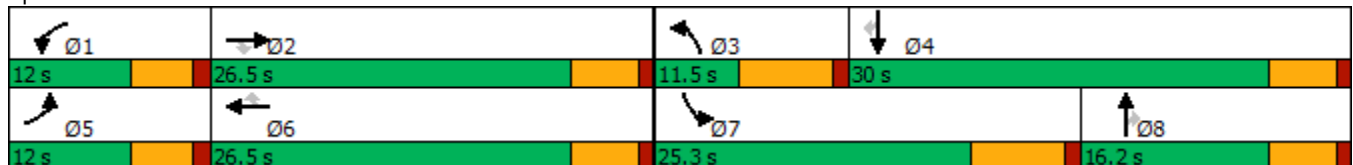
Cycle Length: 80

Actuated Cycle Length: 75.8

Natural Cycle: 80

























Control Type: Actuated-Uncoordinated

Splits and Phases: 11: El Evado Rd & Palmdale Rd



HCM 6th Signalized Intersection Summary
 11: El Evado Rd & Palmdale Rd

Victorville Residential (JN 14222)
 12/17/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	486	49	127	306	79	58	285	152	251	288	89
Future Volume (veh/h)	112	486	49	127	306	79	58	285	152	251	288	89
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	1811	1900	1796	1811	1796	1767	1856	1796	1870	1856	1885
Adj Flow Rate, veh/h	120	523	31	137	329	57	62	306	90	270	310	58
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	6	0	7	6	7	9	3	7	2	3	1
Cap, veh/h	153	1044	482	170	1095	484	84	417	180	320	875	395
Arrive On Green	0.08	0.30	0.30	0.10	0.32	0.32	0.05	0.12	0.12	0.18	0.25	0.25
Sat Flow, veh/h	1810	3441	1588	1711	3441	1522	1682	3526	1522	1781	3526	1592
Grp Volume(v), veh/h	120	523	31	137	329	57	62	306	90	270	310	58
Grp Sat Flow(s),veh/h/ln	1810	1721	1588	1711	1721	1522	1682	1763	1522	1781	1763	1592
Q Serve(g_s), s	4.6	8.8	1.0	5.6	5.1	1.9	2.6	5.9	3.9	10.4	5.1	2.0
Cycle Q Clear(g_c), s	4.6	8.8	1.0	5.6	5.1	1.9	2.6	5.9	3.9	10.4	5.1	2.0
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	153	1044	482	170	1095	484	84	417	180	320	875	395
V/C Ratio(X)	0.78	0.50	0.06	0.81	0.30	0.12	0.74	0.73	0.50	0.84	0.35	0.15
Avail Cap(c_a), veh/h	186	1044	482	176	1095	484	119	557	241	473	1244	562
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	31.8	20.3	17.5	31.2	18.2	17.1	33.2	30.2	29.3	28.1	22.0	20.8
Incr Delay (d2), s/veh	16.1	1.7	0.3	22.6	0.7	0.5	13.8	2.0	0.8	8.8	0.1	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	2.6	3.4	0.4	3.2	1.9	0.6	1.3	2.4	1.4	4.8	1.9	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.9	22.0	17.8	53.9	18.9	17.6	47.0	32.2	30.1	36.9	22.0	20.8
LnGrp LOS	D	C	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		674			523			458			638	
Approach Delay, s/veh		26.4			27.9			33.8			28.2	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.7	26.5	10.0	22.6	10.7	27.5	19.2	13.4				
Change Period (Y+Rc), s	* 4.7	5.0	6.5	5.0	* 4.7	5.0	6.5	5.0				
Max Green Setting (Gmax), s	* 7.3	21.5	5.0	25.0	* 7.3	21.5	18.8	11.2				
Max Q Clear Time (g_c+I1), s	7.6	10.8	4.6	7.1	6.6	7.1	12.4	7.9				
Green Ext Time (p_c), s	0.0	1.7	0.0	1.1	0.0	1.2	0.4	0.4				

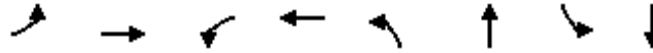
Intersection Summary

HCM 6th Ctrl Delay	28.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
12: Amargosa Rd & Palmdale Rd

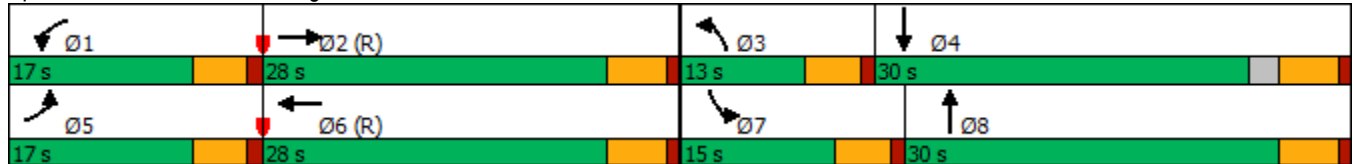


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕↔	↙	↕↔	↙	↕↔	↙	↕↔
Traffic Volume (vph)	109	698	68	467	86	240	161	279
Future Volume (vph)	109	698	68	467	86	240	161	279
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	26.0	11.5	26.0	11.5	30.0	11.5	30.0
Total Split (s)	17.0	28.0	17.0	28.0	13.0	30.0	15.0	30.0
Total Split (%)	18.9%	31.1%	18.9%	31.1%	14.4%	33.3%	16.7%	33.3%
Yellow Time (s)	3.7	4.0	3.7	4.0	3.7	4.0	3.7	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.0	4.7	5.0	4.7	5.0	4.7	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 34 (38%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 12: Amargosa Rd & Palmdale Rd



HCM 6th Signalized Intersection Summary
 12: Amargosa Rd & Palmdale Rd

Victorville Residential (JN 14222)
 12/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗	↗↘		↗	↗↘		↗	↗↘	
Traffic Volume (veh/h)	109	698	79	68	467	59	86	240	70	161	279	48
Future Volume (veh/h)	109	698	79	68	467	59	86	240	70	161	279	48
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	1870	1826	1885	1826	1826	1841	1841	1856	1885	1826	1856	1870
Adj Flow Rate, veh/h	114	727	64	71	486	47	90	250	45	168	291	35
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, %	2	5	1	5	5	4	4	3	1	5	3	2
Cap, veh/h	144	1613	142	92	1508	145	114	351	62	199	528	63
Arrive On Green	0.08	0.50	0.50	0.02	0.16	0.16	0.07	0.12	0.12	0.11	0.17	0.17
Sat Flow, veh/h	1781	3225	284	1739	3197	308	1753	2991	530	1739	3171	378
Grp Volume(v), veh/h	114	391	400	71	263	270	90	146	149	168	161	165
Grp Sat Flow(s),veh/h/ln	1781	1735	1774	1739	1735	1770	1753	1763	1758	1739	1763	1787
Q Serve(g_s), s	5.7	13.1	13.1	3.7	12.1	12.2	4.6	7.2	7.4	8.5	7.5	7.7
Cycle Q Clear(g_c), s	5.7	13.1	13.1	3.7	12.1	12.2	4.6	7.2	7.4	8.5	7.5	7.7
Prop In Lane	1.00		0.16	1.00		0.17	1.00		0.30	1.00		0.21
Lane Grp Cap(c), veh/h	144	867	887	92	818	835	114	207	206	199	293	297
V/C Ratio(X)	0.79	0.45	0.45	0.77	0.32	0.32	0.79	0.71	0.72	0.84	0.55	0.56
Avail Cap(c_a), veh/h	243	867	887	238	818	835	162	490	488	199	490	496
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	14.5	14.5	43.7	25.2	25.2	41.4	38.2	38.3	39.1	34.4	34.5
Incr Delay (d2), s/veh	7.5	1.4	1.3	11.3	0.9	0.9	9.7	1.7	1.8	25.6	0.6	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	4.9	5.1	1.9	5.7	5.8	2.2	3.0	3.1	4.9	3.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.1	15.9	15.9	55.0	26.1	26.1	51.2	39.9	40.1	64.7	35.0	35.1
LnGrp LOS	D	B	B	E	C	C	D	D	D	E	C	D
Approach Vol, veh/h		905			604			385			494	
Approach Delay, s/veh		19.9			29.5			42.6			45.1	
Approach LOS		B			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	50.0	10.6	20.0	12.0	47.5	15.0	15.5				
Change Period (Y+Rc), s	* 4.7	5.0	* 4.7	5.0	* 4.7	5.0	* 4.7	5.0				
Max Green Setting (Gmax), s	* 12	23.0	* 8.3	25.0	* 12	23.0	* 10	25.0				
Max Q Clear Time (g_c+I1), s	5.7	15.1	6.6	9.7	7.7	14.2	10.5	9.4				
Green Ext Time (p_c), s	0.1	2.0	0.0	0.9	0.1	1.3	0.0	0.8				

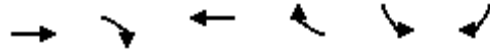
Intersection Summary

HCM 6th Ctrl Delay	31.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
13: I-15 SB Ramps & Palmdale Rd

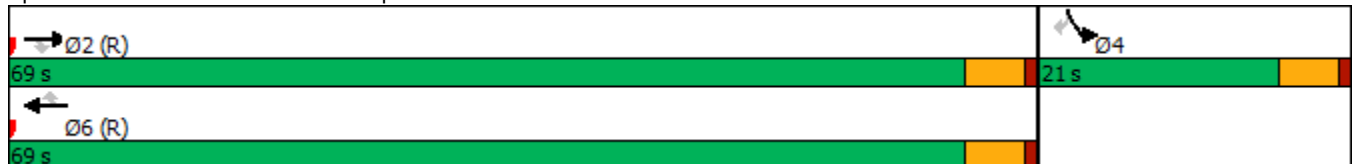


Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Configurations	↑↑	↑	↑↑	↑	↑↑	↑
Traffic Volume (vph)	876	216	1061	108	113	268
Future Volume (vph)	876	216	1061	108	113	268
Turn Type	NA	Perm	NA	Perm	Prot	Perm
Protected Phases	2		6		4	
Permitted Phases		2		6		4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	35.0	35.0	10.0	10.0
Total Split (s)	69.0	69.0	69.0	69.0	21.0	21.0
Total Split (%)	76.7%	76.7%	76.7%	76.7%	23.3%	23.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 64 (71%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

Splits and Phases: 13: I-15 SB Ramps & Palmdale Rd



HCM 6th Signalized Intersection Summary
 13: I-15 SB Ramps & Palmdale Rd

Victorville Residential (JN 14222)
 12/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗		↑↑	↗				↖↖		↗
Traffic Volume (veh/h)	0	876	216	0	1061	108	0	0	0	113	0	268
Future Volume (veh/h)	0	876	216	0	1061	108	0	0	0	113	0	268
Initial Q (Qb), veh	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
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	1826	1781	0	1870	1885				1856	0	1841
Adj Flow Rate, veh/h	0	894	0	0	1083	0				115	0	152
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	5	8	0	2	1				3	0	4
Cap, veh/h	0	2662		0	2727					417	0	190
Arrive On Green	0.00	1.00	0.00	0.00	0.77	0.00				0.12	0.00	0.12
Sat Flow, veh/h	0	3561	1510	0	3647	1598				3428	0	1560
Grp Volume(v), veh/h	0	894	0	0	1083	0				115	0	152
Grp Sat Flow(s),veh/h/ln	0	1735	1510	0	1777	1598				1714	0	1560
Q Serve(g_s), s	0.0	0.0	0.0	0.0	9.2	0.0				2.7	0.0	8.5
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	9.2	0.0				2.7	0.0	8.5
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2662		0	2727					417	0	190
V/C Ratio(X)	0.00	0.34		0.00	0.40					0.28	0.00	0.80
Avail Cap(c_a), veh/h	0	2662		0	2727					609	0	277
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.78	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	3.5	0.0				35.9	0.0	38.5
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.4	0.0				0.4	0.0	10.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	2.1	0.0				1.2	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.3	0.0	0.0	3.9	0.0				36.3	0.0	48.5
LnGrp LOS	A	A		A	A					D	A	D
Approach Vol, veh/h		894	A		1083	A					267	
Approach Delay, s/veh		0.3			3.9						43.2	
Approach LOS		A			A						D	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		74.1		15.9		74.1						
Change Period (Y+Rc), s		5.0		5.0		5.0						
Max Green Setting (Gmax), s		64.0		16.0		64.0						
Max Q Clear Time (g_c+I1), s		2.0		10.5		11.2						
Green Ext Time (p_c), s		7.7		0.4		9.6						

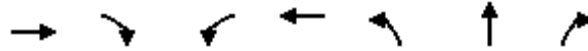
Intersection Summary

HCM 6th Ctrl Delay	7.2
HCM 6th LOS	A

Notes

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

Timings
 14: Mariposa Rd/I-15 NB On-Ramps & Palmdale Rd

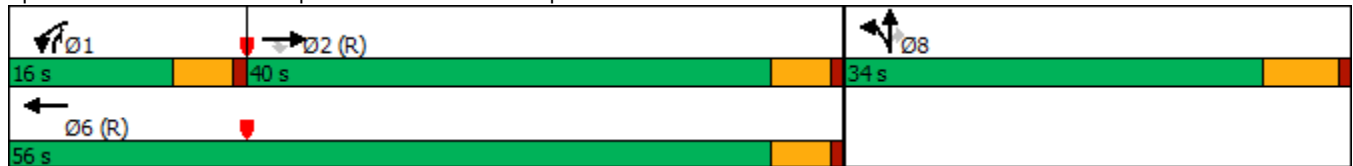


Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵	↑	↵
Traffic Volume (vph)	660	112	118	708	425	56	309
Future Volume (vph)	660	112	118	708	425	56	309
Turn Type	NA	Perm	Prot	NA	Split	NA	pm+ov
Protected Phases	2		1	6	8	8	1
Permitted Phases		2					8
Detector Phase	2	2	1	6	8	8	1
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	32.0	32.0	10.0	32.0	33.0	33.0	10.0
Total Split (s)	40.0	40.0	16.0	56.0	34.0	34.0	16.0
Total Split (%)	44.4%	44.4%	17.8%	62.2%	37.8%	37.8%	17.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	6.0	5.0
Lead/Lag	Lag	Lag	Lead				Lead
Lead-Lag Optimize?	Yes	Yes	Yes				Yes
Recall Mode	C-Min	C-Min	None	C-Min	None	None	None

Intersection Summary













Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 86 (96%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 14: Mariposa Rd/I-15 NB On-Ramps & Palmdale Rd



HCM 6th Signalized Intersection Summary
 14: Mariposa Rd/I-15 NB On-Ramps & Palmdale Rd

Victorville Residential (JN 14222)
 12/17/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑↑		↗	↖	↗			
Traffic Volume (veh/h)	0	660	112	118	708	42	425	56	309	0	0	0
Future Volume (veh/h)	0	660	112	118	708	42	425	56	309	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		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	1856	1826	1781	1870	1900	1870	1618	1870			
Adj Flow Rate, veh/h	0	725	93	130	778	43	511	0	187			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	0	3	5	8	2	0	2	19	2			
Cap, veh/h	0	1953	855	159	2409	133	621	0	425			
Arrive On Green	0.00	0.55	0.55	0.09	0.70	0.70	0.17	0.00	0.17			
Sat Flow, veh/h	0	3618	1543	1697	3424	189	3563	0	1585			
Grp Volume(v), veh/h	0	725	93	130	404	417	511	0	187			
Grp Sat Flow(s),veh/h/ln	0	1763	1543	1697	1777	1836	1781	0	1585			
Q Serve(g_s), s	0.0	10.4	2.6	6.8	7.8	7.8	12.4	0.0	8.8			
Cycle Q Clear(g_c), s	0.0	10.4	2.6	6.8	7.8	7.8	12.4	0.0	8.8			
Prop In Lane	0.00		1.00	1.00		0.10	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1953	855	159	1250	1292	621	0	425			
V/C Ratio(X)	0.00	0.37	0.11	0.82	0.32	0.32	0.82	0.00	0.44			
Avail Cap(c_a), veh/h	0	1953	855	207	1250	1292	1108	0	642			
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	1.00	0.88	0.00	0.88			
Uniform Delay (d), s/veh	0.0	11.3	9.5	40.0	5.1	5.1	35.8	0.0	27.3			
Incr Delay (d2), s/veh	0.0	0.5	0.3	13.5	0.7	0.7	0.9	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			
%ile BackOfQ(50%),veh/ln	0.0	3.7	0.8	3.3	2.5	2.6	5.4	0.0	3.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.8	9.8	53.5	5.8	5.8	36.8	0.0	27.6			
LnGrp LOS	A	B	A	D	A	A	D	A	C			
Approach Vol, veh/h		818			951			698				
Approach Delay, s/veh		11.6			12.3			34.3				
Approach LOS		B			B			C				
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	13.5	54.9				68.3		21.7				
Change Period (Y+Rc), s	5.0	5.0				5.0		6.0				
Max Green Setting (Gmax), s	11.0	35.0				51.0		28.0				
Max Q Clear Time (g_c+I1), s	8.8	12.4				9.8		14.4				
Green Ext Time (p_c), s	0.0	3.3				3.4		1.2				

Intersection Summary

HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Timings
15: Mariposa Rd & I-15 NB Off-Ramp



Lane Group	EBL	EBR	NBT	SBT
Lane Configurations	↕↕	↕	↕↕	↕
Traffic Volume (vph)	419	10	351	221
Future Volume (vph)	419	10	351	221
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases		4		
Detector Phase	4	4	2	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	24.5	24.5	24.5	24.5
Total Split (s)	31.0	31.0	59.0	59.0
Total Split (%)	34.4%	34.4%	65.6%	65.6%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 77 (86%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

Splits and Phases: 15: Mariposa Rd & I-15 NB Off-Ramp



HCM 6th Signalized Intersection Summary
 15: Mariposa Rd & I-15 NB Off-Ramp

Victorville Residential (JN 14222)

12/17/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔↔	↗		↕↕	↕	
Traffic Volume (veh/h)	419	10	0	351	221	0
Future Volume (veh/h)	419	10	0	351	221	0
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	1870	1604	0	1841	1856	0
Adj Flow Rate, veh/h	466	5	0	390	246	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	20	0	4	3	0
Cap, veh/h	559	220	0	2543	1349	0
Arrive On Green	0.16	0.16	0.00	0.73	0.24	0.00
Sat Flow, veh/h	3456	1359	0	3681	1856	0
Grp Volume(v), veh/h	466	5	0	390	246	0
Grp Sat Flow(s),veh/h/ln	1728	1359	0	1749	1856	0
Q Serve(g_s), s	11.8	0.3	0.0	3.1	9.5	0.0
Cycle Q Clear(g_c), s	11.8	0.3	0.0	3.1	9.5	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	559	220	0	2543	1349	0
V/C Ratio(X)	0.83	0.02	0.00	0.15	0.18	0.00
Avail Cap(c_a), veh/h	998	393	0	2543	1349	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.93	0.00
Uniform Delay (d), s/veh	36.6	31.7	0.0	3.8	12.9	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.1	0.0	0.9	4.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.8	31.8	0.0	3.9	13.2	0.0
LnGrp LOS	D	C	A	A	B	A
Approach Vol, veh/h	471			390	246	
Approach Delay, s/veh	37.8			3.9	13.2	
Approach LOS	D			A	B	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		70.4		19.6		70.4
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		54.0		26.0		54.0
Max Q Clear Time (g_c+I1), s		5.1		13.8		11.5
Green Ext Time (p_c), s		1.8		0.8		1.0
Intersection Summary						
HCM 6th Ctrl Delay			20.4			
HCM 6th LOS			C			

Timings
1: US-395 & Palmdale Rd

Victorville Residential (JN 14222)

12/17/2021

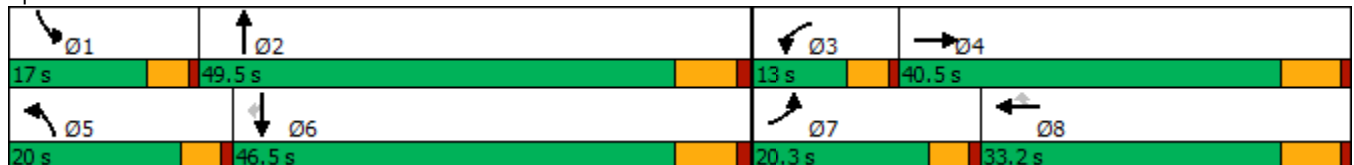


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↗	↘	↗	↗	↘	↗	↘	↗	↗
Traffic Volume (vph)	123	434	302	535	107	350	770	138	802	58
Future Volume (vph)	123	434	302	535	107	350	770	138	802	58
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	40.5	11.5	22.0	22.0	11.5	45.0	11.5	45.0	45.0
Total Split (s)	20.3	40.5	13.0	33.2	33.2	20.0	49.5	17.0	46.5	46.5
Total Split (%)	16.9%	33.8%	10.8%	27.7%	27.7%	16.7%	41.3%	14.2%	38.8%	38.8%
Yellow Time (s)	3.7	5.5	3.7	5.5	5.5	3.7	5.5	3.7	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.5	1.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.5	4.7	6.5	6.5	4.7	7.0	4.7	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 103.9
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: US-395 & Palmdale Rd



HCM 6th Signalized Intersection Summary
 1: US-395 & Palmdale Rd

Victorville Residential (JN 14222)
 12/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗↘	↗↘	↗	↗	↗↘		↗	↗↘	↗
Traffic Volume (veh/h)	123	434	301	302	535	107	350	770	128	138	802	58
Future Volume (veh/h)	123	434	301	302	535	107	350	770	128	138	802	58
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		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	1826	1856	1841	1885	1870	1870	1885	1781	1870	1841	1752	1796
Adj Flow Rate, veh/h	126	443	175	308	546	38	357	786	119	141	818	42
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, %	5	3	4	1	2	2	1	8	2	4	10	7
Cap, veh/h	156	549	215	303	779	343	288	1041	158	172	968	443
Arrive On Green	0.09	0.22	0.22	0.09	0.22	0.22	0.16	0.35	0.35	0.10	0.29	0.29
Sat Flow, veh/h	1739	2474	969	3483	3554	1564	1795	2947	446	1753	3328	1522
Grp Volume(v), veh/h	126	314	304	308	546	38	357	451	454	141	818	42
Grp Sat Flow(s),veh/h/ln	1739	1763	1680	1742	1777	1564	1795	1692	1701	1753	1664	1522
Q Serve(g_s), s	6.8	16.1	16.4	8.3	13.5	1.9	15.3	22.4	22.5	7.5	22.1	1.9
Cycle Q Clear(g_c), s	6.8	16.1	16.4	8.3	13.5	1.9	15.3	22.4	22.5	7.5	22.1	1.9
Prop In Lane	1.00		0.58	1.00		1.00	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	156	391	373	303	779	343	288	598	601	172	968	443
V/C Ratio(X)	0.81	0.80	0.81	1.02	0.70	0.11	1.24	0.75	0.76	0.82	0.85	0.09
Avail Cap(c_a), veh/h	284	628	598	303	994	438	288	754	758	226	1378	630
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	42.6	35.2	35.3	43.6	34.4	29.8	40.1	27.2	27.2	42.2	31.8	24.7
Incr Delay (d2), s/veh	3.8	2.9	3.5	56.0	1.3	0.1	134.1	2.9	2.9	12.8	3.1	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	3.0	6.9	6.8	5.8	5.7	0.7	17.0	8.6	8.6	3.7	8.4	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.4	38.1	38.8	99.6	35.7	29.9	174.2	30.2	30.2	55.1	34.9	24.7
LnGrp LOS	D	D	D	F	D	C	F	C	C	E	C	C
Approach Vol, veh/h		744			892			1262			1001	
Approach Delay, s/veh		39.8			57.5			70.9			37.3	
Approach LOS		D			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	40.7	13.0	27.7	20.0	34.8	13.2	27.4				
Change Period (Y+Rc), s	* 4.7	7.0	* 4.7	6.5	* 4.7	7.0	* 4.7	6.5				
Max Green Setting (Gmax), s	* 12	42.5	* 8.3	34.0	* 15	39.5	* 16	26.7				
Max Q Clear Time (g_c+I1), s	9.5	24.5	10.3	18.4	17.3	24.1	8.8	15.5				
Green Ext Time (p_c), s	0.0	3.8	0.0	2.6	0.0	3.7	0.1	2.2				

Intersection Summary

HCM 6th Ctrl Delay	53.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
5: Palmdale Rd & Cantina Dr

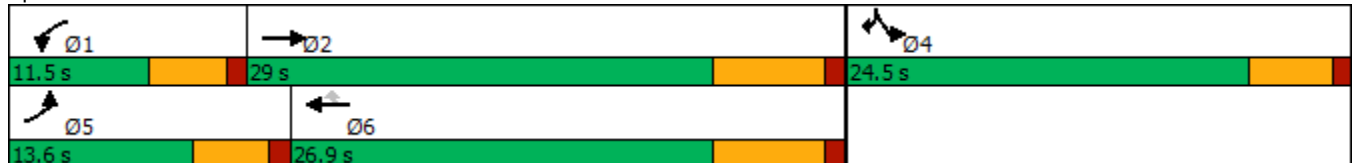


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations	↙	↕↕	↕↕	↕	↙↕	↕	
Traffic Volume (vph)	79	700	715	174	197	62	
Future Volume (vph)	79	700	715	174	197	62	
Turn Type	Prot	NA	NA	Perm	Prot	Prot	
Protected Phases	5	2	6		4	4	1
Permitted Phases				6			
Detector Phase	5	2	6	6	4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	11.5
Total Split (s)	13.6	29.0	26.9	26.9	24.5	24.5	11.5
Total Split (%)	20.9%	44.6%	41.4%	41.4%	37.7%	37.7%	18%
Yellow Time (s)	3.7	5.5	5.5	5.5	4.0	4.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.7	6.5	6.5	6.5	5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	Min	Min	Min	None	None	None

Intersection Summary

Cycle Length: 65
 Actuated Cycle Length: 44.6
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated

Splits and Phases: 5: Palmdale Rd & Cantina Dr



HCM 6th Signalized Intersection Summary
5: Palmdale Rd & Cantina Dr

Victorville Residential (JN 14222)
12/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑		↘	↑↑	↘				↘↘		↘
Traffic Volume (veh/h)	79	700	0	0	715	174	0	0	0	197	0	62
Future Volume (veh/h)	79	700	0	0	715	174	0	0	0	197	0	62
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	1885	1826	0	1900	1856	1885				1885	0	1826
Adj Flow Rate, veh/h	84	745	0	0	761	123				210	0	37
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	1	5	0	0	3	1				1	0	5
Cap, veh/h	143	1874	0	5	1148	508				454	0	202
Arrive On Green	0.08	0.54	0.00	0.00	0.33	0.33				0.13	0.00	0.13
Sat Flow, veh/h	1795	3561	0	1810	3526	1559				3483	0	1547
Grp Volume(v), veh/h	84	745	0	0	761	123				210	0	37
Grp Sat Flow(s),veh/h/ln	1795	1735	0	1810	1763	1559				1742	0	1547
Q Serve(g_s), s	1.6	4.4	0.0	0.0	6.5	2.0				1.9	0.0	0.7
Cycle Q Clear(g_c), s	1.6	4.4	0.0	0.0	6.5	2.0				1.9	0.0	0.7
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	143	1874	0	5	1148	508				454	0	202
V/C Ratio(X)	0.59	0.40	0.00	0.00	0.66	0.24				0.46	0.00	0.18
Avail Cap(c_a), veh/h	458	2238	0	353	2062	912				1947	0	865
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	15.5	4.7	0.0	0.0	10.1	8.6				14.0	0.0	13.5
Incr Delay (d2), s/veh	1.4	0.1	0.0	0.0	0.2	0.1				0.3	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
%ile BackOfQ(50%),veh/ln	0.5	0.5	0.0	0.0	1.6	0.4				0.6	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.9	4.7	0.0	0.0	10.4	8.7				14.3	0.0	13.7
LnGrp LOS	B	A	A	A	B	A				B	A	B
Approach Vol, veh/h		829			884						247	
Approach Delay, s/veh		6.0			10.1						14.2	
Approach LOS		A			B						B	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	0.0	25.3		9.5	7.5	17.9						
Change Period (Y+Rc), s	* 4.7	6.5		5.0	* 4.7	6.5						
Max Green Setting (Gmax), s	* 6.8	22.5		19.5	* 8.9	20.4						
Max Q Clear Time (g_c+I1), s	0.0	6.4		3.9	3.6	8.5						
Green Ext Time (p_c), s	0.0	3.0		0.4	0.0	2.9						

Intersection Summary

HCM 6th Ctrl Delay	8.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Intersection Delay, s/veh	25.7											
Intersection LOS	D											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↑	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	56	90	14	84	116	62	8	222	70	55	324	88
Future Vol, veh/h	56	90	14	84	116	62	8	222	70	55	324	88
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
Heavy Vehicles, %	4	0	7	2	1	3	13	0	4	0	1	2
Mvmt Flow	61	98	15	91	126	67	9	241	76	60	352	96
Number of Lanes	0	1	0	1	1	1	1	2	0	1	1	0

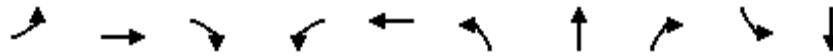
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left		NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	17.3	12.8	14.6	42.9
HCM LOS	C	B	B	E

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	35%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	51%	56%	0%	100%	0%	0%	79%
Vol Right, %	0%	0%	49%	9%	0%	0%	100%	0%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	148	144	160	84	116	62	55	412
LT Vol	8	0	0	56	84	0	0	55	0
Through Vol	0	148	74	90	0	116	0	0	324
RT Vol	0	0	70	14	0	0	62	0	88
Lane Flow Rate	9	161	157	174	91	126	67	60	448
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.021	0.355	0.334	0.413	0.21	0.271	0.132	0.131	0.903
Departure Headway (Hd)	8.696	7.955	7.675	8.559	8.281	7.751	7.069	7.906	7.26
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	410	450	466	419	432	461	505	453	497
Service Time	6.478	5.737	5.457	6.347	6.059	5.529	4.846	5.675	5.028
HCM Lane V/C Ratio	0.022	0.358	0.337	0.415	0.211	0.273	0.133	0.132	0.901
HCM Control Delay	11.7	15.1	14.3	17.3	13.3	13.4	10.9	11.9	47
HCM Lane LOS	B	C	B	C	B	B	B	B	E
HCM 95th-tile Q	0.1	1.6	1.5	2	0.8	1.1	0.5	0.4	10.3

Timings
10: Amethyst Rd & Palmdale Rd

Victorville Residential (JN 14222)

12/17/2021

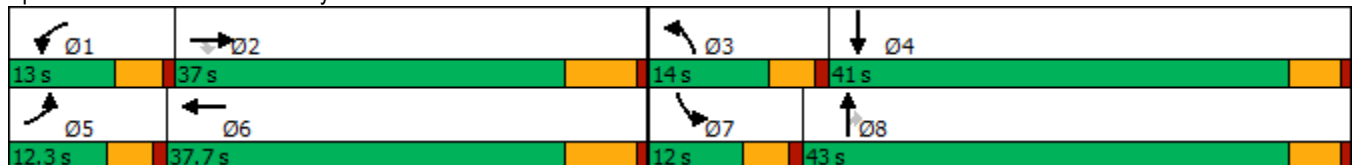


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗↗	↘	↙	↗↗	↙	↗	↘	↙	↗
Traffic Volume (vph)	64	545	64	61	604	93	224	84	34	315
Future Volume (vph)	64	545	64	61	604	93	224	84	34	315
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	36.5	36.5	11.5	36.5	11.5	20.0	20.0	11.5	41.0
Total Split (s)	12.3	37.0	37.0	13.0	37.7	14.0	43.0	43.0	12.0	41.0
Total Split (%)	11.7%	35.2%	35.2%	12.4%	35.9%	13.3%	41.0%	41.0%	11.4%	39.0%
Yellow Time (s)	3.7	5.5	5.5	3.7	5.5	3.7	4.0	4.0	3.7	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.5	6.5	4.7	6.5	4.7	5.0	5.0	4.7	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None

Intersection Summary

Cycle Length: 105
 Actuated Cycle Length: 80.7
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated

Splits and Phases: 10: Amethyst Rd & Palmdale Rd



HCM 6th Signalized Intersection Summary
 10: Amethyst Rd & Palmdale Rd

Victorville Residential (JN 14222)

12/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	545	64	61	604	22	93	224	84	34	315	89
Future Volume (veh/h)	64	545	64	61	604	22	93	224	84	34	315	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	1870	1856	1900	1900	1856	1826	1900	1900	1885	1811	1870	1885
Adj Flow Rate, veh/h	71	606	48	68	671	21	103	249	52	38	350	91
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	3	0	0	3	5	0	0	1	6	2	1
Cap, veh/h	98	934	426	98	920	29	133	620	522	66	415	108
Arrive On Green	0.06	0.26	0.26	0.05	0.26	0.26	0.07	0.33	0.33	0.04	0.29	0.29
Sat Flow, veh/h	1781	3526	1607	1810	3489	109	1810	1900	1598	1725	1427	371
Grp Volume(v), veh/h	71	606	48	68	339	353	103	249	52	38	0	441
Grp Sat Flow(s),veh/h/ln	1781	1763	1607	1810	1763	1836	1810	1900	1598	1725	0	1797
Q Serve(g_s), s	2.6	10.1	1.5	2.4	11.6	11.6	3.7	6.7	1.5	1.4	0.0	15.2
Cycle Q Clear(g_c), s	2.6	10.1	1.5	2.4	11.6	11.6	3.7	6.7	1.5	1.4	0.0	15.2
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	98	934	426	98	465	484	133	620	522	66	0	523
V/C Ratio(X)	0.72	0.65	0.11	0.70	0.73	0.73	0.77	0.40	0.10	0.58	0.00	0.84
Avail Cap(c_a), veh/h	205	1629	742	227	833	868	255	1094	920	191	0	980
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	0.00	1.00
Uniform Delay (d), s/veh	30.7	21.5	18.4	30.7	22.1	22.2	30.0	17.2	15.5	31.2	0.0	22.0
Incr Delay (d2), s/veh	3.7	0.8	0.1	3.3	2.2	2.1	3.6	0.3	0.1	3.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.8	0.5	1.1	4.5	4.7	1.6	2.5	0.5	0.6	0.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.4	22.3	18.5	34.0	24.4	24.3	33.6	17.5	15.5	34.2	0.0	24.8
LnGrp LOS	C	C	B	C	C	C	C	B	B	C	A	C
Approach Vol, veh/h		725			760			404				479
Approach Delay, s/veh		23.2			25.2			21.4				25.6
Approach LOS		C			C			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.3	24.0	9.6	24.2	8.3	23.9	7.2	26.6				
Change Period (Y+Rc), s	* 4.7	6.5	* 4.7	5.0	* 4.7	6.5	* 4.7	5.0				
Max Green Setting (Gmax), s	* 8.3	30.5	* 9.3	36.0	* 7.6	31.2	* 7.3	38.0				
Max Q Clear Time (g_c+I1), s	4.4	12.1	5.7	17.2	4.6	13.6	3.4	8.7				
Green Ext Time (p_c), s	0.0	3.8	0.0	1.8	0.0	3.7	0.0	1.1				

Intersection Summary

HCM 6th Ctrl Delay	24.0
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
11: El Evado Rd & Palmdale Rd

Victorville Residential (JN 14222)

12/17/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	132	462	56	231	496	188	90	454	114	230	364	92
Future Volume (vph)	132	462	56	231	496	188	90	454	114	230	364	92
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	26.0	26.0	9.7	26.0	26.0	11.5	10.0	10.0	11.5	30.0	30.0
Total Split (s)	16.2	26.2	26.2	21.0	31.0	31.0	12.8	20.7	20.7	22.1	30.0	30.0
Total Split (%)	18.0%	29.1%	29.1%	23.3%	34.4%	34.4%	14.2%	23.0%	23.0%	24.6%	33.3%	33.3%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	4.0	5.5	4.0	4.0	5.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.0	5.0	4.7	5.0	5.0	6.5	5.0	5.0	6.5	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary

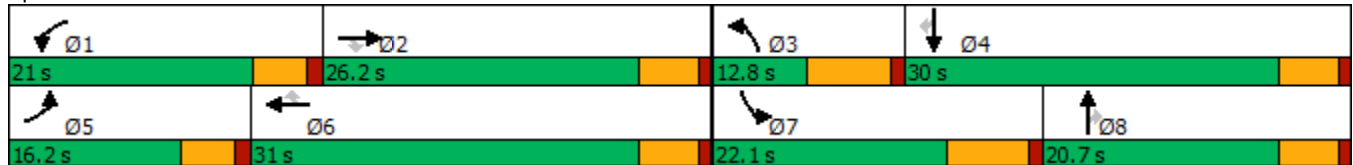
Cycle Length: 90

Actuated Cycle Length: 86.5

Natural Cycle: 90

























Control Type: Actuated-Uncoordinated

Splits and Phases: 11: El Evado Rd & Palmdale Rd



HCM 6th Signalized Intersection Summary
 11: El Evado Rd & Palmdale Rd

Victorville Residential (JN 14222)
 12/17/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	462	56	231	496	188	90	454	114	230	364	92
Future Volume (veh/h)	132	462	56	231	496	188	90	454	114	230	364	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		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	
Adj Sat Flow, veh/h/ln	1885	1826	1900	1885	1870	1870	1885	1900	1885	1885	1885	1900
Adj Flow Rate, veh/h	138	481	46	241	517	146	94	473	67	240	379	74
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, %	1	5	0	1	2	2	1	0	1	1	1	0
Cap, veh/h	173	911	423	283	1150	504	120	579	253	281	895	395
Arrive On Green	0.10	0.26	0.26	0.16	0.32	0.32	0.07	0.16	0.16	0.16	0.25	0.25
Sat Flow, veh/h	1795	3469	1610	1795	3554	1558	1795	3610	1576	1795	3582	1581
Grp Volume(v), veh/h	138	481	46	241	517	146	94	473	67	240	379	74
Grp Sat Flow(s),veh/h/ln	1795	1735	1610	1795	1777	1558	1795	1805	1576	1795	1791	1581
Q Serve(g_s), s	6.1	9.6	1.8	10.5	9.3	5.6	4.2	10.2	3.0	10.5	7.2	3.0
Cycle Q Clear(g_c), s	6.1	9.6	1.8	10.5	9.3	5.6	4.2	10.2	3.0	10.5	7.2	3.0
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	173	911	423	283	1150	504	120	579	253	281	895	395
V/C Ratio(X)	0.80	0.53	0.11	0.85	0.45	0.29	0.78	0.82	0.26	0.85	0.42	0.19
Avail Cap(c_a), veh/h	256	911	423	363	1150	504	140	702	307	347	1109	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	35.7	25.5	22.6	33.1	21.6	20.4	37.1	32.7	29.7	33.1	25.4	23.8
Incr Delay (d2), s/veh	10.1	2.2	0.5	14.3	1.3	1.4	21.2	5.2	0.2	15.6	0.1	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	3.0	4.0	0.7	5.4	3.8	2.1	2.4	4.6	1.1	5.5	2.8	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.8	27.7	23.1	47.3	22.9	21.8	58.2	37.9	29.9	48.7	25.5	23.9
LnGrp LOS	D	C	C	D	C	C	E	D	C	D	C	C
Approach Vol, veh/h		665			904			634			693	
Approach Delay, s/veh		31.1			29.2			40.1			33.4	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.4	26.2	11.9	25.2	12.5	31.1	19.1	17.9				
Change Period (Y+Rc), s	* 4.7	5.0	6.5	5.0	* 4.7	5.0	6.5	5.0				
Max Green Setting (Gmax), s	* 16	21.2	6.3	25.0	* 12	26.0	15.6	15.7				
Max Q Clear Time (g_c+I1), s	12.5	11.6	6.2	9.2	8.1	11.3	12.5	12.2				
Green Ext Time (p_c), s	0.2	1.5	0.0	1.4	0.1	2.1	0.2	0.7				

Intersection Summary

HCM 6th Ctrl Delay	33.0
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
12: Amargosa Rd & Palmdale Rd

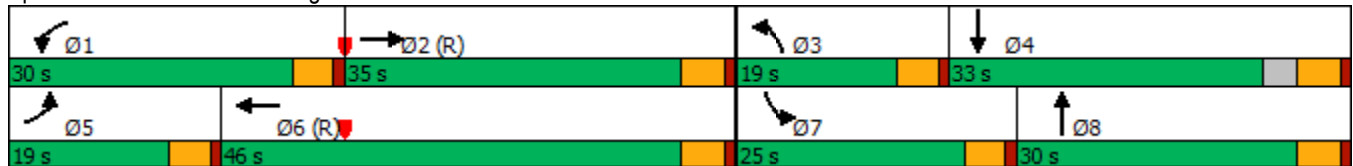


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕↗	↙	↕↗	↙	↕↗	↙	↕↗
Traffic Volume (vph)	76	726	156	797	118	311	202	427
Future Volume (vph)	76	726	156	797	118	311	202	427
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	26.0	11.5	26.0	11.5	30.0	11.5	30.0
Total Split (s)	19.0	35.0	30.0	46.0	19.0	30.0	25.0	33.0
Total Split (%)	15.8%	29.2%	25.0%	38.3%	15.8%	25.0%	20.8%	27.5%
Yellow Time (s)	3.7	4.0	3.7	4.0	3.7	4.0	3.7	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.0	4.7	5.0	4.7	5.0	4.7	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 20 (17%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 12: Amargosa Rd & Palmdale Rd



HCM 6th Signalized Intersection Summary
 12: Amargosa Rd & Palmdale Rd

Victorville Residential (JN 14222)
 12/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	76	726	81	156	797	125	118	311	77	202	427	93
Future Volume (veh/h)	76	726	81	156	797	125	118	311	77	202	427	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		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	1885	1856	1885	1856	1870	1900	1900	1885	1900	1885	1900	1900
Adj Flow Rate, veh/h	79	756	81	162	830	109	123	324	68	210	445	76
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, %	1	3	1	3	2	0	0	1	0	1	0	0
Cap, veh/h	101	1473	158	194	1617	212	149	406	84	238	577	98
Arrive On Green	0.06	0.46	0.46	0.04	0.17	0.17	0.08	0.14	0.14	0.13	0.19	0.19
Sat Flow, veh/h	1795	3212	344	1767	3157	415	1810	2954	612	1795	3084	523
Grp Volume(v), veh/h	79	415	422	162	467	472	123	195	197	210	259	262
Grp Sat Flow(s),veh/h/ln	1795	1763	1793	1767	1777	1795	1810	1791	1775	1795	1805	1802
Q Serve(g_s), s	5.2	20.0	20.0	10.9	28.7	28.7	8.0	12.6	12.9	13.8	16.4	16.6
Cycle Q Clear(g_c), s	5.2	20.0	20.0	10.9	28.7	28.7	8.0	12.6	12.9	13.8	16.4	16.6
Prop In Lane	1.00		0.19	1.00		0.23	1.00		0.34	1.00		0.29
Lane Grp Cap(c), veh/h	101	809	822	194	910	919	149	246	244	238	338	337
V/C Ratio(X)	0.78	0.51	0.51	0.83	0.51	0.51	0.82	0.79	0.81	0.88	0.77	0.78
Avail Cap(c_a), veh/h	214	809	822	373	910	919	216	373	370	304	421	420
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	0.79	0.79	0.79	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	23.0	23.0	56.7	36.2	36.2	54.2	50.1	50.2	51.1	46.3	46.4
Incr Delay (d2), s/veh	9.7	1.8	1.8	7.3	1.6	1.6	10.4	3.3	4.2	18.4	4.9	5.4
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	2.6	8.4	8.5	5.5	14.0	14.2	4.0	5.7	5.9	7.2	7.6	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.6	24.8	24.8	64.0	37.9	37.9	64.6	53.4	54.4	69.5	51.2	51.7
LnGrp LOS	E	C	C	E	D	D	E	D	D	E	D	D
Approach Vol, veh/h		916			1101			515			731	
Approach Delay, s/veh		28.3			41.7			56.5			56.7	
Approach LOS		C			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.9	60.0	14.6	27.5	11.5	66.5	20.6	21.5				
Change Period (Y+Rc), s	* 4.7	5.0	* 4.7	5.0	* 4.7	5.0	* 4.7	5.0				
Max Green Setting (Gmax), s	* 25	30.0	* 14	28.0	* 14	41.0	* 20	25.0				
Max Q Clear Time (g_c+I1), s	12.9	22.0	10.0	18.6	7.2	30.7	15.8	14.9				
Green Ext Time (p_c), s	0.3	2.1	0.0	1.3	0.1	2.8	0.1	0.9				

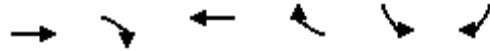
Intersection Summary

HCM 6th Ctrl Delay	43.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
13: I-15 SB Ramps & Palmdale Rd

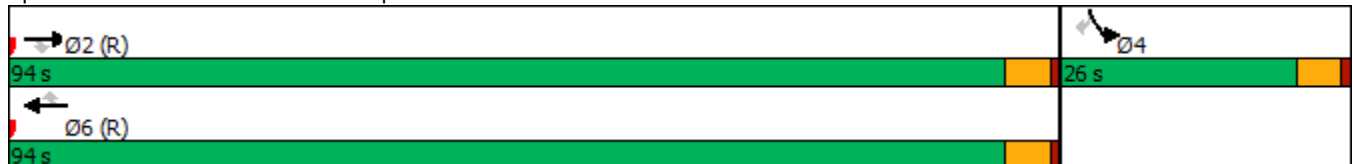


Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Configurations	↑↑	↑	↑↑	↑	↑↑	↑
Traffic Volume (vph)	1259	337	1191	261	134	299
Future Volume (vph)	1259	337	1191	261	134	299
Turn Type	NA	Perm	NA	Perm	Prot	Perm
Protected Phases	2		6		4	
Permitted Phases		2		6		4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	35.0	35.0	10.0	10.0
Total Split (s)	94.0	94.0	94.0	94.0	26.0	26.0
Total Split (%)	78.3%	78.3%	78.3%	78.3%	21.7%	21.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None

Intersection Summary













Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 55 (46%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

Splits and Phases: 13: I-15 SB Ramps & Palmdale Rd



HCM 6th Signalized Intersection Summary
 13: I-15 SB Ramps & Palmdale Rd

Victorville Residential (JN 14222)
 12/17/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗		↑↑	↗				↖↖		↗
Traffic Volume (veh/h)	0	1259	337	0	1191	261	0	0	0	134	0	299
Future Volume (veh/h)	0	1259	337	0	1191	261	0	0	0	134	0	299
Initial Q (Qb), veh	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
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	1885	1885	0	1885	1870				1856	0	1826
Adj Flow Rate, veh/h	0	1384	0	0	1309	0				147	0	329
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	0	1	1	0	1	2				3	0	5
Cap, veh/h	0	2657		0	2657					600	0	271
Arrive On Green	0.00	1.00	0.00	0.00	0.74	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	3676	1598	0	3676	1585				3428	0	1547
Grp Volume(v), veh/h	0	1384	0	0	1309	0				147	0	329
Grp Sat Flow(s),veh/h/ln	0	1791	1598	0	1791	1585				1714	0	1547
Q Serve(g_s), s	0.0	0.0	0.0	0.0	17.9	0.0				4.4	0.0	21.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	17.9	0.0				4.4	0.0	21.0
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2657		0	2657					600	0	271
V/C Ratio(X)	0.00	0.52		0.00	0.49					0.25	0.00	1.21
Avail Cap(c_a), veh/h	0	2657		0	2657					600	0	271
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.72	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	6.3	0.0				42.7	0.0	49.5
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.7	0.0				0.2	0.0	125.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.0	5.7	0.0				1.9	0.0	17.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.5	0.0	0.0	7.0	0.0				42.9	0.0	175.2
LnGrp LOS	A	A		A	A					D	A	F
Approach Vol, veh/h		1384	A		1309	A					476	
Approach Delay, s/veh		0.5			7.0						134.3	
Approach LOS		A			A						F	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		94.0		26.0		94.0						
Change Period (Y+Rc), s		5.0		5.0		5.0						
Max Green Setting (Gmax), s		89.0		21.0		89.0						
Max Q Clear Time (g_c+I1), s		2.0		23.0		19.9						
Green Ext Time (p_c), s		15.9		0.0		13.4						

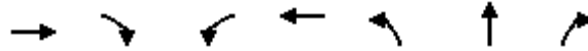
Intersection Summary

HCM 6th Ctrl Delay	23.3
HCM 6th LOS	C

Notes

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

Timings
 14: Mariposa Rd/I-15 NB On-Ramps & Palmdale Rd

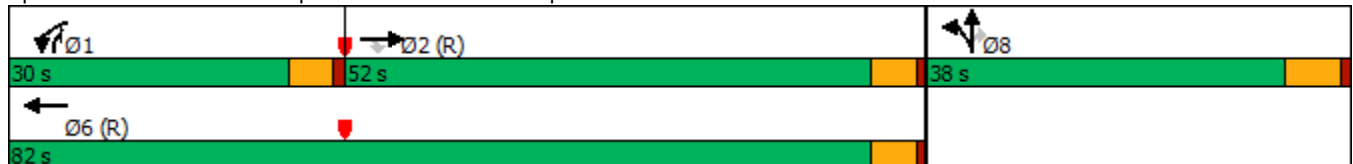


Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵	↑	↵
Traffic Volume (vph)	907	220	225	1068	381	77	475
Future Volume (vph)	907	220	225	1068	381	77	475
Turn Type	NA	Perm	Prot	NA	Split	NA	pm+ov
Protected Phases	2		1	6	8	8	1
Permitted Phases		2					8
Detector Phase	2	2	1	6	8	8	1
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	32.0	32.0	10.0	32.0	33.0	33.0	10.0
Total Split (s)	52.0	52.0	30.0	82.0	38.0	38.0	30.0
Total Split (%)	43.3%	43.3%	25.0%	68.3%	31.7%	31.7%	25.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	6.0	5.0
Lead/Lag	Lag	Lag	Lead				Lead
Lead-Lag Optimize?	Yes	Yes	Yes				Yes
Recall Mode	C-Min	C-Min	None	C-Min	None	None	None

Intersection Summary













Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 79 (66%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 14: Mariposa Rd/I-15 NB On-Ramps & Palmdale Rd



HCM 6th Signalized Intersection Summary
 14: Mariposa Rd/I-15 NB On-Ramps & Palmdale Rd

Victorville Residential (JN 14222)
 12/17/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑↑		↖	↗	↗			
Traffic Volume (veh/h)	0	907	220	225	1068	62	381	77	475	0	0	0
Future Volume (veh/h)	0	907	220	225	1068	62	381	77	475	0	0	0
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	1856	1885	1885	1885	1900	1856	1841	1885			
Adj Flow Rate, veh/h	0	935	184	232	1101	64	449	0	303			
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	3	1	1	1	0	3	4	1			
Cap, veh/h	0	1897	840	261	2494	145	648	0	525			
Arrive On Green	0.00	0.54	0.54	0.15	0.72	0.72	0.06	0.00	0.06			
Sat Flow, veh/h	0	3618	1562	1795	3440	200	3534	0	1598			
Grp Volume(v), veh/h	0	935	184	232	573	592	449	0	303			
Grp Sat Flow(s),veh/h/ln	0	1763	1562	1795	1791	1849	1767	0	1598			
Q Serve(g_s), s	0.0	20.0	7.4	15.2	15.5	15.5	14.9	0.0	18.8			
Cycle Q Clear(g_c), s	0.0	20.0	7.4	15.2	15.5	15.5	14.9	0.0	18.8			
Prop In Lane	0.00		1.00	1.00		0.11	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1897	840	261	1298	1340	648	0	525			
V/C Ratio(X)	0.00	0.49	0.22	0.89	0.44	0.44	0.69	0.00	0.58			
Avail Cap(c_a), veh/h	0	1897	840	374	1298	1340	942	0	658			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33			
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	0.87	0.00	0.87			
Uniform Delay (d), s/veh	0.0	17.4	14.5	50.4	6.7	6.7	53.0	0.0	38.4			
Incr Delay (d2), s/veh	0.0	0.9	0.6	13.3	1.1	1.1	0.4	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			
%ile BackOfQ(50%),veh/ln	0.0	7.9	2.7	7.7	5.5	5.7	7.2	0.0	8.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.3	15.1	63.7	7.8	7.7	53.5	0.0	38.7			
LnGrp LOS	A	B	B	E	A	A	D	A	D			
Approach Vol, veh/h		1119			1397			752				
Approach Delay, s/veh		17.8			17.0			47.5				
Approach LOS		B			B			D				
Timer - Assigned Phs	1	2			6			8				
Phs Duration (G+Y+Rc), s	22.4	69.6			92.0			28.0				
Change Period (Y+Rc), s	5.0	5.0			5.0			6.0				
Max Green Setting (Gmax), s	25.0	47.0			77.0			32.0				
Max Q Clear Time (g_c+I1), s	17.2	22.0			17.5			20.8				
Green Ext Time (p_c), s	0.2	4.7			5.6			1.3				

Intersection Summary

HCM 6th Ctrl Delay	24.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
15: Mariposa Rd & I-15 NB Off-Ramp

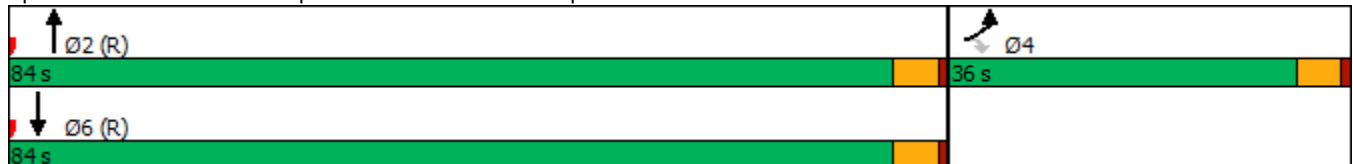


Lane Group	EBL	EBR	NBT	SBT
Lane Configurations	↕↕	↕	↕↕	↕
Traffic Volume (vph)	450	19	444	442
Future Volume (vph)	450	19	444	442
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases		4		
Detector Phase	4	4	2	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	24.5	24.5	24.5	24.5
Total Split (s)	36.0	36.0	84.0	84.0
Total Split (%)	30.0%	30.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 75 (63%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

Splits and Phases: 15: Mariposa Rd & I-15 NB Off-Ramp



HCM 6th Signalized Intersection Summary
 15: Mariposa Rd & I-15 NB Off-Ramp

Victorville Residential (JN 14222)
 12/17/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔↔	↗		↕↕	↕	
Traffic Volume (veh/h)	450	19	0	444	442	0
Future Volume (veh/h)	450	19	0	444	442	0
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	1856	1900	0	1885	1900	0
Adj Flow Rate, veh/h	479	9	0	472	470	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	0	0	1	0	0
Cap, veh/h	549	258	0	2710	1438	0
Arrive On Green	0.16	0.16	0.00	0.76	0.51	0.00
Sat Flow, veh/h	3428	1610	0	3770	1900	0
Grp Volume(v), veh/h	479	9	0	472	470	0
Grp Sat Flow(s),veh/h/ln	1714	1610	0	1791	1900	0
Q Serve(g_s), s	16.4	0.6	0.0	4.4	17.5	0.0
Cycle Q Clear(g_c), s	16.4	0.6	0.0	4.4	17.5	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	549	258	0	2710	1438	0
V/C Ratio(X)	0.87	0.03	0.00	0.17	0.33	0.00
Avail Cap(c_a), veh/h	886	416	0	2710	1438	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.67	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.83	0.00
Uniform Delay (d), s/veh	49.2	42.6	0.0	4.1	11.5	0.0
Incr Delay (d2), s/veh	3.3	0.0	0.0	0.1	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	0.2	0.0	1.5	8.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	52.5	42.6	0.0	4.2	12.0	0.0
LnGrp LOS	D	D	A	A	B	A
Approach Vol, veh/h	488			472	470	
Approach Delay, s/veh	52.3			4.2	12.0	
Approach LOS	D			A	B	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		95.8		24.2		95.8
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		79.0		31.0		79.0
Max Q Clear Time (g_c+I1), s		6.4		18.4		19.5
Green Ext Time (p_c), s		2.3		0.8		2.1
Intersection Summary						
HCM 6th Ctrl Delay			23.2			
HCM 6th LOS			C			

APPENDIX 5.2:

**OPENING YEAR CUMULATIVE (2023) WITH PROJECT CONDITIONS INTERSECTION
OPERATIONS ANALYSIS WORKSHEETS**

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Timings
1: US-395 & Palmdale Rd

Victorville Residential (JN 14222)

12/22/2021

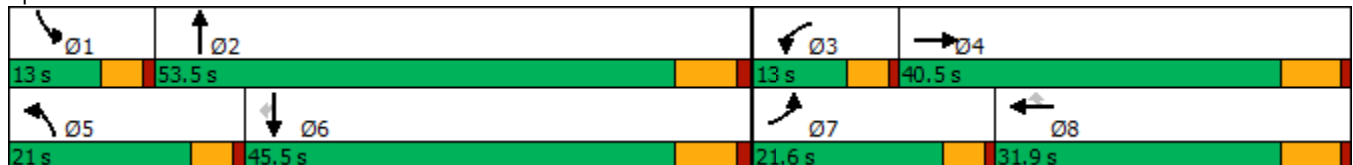


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↙	↕↗	↙↗	↕↗	↙	↙	↕↗	↙	↕↗	↙
Traffic Volume (vph)	82	365	254	320	101	338	931	117	611	57
Future Volume (vph)	82	365	254	320	101	338	931	117	611	57
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	40.5	11.5	22.0	22.0	11.5	45.0	11.5	45.0	45.0
Total Split (s)	21.6	40.5	13.0	31.9	31.9	21.0	53.5	13.0	45.5	45.5
Total Split (%)	18.0%	33.8%	10.8%	26.6%	26.6%	17.5%	44.6%	10.8%	37.9%	37.9%
Yellow Time (s)	3.7	5.5	3.7	5.5	5.5	3.7	5.5	3.7	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.5	1.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.5	4.7	6.5	6.5	4.7	7.0	4.7	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 114.9
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: US-395 & Palmdale Rd



HCM 6th Signalized Intersection Summary
 1: US-395 & Palmdale Rd

Victorville Residential (JN 14222)
 12/22/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↕		↘↗	↕	↗	↘	↕↗		↘	↕	↗
Traffic Volume (veh/h)	82	365	411	254	320	101	338	931	219	117	611	57
Future Volume (veh/h)	82	365	411	254	320	101	338	931	219	117	611	57
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	1841	1856	1885	1885	1796	1841	1870	1752	1870	1811	1663	1544
Adj Flow Rate, veh/h	91	406	266	282	356	52	376	1034	209	130	679	52
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	3	1	1	7	4	2	10	2	6	16	24
Cap, veh/h	115	486	315	264	845	386	265	1110	224	131	1040	431
Arrive On Green	0.07	0.24	0.24	0.08	0.25	0.25	0.15	0.40	0.40	0.08	0.33	0.33
Sat Flow, veh/h	1753	2046	1326	3483	3413	1560	1781	2759	556	1725	3159	1309
Grp Volume(v), veh/h	91	349	323	282	356	52	376	623	620	130	679	52
Grp Sat Flow(s),veh/h/ln	1753	1763	1609	1742	1706	1560	1781	1664	1651	1725	1580	1309
Q Serve(g_s), s	5.6	20.7	21.0	8.3	9.6	2.8	16.3	39.2	39.4	8.3	20.1	3.0
Cycle Q Clear(g_c), s	5.6	20.7	21.0	8.3	9.6	2.8	16.3	39.2	39.4	8.3	20.1	3.0
Prop In Lane	1.00		0.82	1.00		1.00	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	115	419	382	264	845	386	265	670	664	131	1040	431
V/C Ratio(X)	0.79	0.83	0.85	1.07	0.42	0.13	1.42	0.93	0.93	1.00	0.65	0.12
Avail Cap(c_a), veh/h	270	547	499	264	845	386	265	706	700	131	1109	460
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	50.5	39.8	39.9	50.7	34.7	32.1	46.7	31.3	31.4	50.6	31.4	25.7
Incr Delay (d2), s/veh	4.6	7.7	9.2	75.0	0.2	0.1	209.6	18.2	18.9	77.3	1.1	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	2.6	9.6	9.0	6.3	3.9	1.1	22.2	17.5	17.6	6.2	7.3	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.0	47.5	49.1	125.7	34.9	32.2	256.3	49.4	50.3	127.9	32.5	25.8
LnGrp LOS	E	D	D	F	C	C	F	D	D	F	C	C
Approach Vol, veh/h		763			690			1619			861	
Approach Delay, s/veh		49.1			71.8			97.8			46.5	
Approach LOS		D			E			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	51.1	13.0	32.5	21.0	43.1	11.9	33.6				
Change Period (Y+Rc), s	* 4.7	7.0	* 4.7	6.5	* 4.7	7.0	* 4.7	6.5				
Max Green Setting (Gmax), s	* 8.3	46.5	* 8.3	34.0	* 16	38.5	* 17	25.4				
Max Q Clear Time (g_c+I1), s	10.3	41.4	10.3	23.0	18.3	22.1	7.6	11.6				
Green Ext Time (p_c), s	0.0	2.7	0.0	2.5	0.0	3.1	0.1	1.6				

Intersection Summary

HCM 6th Ctrl Delay	72.6
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	6.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	6	0	0	17	0
Future Vol, veh/h	0	6	0	0	17	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	-	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	1	-
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	0	0	18	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	7	0	5
Stage 1	-	-	-	-	4
Stage 2	-	-	-	-	1
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1627	-	1022
Stage 1	-	-	-	-	1024
Stage 2	-	-	-	-	1028
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1627	-	1022
Mov Cap-2 Maneuver	-	-	-	-	934
Stage 1	-	-	-	-	1024
Stage 2	-	-	-	-	1028

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	934	-	-	1627	-
HCM Lane V/C Ratio	0.02	-	-	-	-
HCM Control Delay (s)	8.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	0	17	6	13	38	0
Future Vol, veh/h	0	17	6	13	38	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	-	-	-	-	-	-
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	18	7	14	41	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	21	0	-	0	32
Stage 1	-	-	-	-	14
Stage 2	-	-	-	-	18
Critical Hdwy	4.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1608	-	-	-	987
Stage 1	-	-	-	-	1014
Stage 2	-	-	-	-	1010
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1608	-	-	-	987
Mov Cap-2 Maneuver	-	-	-	-	987
Stage 1	-	-	-	-	1014
Stage 2	-	-	-	-	1010

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1608	-	-	-	987
HCM Lane V/C Ratio	-	-	-	-	0.042
HCM Control Delay (s)	0	-	-	-	8.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

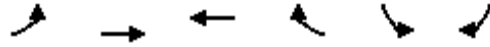
Intersection						
Int Delay, s/veh	4.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	55	43	0	19	15
Future Vol, veh/h	0	55	43	0	19	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	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	60	47	0	21	16

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	60	0	124 30
Stage 1	-	-	-	-	30 -
Stage 2	-	-	-	-	94 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1556	-	876 1050
Stage 1	-	-	-	-	998 -
Stage 2	-	-	-	-	935 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1556	-	850 1050
Mov Cap-2 Maneuver	-	-	-	-	850 -
Stage 1	-	-	-	-	998 -
Stage 2	-	-	-	-	907 -

Approach	EB	WB	NB
HCM Control Delay, s	0	7.4	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	850	1050	-	-	1556	-
HCM Lane V/C Ratio	0.024	0.016	-	-	0.03	-
HCM Control Delay (s)	9.3	8.5	-	-	7.4	0
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-

Timings
5: Palmdale Rd & Cantina Dr

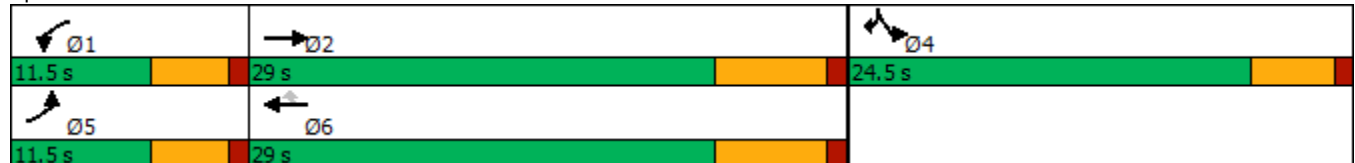


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations	↖	↗↗	↖↖	↗	↖↖	↗	
Traffic Volume (vph)	72	682	518	93	99	78	
Future Volume (vph)	72	682	518	93	99	78	
Turn Type	Prot	NA	NA	Perm	Prot	Prot	
Protected Phases	5	2	6		4	4	1
Permitted Phases				6			
Detector Phase	5	2	6	6	4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	11.5
Total Split (s)	11.5	29.0	29.0	29.0	24.5	24.5	11.5
Total Split (%)	17.7%	44.6%	44.6%	44.6%	37.7%	37.7%	18%
Yellow Time (s)	3.7	5.5	5.5	5.5	4.0	4.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.7	6.5	6.5	6.5	5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 65
 Actuated Cycle Length: 34.4
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated

Splits and Phases: 5: Palmdale Rd & Cantina Dr



HCM 6th Signalized Intersection Summary
5: Palmdale Rd & Cantina Dr

Victorville Residential (JN 14222)
12/22/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑		↘	↑↑	↘				↘↘		↘
Traffic Volume (veh/h)	72	682	0	0	518	93	0	0	0	99	0	78
Future Volume (veh/h)	72	682	0	0	518	93	0	0	0	99	0	78
Initial Q (Qb), veh	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
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	1885	1826	0	1900	1826	1870				1885	0	1885
Adj Flow Rate, veh/h	85	802	0	0	609	90				116	0	78
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85				0.85	0.85	0.85
Percent Heavy Veh, %	1	5	0	0	5	2				1	0	1
Cap, veh/h	148	1793	0	6	1002	457				444	0	204
Arrive On Green	0.08	0.52	0.00	0.00	0.29	0.29				0.13	0.00	0.13
Sat Flow, veh/h	1795	3561	0	1810	3469	1582				3483	0	1598
Grp Volume(v), veh/h	85	802	0	0	609	90				116	0	78
Grp Sat Flow(s),veh/h/ln	1795	1735	0	1810	1735	1582				1742	0	1598
Q Serve(g_s), s	1.5	4.7	0.0	0.0	4.9	1.4				1.0	0.0	1.4
Cycle Q Clear(g_c), s	1.5	4.7	0.0	0.0	4.9	1.4				1.0	0.0	1.4
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	148	1793	0	6	1002	457				444	0	204
V/C Ratio(X)	0.57	0.45	0.00	0.00	0.61	0.20				0.26	0.00	0.38
Avail Cap(c_a), veh/h	378	2414	0	381	2414	1101				2100	0	963
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	14.3	4.9	0.0	0.0	9.9	8.7				12.7	0.0	12.9
Incr Delay (d2), s/veh	1.3	0.1	0.0	0.0	0.2	0.1				0.1	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	0.5	0.5	0.0	0.0	1.1	0.3				0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.6	5.0	0.0	0.0	10.1	8.7				12.8	0.0	13.4
LnGrp LOS	B	A	A	A	B	A				B	A	B
Approach Vol, veh/h		887			699						194	
Approach Delay, s/veh		6.0			10.0						13.1	
Approach LOS		A			A						B	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	0.0	23.2		9.1	7.4	15.8						
Change Period (Y+Rc), s	* 4.7	6.5		5.0	* 4.7	6.5						
Max Green Setting (Gmax), s	* 6.8	22.5		19.5	* 6.8	22.5						
Max Q Clear Time (g_c+I1), s	0.0	6.7		3.4	3.5	6.9						
Green Ext Time (p_c), s	0.0	3.2		0.3	0.0	2.4						

Intersection Summary

HCM 6th Ctrl Delay	8.3
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	8	8	22	0	0	22
Future Vol, veh/h	8	8	22	0	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	9	24	0	0	24

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	24	0	-	0	51 24
Stage 1	-	-	-	-	24 -
Stage 2	-	-	-	-	27 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1604	-	-	-	963 1058
Stage 1	-	-	-	-	1004 -
Stage 2	-	-	-	-	1001 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1604	-	-	-	957 1058
Mov Cap-2 Maneuver	-	-	-	-	957 -
Stage 1	-	-	-	-	998 -
Stage 2	-	-	-	-	1001 -

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1604	-	-	-	1058
HCM Lane V/C Ratio	0.005	-	-	-	0.023
HCM Control Delay (s)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	7.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	6	0	0	16
Future Vol, veh/h	0	0	6	0	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	7	0	0	17

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1	0	15
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	14
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1635	-	1009
Stage 1	-	-	-	-	1028
Stage 2	-	-	-	-	1014
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1635	-	1005
Mov Cap-2 Maneuver	-	-	-	-	921
Stage 1	-	-	-	-	1028
Stage 2	-	-	-	-	1010

Approach	EB	WB	NB
HCM Control Delay, s	0	7.2	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1090	-	-	1635	-
HCM Lane V/C Ratio	0.016	-	-	0.004	-
HCM Control Delay (s)	8.4	-	-	7.2	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	6.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	0	17	6	2	5	0
Future Vol, veh/h	0	17	6	2	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	18	7	2	5	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	21	5	5	0	0
Stage 1	5	-	-	-	-
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	1001	1084	1630	-	-
Stage 1	1023	-	-	-	-
Stage 2	1012	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	997	1084	1630	-	-
Mov Cap-2 Maneuver	997	-	-	-	-
Stage 1	1019	-	-	-	-
Stage 2	1012	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.4	5.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1630	-	1084	-	-
HCM Lane V/C Ratio	0.004	-	0.017	-	-
HCM Control Delay (s)	7.2	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	166.2
Intersection LOS	F

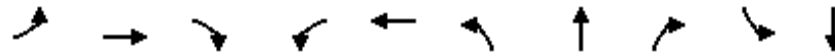
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↑	↔	↔	↔		↔	↔	
Traffic Vol, veh/h	149	146	18	83	188	50	16	283	49	54	348	264
Future Vol, veh/h	149	146	18	83	188	50	16	283	49	54	348	264
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	4	2	6	4	3	4	0	5	9	4	2	2
Mvmt Flow	169	166	20	94	214	57	18	322	56	61	395	300
Number of Lanes	0	1	0	1	1	1	1	2	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	73.3	22	25.5	352.9
HCM LOS	F	C	D	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	48%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	66%	47%	0%	100%	0%	0%	57%
Vol Right, %	0%	0%	34%	6%	0%	0%	100%	0%	43%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	189	143	313	83	188	50	54	612
LT Vol	16	0	0	149	83	0	0	54	0
Through Vol	0	189	94	146	0	188	0	0	348
RT Vol	0	0	49	18	0	0	50	0	264
Lane Flow Rate	18	214	163	356	94	214	57	61	695
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.051	0.58	0.433	0.951	0.253	0.543	0.134	0.174	1.779
Departure Headway (Hd)	11.884	11.44	11.258	11.283	11.444	10.895	10.168	10.187	9.209
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	303	317	322	324	316	333	355	354	396
Service Time	9.584	9.14	8.958	8.983	9.144	8.595	7.868	7.887	7.009
HCM Lane V/C Ratio	0.059	0.675	0.506	1.099	0.297	0.643	0.161	0.172	1.755
HCM Control Delay	15.2	28.8	22.3	73.3	18	25.8	14.4	15	382.7
HCM Lane LOS	C	D	C	F	C	D	B	B	F
HCM 95th-tile Q	0.2	3.4	2.1	9.7	1	3.1	0.5	0.6	43.6

Timings
10: Amethyst Rd & Palmdale Rd

Victorville Residential (JN 14222)
12/22/2021

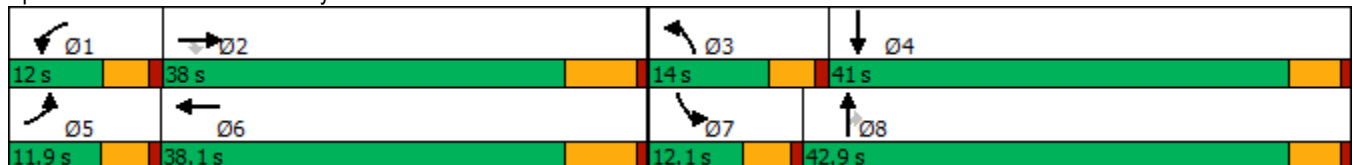


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗↗	↘	↘	↗↗	↘	↗	↘	↘	↗
Traffic Volume (vph)	60	533	63	57	430	96	266	111	37	299
Future Volume (vph)	60	533	63	57	430	96	266	111	37	299
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	36.5	36.5	11.5	36.5	11.5	20.0	20.0	11.5	41.0
Total Split (s)	11.9	38.0	38.0	12.0	38.1	14.0	42.9	42.9	12.1	41.0
Total Split (%)	11.3%	36.2%	36.2%	11.4%	36.3%	13.3%	40.9%	40.9%	11.5%	39.0%
Yellow Time (s)	3.7	5.5	5.5	3.7	5.5	3.7	4.0	4.0	3.7	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.5	6.5	4.7	6.5	4.7	5.0	5.0	4.7	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary
























Cycle Length: 105
 Actuated Cycle Length: 75.2
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated

Splits and Phases: 10: Amethyst Rd & Palmdale Rd



HCM 6th Signalized Intersection Summary
 10: Amethyst Rd & Palmdale Rd

Victorville Residential (JN 14222)
 12/22/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	533	63	57	430	10	96	266	111	37	299	83
Future Volume (veh/h)	60	533	63	57	430	10	96	266	111	37	299	83
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	1856	1841	1900	1841	1826	1752	1841	1841	1885	1811	1856	1826
Adj Flow Rate, veh/h	65	573	51	61	462	10	103	286	65	40	322	80
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	4	0	4	5	10	4	4	1	6	3	5
Cap, veh/h	98	857	394	94	843	18	132	565	491	70	391	97
Arrive On Green	0.06	0.24	0.24	0.05	0.24	0.24	0.08	0.31	0.31	0.04	0.27	0.27
Sat Flow, veh/h	1767	3497	1610	1753	3472	75	1753	1841	1598	1725	1435	356
Grp Volume(v), veh/h	65	573	51	61	231	241	103	286	65	40	0	402
Grp Sat Flow(s),veh/h/ln	1767	1749	1610	1753	1735	1812	1753	1841	1598	1725	0	1791
Q Serve(g_s), s	2.1	8.7	1.5	2.0	6.9	6.9	3.4	7.5	1.7	1.3	0.0	12.4
Cycle Q Clear(g_c), s	2.1	8.7	1.5	2.0	6.9	6.9	3.4	7.5	1.7	1.3	0.0	12.4
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	98	857	394	94	421	440	132	565	491	70	0	489
V/C Ratio(X)	0.66	0.67	0.13	0.65	0.55	0.55	0.78	0.51	0.13	0.57	0.00	0.82
Avail Cap(c_a), veh/h	215	1864	858	217	927	969	276	1180	1025	216	0	1091
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	0.00	1.00
Uniform Delay (d), s/veh	27.4	20.1	17.4	27.4	19.5	19.5	26.9	16.8	14.8	27.8	0.0	20.1
Incr Delay (d2), s/veh	2.8	0.9	0.1	2.8	1.1	1.1	3.8	0.5	0.1	2.7	0.0	2.7
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	0.9	3.2	0.5	0.8	2.5	2.7	1.4	2.6	0.5	0.5	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.2	21.1	17.5	30.2	20.6	20.6	30.6	17.3	14.9	30.5	0.0	22.8
LnGrp LOS	C	C	B	C	C	C	C	B	B	C	A	C
Approach Vol, veh/h		689			533			454			442	
Approach Delay, s/veh		21.7			21.7			20.0			23.5	
Approach LOS		C			C			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.9	21.0	9.1	21.1	8.0	20.9	7.1	23.2				
Change Period (Y+Rc), s	* 4.7	6.5	* 4.7	5.0	* 4.7	6.5	* 4.7	5.0				
Max Green Setting (Gmax), s	* 7.3	31.5	* 9.3	36.0	* 7.2	31.6	* 7.4	37.9				
Max Q Clear Time (g_c+I1), s	4.0	10.7	5.4	14.4	4.1	8.9	3.3	9.5				
Green Ext Time (p_c), s	0.0	3.7	0.0	1.7	0.0	2.6	0.0	1.3				

Intersection Summary

HCM 6th Ctrl Delay	21.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
11: El Evado Rd & Palmdale Rd

Victorville Residential (JN 14222)

12/22/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	530	49	127	321	79	58	285	152	251	288	89
Future Volume (vph)	112	530	49	127	321	79	58	285	152	251	288	89
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	26.0	26.0	9.7	26.0	26.0	11.5	10.0	10.0	11.5	30.0	30.0
Total Split (s)	12.0	26.5	26.5	12.0	26.5	26.5	11.5	16.2	16.2	25.3	30.0	30.0
Total Split (%)	15.0%	33.1%	33.1%	15.0%	33.1%	33.1%	14.4%	20.3%	20.3%	31.6%	37.5%	37.5%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	4.0	5.5	4.0	4.0	5.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.0	5.0	4.7	5.0	5.0	6.5	5.0	5.0	6.5	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary

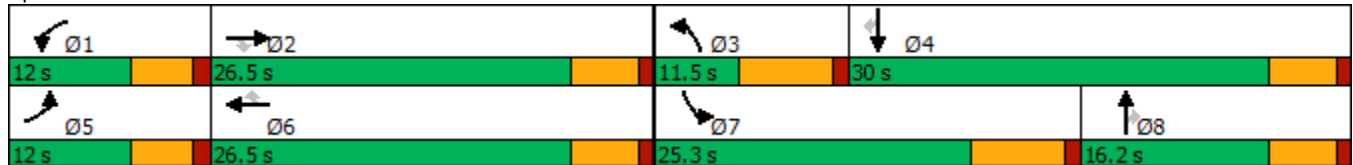
Cycle Length: 80

Actuated Cycle Length: 75.8

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Splits and Phases: 11: El Evado Rd & Palmdale Rd



HCM 6th Signalized Intersection Summary
 11: El Evado Rd & Palmdale Rd

Victorville Residential (JN 14222)
 12/22/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	530	49	127	321	79	58	285	152	251	288	89
Future Volume (veh/h)	112	530	49	127	321	79	58	285	152	251	288	89
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	1811	1900	1811	1811	1796	1767	1856	1796	1870	1856	1885
Adj Flow Rate, veh/h	120	570	31	137	345	57	62	306	90	270	310	58
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	6	0	6	6	7	9	3	7	2	3	1
Cap, veh/h	153	1045	482	170	1094	484	84	417	180	320	875	395
Arrive On Green	0.08	0.30	0.30	0.10	0.32	0.32	0.05	0.12	0.12	0.18	0.25	0.25
Sat Flow, veh/h	1810	3441	1588	1725	3441	1522	1682	3526	1522	1781	3526	1592
Grp Volume(v), veh/h	120	570	31	137	345	57	62	306	90	270	310	58
Grp Sat Flow(s),veh/h/ln	1810	1721	1588	1725	1721	1522	1682	1763	1522	1781	1763	1592
Q Serve(g_s), s	4.6	9.8	1.0	5.5	5.4	1.9	2.6	5.9	3.9	10.4	5.1	2.0
Cycle Q Clear(g_c), s	4.6	9.8	1.0	5.5	5.4	1.9	2.6	5.9	3.9	10.4	5.1	2.0
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	153	1045	482	170	1094	484	84	417	180	320	875	395
V/C Ratio(X)	0.78	0.55	0.06	0.80	0.32	0.12	0.74	0.73	0.50	0.84	0.35	0.15
Avail Cap(c_a), veh/h	187	1045	482	178	1094	484	119	558	241	473	1245	562
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	31.8	20.6	17.5	31.2	18.3	17.1	33.2	30.1	29.2	28.1	21.9	20.8
Incr Delay (d2), s/veh	16.0	2.0	0.3	22.1	0.8	0.5	13.7	2.0	0.8	8.8	0.1	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	2.6	3.8	0.4	3.2	2.0	0.6	1.3	2.4	1.4	4.8	1.9	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.8	22.6	17.8	53.3	19.1	17.6	46.9	32.1	30.0	36.9	22.0	20.8
LnGrp LOS	D	C	B	D	B	B	D	C	C	D	C	C
Approach Vol, veh/h		721			539			458			638	
Approach Delay, s/veh		26.6			27.6			33.7			28.2	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.7	26.5	10.0	22.6	10.7	27.5	19.2	13.4				
Change Period (Y+Rc), s	* 4.7	5.0	6.5	5.0	* 4.7	5.0	6.5	5.0				
Max Green Setting (Gmax), s	* 7.3	21.5	5.0	25.0	* 7.3	21.5	18.8	11.2				
Max Q Clear Time (g_c+I1), s	7.5	11.8	4.6	7.1	6.6	7.4	12.4	7.9				
Green Ext Time (p_c), s	0.0	1.8	0.0	1.1	0.0	1.2	0.4	0.4				

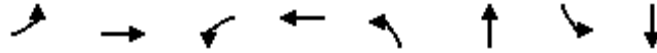
Intersection Summary

HCM 6th Ctrl Delay	28.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
12: Amargosa Rd & Palmdale Rd

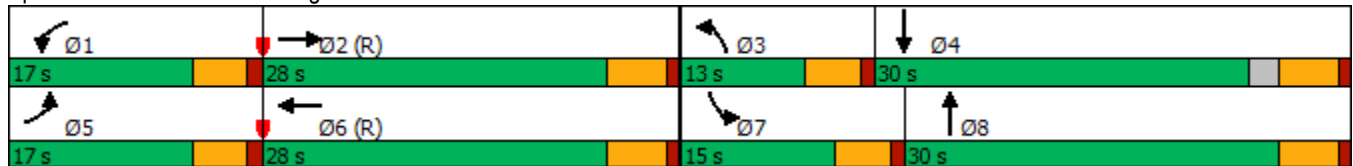


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↷	↶	↷	↶	↷	↶	↷
Traffic Volume (vph)	109	736	68	480	88	240	161	279
Future Volume (vph)	109	736	68	480	88	240	161	279
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	26.0	11.5	26.0	11.5	30.0	11.5	30.0
Total Split (s)	17.0	28.0	17.0	28.0	13.0	30.0	15.0	30.0
Total Split (%)	18.9%	31.1%	18.9%	31.1%	14.4%	33.3%	16.7%	33.3%
Yellow Time (s)	3.7	4.0	3.7	4.0	3.7	4.0	3.7	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.0	4.7	5.0	4.7	5.0	4.7	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 34 (38%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 12: Amargosa Rd & Palmdale Rd



HCM 6th Signalized Intersection Summary
 12: Amargosa Rd & Palmdale Rd

Victorville Residential (JN 14222)
 12/22/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↕		↖	↕		↗	↕		↖	↕	
Traffic Volume (veh/h)	109	736	84	68	480	59	88	240	70	161	279	48
Future Volume (veh/h)	109	736	84	68	480	59	88	240	70	161	279	48
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	1870	1826	1885	1841	1826	1841	1841	1856	1885	1826	1856	1870
Adj Flow Rate, veh/h	114	767	70	71	500	47	92	250	45	168	291	35
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, %	2	5	1	4	5	4	4	3	1	5	3	2
Cap, veh/h	144	1608	147	92	1512	142	117	351	62	199	523	62
Arrive On Green	0.08	0.50	0.50	0.02	0.16	0.16	0.07	0.12	0.12	0.11	0.17	0.17
Sat Flow, veh/h	1781	3214	293	1753	3206	300	1753	2991	530	1739	3171	378
Grp Volume(v), veh/h	114	414	423	71	270	277	92	146	149	168	161	165
Grp Sat Flow(s),veh/h/ln	1781	1735	1773	1753	1735	1772	1753	1763	1758	1739	1763	1787
Q Serve(g_s), s	5.7	14.1	14.1	3.6	12.5	12.5	4.7	7.2	7.4	8.5	7.5	7.7
Cycle Q Clear(g_c), s	5.7	14.1	14.1	3.6	12.5	12.5	4.7	7.2	7.4	8.5	7.5	7.7
Prop In Lane	1.00		0.17	1.00		0.17	1.00		0.30	1.00		0.21
Lane Grp Cap(c), veh/h	144	868	887	92	818	836	117	207	206	199	291	295
V/C Ratio(X)	0.79	0.48	0.48	0.77	0.33	0.33	0.79	0.71	0.72	0.84	0.55	0.56
Avail Cap(c_a), veh/h	243	868	887	240	818	836	162	490	488	199	490	496
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	14.8	14.8	43.7	25.3	25.4	41.4	38.2	38.3	39.1	34.5	34.6
Incr Delay (d2), s/veh	7.2	1.4	1.4	11.1	0.9	0.9	10.6	1.7	1.8	25.6	0.6	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	5.3	5.4	1.8	5.9	6.0	2.3	3.0	3.1	4.9	3.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.8	16.2	16.2	54.7	26.3	26.3	52.0	39.9	40.1	64.7	35.1	35.2
LnGrp LOS	D	B	B	D	C	C	D	D	D	E	D	D
Approach Vol, veh/h		951			618			387			494	
Approach Delay, s/veh		20.0			29.5			42.9			45.2	
Approach LOS		B			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.4	50.0	10.7	19.9	12.0	47.5	15.0	15.5				
Change Period (Y+Rc), s	* 4.7	5.0	* 4.7	5.0	* 4.7	5.0	* 4.7	5.0				
Max Green Setting (Gmax), s	* 12	23.0	* 8.3	25.0	* 12	23.0	* 10	25.0				
Max Q Clear Time (g_c+I1), s	5.6	16.1	6.7	9.7	7.7	14.5	10.5	9.4				
Green Ext Time (p_c), s	0.1	2.0	0.0	0.9	0.1	1.3	0.0	0.8				

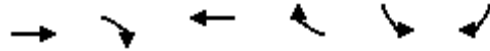
Intersection Summary

HCM 6th Ctrl Delay	31.1
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
13: I-15 SB Ramps & Palmdale Rd

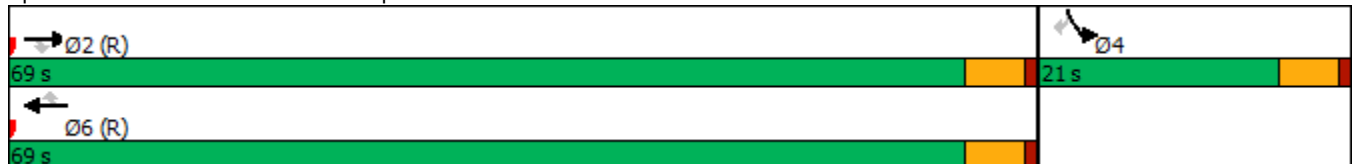


Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Configurations	↑↑	↑	↑↑	↑	↑↑	↑
Traffic Volume (vph)	903	227	1067	108	113	276
Future Volume (vph)	903	227	1067	108	113	276
Turn Type	NA	Perm	NA	Perm	Prot	Perm
Protected Phases	2		6		4	
Permitted Phases		2		6		4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	35.0	35.0	10.0	10.0
Total Split (s)	69.0	69.0	69.0	69.0	21.0	21.0
Total Split (%)	76.7%	76.7%	76.7%	76.7%	23.3%	23.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 64 (71%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

Splits and Phases: 13: I-15 SB Ramps & Palmdale Rd



HCM 6th Signalized Intersection Summary
 13: I-15 SB Ramps & Palmdale Rd

Victorville Residential (JN 14222)
 12/22/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗		↑↑	↗				↖↗		↗
Traffic Volume (veh/h)	0	903	227	0	1067	108	0	0	0	113	0	276
Future Volume (veh/h)	0	903	227	0	1067	108	0	0	0	113	0	276
Initial Q (Qb), veh	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
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	1826	1781	0	1870	1885				1856	0	1841
Adj Flow Rate, veh/h	0	921	0	0	1089	0				115	0	161
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	5	8	0	2	1				3	0	4
Cap, veh/h	0	2643		0	2707					436	0	198
Arrive On Green	0.00	1.00	0.00	0.00	0.76	0.00				0.13	0.00	0.13
Sat Flow, veh/h	0	3561	1510	0	3647	1598				3428	0	1560
Grp Volume(v), veh/h	0	921	0	0	1089	0				115	0	161
Grp Sat Flow(s),veh/h/ln	0	1735	1510	0	1777	1598				1714	0	1560
Q Serve(g_s), s	0.0	0.0	0.0	0.0	9.5	0.0				2.7	0.0	9.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	9.5	0.0				2.7	0.0	9.0
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2643		0	2707					436	0	198
V/C Ratio(X)	0.00	0.35		0.00	0.40					0.26	0.00	0.81
Avail Cap(c_a), veh/h	0	2643		0	2707					609	0	277
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.75	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	3.7	0.0				35.5	0.0	38.2
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.4	0.0				0.3	0.0	11.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	2.2	0.0				1.1	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.3	0.0	0.0	4.1	0.0				35.8	0.0	50.0
LnGrp LOS	A	A		A	A					D	A	D
Approach Vol, veh/h		921	A		1089	A					276	
Approach Delay, s/veh		0.3			4.1						44.1	
Approach LOS		A			A						D	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		73.6		16.4		73.6						
Change Period (Y+Rc), s		5.0		5.0		5.0						
Max Green Setting (Gmax), s		64.0		16.0		64.0						
Max Q Clear Time (g_c+I1), s		2.0		11.0		11.5						
Green Ext Time (p_c), s		8.0		0.4		9.6						

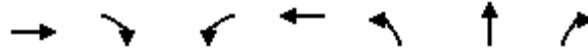
Intersection Summary

HCM 6th Ctrl Delay	7.4
HCM 6th LOS	A

Notes

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

Timings
 14: Mariposa Rd/I-15 NB On-Ramps & Palmdale Rd

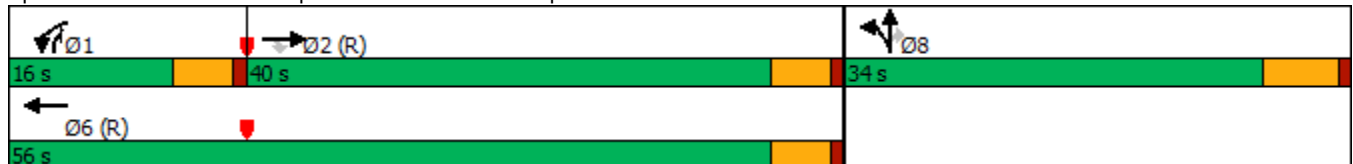


Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵	↑	↵
Traffic Volume (vph)	665	112	118	710	429	56	309
Future Volume (vph)	665	112	118	710	429	56	309
Turn Type	NA	Perm	Prot	NA	Split	NA	pm+ov
Protected Phases	2		1	6	8	8	1
Permitted Phases		2					8
Detector Phase	2	2	1	6	8	8	1
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	32.0	32.0	10.0	32.0	33.0	33.0	10.0
Total Split (s)	40.0	40.0	16.0	56.0	34.0	34.0	16.0
Total Split (%)	44.4%	44.4%	17.8%	62.2%	37.8%	37.8%	17.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	6.0	5.0
Lead/Lag	Lag	Lag	Lead				Lead
Lead-Lag Optimize?	Yes	Yes	Yes				Yes
Recall Mode	C-Min	C-Min	None	C-Min	None	None	None

Intersection Summary













Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 86 (96%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 14: Mariposa Rd/I-15 NB On-Ramps & Palmdale Rd



HCM 6th Signalized Intersection Summary
 14: Mariposa Rd/I-15 NB On-Ramps & Palmdale Rd

Victorville Residential (JN 14222)
 12/22/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑↑		↗	↖	↗			
Traffic Volume (veh/h)	0	665	112	118	710	42	429	56	309	0	0	0
Future Volume (veh/h)	0	665	112	118	710	42	429	56	309	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		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	1856	1826	1781	1870	1900	1870	1618	1870			
Adj Flow Rate, veh/h	0	731	93	130	780	43	515	0	187			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	0	3	5	8	2	0	2	19	2			
Cap, veh/h	0	1949	853	159	2405	133	625	0	427			
Arrive On Green	0.00	0.55	0.55	0.09	0.70	0.70	0.18	0.00	0.18			
Sat Flow, veh/h	0	3618	1543	1697	3424	189	3563	0	1585			
Grp Volume(v), veh/h	0	731	93	130	405	418	515	0	187			
Grp Sat Flow(s),veh/h/ln	0	1763	1543	1697	1777	1836	1781	0	1585			
Q Serve(g_s), s	0.0	10.5	2.6	6.8	7.9	7.9	12.5	0.0	8.8			
Cycle Q Clear(g_c), s	0.0	10.5	2.6	6.8	7.9	7.9	12.5	0.0	8.8			
Prop In Lane	0.00		1.00	1.00		0.10	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1949	853	159	1248	1290	625	0	427			
V/C Ratio(X)	0.00	0.38	0.11	0.82	0.32	0.32	0.82	0.00	0.44			
Avail Cap(c_a), veh/h	0	1949	853	207	1248	1290	1108	0	642			
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	1.00	0.88	0.00	0.88			
Uniform Delay (d), s/veh	0.0	11.3	9.6	40.0	5.2	5.2	35.8	0.0	27.2			
Incr Delay (d2), s/veh	0.0	0.6	0.3	13.5	0.7	0.7	0.9	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			
%ile BackOfQ(50%),veh/ln	0.0	3.8	0.8	3.3	2.5	2.6	5.4	0.0	3.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.9	9.8	53.5	5.8	5.8	36.7	0.0	27.5			
LnGrp LOS	A	B	A	D	A	A	D	A	C			
Approach Vol, veh/h		824			953			702				
Approach Delay, s/veh		11.7			12.3			34.3				
Approach LOS		B			B			C				
Timer - Assigned Phs	1	2					6		8			
Phs Duration (G+Y+Rc), s	13.5	54.8					68.2		21.8			
Change Period (Y+Rc), s	5.0	5.0					5.0		6.0			
Max Green Setting (Gmax), s	11.0	35.0					51.0		28.0			
Max Q Clear Time (g_c+I1), s	8.8	12.5					9.9		14.5			
Green Ext Time (p_c), s	0.0	3.3					3.4		1.2			

Intersection Summary

HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Timings
15: Mariposa Rd & I-15 NB Off-Ramp

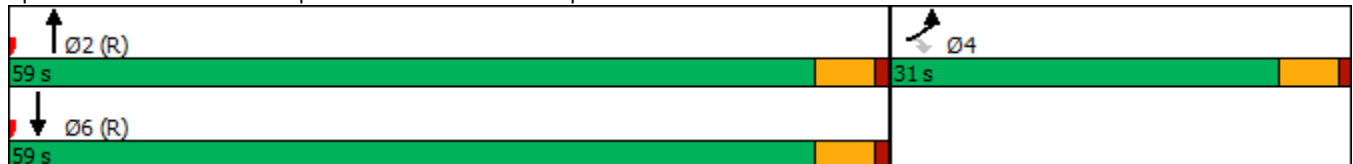


Lane Group	EBL	EBR	NBT	SBT
Lane Configurations	↗↘	↗	↕↕	↕
Traffic Volume (vph)	423	10	351	221
Future Volume (vph)	423	10	351	221
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases		4		
Detector Phase	4	4	2	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	24.5	24.5	24.5	24.5
Total Split (s)	31.0	31.0	59.0	59.0
Total Split (%)	34.4%	34.4%	65.6%	65.6%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 77 (86%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

Splits and Phases: 15: Mariposa Rd & I-15 NB Off-Ramp



HCM 6th Signalized Intersection Summary
 15: Mariposa Rd & I-15 NB Off-Ramp

Victorville Residential (JN 14222)
 12/22/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔↔	↗		↕↕	↕	
Traffic Volume (veh/h)	423	10	0	351	221	0
Future Volume (veh/h)	423	10	0	351	221	0
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	1870	1604	0	1841	1856	0
Adj Flow Rate, veh/h	470	5	0	390	246	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	20	0	4	3	0
Cap, veh/h	563	221	0	2539	1347	0
Arrive On Green	0.16	0.16	0.00	0.73	0.24	0.00
Sat Flow, veh/h	3456	1359	0	3681	1856	0
Grp Volume(v), veh/h	470	5	0	390	246	0
Grp Sat Flow(s),veh/h/ln	1728	1359	0	1749	1856	0
Q Serve(g_s), s	11.9	0.3	0.0	3.1	9.5	0.0
Cycle Q Clear(g_c), s	11.9	0.3	0.0	3.1	9.5	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	563	221	0	2539	1347	0
V/C Ratio(X)	0.84	0.02	0.00	0.15	0.18	0.00
Avail Cap(c_a), veh/h	998	393	0	2539	1347	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.92	0.00
Uniform Delay (d), s/veh	36.5	31.7	0.0	3.8	13.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.1	0.0	0.9	4.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.8	31.7	0.0	3.9	13.3	0.0
LnGrp LOS	D	C	A	A	B	A
Approach Vol, veh/h	475			390	246	
Approach Delay, s/veh	37.7			3.9	13.3	
Approach LOS	D			A	B	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		70.3		19.7		70.3
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		54.0		26.0		54.0
Max Q Clear Time (g_c+I1), s		5.1		13.9		11.5
Green Ext Time (p_c), s		1.8		0.8		1.0
Intersection Summary						
HCM 6th Ctrl Delay			20.4			
HCM 6th LOS			C			

Timings
1: US-395 & Palmdale Rd

Victorville Residential (JN 14222)

12/22/2021

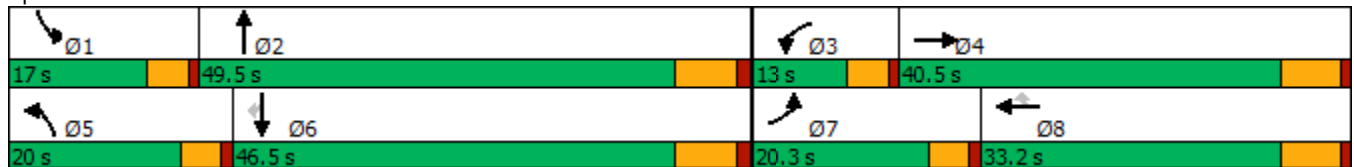


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↗	↘	↗	↗	↘	↗	↘	↗	↗
Traffic Volume (vph)	123	446	313	542	122	350	770	163	802	58
Future Volume (vph)	123	446	313	542	122	350	770	163	802	58
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	40.5	11.5	22.0	22.0	11.5	45.0	11.5	45.0	45.0
Total Split (s)	20.3	40.5	13.0	33.2	33.2	20.0	49.5	17.0	46.5	46.5
Total Split (%)	16.9%	33.8%	10.8%	27.7%	27.7%	16.7%	41.3%	14.2%	38.8%	38.8%
Yellow Time (s)	3.7	5.5	3.7	5.5	5.5	3.7	5.5	3.7	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.5	1.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.5	4.7	6.5	6.5	4.7	7.0	4.7	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 105.1
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: US-395 & Palmdale Rd



HCM 6th Signalized Intersection Summary
 1: US-395 & Palmdale Rd

Victorville Residential (JN 14222)
 12/22/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗		↖	↗	↖
Traffic Volume (veh/h)	123	446	301	313	542	122	350	770	147	163	802	58
Future Volume (veh/h)	123	446	301	313	542	122	350	770	147	163	802	58
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		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	1826	1856	1841	1885	1870	1870	1885	1781	1870	1841	1752	1826
Adj Flow Rate, veh/h	126	455	175	319	553	53	357	786	138	166	818	42
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, %	5	3	4	1	2	2	1	8	2	4	10	5
Cap, veh/h	156	561	214	301	789	347	286	971	170	197	967	449
Arrive On Green	0.09	0.23	0.23	0.09	0.22	0.22	0.16	0.34	0.34	0.11	0.29	0.29
Sat Flow, veh/h	1739	2494	951	3483	3554	1564	1795	2878	505	1753	3328	1547
Grp Volume(v), veh/h	126	320	310	319	553	53	357	462	462	166	818	42
Grp Sat Flow(s),veh/h/ln	1739	1763	1683	1742	1777	1564	1795	1692	1691	1753	1664	1547
Q Serve(g_s), s	6.8	16.5	16.8	8.3	13.8	2.6	15.3	23.9	23.9	8.9	22.2	1.9
Cycle Q Clear(g_c), s	6.8	16.5	16.8	8.3	13.8	2.6	15.3	23.9	23.9	8.9	22.2	1.9
Prop In Lane	1.00		0.57	1.00		1.00	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	156	397	379	301	789	347	286	571	570	197	967	449
V/C Ratio(X)	0.81	0.81	0.82	1.06	0.70	0.15	1.25	0.81	0.81	0.84	0.85	0.09
Avail Cap(c_a), veh/h	283	624	596	301	989	435	286	749	749	225	1370	637
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.9	35.2	35.3	43.8	34.4	30.1	40.3	29.0	29.0	41.7	32.0	24.8
Incr Delay (d2), s/veh	3.8	3.4	3.9	68.3	1.4	0.1	137.0	4.5	4.6	19.7	3.2	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	3.0	7.2	7.0	6.3	5.8	1.0	17.2	9.4	9.4	4.7	8.5	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.7	38.6	39.2	112.1	35.8	30.2	177.4	33.5	33.5	61.4	35.2	24.9
LnGrp LOS	D	D	D	F	D	C	F	C	C	E	D	C
Approach Vol, veh/h		756			925			1281			1026	
Approach Delay, s/veh		40.2			61.8			73.6			39.0	
Approach LOS		D			E			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.5	39.4	13.0	28.1	20.0	34.9	13.3	27.8				
Change Period (Y+Rc), s	* 4.7	7.0	* 4.7	6.5	* 4.7	7.0	* 4.7	6.5				
Max Green Setting (Gmax), s	* 12	42.5	* 8.3	34.0	* 15	39.5	* 16	26.7				
Max Q Clear Time (g_c+I1), s	10.9	25.9	10.3	18.8	17.3	24.2	8.8	15.8				
Green Ext Time (p_c), s	0.0	3.8	0.0	2.7	0.0	3.7	0.1	2.3				

Intersection Summary

HCM 6th Ctrl Delay	55.6
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	19	0	0	11	0
Future Vol, veh/h	0	19	0	0	11	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	-	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	21	0	0	12	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	21	0	12
Stage 1	-	-	-	-	11
Stage 2	-	-	-	-	1
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1608	-	1013
Stage 1	-	-	-	-	1017
Stage 2	-	-	-	-	1028
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1608	-	1013
Mov Cap-2 Maneuver	-	-	-	-	928
Stage 1	-	-	-	-	1017
Stage 2	-	-	-	-	1028

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	928	-	-	1608	-
HCM Lane V/C Ratio	0.013	-	-	-	-
HCM Control Delay (s)	8.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	11	19	44	26	0
Future Vol, veh/h	0	11	19	44	26	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	-	-	-	-	-	-
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	12	21	48	28	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	69	0	-	0	57 45
Stage 1	-	-	-	-	45 -
Stage 2	-	-	-	-	12 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1545	-	-	-	955 1031
Stage 1	-	-	-	-	983 -
Stage 2	-	-	-	-	1016 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1545	-	-	-	955 1031
Mov Cap-2 Maneuver	-	-	-	-	955 -
Stage 1	-	-	-	-	983 -
Stage 2	-	-	-	-	1016 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1545	-	-	-	955
HCM Lane V/C Ratio	-	-	-	-	0.03
HCM Control Delay (s)	0	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	6.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	↔
Traffic Vol, veh/h	0	37	29	0	62	49
Future Vol, veh/h	0	37	29	0	62	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	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	40	32	0	67	53

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	40	0	84 20
Stage 1	-	-	-	-	20 -
Stage 2	-	-	-	-	64 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1583	-	923 1064
Stage 1	-	-	-	-	1008 -
Stage 2	-	-	-	-	964 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1583	-	905 1064
Mov Cap-2 Maneuver	-	-	-	-	905 -
Stage 1	-	-	-	-	1008 -
Stage 2	-	-	-	-	945 -

Approach	EB	WB	NB
HCM Control Delay, s	0	7.3	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	905	1064	-	-	1583	-
HCM Lane V/C Ratio	0.074	0.05	-	-	0.02	-
HCM Control Delay (s)	9.3	8.6	-	-	7.3	0
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0.1	-

Timings
5: Palmdale Rd & Cantina Dr

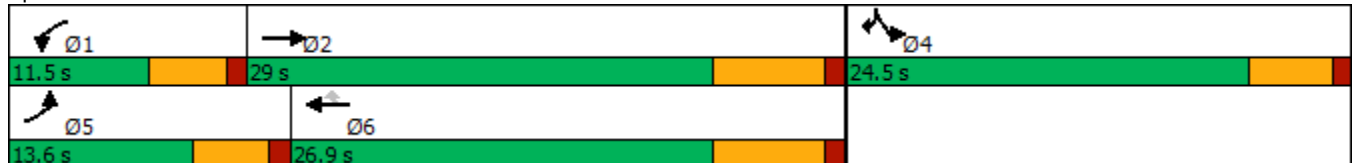


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations	↵	↑↑	↑↑	↵	↵↵	↵	
Traffic Volume (vph)	135	700	715	230	230	95	
Future Volume (vph)	135	700	715	230	230	95	
Turn Type	Prot	NA	NA	Perm	Prot	Prot	
Protected Phases	5	2	6		4	4	1
Permitted Phases				6			
Detector Phase	5	2	6	6	4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	11.5
Total Split (s)	13.6	29.0	26.9	26.9	24.5	24.5	11.5
Total Split (%)	20.9%	44.6%	41.4%	41.4%	37.7%	37.7%	18%
Yellow Time (s)	3.7	5.5	5.5	5.5	4.0	4.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.7	6.5	6.5	6.5	5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	Min	Min	Min	None	None	None

Intersection Summary























Cycle Length: 65
 Actuated Cycle Length: 47.3
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated

Splits and Phases: 5: Palmdale Rd & Cantina Dr



HCM 6th Signalized Intersection Summary
5: Palmdale Rd & Cantina Dr

Victorville Residential (JN 14222)
12/22/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 					 		
Traffic Volume (veh/h)	135	700	0	0	715	230	0	0	0	230	0	95
Future Volume (veh/h)	135	700	0	0	715	230	0	0	0	230	0	95
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	1885	1826	0	1900	1856	1885				1900	0	1856
Adj Flow Rate, veh/h	144	745	0	0	761	183				245	0	72
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	1	5	0	0	3	1				0	0	3
Cap, veh/h	188	1925	0	5	1134	501				460	0	206
Arrive On Green	0.10	0.55	0.00	0.00	0.32	0.32				0.13	0.00	0.13
Sat Flow, veh/h	1795	3561	0	1810	3526	1559				3510	0	1572
Grp Volume(v), veh/h	144	745	0	0	761	183				245	0	72
Grp Sat Flow(s),veh/h/ln	1795	1735	0	1810	1763	1559				1755	0	1572
Q Serve(g_s), s	2.9	4.5	0.0	0.0	6.8	3.3				2.4	0.0	1.5
Cycle Q Clear(g_c), s	2.9	4.5	0.0	0.0	6.8	3.3				2.4	0.0	1.5
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	188	1925	0	5	1134	501				460	0	206
V/C Ratio(X)	0.76	0.39	0.00	0.00	0.67	0.36				0.53	0.00	0.35
Avail Cap(c_a), veh/h	436	2131	0	336	1964	868				1869	0	837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	15.9	4.6	0.0	0.0	10.7	9.5				14.9	0.0	14.5
Incr Delay (d2), s/veh	2.4	0.0	0.0	0.0	0.3	0.2				0.4	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	1.0	0.6	0.0	0.0	1.8	0.8				0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.4	4.7	0.0	0.0	11.0	9.7				15.2	0.0	14.9
LnGrp LOS	B	A	A	A	B	A				B	A	B
Approach Vol, veh/h		889			944						317	
Approach Delay, s/veh		6.9			10.8						15.1	
Approach LOS		A			B						B	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	0.0	26.8		9.8	8.5	18.3						
Change Period (Y+Rc), s	* 4.7	6.5		5.0	* 4.7	6.5						
Max Green Setting (Gmax), s	* 6.8	22.5		19.5	* 8.9	20.4						
Max Q Clear Time (g_c+I1), s	0.0	6.5		4.4	4.9	8.8						
Green Ext Time (p_c), s	0.0	2.9		0.5	0.1	2.9						

Intersection Summary

HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	25	25	15	0	0	15
Future Vol, veh/h	25	25	15	0	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	27	16	0	0	16

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	16	0	-	0	97
Stage 1	-	-	-	-	16
Stage 2	-	-	-	-	81
Critical Hdwy	4.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1615	-	-	-	907
Stage 1	-	-	-	-	1012
Stage 2	-	-	-	-	947
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1615	-	-	-	892
Mov Cap-2 Maneuver	-	-	-	-	892
Stage 1	-	-	-	-	995
Stage 2	-	-	-	-	947

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1615	-	-	-	1069
HCM Lane V/C Ratio	0.017	-	-	-	0.015
HCM Control Delay (s)	7.3	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Intersection						
Int Delay, s/veh	7.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑	↔	
Traffic Vol, veh/h	0	0	18	0	0	11
Future Vol, veh/h	0	0	18	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	20	0	0	12

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1	0	41
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	40
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1635	-	975
Stage 1	-	-	-	-	1028
Stage 2	-	-	-	-	988
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1635	-	963
Mov Cap-2 Maneuver	-	-	-	-	889
Stage 1	-	-	-	-	1028
Stage 2	-	-	-	-	976

Approach	EB	WB	NB
HCM Control Delay, s	0	7.2	8.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1090	-	-	1635	-
HCM Lane V/C Ratio	0.011	-	-	0.012	-
HCM Control Delay (s)	8.3	-	-	7.2	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	5.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	0	11	19	6	3	0
Future Vol, veh/h	0	11	19	6	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	12	21	7	3	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	52	3	3	0	0
Stage 1	3	-	-	-	-
Stage 2	49	-	-	-	-
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	962	1087	1632	-	-
Stage 1	1025	-	-	-	-
Stage 2	979	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	949	1087	1632	-	-
Mov Cap-2 Maneuver	949	-	-	-	-
Stage 1	1012	-	-	-	-
Stage 2	979	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.3	5.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1632	-	1087	-	-
HCM Lane V/C Ratio	0.013	-	0.011	-	-
HCM Control Delay (s)	7.2	0	8.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

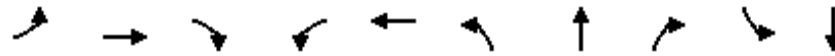
Intersection	
Intersection Delay, s/veh	27.5
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↑	↔	↔	↔		↔	↔	
Traffic Vol, veh/h	60	94	14	84	122	62	8	222	70	55	324	94
Future Vol, veh/h	60	94	14	84	122	62	8	222	70	55	324	94
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
Heavy Vehicles, %	3	0	7	2	1	3	13	0	4	0	1	2
Mvmt Flow	65	102	15	91	133	67	9	241	76	60	352	102
Number of Lanes	0	1	0	1	1	1	1	2	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	18.1	13.1	14.9	47.1
HCM LOS	C	B	B	E

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	36%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	51%	56%	0%	100%	0%	0%	78%
Vol Right, %	0%	0%	49%	8%	0%	0%	100%	0%	22%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	148	144	168	84	122	62	55	418
LT Vol	8	0	0	60	84	0	0	55	0
Through Vol	0	148	74	94	0	122	0	0	324
RT Vol	0	0	70	14	0	0	62	0	94
Lane Flow Rate	9	161	157	183	91	133	67	60	454
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.021	0.361	0.339	0.438	0.212	0.289	0.134	0.133	0.927
Departure Headway (Hd)	8.815	8.073	7.793	8.63	8.37	7.84	7.157	7.998	7.343
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	404	442	459	415	427	456	498	447	491
Service Time	6.61	5.868	5.588	6.428	6.157	5.626	4.942	5.777	5.122
HCM Lane V/C Ratio	0.022	0.364	0.342	0.441	0.213	0.292	0.135	0.134	0.925
HCM Control Delay	11.8	15.4	14.6	18.1	13.4	13.8	11.1	12	51.7
HCM Lane LOS	B	C	B	C	B	B	B	B	F
HCM 95th-tile Q	0.1	1.6	1.5	2.2	0.8	1.2	0.5	0.5	11

Timings
10: Amethyst Rd & Palmdale Rd

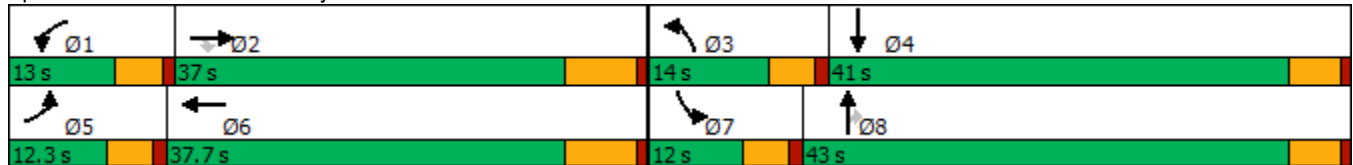


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗↗	↖	↖	↗↗	↖	↗	↖	↖	↗
Traffic Volume (vph)	64	575	68	61	654	99	224	84	34	315
Future Volume (vph)	64	575	68	61	654	99	224	84	34	315
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	36.5	36.5	11.5	36.5	11.5	20.0	20.0	11.5	41.0
Total Split (s)	12.3	37.0	37.0	13.0	37.7	14.0	43.0	43.0	12.0	41.0
Total Split (%)	11.7%	35.2%	35.2%	12.4%	35.9%	13.3%	41.0%	41.0%	11.4%	39.0%
Yellow Time (s)	3.7	5.5	5.5	3.7	5.5	3.7	4.0	4.0	3.7	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.5	6.5	4.7	6.5	4.7	5.0	5.0	4.7	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None

Intersection Summary

Cycle Length: 105
 Actuated Cycle Length: 84.9
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated

Splits and Phases: 10: Amethyst Rd & Palmdale Rd



HCM 6th Signalized Intersection Summary
 10: Amethyst Rd & Palmdale Rd

Victorville Residential (JN 14222)
 12/22/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	575	68	61	654	22	99	224	84	34	315	89
Future Volume (veh/h)	64	575	68	61	654	22	99	224	84	34	315	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	1870	1856	1900	1900	1870	1826	1900	1900	1885	1811	1870	1885
Adj Flow Rate, veh/h	71	639	53	68	727	21	110	249	52	38	350	91
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	3	0	0	2	5	0	0	1	6	2	1
Cap, veh/h	96	976	445	96	973	28	142	626	527	65	412	107
Arrive On Green	0.05	0.28	0.28	0.05	0.28	0.28	0.08	0.33	0.33	0.04	0.29	0.29
Sat Flow, veh/h	1781	3526	1607	1810	3527	102	1810	1900	1598	1725	1427	371
Grp Volume(v), veh/h	71	639	53	68	366	382	110	249	52	38	0	441
Grp Sat Flow(s),veh/h/ln	1781	1763	1607	1810	1777	1852	1810	1900	1598	1725	0	1797
Q Serve(g_s), s	2.7	11.0	1.7	2.5	13.0	13.0	4.1	7.0	1.6	1.5	0.0	15.9
Cycle Q Clear(g_c), s	2.7	11.0	1.7	2.5	13.0	13.0	4.1	7.0	1.6	1.5	0.0	15.9
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	96	976	445	96	490	511	142	626	527	65	0	519
V/C Ratio(X)	0.74	0.65	0.12	0.71	0.75	0.75	0.78	0.40	0.10	0.59	0.00	0.85
Avail Cap(c_a), veh/h	196	1560	711	218	804	838	244	1047	881	183	0	939
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	0.00	1.00
Uniform Delay (d), s/veh	32.1	22.0	18.6	32.1	22.8	22.8	31.2	17.8	16.0	32.7	0.0	23.1
Incr Delay (d2), s/veh	4.1	0.8	0.1	3.6	2.3	2.2	3.4	0.3	0.1	3.1	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.2	0.6	1.1	5.2	5.4	1.8	2.6	0.5	0.6	0.0	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.3	22.8	18.8	35.8	25.1	25.0	34.6	18.1	16.1	35.8	0.0	26.1
LnGrp LOS	D	C	B	D	C	C	C	B	B	D	A	C
Approach Vol, veh/h		763			816			411				479
Approach Delay, s/veh		23.7			25.9			22.3				26.9
Approach LOS		C			C			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.3	25.6	10.1	24.9	8.4	25.5	7.3	27.7				
Change Period (Y+Rc), s	* 4.7	6.5	* 4.7	5.0	* 4.7	6.5	* 4.7	5.0				
Max Green Setting (Gmax), s	* 8.3	30.5	* 9.3	36.0	* 7.6	31.2	* 7.3	38.0				
Max Q Clear Time (g_c+I1), s	4.5	13.0	6.1	17.9	4.7	15.0	3.5	9.0				
Green Ext Time (p_c), s	0.0	4.0	0.0	1.8	0.0	3.9	0.0	1.1				

Intersection Summary

HCM 6th Ctrl Delay	24.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
11: El Evado Rd & Palmdale Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	132	492	56	231	546	188	90	454	114	230	364	92
Future Volume (vph)	132	492	56	231	546	188	90	454	114	230	364	92
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	26.0	26.0	9.7	26.0	26.0	11.5	10.0	10.0	11.5	30.0	30.0
Total Split (s)	16.2	26.2	26.2	21.0	31.0	31.0	12.8	20.7	20.7	22.1	30.0	30.0
Total Split (%)	18.0%	29.1%	29.1%	23.3%	34.4%	34.4%	14.2%	23.0%	23.0%	24.6%	33.3%	33.3%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	4.0	5.5	4.0	4.0	5.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.0	5.0	4.7	5.0	5.0	6.5	5.0	5.0	6.5	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary

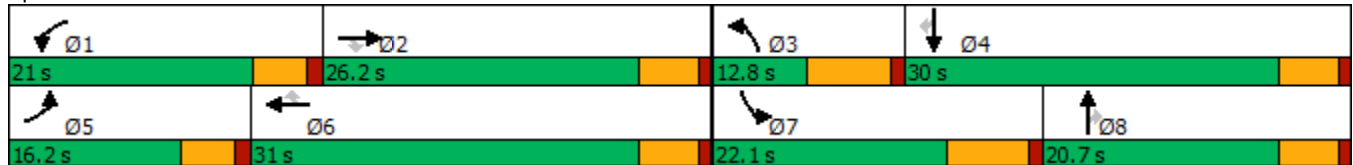
Cycle Length: 90

Actuated Cycle Length: 86.5

Natural Cycle: 90

























Control Type: Actuated-Uncoordinated

Splits and Phases: 11: El Evado Rd & Palmdale Rd



HCM 6th Signalized Intersection Summary
 11: El Evado Rd & Palmdale Rd

Victorville Residential (JN 14222)
 12/22/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	492	56	231	546	188	90	454	114	230	364	92
Future Volume (veh/h)	132	492	56	231	546	188	90	454	114	230	364	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		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	
Adj Sat Flow, veh/h/ln	1885	1841	1900	1885	1870	1870	1885	1900	1885	1885	1885	1900
Adj Flow Rate, veh/h	138	512	46	241	569	146	94	473	67	240	379	74
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, %	1	4	0	1	2	2	1	0	1	1	1	0
Cap, veh/h	173	919	423	283	1150	504	120	579	253	281	895	395
Arrive On Green	0.10	0.26	0.26	0.16	0.32	0.32	0.07	0.16	0.16	0.16	0.25	0.25
Sat Flow, veh/h	1795	3497	1610	1795	3554	1558	1795	3610	1576	1795	3582	1581
Grp Volume(v), veh/h	138	512	46	241	569	146	94	473	67	240	379	74
Grp Sat Flow(s),veh/h/ln	1795	1749	1610	1795	1777	1558	1795	1805	1576	1795	1791	1581
Q Serve(g_s), s	6.1	10.2	1.8	10.5	10.4	5.6	4.2	10.2	3.0	10.5	7.2	3.0
Cycle Q Clear(g_c), s	6.1	10.2	1.8	10.5	10.4	5.6	4.2	10.2	3.0	10.5	7.2	3.0
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	173	919	423	283	1150	504	120	579	253	281	895	395
V/C Ratio(X)	0.80	0.56	0.11	0.85	0.49	0.29	0.78	0.82	0.26	0.85	0.42	0.19
Avail Cap(c_a), veh/h	256	919	423	363	1150	504	140	702	307	347	1109	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	35.7	25.7	22.6	33.1	22.0	20.4	37.1	32.7	29.7	33.1	25.4	23.8
Incr Delay (d2), s/veh	10.1	2.4	0.5	14.3	1.5	1.4	21.2	5.2	0.2	15.6	0.1	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	3.0	4.3	0.7	5.4	4.2	2.1	2.4	4.6	1.1	5.5	2.8	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.8	28.1	23.1	47.3	23.5	21.8	58.2	37.9	29.9	48.7	25.5	23.9
LnGrp LOS	D	C	C	D	C	C	E	D	C	D	C	C
Approach Vol, veh/h		696			956			634			693	
Approach Delay, s/veh		31.3			29.3			40.1			33.4	
Approach LOS		C			C			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.4	26.2	11.9	25.2	12.5	31.1	19.1	17.9				
Change Period (Y+Rc), s	* 4.7	5.0	6.5	5.0	* 4.7	5.0	6.5	5.0				
Max Green Setting (Gmax), s	* 16	21.2	6.3	25.0	* 12	26.0	15.6	15.7				
Max Q Clear Time (g_c+I1), s	12.5	12.2	6.2	9.2	8.1	12.4	12.5	12.2				
Green Ext Time (p_c), s	0.2	1.5	0.0	1.4	0.1	2.3	0.2	0.7				

Intersection Summary

HCM 6th Ctrl Delay	33.0
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
12: Amargosa Rd & Palmdale Rd

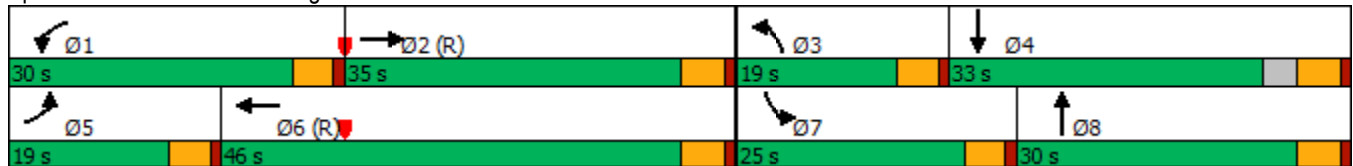


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕
Traffic Volume (vph)	76	752	156	840	124	311	202	427
Future Volume (vph)	76	752	156	840	124	311	202	427
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	26.0	11.5	26.0	11.5	30.0	11.5	30.0
Total Split (s)	19.0	35.0	30.0	46.0	19.0	30.0	25.0	33.0
Total Split (%)	15.8%	29.2%	25.0%	38.3%	15.8%	25.0%	20.8%	27.5%
Yellow Time (s)	3.7	4.0	3.7	4.0	3.7	4.0	3.7	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.0	4.7	5.0	4.7	5.0	4.7	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 20 (17%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 12: Amargosa Rd & Palmdale Rd



HCM 6th Signalized Intersection Summary
 12: Amargosa Rd & Palmdale Rd

Victorville Residential (JN 14222)
 12/22/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗		↖	↖↗		↖	↖↗	
Traffic Volume (veh/h)	76	752	85	156	840	125	124	311	77	202	427	93
Future Volume (veh/h)	76	752	85	156	840	125	124	311	77	202	427	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		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	1885	1856	1885	1856	1870	1900	1900	1885	1900	1885	1900	1900
Adj Flow Rate, veh/h	79	783	86	162	875	109	129	324	68	210	445	76
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, %	1	3	1	3	2	0	0	1	0	1	0	0
Cap, veh/h	101	1469	161	194	1628	203	156	406	84	238	566	96
Arrive On Green	0.06	0.46	0.46	0.04	0.17	0.17	0.09	0.14	0.14	0.13	0.18	0.18
Sat Flow, veh/h	1795	3203	352	1767	3179	396	1810	2954	612	1795	3084	523
Grp Volume(v), veh/h	79	431	438	162	489	495	129	195	197	210	259	262
Grp Sat Flow(s),veh/h/ln	1795	1763	1792	1767	1777	1799	1810	1791	1775	1795	1805	1802
Q Serve(g_s), s	5.2	21.0	21.0	10.9	30.2	30.2	8.4	12.6	12.9	13.8	16.4	16.6
Cycle Q Clear(g_c), s	5.2	21.0	21.0	10.9	30.2	30.2	8.4	12.6	12.9	13.8	16.4	16.6
Prop In Lane	1.00		0.20	1.00		0.22	1.00		0.34	1.00		0.29
Lane Grp Cap(c), veh/h	101	809	822	194	910	921	156	246	244	238	332	331
V/C Ratio(X)	0.78	0.53	0.53	0.83	0.54	0.54	0.83	0.79	0.81	0.88	0.78	0.79
Avail Cap(c_a), veh/h	214	809	822	373	910	921	216	373	370	304	421	420
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	0.76	0.76	0.76	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	23.3	23.3	56.7	36.9	36.9	54.0	50.1	50.2	51.1	46.7	46.8
Incr Delay (d2), s/veh	9.6	1.9	1.9	7.0	1.7	1.7	12.5	3.3	4.2	18.4	5.4	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	8.8	9.0	5.5	14.8	14.9	4.3	5.7	5.9	7.2	7.7	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.5	25.2	25.2	63.8	38.6	38.6	66.5	53.4	54.4	69.5	52.1	52.7
LnGrp LOS	E	C	C	E	D	D	E	D	D	E	D	D
Approach Vol, veh/h		948			1146			521			731	
Approach Delay, s/veh		28.5			42.1			57.0			57.3	
Approach LOS		C			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.9	60.0	15.0	27.0	11.5	66.5	20.6	21.5				
Change Period (Y+Rc), s	* 4.7	5.0	* 4.7	5.0	* 4.7	5.0	* 4.7	5.0				
Max Green Setting (Gmax), s	* 25	30.0	* 14	28.0	* 14	41.0	* 20	25.0				
Max Q Clear Time (g_c+I1), s	12.9	23.0	10.4	18.6	7.2	32.2	15.8	14.9				
Green Ext Time (p_c), s	0.3	2.1	0.0	1.3	0.1	2.7	0.1	0.9				

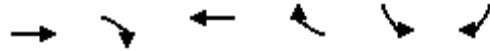
Intersection Summary

HCM 6th Ctrl Delay	43.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
13: I-15 SB Ramps & Palmdale Rd

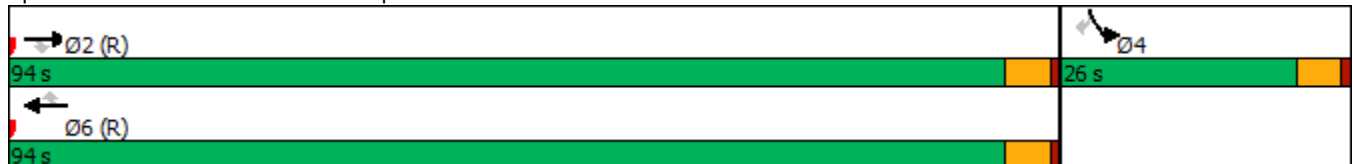


Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Configurations	↑↑	↑	↑↑	↑	↑↑	↑
Traffic Volume (vph)	1278	344	1210	261	134	324
Future Volume (vph)	1278	344	1210	261	134	324
Turn Type	NA	Perm	NA	Perm	Prot	Perm
Protected Phases	2		6		4	
Permitted Phases		2		6		4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	35.0	35.0	10.0	10.0
Total Split (s)	94.0	94.0	94.0	94.0	26.0	26.0
Total Split (%)	78.3%	78.3%	78.3%	78.3%	21.7%	21.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 55 (46%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 13: I-15 SB Ramps & Palmdale Rd



HCM 6th Signalized Intersection Summary
 13: I-15 SB Ramps & Palmdale Rd

Victorville Residential (JN 14222)
 12/22/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗		↑↑	↗				↖↖		↖
Traffic Volume (veh/h)	0	1278	344	0	1210	261	0	0	0	134	0	324
Future Volume (veh/h)	0	1278	344	0	1210	261	0	0	0	134	0	324
Initial Q (Qb), veh	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
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	1885	1885	0	1885	1870				1856	0	1841
Adj Flow Rate, veh/h	0	1404	0	0	1330	0				147	0	356
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	0	1	1	0	1	2				3	0	4
Cap, veh/h	0	2657		0	2657					600	0	273
Arrive On Green	0.00	1.00	0.00	0.00	0.74	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	3676	1598	0	3676	1585				3428	0	1560
Grp Volume(v), veh/h	0	1404	0	0	1330	0				147	0	356
Grp Sat Flow(s),veh/h/ln	0	1791	1598	0	1791	1585				1714	0	1560
Q Serve(g_s), s	0.0	0.0	0.0	0.0	18.3	0.0				4.4	0.0	21.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	18.3	0.0				4.4	0.0	21.0
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2657		0	2657					600	0	273
V/C Ratio(X)	0.00	0.53		0.00	0.50					0.25	0.00	1.30
Avail Cap(c_a), veh/h	0	2657		0	2657					600	0	273
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.71	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	6.4	0.0				42.7	0.0	49.5
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.7	0.0				0.2	0.0	160.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.0	5.8	0.0				1.9	0.0	20.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.5	0.0	0.0	7.0	0.0				42.9	0.0	210.4
LnGrp LOS	A	A		A	A					D	A	F
Approach Vol, veh/h		1404	A		1330	A					503	
Approach Delay, s/veh		0.5			7.0						161.4	
Approach LOS		A			A						F	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		94.0		26.0		94.0						
Change Period (Y+Rc), s		5.0		5.0		5.0						
Max Green Setting (Gmax), s		89.0		21.0		89.0						
Max Q Clear Time (g_c+I1), s		2.0		23.0		20.3						
Green Ext Time (p_c), s		16.4		0.0		13.7						

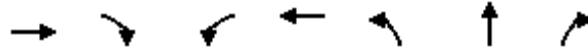
Intersection Summary

HCM 6th Ctrl Delay	28.2
HCM 6th LOS	C

Notes

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

Timings
 14: Mariposa Rd/I-15 NB On-Ramps & Palmdale Rd

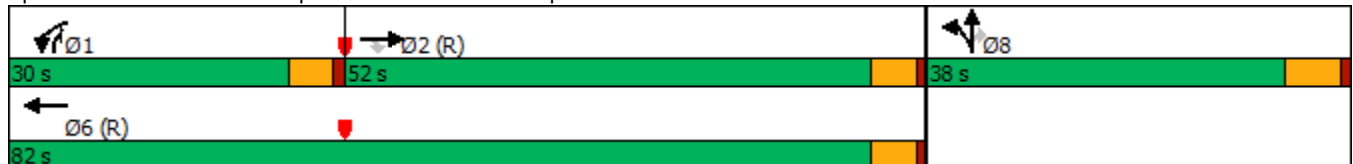


Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵	↑	↵
Traffic Volume (vph)	911	220	225	1074	393	77	475
Future Volume (vph)	911	220	225	1074	393	77	475
Turn Type	NA	Perm	Prot	NA	Split	NA	pm+ov
Protected Phases	2		1	6	8	8	1
Permitted Phases		2					8
Detector Phase	2	2	1	6	8	8	1
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	32.0	32.0	10.0	32.0	33.0	33.0	10.0
Total Split (s)	52.0	52.0	30.0	82.0	38.0	38.0	30.0
Total Split (%)	43.3%	43.3%	25.0%	68.3%	31.7%	31.7%	25.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	6.0	5.0
Lead/Lag	Lag	Lag	Lead				Lead
Lead-Lag Optimize?	Yes	Yes	Yes				Yes
Recall Mode	C-Min	C-Min	None	C-Min	None	None	None

Intersection Summary













Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 79 (66%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 14: Mariposa Rd/I-15 NB On-Ramps & Palmdale Rd



HCM 6th Signalized Intersection Summary
 14: Mariposa Rd/I-15 NB On-Ramps & Palmdale Rd

Victorville Residential (JN 14222)
 12/22/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑↑		↖	↗	↗			
Traffic Volume (veh/h)	0	911	220	225	1074	62	393	77	475	0	0	0
Future Volume (veh/h)	0	911	220	225	1074	62	393	77	475	0	0	0
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	1856	1885	1885	1885	1900	1856	1841	1885			
Adj Flow Rate, veh/h	0	939	184	232	1107	64	461	0	303			
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	3	1	1	1	0	3	4	1			
Cap, veh/h	0	1896	840	261	2494	144	649	0	525			
Arrive On Green	0.00	0.54	0.54	0.15	0.72	0.72	0.06	0.00	0.06			
Sat Flow, veh/h	0	3618	1562	1795	3441	199	3534	0	1598			
Grp Volume(v), veh/h	0	939	184	232	576	595	461	0	303			
Grp Sat Flow(s),veh/h/ln	0	1763	1562	1795	1791	1849	1767	0	1598			
Q Serve(g_s), s	0.0	20.1	7.4	15.2	15.7	15.7	15.4	0.0	18.8			
Cycle Q Clear(g_c), s	0.0	20.1	7.4	15.2	15.7	15.7	15.4	0.0	18.8			
Prop In Lane	0.00		1.00	1.00		0.11	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1896	840	261	1298	1340	649	0	525			
V/C Ratio(X)	0.00	0.50	0.22	0.89	0.44	0.44	0.71	0.00	0.58			
Avail Cap(c_a), veh/h	0	1896	840	374	1298	1340	942	0	658			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33			
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	0.86	0.00	0.86			
Uniform Delay (d), s/veh	0.0	17.5	14.5	50.4	6.7	6.7	53.2	0.0	38.3			
Incr Delay (d2), s/veh	0.0	0.9	0.6	13.3	1.1	1.1	0.5	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			
%ile BackOfQ(50%),veh/ln	0.0	8.0	2.7	7.7	5.5	5.7	7.4	0.0	8.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.4	15.1	63.7	7.8	7.8	53.7	0.0	38.7			
LnGrp LOS	A	B	B	E	A	A	D	A	D			
Approach Vol, veh/h		1123			1403			764				
Approach Delay, s/veh		17.9			17.0			47.7				
Approach LOS		B			B			D				
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	22.4	69.5				92.0		28.0				
Change Period (Y+Rc), s	5.0	5.0				5.0		6.0				
Max Green Setting (Gmax), s	25.0	47.0				77.0		32.0				
Max Q Clear Time (g_c+I1), s	17.2	22.1				17.7		20.8				
Green Ext Time (p_c), s	0.2	4.7				5.7		1.3				

Intersection Summary

HCM 6th Ctrl Delay	24.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
15: Mariposa Rd & I-15 NB Off-Ramp

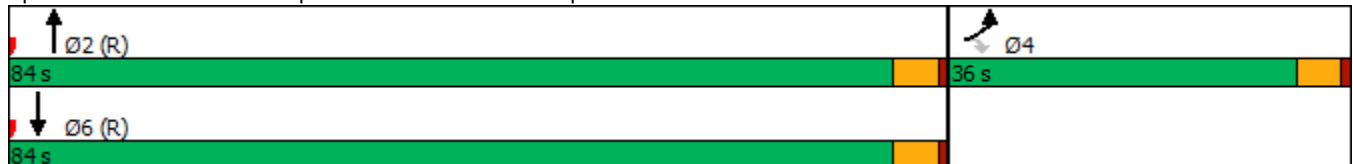


Lane Group	EBL	EBR	NBT	SBT
Lane Configurations	↕↕	↕	↕↕	↕
Traffic Volume (vph)	462	19	444	442
Future Volume (vph)	462	19	444	442
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases		4		
Detector Phase	4	4	2	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	24.5	24.5	24.5	24.5
Total Split (s)	36.0	36.0	84.0	84.0
Total Split (%)	30.0%	30.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 75 (63%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

Splits and Phases: 15: Mariposa Rd & I-15 NB Off-Ramp



HCM 6th Signalized Intersection Summary
 15: Mariposa Rd & I-15 NB Off-Ramp

Victorville Residential (JN 14222)
 12/22/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰↰	↱		↰↰	↰	
Traffic Volume (veh/h)	462	19	0	444	442	0
Future Volume (veh/h)	462	19	0	444	442	0
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	1870	1900	0	1885	1900	0
Adj Flow Rate, veh/h	491	9	0	472	470	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	0	0	1	0	0
Cap, veh/h	561	262	0	2701	1433	0
Arrive On Green	0.16	0.16	0.00	0.75	0.25	0.00
Sat Flow, veh/h	3456	1610	0	3770	1900	0
Grp Volume(v), veh/h	491	9	0	472	470	0
Grp Sat Flow(s),veh/h/ln	1728	1610	0	1791	1900	0
Q Serve(g_s), s	16.6	0.6	0.0	4.5	24.3	0.0
Cycle Q Clear(g_c), s	16.6	0.6	0.0	4.5	24.3	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	561	262	0	2701	1433	0
V/C Ratio(X)	0.87	0.03	0.00	0.17	0.33	0.00
Avail Cap(c_a), veh/h	893	416	0	2701	1433	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.83	0.00
Uniform Delay (d), s/veh	49.1	42.3	0.0	4.2	20.2	0.0
Incr Delay (d2), s/veh	3.6	0.0	0.0	0.1	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	0.2	0.0	1.5	12.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	52.7	42.3	0.0	4.3	20.7	0.0
LnGrp LOS	D	D	A	A	C	A
Approach Vol, veh/h	500			472	470	
Approach Delay, s/veh	52.5			4.3	20.7	
Approach LOS	D			A	C	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		95.5		24.5		95.5
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		79.0		31.0		79.0
Max Q Clear Time (g_c+I1), s		6.5		18.6		26.3
Green Ext Time (p_c), s		2.3		0.9		2.0
Intersection Summary						
HCM 6th Ctrl Delay			26.4			
HCM 6th LOS			C			

APPENDIX 5.3:

**OPENING YEAR CUMULATIVE (2023) WITHOUT PROJECT CONDITIONS TRAFFIC
SIGNAL WARRANT ANALYSIS WORKSHEETS**

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

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

Traffic Conditions = **Opening Year (2023) Conditions Without Project - Weekday AM Peak Hour**

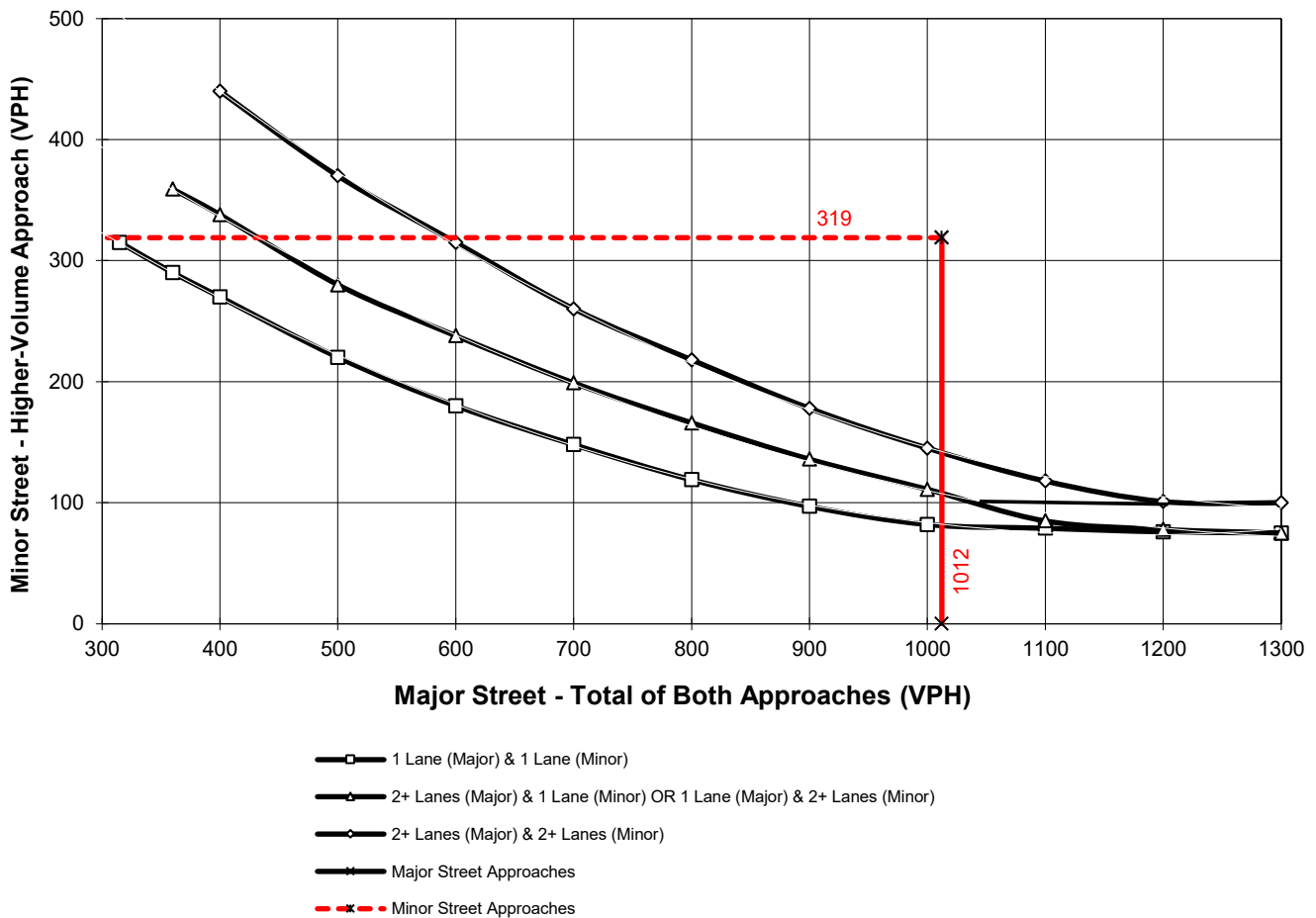
Major Street Name = **Amethyst Rd**

Total of Both Approaches (VPH) = **1012**
 Number of Approach Lanes Major Street = **2**

Minor Street Name = **Seneca Rd**

High Volume Approach (VPH) = **319**
 Number of Approach Lanes Minor Street = **1**

WARRANTED FOR A SIGNAL



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

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APPENDIX 5.4:

**OPENING YEAR CUMULATIVE (2023) WITH PROJECT CONDITIONS TRAFFIC SIGNAL
WARRANT ANALYSIS WORKSHEETS**

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

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	CALC <u>MT</u>	TRAFFIC CONDITIONS	2023 WP
Jurisdiction: <u>City of Victorville</u>				CHK <u>MT</u>	DATE <u>12/21/21</u>	DATE <u>12/21/21</u>
Major Street: <u>Seneca Rd</u>					Critical Approach Speed (Major) <u>25</u> mph	
Minor Street: <u>Driveway 1</u>					Critical Approach Speed (Minor) <u>25</u> mph	

Major Street Approach Lanes = 1 lane Minor Street Approach Lane: 1 lane

Major Street Future ADT = 152 vpd Minor Street Future ADT = 152 vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph);

or

URBAN (U)

In built up area of isolated community of < 10,000 population

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>		<u>RURAL</u>		Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume		Not Satisfied		Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
<u>Satisfied</u>		<u>Not Satisfied</u>		(Total of Both Approaches)		(One Direction Only)	
<u>Major Street</u>		<u>Minor Street</u>		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
1 152		1 152		8,000	5,600	2,400	1,680
2 +		1		9,600	6,720	2,400	1,680
2 +		2 +		9,600	6,720	3,200	2,240
1		2 +		8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Not Satisfied		Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
<u>Satisfied</u>		<u>Not Satisfied</u>		(Total of Both Approaches)		(One Direction Only)	
<u>Major Street</u>		<u>Minor Street</u>		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
1 152		1 152		12,000	8,400	1,200	850
2 +		1		14,400	10,080	1,200	850
2 +		2 +		14,400	10,080	1,600	1,120
1		2 +		12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		Not Satisfied		2 CONDITIONS		2 CONDITIONS	
<u>Satisfied</u>		<u>Not Satisfied</u>		80%		80%	
No one condition satisfied, but following conditions fulfilled 80% of more		XX					
		<u>A</u>	<u>B</u>				
		2%	1%				

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

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

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

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	CALC <u>MT</u>	TRAFFIC CONDITIONS	2023 WP
Jurisdiction: <u>City of Victorville</u>				CHK <u>MT</u>		DATE <u>12/21/21</u>
Major Street: <u>Begonia Rd</u>					Critical Approach Speed (Major)	<u>25</u> mph
Minor Street: <u>Driveway 2</u>					Critical Approach Speed (Minor)	<u>25</u> mph

Major Street Approach Lanes = 1 lane Minor Street Approach Lane: 1 lane

Major Street Future ADT = 652 vpd Minor Street Future ADT = 348 vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph);

or

URBAN (U)

In built up area of isolated community of < 10,000 population

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u>		<u>RURAL</u>		Minimum Requirements			
XX				EADT			
CONDITION A - Minimum Vehicular Volume							
<u>Satisfied</u>		<u>Not Satisfied</u>		Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
		XX		(Total of Both Approaches)		(One Direction Only)	
<u>Major Street</u>		<u>Minor Street</u>		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
1 652		1 348		8,000	5,600	2,400	1,680
2 +		1		9,600	6,720	2,400	1,680
2 +		2 +		9,600	6,720	3,200	2,240
1		2 +		8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic							
<u>Satisfied</u>		<u>Not Satisfied</u>		Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
		XX		(Total of Both Approaches)		(One Direction Only)	
<u>Major Street</u>		<u>Minor Street</u>		<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
1 652		1 348		12,000	8,400	1,200	850
2 +		1		14,400	10,080	1,200	850
2 +		2 +		14,400	10,080	1,600	1,120
1		2 +		12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B							
<u>Satisfied</u>		<u>Not Satisfied</u>					
		XX		2 CONDITIONS		2 CONDITIONS	
No one condition satisfied, but following conditions fulfilled 80% of more		A		80%		80%	
		B					
		8%					
		5%					

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

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

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

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	CALC <u>MT</u>	TRAFFIC CONDITIONS	2023 WP
Jurisdiction: <u>City of Victorville</u>				CHK <u>MT</u>		DATE <u>12/21/21</u>
Major Street: <u>Cantina Rd</u>					Critical Approach Speed (Major)	<u>30</u> mph
Minor Street: <u>Begonia Rd</u>					Critical Approach Speed (Minor)	<u>25</u> mph

Major Street Approach Lanes = 1 lane Minor Street Approach Lane: 1 lane

Major Street Future ADT = 891 vpd Minor Street Future ADT = 891 vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph);

or

URBAN (U)

In built up area of isolated community of < 10,000 population

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u> XX		<u>RURAL</u>		Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume							
<u>Satisfied</u>		<u>Not Satisfied</u>		Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
		XX		(Total of Both Approaches)		(One Direction Only)	
				<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach		<u>Minor Street</u>					
<u>Major Street</u>							
1 891		1 891		8,000	5,600	2,400	1,680
2 +		1		9,600	6,720	2,400	1,680
2 +		2 +		9,600	6,720	3,200	2,240
1		2 +		8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic							
<u>Satisfied</u>		<u>Not Satisfied</u>		Vehicles Per Day on Major Street		Vehicles Per Day on Higher-Volume Minor Street Approach	
		XX		(Total of Both Approaches)		(One Direction Only)	
				<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach		<u>Minor Street</u>					
<u>Major Street</u>							
1 891		1 891		12,000	8,400	1,200	850
2 +		1		14,400	10,080	1,200	850
2 +		2 +		14,400	10,080	1,600	1,120
1		2 +		12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B							
<u>Satisfied</u>		<u>Not Satisfied</u>		2 CONDITIONS		2 CONDITIONS	
		XX		80%		80%	
No one condition satisfied, but following conditions fulfilled 80% of more		<u>A</u>					
		11%					
		<u>B</u>					
		7%					

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

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

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

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	CALC <u>MT</u>	TRAFFIC CONDITIONS	2023 WP
Jurisdiction: <u>City of Victorville</u>				CHK <u>MT</u>		DATE <u>12/21/21</u>
Major Street: <u>Begonia Rd</u>					Critical Approach Speed (Major)	<u>25</u> mph
Minor Street: <u>Driveway 3</u>					Critical Approach Speed (Minor)	<u>25</u> mph

Major Street Approach Lanes = 1 lane Minor Street Approach Lane: 1 lane

Major Street Future ADT = 588 vpd Minor Street Future ADT = 196 vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph);

or

URBAN (U)

In built up area of isolated community of < 10,000 population

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u> XX		<u>RURAL</u>		Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume		Not Satisfied XX		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach		Minor Street					
<u>Major Street</u>	<u>Minor Street</u>						
1 588	1 196						
2 +	1						
2 +	2 +						
1	2 +						
CONDITION B - Interruption of Continuous Traffic		Not Satisfied XX		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach		Minor Street					
<u>Major Street</u>	<u>Minor Street</u>						
1 588	1 196						
2 +	1						
2 +	2 +						
1	2 +						
Combination of CONDITIONS A + B		Not Satisfied XX		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	<u>Not Satisfied</u>						
No one condition satisfied, but following conditions fulfilled 80% of more		<u>A</u>	<u>B</u>				
		7%	5%				

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

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

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

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	CALC <u>MT</u>	TRAFFIC CONDITIONS	2023 WP
Jurisdiction: <u>City of Victorville</u>				CHK <u>MT</u>	DATE <u>12/21/21</u>	DATE <u>12/21/21</u>
Major Street: <u>Seneca Rd</u>					Critical Approach Speed (Major) <u>25</u> mph	
Minor Street: <u>Driveway 4</u>					Critical Approach Speed (Minor) <u>25</u> mph	

Major Street Approach Lanes = 1 lane Minor Street Approach Lane: 1 lane

Major Street Future ADT = 144 vpd Minor Street Future ADT = 144 vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph);

or

In built up area of isolated community of < 10,000 population **URBAN (U)**

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u> XX		<u>RURAL</u>		Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume		Not Satisfied XX		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>			<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach		Minor Street					
<u>Major Street</u>	<u>Minor Street</u>						
<u>1 144</u>	<u>1 144</u>			8,000	5,600	2,400	1,680
<u>2 +</u>	<u>1</u>			9,600	6,720	2,400	1,680
<u>2 +</u>	<u>2 +</u>			9,600	6,720	3,200	2,240
<u>1</u>	<u>2 +</u>			8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic		Not Satisfied XX		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Satisfied</u>	<u>Not Satisfied</u>			<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
Number of lanes for moving traffic on each approach		Minor Street					
<u>Major Street</u>	<u>Minor Street</u>						
<u>1 144</u>	<u>1 144</u>			12,000	8,400	1,200	850
<u>2 +</u>	<u>1</u>			14,400	10,080	1,200	850
<u>2 +</u>	<u>2 +</u>			14,400	10,080	1,600	1,120
<u>1</u>	<u>2 +</u>			12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B		Not Satisfied XX		2 CONDITIONS 80%		2 CONDITIONS 80%	
<u>Satisfied</u>	<u>Not Satisfied</u>						
No one condition satisfied, but following conditions fulfilled 80% of more		<u>A</u>	<u>B</u>				
		2%	1%				

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

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



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

<u>DIST</u>	<u>CO</u>	<u>RTE</u>	<u>PM</u>	CALC <u>MT</u>	TRAFFIC CONDITIONS	2023 WP	
Jurisdiction: <u>City of Victorville</u>				CHK <u>MT</u>	DATE <u>12/21/21</u>	DATE <u>12/21/21</u>	
Major Street: <u>Mesa Linda Ave</u>					Critical Approach Speed (Major) <u>25</u> mph		
Minor Street: <u>Driveway 5</u>					Critical Approach Speed (Minor) <u>25</u> mph		
Major Street Approach Lanes =	<u>1</u>	lane	Minor Street Approach Lane:	<u>1</u>	lane		
Major Street Future ADT =	<u>242</u>	vpd	Minor Street Future ADT =	<u>152</u>	vpd		
Speed limit or critical speed on major street traffic > 64 km/h (40 mph);	<input type="checkbox"/>					or	URBAN (U)
In built up area of isolated community of < 10,000 population	<input type="checkbox"/>						

(Based on Estimated Average Daily Traffic - See Note)

<u>URBAN</u> XX	<u>RURAL</u>	Minimum Requirements EADT			
<u>CONDITION A - Minimum Vehicular Volume</u> <u>Satisfied</u>	<u>Not Satisfied</u> XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Major Street</u>	<u>Minor Street</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
1 242	1 152	8,000	5,600	2,400	1,680
2 +	1	9,600	6,720	2,400	1,680
2 +	2 +	9,600	6,720	3,200	2,240
1	2 +	8,000	5,600	3,200	2,240
<u>CONDITION B - Interruption of Continuous Traffic</u> <u>Satisfied</u>	<u>Not Satisfied</u> XX	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
<u>Major Street</u>	<u>Minor Street</u>	<u>Urban</u>	<u>Rural</u>	<u>Urban</u>	<u>Rural</u>
1 242	1 152	12,000	8,400	1,200	850
2 +	1	14,400	10,080	1,200	850
2 +	2 +	14,400	10,080	1,600	1,120
1	2 +	12,000	8,400	1,600	1,120
<u>Combination of CONDITIONS A + B</u> <u>Satisfied</u>		2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more					
	<u>A</u> 3%	<u>B</u> 2%			

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

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

APPENDIX 5.5:
**OPENING YEAR CUMULATIVE (2023) WITHOUT PROJECT CONDITIONS QUEUING
ANALYSIS WORKSHEETS**

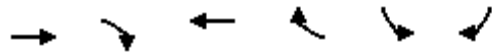
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Queues
5: Palmdale Rd & Cantina Dr



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	65	802	609	89	59	34
v/c Ratio	0.15	0.32	0.29	0.09	0.07	0.07
Control Delay	15.5	4.2	8.2	2.5	15.1	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.5	4.2	8.2	2.5	15.1	0.3
Queue Length 50th (ft)	8	41	28	0	3	0
Queue Length 95th (ft)	39	63	92	14	18	0
Internal Link Dist (ft)		1265	9128			
Turn Bay Length (ft)	750			300	125	
Base Capacity (vph)	547	2742	2615	1193	2446	1146
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.29	0.23	0.07	0.02	0.03

Intersection Summary



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	894	220	1083	110	115	273
v/c Ratio	0.35	0.19	0.42	0.09	0.22	0.76
Control Delay	3.8	0.8	5.8	1.3	32.3	30.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.8	0.8	5.8	1.3	32.3	30.3
Queue Length 50th (ft)	62	3	101	0	29	68
Queue Length 95th (ft)	57	m0	188	16	48	142
Internal Link Dist (ft)	1556		691			
Turn Bay Length (ft)				300	300	100
Base Capacity (vph)	2579	1176	2655	1199	655	411
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.19	0.41	0.09	0.18	0.66

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Victorville Residential (JN 14222)

15: Mariposa Rd & I-15 NB Off-Ramp

12/22/2021



Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	466	11	390	246
v/c Ratio	0.74	0.04	0.16	0.19
Control Delay	41.7	16.2	5.0	4.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	41.7	16.2	5.0	4.1
Queue Length 50th (ft)	130	1	33	18
Queue Length 95th (ft)	171	14	58	82
Internal Link Dist (ft)	1539		599	560
Turn Bay Length (ft)	300	75		
Base Capacity (vph)	991	395	2445	1299
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.47	0.03	0.16	0.19
Intersection Summary				

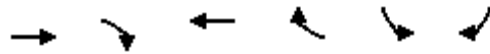
Queues
5: Palmdale Rd & Cantina Dr



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	84	745	761	185	210	66
v/c Ratio	0.31	0.38	0.52	0.24	0.36	0.18
Control Delay	22.1	5.9	13.1	3.4	19.8	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.1	5.9	13.1	3.4	19.8	1.7
Queue Length 50th (ft)	20	45	86	0	26	0
Queue Length 95th (ft)	58	78	151	32	57	5
Internal Link Dist (ft)		1265	9128			
Turn Bay Length (ft)	750			300	125	
Base Capacity (vph)	370	2130	1706	854	1574	773
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.35	0.45	0.22	0.13	0.09
Intersection Summary						

Queues

13: I-15 SB Ramps & Palmdale Rd



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1384	370	1309	287	147	329
v/c Ratio	0.56	0.31	0.53	0.25	0.19	0.79
Control Delay	6.9	0.7	10.6	1.5	37.0	42.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.9	0.7	10.6	1.5	37.0	42.7
Queue Length 50th (ft)	112	0	241	0	47	166
Queue Length 95th (ft)	458	0	341	30	71	263
Internal Link Dist (ft)	1556		691			
Turn Bay Length (ft)				300	300	100
Base Capacity (vph)	2664	1261	2664	1225	777	425
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.29	0.49	0.23	0.19	0.77

Intersection Summary



Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	479	20	472	470
v/c Ratio	0.79	0.07	0.18	0.33
Control Delay	57.2	22.8	5.2	3.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	57.2	22.8	5.2	3.4
Queue Length 50th (ft)	185	5	50	48
Queue Length 95th (ft)	231	26	81	77
Internal Link Dist (ft)	1539		599	560
Turn Bay Length (ft)	300	75		
Base Capacity (vph)	878	426	2641	1404
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.55	0.05	0.18	0.33

Intersection Summary

APPENDIX 5.6:
**OPENING YEAR CUMULATIVE (2023) WITH PROJECT CONDITIONS QUEUING
ANALYSIS WORKSHEETS**

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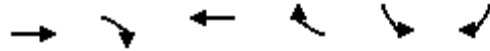
Queues
5: Palmdale Rd & Cantina Dr



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	85	802	609	109	116	92
v/c Ratio	0.23	0.37	0.37	0.14	0.16	0.21
Control Delay	18.3	5.3	11.0	3.4	16.6	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.3	5.3	11.0	3.4	16.6	3.3
Queue Length 50th (ft)	18	43	61	0	12	0
Queue Length 95th (ft)	50	70	96	20	30	14
Internal Link Dist (ft)		1265	9128			
Turn Bay Length (ft)	750			300	125	
Base Capacity (vph)	445	2465	2315	1080	2116	1029
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.33	0.26	0.10	0.05	0.09
Intersection Summary						

Queues

13: I-15 SB Ramps & Palmdale Rd



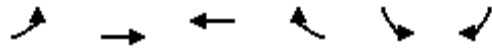
Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	921	232	1089	110	115	282
v/c Ratio	0.37	0.20	0.42	0.09	0.21	0.77
Control Delay	3.8	0.7	6.2	1.4	31.6	31.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.8	0.7	6.2	1.4	31.6	31.0
Queue Length 50th (ft)	64	3	106	0	29	74
Queue Length 95th (ft)	m52	m0	195	17	47	149
Internal Link Dist (ft)	1556		691			
Turn Bay Length (ft)				300	300	100
Base Capacity (vph)	2567	1175	2643	1194	667	415
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.20	0.41	0.09	0.17	0.68

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	470	11	390	246
v/c Ratio	0.74	0.04	0.16	0.19
Control Delay	41.7	16.1	5.0	4.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	41.7	16.1	5.0	4.3
Queue Length 50th (ft)	131	1	33	18
Queue Length 95th (ft)	172	14	58	86
Internal Link Dist (ft)	1539		599	560
Turn Bay Length (ft)	300	75		
Base Capacity (vph)	991	395	2441	1297
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.47	0.03	0.16	0.19
Intersection Summary				

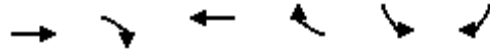


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	144	745	761	245	245	101
v/c Ratio	0.50	0.37	0.58	0.33	0.42	0.27
Control Delay	26.6	5.8	15.3	3.6	21.4	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.6	5.8	15.3	3.6	21.4	4.5
Queue Length 50th (ft)	38	46	95	0	32	0
Queue Length 95th (ft)	92	82	154	37	64	21
Internal Link Dist (ft)		1265	9128			
Turn Bay Length (ft)	750			300	125	
Base Capacity (vph)	347	2104	1560	830	1490	746
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.35	0.49	0.30	0.16	0.14

Intersection Summary

Queues

13: I-15 SB Ramps & Palmdale Rd



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1404	378	1330	287	147	356
v/c Ratio	0.59	0.32	0.56	0.26	0.17	0.78
Control Delay	8.0	0.8	11.8	1.3	36.0	42.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.0	0.8	11.8	1.3	36.0	42.8
Queue Length 50th (ft)	119	0	275	0	45	186
Queue Length 95th (ft)	450	0	287	25	77	#363
Internal Link Dist (ft)	1556		691			
Turn Bay Length (ft)				300	300	100
Base Capacity (vph)	2650	1259	2650	1220	854	457
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.30	0.50	0.24	0.17	0.78

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	491	20	472	470
v/c Ratio	0.80	0.07	0.18	0.34
Control Delay	56.9	22.7	5.3	3.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	56.9	22.7	5.3	3.4
Queue Length 50th (ft)	189	5	51	49
Queue Length 95th (ft)	237	25	81	79
Internal Link Dist (ft)	1539		599	560
Turn Bay Length (ft)	300	75		
Base Capacity (vph)	886	426	2633	1399
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.55	0.05	0.18	0.34
Intersection Summary				

APPENDIX 5.7:

**OPENING YEAR CUMULATIVE (2023) WITH PROJECT CONDITIONS INTERSECTION
OPERATIONS ANALYSIS WORKSHEETS WITH IMPROVEMENTS**

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Timings
1: US-395 & Palmdale Rd

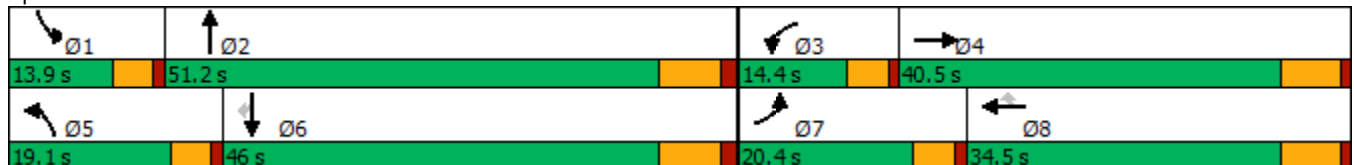


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↗	↖↗	↕	↖	↖↗	↗	↖	↕	↖
Traffic Volume (vph)	82	365	254	320	101	338	931	117	611	57
Future Volume (vph)	82	365	254	320	101	338	931	117	611	57
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	40.5	11.5	22.0	22.0	11.5	45.0	11.5	45.0	45.0
Total Split (s)	20.4	40.5	14.4	34.5	34.5	19.1	51.2	13.9	46.0	46.0
Total Split (%)	17.0%	33.8%	12.0%	28.8%	28.8%	15.9%	42.7%	11.6%	38.3%	38.3%
Yellow Time (s)	3.7	5.5	3.7	5.5	5.5	3.7	5.5	3.7	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.5	1.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.5	4.7	6.5	6.5	4.7	7.0	4.7	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 115
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: US-395 & Palmdale Rd



HCM 6th Signalized Intersection Summary
 1: US-395 & Palmdale Rd

Victorville Residential (JN 14222)
 12/22/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗		↖	↗	↖
Traffic Volume (veh/h)	82	365	411	254	320	101	338	931	219	117	611	57
Future Volume (veh/h)	82	365	411	254	320	101	338	931	219	117	611	57
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	1841	1856	1885	1885	1796	1841	1870	1752	1870	1811	1663	1544
Adj Flow Rate, veh/h	91	406	266	282	356	52	376	1034	209	130	679	52
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	3	1	1	7	4	2	10	2	6	16	24
Cap, veh/h	115	483	313	302	878	401	432	1078	217	142	1099	455
Arrive On Green	0.07	0.24	0.24	0.09	0.26	0.26	0.13	0.39	0.39	0.08	0.35	0.35
Sat Flow, veh/h	1753	2046	1326	3483	3413	1560	3456	2759	556	1725	3159	1309
Grp Volume(v), veh/h	91	349	323	282	356	52	376	623	620	130	679	52
Grp Sat Flow(s),veh/h/ln	1753	1763	1609	1742	1706	1560	1728	1664	1651	1725	1580	1309
Q Serve(g_s), s	5.7	21.1	21.5	9.0	9.7	2.9	12.0	40.8	41.1	8.4	20.0	3.0
Cycle Q Clear(g_c), s	5.7	21.1	21.5	9.0	9.7	2.9	12.0	40.8	41.1	8.4	20.0	3.0
Prop In Lane	1.00		0.82	1.00		1.00	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	115	416	380	302	878	401	432	650	645	142	1099	455
V/C Ratio(X)	0.79	0.84	0.85	0.94	0.41	0.13	0.87	0.96	0.96	0.92	0.62	0.11
Avail Cap(c_a), veh/h	246	535	488	302	878	401	444	657	651	142	1100	456
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	51.6	40.8	40.9	50.9	34.5	32.0	48.1	33.2	33.3	51.0	30.3	24.8
Incr Delay (d2), s/veh	4.6	8.4	10.1	34.6	0.2	0.1	15.8	24.7	25.8	50.8	0.9	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	2.6	9.9	9.3	5.3	4.0	1.1	5.8	19.3	19.5	5.4	7.2	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.2	49.2	51.0	85.5	34.7	32.1	63.9	58.0	59.1	101.8	31.3	24.9
LnGrp LOS	E	D	D	F	C	C	E	E	E	F	C	C
Approach Vol, veh/h		763			690			1619				861
Approach Delay, s/veh		50.8			55.3			59.8				41.5
Approach LOS		D			E			E				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.9	50.8	14.4	33.0	18.7	46.0	12.0	35.3				
Change Period (Y+Rc), s	* 4.7	7.0	* 4.7	6.5	* 4.7	7.0	* 4.7	6.5				
Max Green Setting (Gmax), s	* 9.2	44.2	* 9.7	34.0	* 14	39.0	* 16	28.0				
Max Q Clear Time (g_c+I1), s	10.4	43.1	11.0	23.5	14.0	22.0	7.7	11.7				
Green Ext Time (p_c), s	0.0	0.7	0.0	2.5	0.0	3.1	0.1	1.7				

Intersection Summary

HCM 6th Ctrl Delay	53.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
9: Amethyst Rd & Seneca Rd

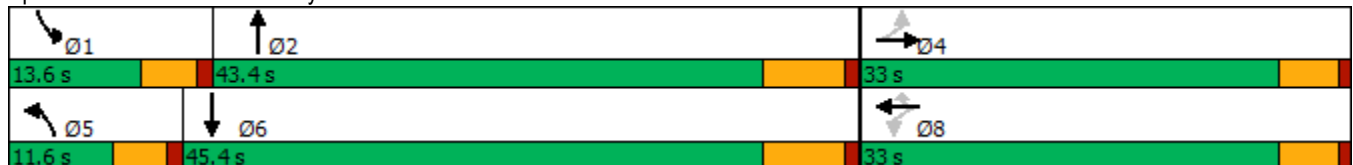


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations		↕	↙	↕	↙	↙	↕↕	↙	↕
Traffic Volume (vph)	149	146	83	188	50	16	283	54	348
Future Volume (vph)	149	146	83	188	50	16	283	54	348
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Prot	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		8				
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5	11.5	24.5	11.5	24.5
Total Split (s)	33.0	33.0	33.0	33.0	33.0	11.6	43.4	13.6	45.4
Total Split (%)	36.7%	36.7%	36.7%	36.7%	36.7%	12.9%	48.2%	15.1%	50.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.7	5.5	3.7	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	5.0	4.7	6.5	4.7	6.5
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 75.8
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 9: Amethyst Rd & Seneca Rd



HCM 6th Signalized Intersection Summary
 9: Amethyst Rd & Seneca Rd

Victorville Residential (JN 14222)
 12/22/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↖	↗	↗	↕	↕	↗	↖	
Traffic Volume (veh/h)	149	146	18	83	188	50	16	283	49	54	348	264
Future Volume (veh/h)	149	146	18	83	188	50	16	283	49	54	348	264
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	1841	1870	1811	1841	1856	1841	1900	1826	1767	1841	1870	1870
Adj Flow Rate, veh/h	169	166	20	94	214	57	18	322	56	61	395	300
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	4	2	6	4	3	4	0	5	9	4	2	2
Cap, veh/h	234	202	22	400	622	523	37	1212	209	82	430	327
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.02	0.41	0.41	0.05	0.44	0.44
Sat Flow, veh/h	494	601	65	1179	1856	1560	1810	2960	509	1753	986	749
Grp Volume(v), veh/h	355	0	0	94	214	57	18	187	191	61	0	695
Grp Sat Flow(s),veh/h/ln	1160	0	0	1179	1856	1560	1810	1735	1734	1753	0	1736
Q Serve(g_s), s	16.8	0.0	0.0	0.0	6.7	2.0	0.8	5.6	5.7	2.7	0.0	29.3
Cycle Q Clear(g_c), s	23.6	0.0	0.0	6.1	6.7	2.0	0.8	5.6	5.7	2.7	0.0	29.3
Prop In Lane	0.48		0.06	1.00		1.00	1.00		0.29	1.00		0.43
Lane Grp Cap(c), veh/h	457	0	0	400	622	523	37	711	710	82	0	757
V/C Ratio(X)	0.78	0.00	0.00	0.23	0.34	0.11	0.48	0.26	0.27	0.74	0.00	0.92
Avail Cap(c_a), veh/h	491	0	0	428	667	561	160	822	821	200	0	867
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.6	0.0	0.0	19.2	19.4	17.9	37.7	15.2	15.3	36.6	0.0	20.7
Incr Delay (d2), s/veh	7.2	0.0	0.0	0.3	0.3	0.1	9.2	0.2	0.2	12.1	0.0	13.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.0	0.0	1.2	2.8	0.7	0.4	1.9	2.0	1.3	0.0	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	0.0	0.0	19.5	19.8	18.0	47.0	15.4	15.5	48.8	0.0	34.2
LnGrp LOS	C	A	A	B	B	B	D	B	B	D	A	C
Approach Vol, veh/h		355			365			396				756
Approach Delay, s/veh		33.9			19.4			16.9				35.4
Approach LOS		C			B			B				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	38.4		31.1	6.3	40.5		31.1				
Change Period (Y+Rc), s	* 4.7	6.5		5.0	* 4.7	6.5		5.0				
Max Green Setting (Gmax), s	* 8.9	36.9		28.0	* 6.9	38.9		28.0				
Max Q Clear Time (g_c+I1), s	4.7	7.7		25.6	2.8	31.3		8.7				
Green Ext Time (p_c), s	0.0	2.0		0.5	0.0	2.6		1.7				

Intersection Summary

HCM 6th Ctrl Delay	28.1
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
1: US-395 & Palmdale Rd

Victorville Residential (JN 14222)

12/22/2021

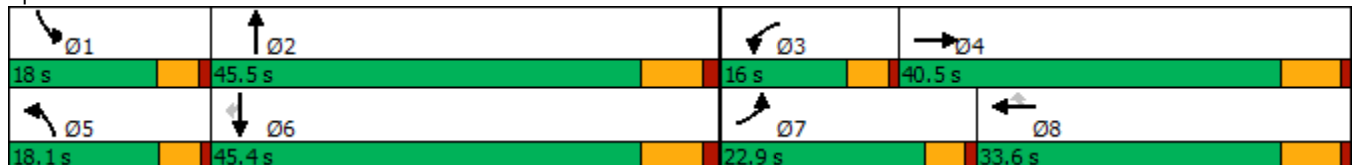


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↗	↘	↗	↗	↘	↗	↘	↗	↗
Traffic Volume (vph)	123	446	313	542	122	350	770	163	802	58
Future Volume (vph)	123	446	313	542	122	350	770	163	802	58
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	40.5	11.5	22.0	22.0	11.5	45.0	11.5	45.0	45.0
Total Split (s)	22.9	40.5	16.0	33.6	33.6	18.1	45.5	18.0	45.4	45.4
Total Split (%)	19.1%	33.8%	13.3%	28.0%	28.0%	15.1%	37.9%	15.0%	37.8%	37.8%
Yellow Time (s)	3.7	5.5	3.7	5.5	5.5	3.7	5.5	3.7	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.5	1.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.5	4.7	6.5	6.5	4.7	7.0	4.7	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 108.7
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: US-395 & Palmdale Rd



HCM 6th Signalized Intersection Summary
 1: US-395 & Palmdale Rd

Victorville Residential (JN 14222)
 12/22/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗		↖	↗	↖
Traffic Volume (veh/h)	123	446	301	313	542	122	350	770	147	163	802	58
Future Volume (veh/h)	123	446	301	313	542	122	350	770	147	163	802	58
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		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	1826	1856	1841	1885	1870	1870	1885	1781	1870	1841	1752	1826
Adj Flow Rate, veh/h	126	455	175	319	553	53	357	786	138	166	818	42
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, %	5	3	4	1	2	2	1	8	2	4	10	5
Cap, veh/h	156	561	214	387	875	385	427	901	158	198	1010	469
Arrive On Green	0.09	0.22	0.22	0.11	0.25	0.25	0.12	0.31	0.31	0.11	0.30	0.30
Sat Flow, veh/h	1739	2494	951	3483	3554	1565	3483	2878	505	1753	3328	1547
Grp Volume(v), veh/h	126	320	310	319	553	53	357	462	462	166	818	42
Grp Sat Flow(s),veh/h/ln	1739	1763	1683	1742	1777	1565	1742	1692	1691	1753	1664	1547
Q Serve(g_s), s	6.8	16.6	16.8	8.6	13.4	2.5	9.6	24.8	24.8	8.9	21.8	1.9
Cycle Q Clear(g_c), s	6.8	16.6	16.8	8.6	13.4	2.5	9.6	24.8	24.8	8.9	21.8	1.9
Prop In Lane	1.00		0.57	1.00		1.00	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	156	397	379	387	875	385	427	530	529	198	1010	469
V/C Ratio(X)	0.81	0.81	0.82	0.83	0.63	0.14	0.84	0.87	0.87	0.84	0.81	0.09
Avail Cap(c_a), veh/h	329	624	595	410	1002	441	486	678	677	243	1330	618
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.9	35.3	35.4	41.8	32.3	28.3	41.2	31.2	31.2	41.8	30.9	24.0
Incr Delay (d2), s/veh	3.7	3.4	3.9	11.4	0.9	0.1	9.8	9.3	9.3	16.3	2.6	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	3.0	7.2	7.0	4.2	5.6	0.9	4.4	10.5	10.5	4.5	8.3	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.7	38.7	39.3	53.2	33.2	28.4	51.0	40.5	40.5	58.1	33.5	24.0
LnGrp LOS	D	D	D	D	C	C	D	D	D	E	C	C
Approach Vol, veh/h		756			925			1281			1026	
Approach Delay, s/veh		40.3			39.8			43.4			37.1	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.5	37.1	15.4	28.1	16.5	36.2	13.3	30.2				
Change Period (Y+Rc), s	* 4.7	7.0	* 4.7	6.5	* 4.7	7.0	* 4.7	6.5				
Max Green Setting (Gmax), s	* 13	38.5	* 11	34.0	* 13	38.4	* 18	27.1				
Max Q Clear Time (g_c+I1), s	10.9	26.8	10.6	18.8	11.6	23.8	8.8	15.4				
Green Ext Time (p_c), s	0.0	3.3	0.1	2.7	0.1	3.6	0.1	2.4				

Intersection Summary

HCM 6th Ctrl Delay	40.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
9: Amethyst Rd & Seneca Rd



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations		↕	↙	↕	↙	↙	↕↗	↙	↗
Traffic Volume (vph)	60	94	84	122	62	8	222	55	324
Future Volume (vph)	60	94	84	122	62	8	222	55	324
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Prot	NA
Protected Phases		4		8		5	2	1	6
Permitted Phases	4		8		8				
Detector Phase	4	4	8	8	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5	11.5	24.5	11.5	24.5
Total Split (s)	24.5	24.5	24.5	24.5	24.5	11.5	29.0	11.5	29.0
Total Split (%)	37.7%	37.7%	37.7%	37.7%	37.7%	17.7%	44.6%	17.7%	44.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.7	5.5	3.7	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.0	5.0	5.0	5.0	4.7	6.5	4.7	6.5
Lead/Lag						Lead	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 65
 Actuated Cycle Length: 37.5
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated

Splits and Phases: 9: Amethyst Rd & Seneca Rd



HCM 6th Signalized Intersection Summary
 9: Amethyst Rd & Seneca Rd

Victorville Residential (JN 14222)
 12/22/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗	↖	↖	↕		↖	↗	
Traffic Volume (veh/h)	60	94	14	84	122	62	8	222	70	55	324	94
Future Volume (veh/h)	60	94	14	84	122	62	8	222	70	55	324	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	
Adj Sat Flow, veh/h/ln	1856	1900	1796	1870	1885	1856	1707	1900	1841	1900	1885	1870
Adj Flow Rate, veh/h	65	102	15	91	133	67	9	241	76	60	352	102
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, %	3	0	7	2	1	3	13	0	4	0	1	2
Cap, veh/h	212	193	24	500	366	305	19	774	238	114	472	137
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.01	0.28	0.28	0.06	0.34	0.34
Sat Flow, veh/h	380	993	123	1275	1885	1570	1626	2718	837	1810	1405	407
Grp Volume(v), veh/h	182	0	0	91	133	67	9	158	159	60	0	454
Grp Sat Flow(s),veh/h/ln	1497	0	0	1275	1885	1570	1626	1805	1749	1810	0	1812
Q Serve(g_s), s	1.9	0.0	0.0	0.0	2.2	1.3	0.2	2.4	2.5	1.1	0.0	7.9
Cycle Q Clear(g_c), s	4.1	0.0	0.0	1.6	2.2	1.3	0.2	2.4	2.5	1.1	0.0	7.9
Prop In Lane	0.36		0.08	1.00		1.00	1.00		0.48	1.00		0.22
Lane Grp Cap(c), veh/h	429	0	0	500	366	305	19	514	498	114	0	608
V/C Ratio(X)	0.42	0.00	0.00	0.18	0.36	0.22	0.46	0.31	0.32	0.53	0.00	0.75
Avail Cap(c_a), veh/h	984	0	0	956	1040	866	313	1149	1113	348	0	1153
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.0	0.0	0.0	12.1	12.4	12.0	17.4	9.9	9.9	16.1	0.0	10.4
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.2	0.6	0.4	16.1	0.3	0.4	3.7	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.5	0.8	0.4	0.1	0.6	0.6	0.5	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.7	0.0	0.0	12.3	13.0	12.4	33.5	10.2	10.3	19.8	0.0	12.3
LnGrp LOS	B	A	A	B	B	B	C	B	B	B	A	B
Approach Vol, veh/h		182			291			326				514
Approach Delay, s/veh		13.7			12.6			10.9				13.1
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	16.6		11.9	5.1	18.4		11.9				
Change Period (Y+Rc), s	* 4.7	6.5		5.0	* 4.7	6.5		5.0				
Max Green Setting (Gmax), s	* 6.8	22.5		19.5	* 6.8	22.5		19.5				
Max Q Clear Time (g_c+I1), s	3.1	4.5		6.1	2.2	9.9		4.2				
Green Ext Time (p_c), s	0.0	1.4		0.8	0.0	2.0		1.1				

Intersection Summary

HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

APPENDIX 6.1:

**FUTURE YEAR (2033) WITHOUT PROJECT CONDITIONS INTERSECTION OPERATIONS
ANALYSIS WORKSHEETS**

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Timings
1: US-395 & Palmdale Rd

Victorville Residential (JN 14222)

12/17/2021

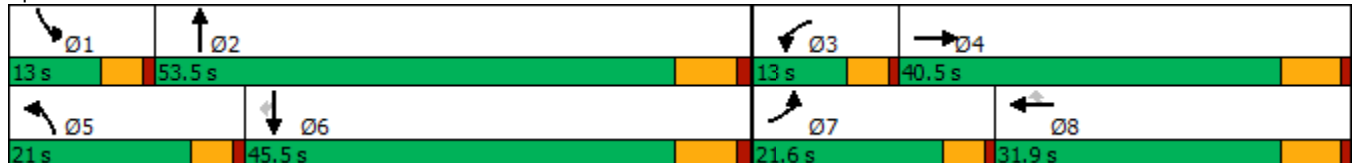


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↖	↖↗	↖↗	↖↗	↖	↖	↖↗	↖	↖↗	↖
Traffic Volume (vph)	99	432	267	369	95	403	1125	132	737	68
Future Volume (vph)	99	432	267	369	95	403	1125	132	737	68
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	40.5	11.5	22.0	22.0	11.5	45.0	11.5	45.0	45.0
Total Split (s)	21.6	40.5	13.0	31.9	31.9	21.0	53.5	13.0	45.5	45.5
Total Split (%)	18.0%	33.8%	10.8%	26.6%	26.6%	17.5%	44.6%	10.8%	37.9%	37.9%
Yellow Time (s)	3.7	5.5	3.7	5.5	5.5	3.7	5.5	3.7	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.5	1.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.5	4.7	6.5	6.5	4.7	7.0	4.7	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.2
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: US-395 & Palmdale Rd



HCM 6th Signalized Intersection Summary
 1: US-395 & Palmdale Rd

Victorville Residential (JN 14222)
 12/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↕		↘↙	↕	↗	↘	↕		↘	↕	↗
Traffic Volume (veh/h)	99	432	491	267	369	95	403	1125	240	132	737	68
Future Volume (veh/h)	99	432	491	267	369	95	403	1125	240	132	737	68
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	1826	1856	1885	1885	1796	1841	1870	1752	1856	1811	1663	1485
Adj Flow Rate, veh/h	110	480	355	297	410	46	448	1250	233	147	819	65
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	5	3	1	1	7	4	2	10	3	6	16	28
Cap, veh/h	135	525	387	245	903	413	246	1104	204	121	1030	410
Arrive On Green	0.08	0.27	0.27	0.07	0.26	0.26	0.14	0.39	0.39	0.07	0.33	0.33
Sat Flow, veh/h	1739	1930	1424	3483	3413	1560	1781	2804	518	1725	3159	1259
Grp Volume(v), veh/h	110	438	397	297	410	46	448	737	746	147	819	65
Grp Sat Flow(s),veh/h/ln	1739	1763	1592	1742	1706	1560	1781	1664	1658	1725	1580	1259
Q Serve(g_s), s	7.4	28.4	28.6	8.3	11.9	2.6	16.3	46.5	46.5	8.3	27.9	4.3
Cycle Q Clear(g_c), s	7.4	28.4	28.6	8.3	11.9	2.6	16.3	46.5	46.5	8.3	27.9	4.3
Prop In Lane	1.00		0.89	1.00		1.00	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	135	480	433	245	903	413	246	655	653	121	1030	410
V/C Ratio(X)	0.81	0.91	0.92	1.21	0.45	0.11	1.82	1.13	1.14	1.21	0.80	0.16
Avail Cap(c_a), veh/h	249	507	458	245	903	413	246	655	653	121	1030	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	53.6	41.7	41.7	54.9	36.3	32.9	50.9	35.8	35.8	54.9	36.2	28.3
Incr Delay (d2), s/veh	4.5	20.2	22.2	127.6	0.3	0.1	385.8	75.1	81.5	149.9	4.3	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	3.3	14.7	13.5	7.9	4.9	1.0	33.3	30.8	31.9	8.5	10.6	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.1	61.8	63.9	182.5	36.6	33.0	436.7	110.9	117.3	204.9	40.5	28.4
LnGrp LOS	E	E	E	F	D	C	F	F	F	F	D	C
Approach Vol, veh/h		945			753			1931			1031	
Approach Delay, s/veh		62.3			93.9			189.0			63.2	
Approach LOS		E			F			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	53.5	13.0	38.6	21.0	45.5	13.9	37.8				
Change Period (Y+Rc), s	* 4.7	7.0	* 4.7	6.5	* 4.7	7.0	* 4.7	6.5				
Max Green Setting (Gmax), s	* 8.3	46.5	* 8.3	34.0	* 16	38.5	* 17	25.4				
Max Q Clear Time (g_c+11), s	10.3	48.5	10.3	30.6	18.3	29.9	9.4	13.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.4	0.0	2.8	0.1	1.7				

Intersection Summary

HCM 6th Ctrl Delay	120.1
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
5: Palmdale Rd & Cantina Dr

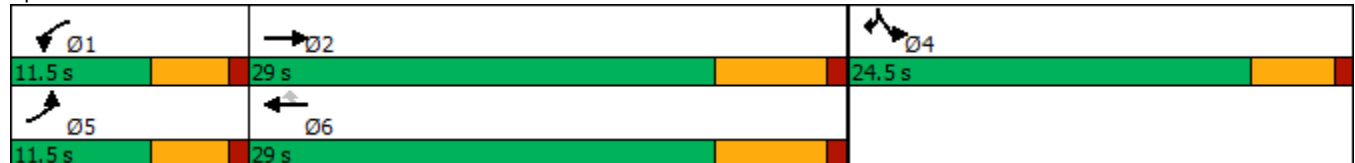


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations	↖	↗↗	↖↖	↗	↖↖	↗	
Traffic Volume (vph)	63	810	608	93	60	32	
Future Volume (vph)	63	810	608	93	60	32	
Turn Type	Prot	NA	NA	Perm	Prot	Prot	
Protected Phases	5	2	6		4	4	1
Permitted Phases				6			
Detector Phase	5	2	6	6	4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	11.5
Total Split (s)	11.5	29.0	29.0	29.0	24.5	24.5	11.5
Total Split (%)	17.7%	44.6%	44.6%	44.6%	37.7%	37.7%	18%
Yellow Time (s)	3.7	5.5	5.5	5.5	4.0	4.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.7	6.5	6.5	6.5	5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 65
 Actuated Cycle Length: 33.1
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated

Splits and Phases: 5: Palmdale Rd & Cantina Dr



HCM 6th Signalized Intersection Summary
5: Palmdale Rd & Cantina Dr

Victorville Residential (JN 14222)
12/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑		↘	↑↑	↘				↘↘		↘
Traffic Volume (veh/h)	63	810	0	0	608	93	0	0	0	60	0	32
Future Volume (veh/h)	63	810	0	0	608	93	0	0	0	60	0	32
Initial Q (Qb), veh	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
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	1870	1826	0	1900	1826	1856				1870	0	1841
Adj Flow Rate, veh/h	74	953	0	0	715	90				71	0	24
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85				0.85	0.85	0.85
Percent Heavy Veh, %	2	5	0	0	5	3				2	0	4
Cap, veh/h	134	1909	0	6	1136	514				308	0	139
Arrive On Green	0.08	0.55	0.00	0.00	0.33	0.33				0.09	0.00	0.09
Sat Flow, veh/h	1781	3561	0	1810	3469	1570				3456	0	1560
Grp Volume(v), veh/h	74	953	0	0	715	90				71	0	24
Grp Sat Flow(s),veh/h/ln	1781	1735	0	1810	1735	1570				1728	0	1560
Q Serve(g_s), s	1.3	5.4	0.0	0.0	5.6	1.3				0.6	0.0	0.5
Cycle Q Clear(g_c), s	1.3	5.4	0.0	0.0	5.6	1.3				0.6	0.0	0.5
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	134	1909	0	6	1136	514				308	0	139
V/C Ratio(X)	0.55	0.50	0.00	0.00	0.63	0.17				0.23	0.00	0.17
Avail Cap(c_a), veh/h	380	2447	0	386	2447	1107				2113	0	954
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	14.2	4.4	0.0	0.0	9.1	7.7				13.5	0.0	13.4
Incr Delay (d2), s/veh	1.3	0.1	0.0	0.0	0.2	0.1				0.1	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
%ile BackOfQ(50%),veh/ln	0.4	0.5	0.0	0.0	1.2	0.3				0.2	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	4.5	0.0	0.0	9.3	7.7				13.6	0.0	13.7
LnGrp LOS	B	A	A	A	A	A				B	A	B
Approach Vol, veh/h		1027			805							95
Approach Delay, s/veh		5.3			9.1							13.6
Approach LOS		A			A							B
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	0.0	24.1		7.8	7.1	16.9						
Change Period (Y+Rc), s	* 4.7	6.5		5.0	* 4.7	6.5						
Max Green Setting (Gmax), s	* 6.8	22.5		19.5	* 6.8	22.5						
Max Q Clear Time (g_c+I1), s	0.0	7.4		2.6	3.3	7.6						
Green Ext Time (p_c), s	0.0	3.9		0.1	0.0	2.9						

Intersection Summary

HCM 6th Ctrl Delay	7.3
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

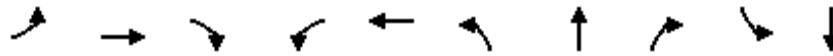
Intersection												
Intersection Delay, s/veh	69.5											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	175	172	20	101	226	60	18	341	59	65	419	320
Future Vol, veh/h	175	172	20	101	226	60	18	341	59	65	419	320
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	4	2	6	4	3	4	0	5	9	4	2	2
Mvmt Flow	199	195	23	115	257	68	20	388	67	74	476	364
Number of Lanes	0	1	0	1	1	1	1	2	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	154.2	30.5	37.9	557.7
HCM LOS	F	D	E	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	48%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	66%	47%	0%	100%	0%	0%	57%
Vol Right, %	0%	0%	34%	5%	0%	0%	100%	0%	43%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	227	173	367	101	226	60	65	739
LT Vol	18	0	0	175	101	0	0	65	0
Through Vol	0	227	114	172	0	226	0	0	419
RT Vol	0	0	59	20	0	0	60	0	320
Lane Flow Rate	20	258	196	417	115	257	68	74	840
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.06	0.727	0.543	1.197	0.318	0.674	0.166	0.217	2.275
Departure Headway (Hd)	13.872	13.42	13.233	12.862	13.153	12.593	11.853	11.436	10.544
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	260	271	275	288	275	290	305	316	353
Service Time	11.572	11.12	10.933	10.562	10.853	10.293	9.553	9.136	8.244
HCM Lane V/C Ratio	0.077	0.952	0.713	1.448	0.418	0.886	0.223	0.234	2.38
HCM Control Delay	17.5	45	30.6	154.2	21.9	37.9	16.9	17.3	605.2
HCM Lane LOS	C	E	D	F	C	E	C	C	F
HCM 95th-tile Q	0.2	5.1	3	15.2	1.3	4.5	0.6	0.8	59.3

Timings
10: Amethyst Rd & Palmdale Rd

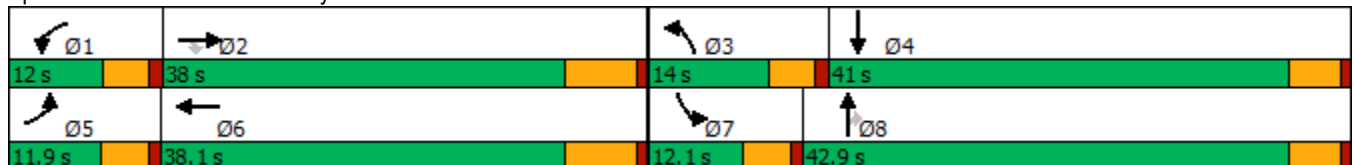


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗↗	↘	↙	↗↗	↙	↗	↘	↙	↘
Traffic Volume (vph)	68	584	68	67	491	112	325	135	46	364
Future Volume (vph)	68	584	68	67	491	112	325	135	46	364
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	36.5	36.5	11.5	36.5	11.5	20.0	20.0	11.5	41.0
Total Split (s)	11.9	38.0	38.0	12.0	38.1	14.0	42.9	42.9	12.1	41.0
Total Split (%)	11.3%	36.2%	36.2%	11.4%	36.3%	13.3%	40.9%	40.9%	11.5%	39.0%
Yellow Time (s)	3.7	5.5	5.5	3.7	5.5	3.7	4.0	4.0	3.7	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.5	6.5	4.7	6.5	4.7	5.0	5.0	4.7	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 105
 Actuated Cycle Length: 85.4
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated

Splits and Phases: 10: Amethyst Rd & Palmdale Rd



HCM 6th Signalized Intersection Summary
 10: Amethyst Rd & Palmdale Rd

Victorville Residential (JN 14222)
 12/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑	↗	↘	↑↑		↘	↑	↗	↘	↗	
Traffic Volume (veh/h)	68	584	68	67	491	13	112	325	135	46	364	97
Future Volume (veh/h)	68	584	68	67	491	13	112	325	135	46	364	97
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	1841	1826	1900	1811	1826	1752	1826	1841	1885	1811	1856	1826
Adj Flow Rate, veh/h	73	628	56	72	528	13	120	349	91	49	391	95
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	5	0	6	5	10	5	4	1	6	3	5
Cap, veh/h	95	868	403	93	864	21	152	655	568	76	450	109
Arrive On Green	0.05	0.25	0.25	0.05	0.25	0.25	0.09	0.36	0.36	0.04	0.31	0.31
Sat Flow, veh/h	1753	3469	1610	1725	3460	85	1739	1841	1598	1725	1442	350
Grp Volume(v), veh/h	73	628	56	72	264	277	120	349	91	49	0	486
Grp Sat Flow(s),veh/h/ln	1753	1735	1610	1725	1735	1811	1739	1841	1598	1725	0	1792
Q Serve(g_s), s	2.9	11.7	1.9	2.9	9.5	9.5	4.8	10.6	2.7	2.0	0.0	18.0
Cycle Q Clear(g_c), s	2.9	11.7	1.9	2.9	9.5	9.5	4.8	10.6	2.7	2.0	0.0	18.0
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	95	868	403	93	433	452	152	655	568	76	0	559
V/C Ratio(X)	0.77	0.72	0.14	0.78	0.61	0.61	0.79	0.53	0.16	0.65	0.00	0.87
Avail Cap(c_a), veh/h	179	1552	720	179	779	813	230	991	860	181	0	917
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	0.00	1.00
Uniform Delay (d), s/veh	32.9	24.2	20.5	32.9	23.4	23.4	31.5	18.0	15.5	33.1	0.0	22.9
Incr Delay (d2), s/veh	4.9	1.2	0.2	5.2	1.4	1.3	5.2	0.5	0.1	3.5	0.0	4.2
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	1.3	4.5	0.6	1.3	3.7	3.9	2.0	3.9	0.9	0.8	0.0	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	25.3	20.7	38.1	24.8	24.7	36.7	18.5	15.6	36.6	0.0	27.0
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	A	C
Approach Vol, veh/h		757			613			560				535
Approach Delay, s/veh		26.2			26.3			21.9				27.9
Approach LOS		C			C			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	24.1	10.8	27.0	8.5	24.1	7.8	30.0				
Change Period (Y+Rc), s	* 4.7	6.5	* 4.7	5.0	* 4.7	6.5	* 4.7	5.0				
Max Green Setting (Gmax), s	* 7.3	31.5	* 9.3	36.0	* 7.2	31.6	* 7.4	37.9				
Max Q Clear Time (g_c+I1), s	4.9	13.7	6.8	20.0	4.9	11.5	4.0	12.6				
Green Ext Time (p_c), s	0.0	3.9	0.0	2.0	0.0	2.9	0.0	1.6				

Intersection Summary

HCM 6th Ctrl Delay	25.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
11: El Evado Rd & Palmdale Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	587	58	155	367	95	68	347	185	300	350	103
Future Volume (vph)	133	587	58	155	367	95	68	347	185	300	350	103
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	26.0	26.0	9.7	26.0	26.0	11.5	10.0	10.0	11.5	30.0	30.0
Total Split (s)	12.0	26.5	26.5	12.0	26.5	26.5	11.5	16.2	16.2	25.3	30.0	30.0
Total Split (%)	15.0%	33.1%	33.1%	15.0%	33.1%	33.1%	14.4%	20.3%	20.3%	31.6%	37.5%	37.5%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	4.0	5.5	4.0	4.0	5.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.0	5.0	4.7	5.0	5.0	6.5	5.0	5.0	6.5	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary

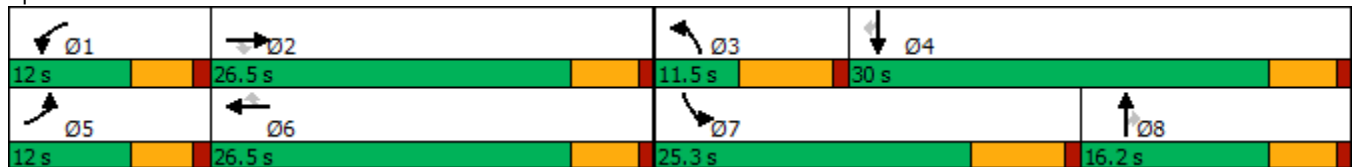
Cycle Length: 80

Actuated Cycle Length: 78

Natural Cycle: 80

























Control Type: Actuated-Uncoordinated

Splits and Phases: 11: El Evado Rd & Palmdale Rd



HCM 6th Signalized Intersection Summary
 11: El Evado Rd & Palmdale Rd

Victorville Residential (JN 14222)
 12/17/2021

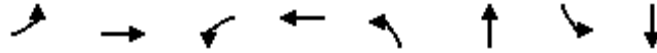
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	587	58	155	367	95	68	347	185	300	350	103
Future Volume (veh/h)	133	587	58	155	367	95	68	347	185	300	350	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		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	1811	1900	1796	1796	1796	1767	1856	1796	1870	1856	1885
Adj Flow Rate, veh/h	143	631	40	167	395	74	73	373	126	323	376	73
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	6	0	7	7	7	9	3	7	2	3	1
Cap, veh/h	175	978	451	165	970	433	91	468	202	368	1004	454
Arrive On Green	0.10	0.28	0.28	0.10	0.28	0.28	0.05	0.13	0.13	0.21	0.28	0.28
Sat Flow, veh/h	1810	3441	1588	1711	3413	1522	1682	3526	1522	1781	3526	1593
Grp Volume(v), veh/h	143	631	40	167	395	74	73	373	126	323	376	73
Grp Sat Flow(s),veh/h/ln	1810	1721	1588	1711	1706	1522	1682	1763	1522	1781	1763	1593
Q Serve(g_s), s	5.9	12.2	1.4	7.3	7.1	2.8	3.2	7.8	5.9	13.3	6.5	2.6
Cycle Q Clear(g_c), s	5.9	12.2	1.4	7.3	7.1	2.8	3.2	7.8	5.9	13.3	6.5	2.6
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	175	978	451	165	970	433	91	468	202	368	1004	454
V/C Ratio(X)	0.82	0.65	0.09	1.01	0.41	0.17	0.80	0.80	0.62	0.88	0.37	0.16
Avail Cap(c_a), veh/h	175	978	451	165	970	433	111	522	225	443	1165	526
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	33.5	23.7	19.9	34.2	21.9	20.4	35.4	31.8	31.0	29.1	21.7	20.3
Incr Delay (d2), s/veh	25.5	3.3	0.4	73.2	1.3	0.9	27.5	6.7	2.7	15.8	0.1	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	3.7	5.0	0.5	6.2	2.8	1.0	1.9	3.5	2.2	6.8	2.4	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.0	27.0	20.3	107.4	23.2	21.2	62.9	38.5	33.8	44.9	21.7	20.3
LnGrp LOS	E	C	C	F	C	C	E	D	C	D	C	C
Approach Vol, veh/h		814			636			572			772	
Approach Delay, s/veh		32.3			45.1			40.6			31.3	
Approach LOS		C			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	26.5	10.6	26.6	12.0	26.5	22.1	15.1				
Change Period (Y+Rc), s	* 4.7	5.0	6.5	5.0	* 4.7	5.0	6.5	5.0				
Max Green Setting (Gmax), s	* 7.3	21.5	5.0	25.0	* 7.3	21.5	18.8	11.2				
Max Q Clear Time (g_c+1), s	9.3	14.2	5.2	8.5	7.9	9.1	15.3	9.8				
Green Ext Time (p_c), s	0.0	1.7	0.0	1.4	0.0	1.4	0.3	0.3				

Intersection Summary												
HCM 6th Ctrl Delay				36.6								
HCM 6th LOS				D								

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
12: Amargosa Rd & Palmdale Rd

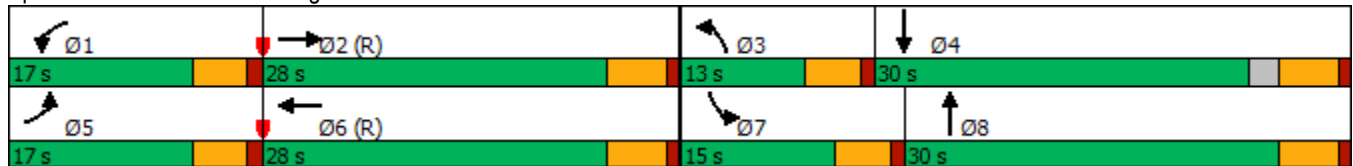


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↷	↶	↷	↶	↷	↶	↷
Traffic Volume (vph)	132	843	82	565	103	293	197	340
Future Volume (vph)	132	843	82	565	103	293	197	340
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	26.0	11.5	26.0	11.5	30.0	11.5	30.0
Total Split (s)	17.0	28.0	17.0	28.0	13.0	30.0	15.0	30.0
Total Split (%)	18.9%	31.1%	18.9%	31.1%	14.4%	33.3%	16.7%	33.3%
Yellow Time (s)	3.7	4.0	3.7	4.0	3.7	4.0	3.7	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.0	4.7	5.0	4.7	5.0	4.7	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 34 (38%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 12: Amargosa Rd & Palmdale Rd



HCM 6th Signalized Intersection Summary
 12: Amargosa Rd & Palmdale Rd

Victorville Residential (JN 14222)
 12/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	132	843	93	82	565	72	103	293	85	197	340	57
Future Volume (veh/h)	132	843	93	82	565	72	103	293	85	197	340	57
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	1870	1826	1885	1826	1826	1841	1841	1856	1885	1826	1856	1870
Adj Flow Rate, veh/h	138	878	79	85	589	61	107	305	61	205	354	44
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, %	2	5	1	5	5	4	4	3	1	5	3	2
Cap, veh/h	171	1508	136	110	1382	143	134	406	80	199	556	69
Arrive On Green	0.10	0.47	0.47	0.02	0.14	0.14	0.08	0.14	0.14	0.11	0.18	0.18
Sat Flow, veh/h	1781	3218	290	1739	3173	328	1753	2934	579	1739	3158	390
Grp Volume(v), veh/h	138	473	484	85	321	329	107	182	184	205	196	202
Grp Sat Flow(s),veh/h/ln	1781	1735	1773	1739	1735	1767	1753	1763	1750	1739	1763	1785
Q Serve(g_s), s	6.8	17.9	17.9	4.4	15.2	15.3	5.4	8.9	9.1	10.3	9.3	9.4
Cycle Q Clear(g_c), s	6.8	17.9	17.9	4.4	15.2	15.3	5.4	8.9	9.1	10.3	9.3	9.4
Prop In Lane	1.00		0.16	1.00		0.19	1.00		0.33	1.00		0.22
Lane Grp Cap(c), veh/h	171	813	831	110	755	769	134	244	242	199	311	314
V/C Ratio(X)	0.81	0.58	0.58	0.77	0.43	0.43	0.80	0.74	0.76	1.03	0.63	0.64
Avail Cap(c_a), veh/h	243	813	831	238	755	769	162	490	486	199	490	496
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	0.76	0.76	0.76	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	17.5	17.5	43.4	28.3	28.3	40.9	37.2	37.3	39.8	34.4	34.4
Incr Delay (d2), s/veh	8.7	2.1	2.0	8.5	1.3	1.3	16.7	1.7	1.9	71.9	0.8	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	3.3	6.9	7.1	2.1	7.2	7.4	2.8	3.8	3.8	8.1	3.8	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.6	19.6	19.5	52.0	29.6	29.6	57.6	38.9	39.2	111.7	35.2	35.2
LnGrp LOS	D	B	B	D	C	C	E	D	D	F	D	D
Approach Vol, veh/h		1095			735			473				603
Approach Delay, s/veh		23.2			32.2			43.3				61.2
Approach LOS		C			C			D				E
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.4	47.2	11.6	20.9	13.3	44.2	15.0	17.5				
Change Period (Y+Rc), s	* 4.7	5.0	* 4.7	5.0	* 4.7	5.0	* 4.7	5.0				
Max Green Setting (Gmax), s	* 12	23.0	* 8.3	25.0	* 12	23.0	* 10	25.0				
Max Q Clear Time (g_c+I1), s	6.4	19.9	7.4	11.4	8.8	17.3	12.3	11.1				
Green Ext Time (p_c), s	0.1	1.3	0.0	1.1	0.1	1.3	0.0	1.0				

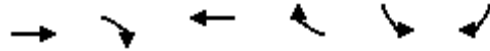
Intersection Summary

HCM 6th Ctrl Delay	36.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
13: I-15 SB Ramps & Palmdale Rd

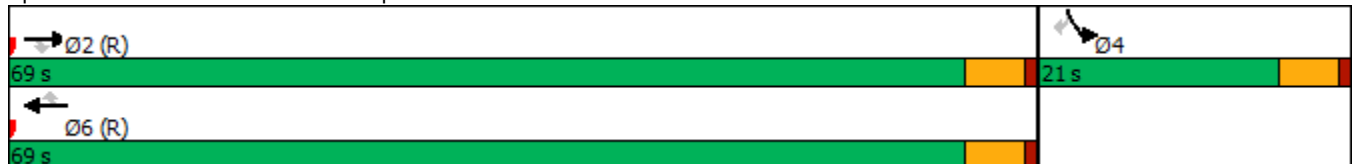


Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Configurations	↑↑	↑	↑↑	↑	↑↑	↑
Traffic Volume (vph)	1063	260	1290	132	138	325
Future Volume (vph)	1063	260	1290	132	138	325
Turn Type	NA	Perm	NA	Perm	Prot	Perm
Protected Phases	2		6		4	
Permitted Phases		2		6		4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	35.0	35.0	10.0	10.0
Total Split (s)	69.0	69.0	69.0	69.0	21.0	21.0
Total Split (%)	76.7%	76.7%	76.7%	76.7%	23.3%	23.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 64 (71%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 13: I-15 SB Ramps & Palmdale Rd



HCM 6th Signalized Intersection Summary
 13: I-15 SB Ramps & Palmdale Rd

Victorville Residential (JN 14222)

12/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗		↑↑	↗				↖↖		↖
Traffic Volume (veh/h)	0	1063	260	0	1290	132	0	0	0	138	0	325
Future Volume (veh/h)	0	1063	260	0	1290	132	0	0	0	138	0	325
Initial Q (Qb), veh	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
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	1826	1781	0	1870	1885				1856	0	1841
Adj Flow Rate, veh/h	0	1085	0	0	1316	0				141	0	211
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	5	8	0	2	1				3	0	4
Cap, veh/h	0	2538		0	2600					539	0	245
Arrive On Green	0.00	1.00	0.00	0.00	0.73	0.00				0.16	0.00	0.16
Sat Flow, veh/h	0	3561	1510	0	3647	1598				3428	0	1560
Grp Volume(v), veh/h	0	1085	0	0	1316	0				141	0	211
Grp Sat Flow(s),veh/h/ln	0	1735	1510	0	1777	1598				1714	0	1560
Q Serve(g_s), s	0.0	0.0	0.0	0.0	14.2	0.0				3.3	0.0	11.9
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	14.2	0.0				3.3	0.0	11.9
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2538		0	2600					609	0	277
V/C Ratio(X)	0.00	0.43		0.00	0.51					0.26	0.00	0.86
Avail Cap(c_a), veh/h	0	2538		0	2600					609	0	277
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.59	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	5.1	0.0				33.3	0.0	37.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.7	0.0				0.3	0.0	21.2
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/ln	0.0	0.1	0.0	0.0	3.8	0.0				1.4	0.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.3	0.0	0.0	5.9	0.0				33.6	0.0	58.1
LnGrp LOS	A	A		A	A					C	A	E
Approach Vol, veh/h		1085	A		1316	A					352	
Approach Delay, s/veh		0.3			5.9						48.3	
Approach LOS		A			A						D	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		70.9		19.1		70.9						
Change Period (Y+Rc), s		5.0		5.0		5.0						
Max Green Setting (Gmax), s		64.0		16.0		64.0						
Max Q Clear Time (g_c+I1), s		2.0		13.9		16.2						
Green Ext Time (p_c), s		10.3		0.3		12.9						

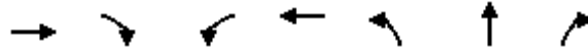
Intersection Summary

HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

Notes

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

Timings
 14: Mariposa Rd/I-15 NB On-Ramps & Palmdale Rd

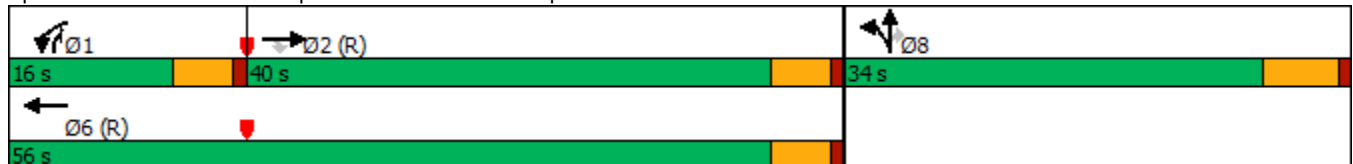


Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵	↑	↵
Traffic Volume (vph)	803	137	143	862	517	68	377
Future Volume (vph)	803	137	143	862	517	68	377
Turn Type	NA	Perm	Prot	NA	Split	NA	pm+ov
Protected Phases	2		1	6	8	8	1
Permitted Phases		2					8
Detector Phase	2	2	1	6	8	8	1
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	32.0	32.0	10.0	32.0	33.0	33.0	10.0
Total Split (s)	40.0	40.0	16.0	56.0	34.0	34.0	16.0
Total Split (%)	44.4%	44.4%	17.8%	62.2%	37.8%	37.8%	17.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	6.0	5.0
Lead/Lag	Lag	Lag	Lead				Lead
Lead-Lag Optimize?	Yes	Yes	Yes				Yes
Recall Mode	C-Min	C-Min	None	C-Min	None	None	None

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 86 (96%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 14: Mariposa Rd/I-15 NB On-Ramps & Palmdale Rd



HCM 6th Signalized Intersection Summary
 14: Mariposa Rd/I-15 NB On-Ramps & Palmdale Rd

Victorville Residential (JN 14222)
 12/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘	↑↑		↗	↘	↗			
Traffic Volume (veh/h)	0	803	137	143	862	51	517	68	377	0	0	0
Future Volume (veh/h)	0	803	137	143	862	51	517	68	377	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		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	1856	1826	1781	1870	1900	1870	1618	1870			
Adj Flow Rate, veh/h	0	882	121	157	947	53	622	0	261			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	0	3	5	8	2	0	2	19	2			
Cap, veh/h	0	1763	772	188	2280	128	752	0	510			
Arrive On Green	0.00	0.50	0.50	0.11	0.67	0.67	0.07	0.00	0.07			
Sat Flow, veh/h	0	3618	1543	1697	3421	191	3563	0	1585			
Grp Volume(v), veh/h	0	882	121	157	492	508	622	0	261			
Grp Sat Flow(s),veh/h/ln	0	1763	1543	1697	1777	1836	1781	0	1585			
Q Serve(g_s), s	0.0	15.0	3.8	8.2	11.5	11.5	15.5	0.0	12.5			
Cycle Q Clear(g_c), s	0.0	15.0	3.8	8.2	11.5	11.5	15.5	0.0	12.5			
Prop In Lane	0.00		1.00	1.00		0.10	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1763	772	188	1184	1224	752	0	510			
V/C Ratio(X)	0.00	0.50	0.16	0.83	0.42	0.42	0.83	0.00	0.51			
Avail Cap(c_a), veh/h	0	1763	772	207	1184	1224	1108	0	669			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33			
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	0.85	0.00	0.85			
Uniform Delay (d), s/veh	0.0	15.0	12.2	39.2	6.9	6.9	40.2	0.0	29.4			
Incr Delay (d2), s/veh	0.0	1.0	0.4	20.9	1.1	1.0	1.8	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			
%ile BackOfQ(50%),veh/ln	0.0	5.6	1.3	4.4	3.9	4.0	7.6	0.0	5.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.0	12.6	60.1	8.0	8.0	42.1	0.0	29.7			
LnGrp LOS	A	B	B	E	A	A	D	A	C			
Approach Vol, veh/h		1003			1157			883				
Approach Delay, s/veh		15.6			15.0			38.4				
Approach LOS		B			B			D				
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	15.0	50.0				65.0		25.0				
Change Period (Y+Rc), s	5.0	5.0				5.0		6.0				
Max Green Setting (Gmax), s	11.0	35.0				51.0		28.0				
Max Q Clear Time (g_c+I1), s	10.2	17.0				13.5		17.5				
Green Ext Time (p_c), s	0.0	3.9				4.4		1.5				

Intersection Summary

HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
15: Mariposa Rd & I-15 NB Off-Ramp

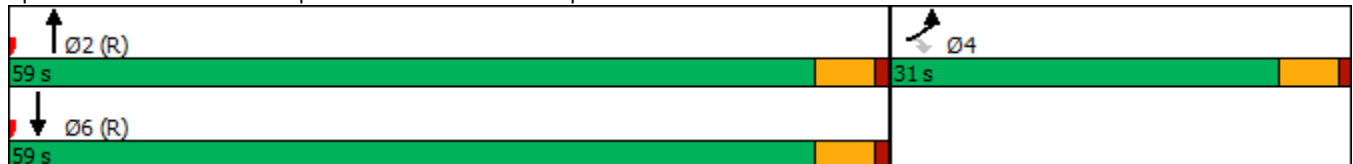


Lane Group	EBL	EBR	NBT	SBT
Lane Configurations	↕↕	↕	↕↕	↕
Traffic Volume (vph)	509	13	427	269
Future Volume (vph)	509	13	427	269
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases		4		
Detector Phase	4	4	2	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	24.5	24.5	24.5	24.5
Total Split (s)	31.0	31.0	59.0	59.0
Total Split (%)	34.4%	34.4%	65.6%	65.6%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 77 (86%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

Splits and Phases: 15: Mariposa Rd & I-15 NB Off-Ramp



HCM 6th Signalized Intersection Summary
 15: Mariposa Rd & I-15 NB Off-Ramp

Victorville Residential (JN 14222)
 12/17/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶↶	↷		↶↶	↶	
Traffic Volume (veh/h)	509	13	0	427	269	0
Future Volume (veh/h)	509	13	0	427	269	0
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	1870	1604	0	1841	1856	0
Adj Flow Rate, veh/h	566	8	0	474	299	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	20	0	4	3	0
Cap, veh/h	660	259	0	2441	1295	0
Arrive On Green	0.19	0.19	0.00	0.70	0.23	0.00
Sat Flow, veh/h	3456	1359	0	3681	1856	0
Grp Volume(v), veh/h	566	8	0	474	299	0
Grp Sat Flow(s),veh/h/ln	1728	1359	0	1749	1856	0
Q Serve(g_s), s	14.3	0.4	0.0	4.3	11.8	0.0
Cycle Q Clear(g_c), s	14.3	0.4	0.0	4.3	11.8	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	660	259	0	2441	1295	0
V/C Ratio(X)	0.86	0.03	0.00	0.19	0.23	0.00
Avail Cap(c_a), veh/h	998	393	0	2441	1295	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.89	0.00
Uniform Delay (d), s/veh	35.2	29.6	0.0	4.7	15.0	0.0
Incr Delay (d2), s/veh	3.2	0.0	0.0	0.2	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.1	0.0	1.3	5.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.4	29.6	0.0	4.9	15.4	0.0
LnGrp LOS	D	C	A	A	B	A
Approach Vol, veh/h	574			474	299	
Approach Delay, s/veh	38.3			4.9	15.4	
Approach LOS	D			A	B	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		67.8		22.2		67.8
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		54.0		26.0		54.0
Max Q Clear Time (g_c+I1), s		6.3		16.3		13.8
Green Ext Time (p_c), s		2.3		0.9		1.2
Intersection Summary						
HCM 6th Ctrl Delay			21.5			
HCM 6th LOS			C			

Timings
1: US-395 & Palmdale Rd

Victorville Residential (JN 14222)

12/17/2021

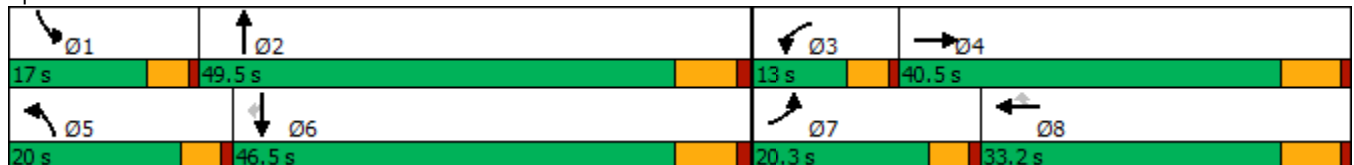


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↘	↗	↘	↗	↗	↘	↗	↘	↗	↗
Traffic Volume (vph)	148	518	348	643	130	420	931	168	969	69
Future Volume (vph)	148	518	348	643	130	420	931	168	969	69
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	40.5	11.5	22.0	22.0	11.5	45.0	11.5	45.0	45.0
Total Split (s)	20.3	40.5	13.0	33.2	33.2	20.0	49.5	17.0	46.5	46.5
Total Split (%)	16.9%	33.8%	10.8%	27.7%	27.7%	16.7%	41.3%	14.2%	38.8%	38.8%
Yellow Time (s)	3.7	5.5	3.7	5.5	5.5	3.7	5.5	3.7	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.5	1.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.5	4.7	6.5	6.5	4.7	7.0	4.7	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 115.8
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: US-395 & Palmdale Rd



HCM 6th Signalized Intersection Summary
 1: US-395 & Palmdale Rd

Victorville Residential (JN 14222)
 12/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	518	359	348	643	130	420	931	140	168	969	69
Future Volume (veh/h)	148	518	359	348	643	130	420	931	140	168	969	69
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		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	1826	1856	1841	1885	1870	1870	1885	1781	1870	1841	1752	1796
Adj Flow Rate, veh/h	151	529	234	355	656	62	429	950	131	171	989	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, %	5	3	4	1	2	2	1	8	2	4	10	7
Cap, veh/h	179	607	267	260	806	355	247	1056	146	194	1086	497
Arrive On Green	0.10	0.25	0.25	0.07	0.23	0.23	0.14	0.35	0.35	0.11	0.33	0.33
Sat Flow, veh/h	1739	2379	1049	3483	3554	1564	1795	2988	412	1753	3328	1522
Grp Volume(v), veh/h	151	391	372	355	656	62	429	538	543	171	989	53
Grp Sat Flow(s),veh/h/ln	1739	1763	1665	1742	1777	1564	1795	1692	1707	1753	1664	1522
Q Serve(g_s), s	9.5	23.6	23.8	8.3	19.4	3.5	15.3	33.5	33.5	10.7	31.6	2.7
Cycle Q Clear(g_c), s	9.5	23.6	23.8	8.3	19.4	3.5	15.3	33.5	33.5	10.7	31.6	2.7
Prop In Lane	1.00		0.63	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	179	449	425	260	806	355	247	598	603	194	1086	497
V/C Ratio(X)	0.84	0.87	0.88	1.36	0.81	0.17	1.73	0.90	0.90	0.88	0.91	0.11
Avail Cap(c_a), veh/h	244	540	510	260	854	376	247	648	653	194	1184	541
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	48.9	39.6	39.7	51.4	40.7	34.6	47.9	34.0	34.0	48.7	35.8	26.1
Incr Delay (d2), s/veh	13.5	12.1	13.1	186.5	5.6	0.2	346.9	14.6	14.5	33.1	9.8	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	4.7	11.4	10.9	10.3	8.9	1.3	30.3	15.0	15.1	6.2	13.3	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.5	51.7	52.8	237.8	46.3	34.7	394.8	48.6	48.6	81.7	45.7	26.2
LnGrp LOS	E	D	D	F	D	C	F	D	D	F	D	C
Approach Vol, veh/h		914			1073			1510			1213	
Approach Delay, s/veh		53.9			109.0			146.9			49.9	
Approach LOS		D			F			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	46.2	13.0	34.8	20.0	43.2	16.1	31.7				
Change Period (Y+Rc), s	* 4.7	7.0	* 4.7	6.5	* 4.7	7.0	* 4.7	6.5				
Max Green Setting (Gmax), s	* 12	42.5	* 8.3	34.0	* 15	39.5	* 16	26.7				
Max Q Clear Time (g_c+1), s	12.7	35.5	10.3	25.8	17.3	33.6	11.5	21.4				
Green Ext Time (p_c), s	0.0	2.9	0.0	2.5	0.0	2.6	0.1	1.7				

Intersection Summary

HCM 6th Ctrl Delay	95.3
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
5: Palmdale Rd & Cantina Dr

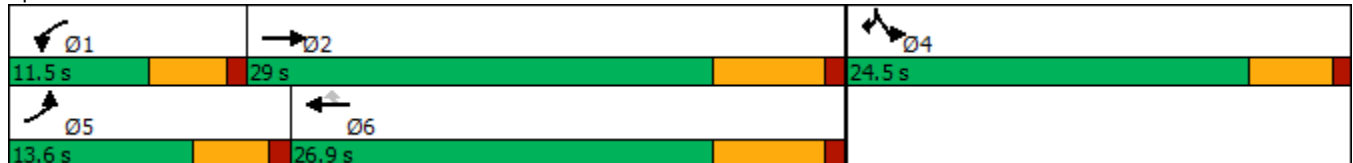


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations	↖	↗↗	↗↗	↖	↖↖	↖	
Traffic Volume (vph)	95	831	847	212	239	75	
Future Volume (vph)	95	831	847	212	239	75	
Turn Type	Prot	NA	NA	Perm	Prot	Prot	
Protected Phases	5	2	6		4	4	1
Permitted Phases				6			
Detector Phase	5	2	6	6	4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	11.5
Total Split (s)	13.6	29.0	26.9	26.9	24.5	24.5	11.5
Total Split (%)	20.9%	44.6%	41.4%	41.4%	37.7%	37.7%	18%
Yellow Time (s)	3.7	5.5	5.5	5.5	4.0	4.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.7	6.5	6.5	6.5	5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	Min	Min	Min	None	None	None

Intersection Summary

Cycle Length: 65
 Actuated Cycle Length: 49.6
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated

Splits and Phases: 5: Palmdale Rd & Cantina Dr



HCM 6th Signalized Intersection Summary
5: Palmdale Rd & Cantina Dr

Victorville Residential (JN 14222)
12/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖				↖	↗	↖
Traffic Volume (veh/h)	95	831	0	0	847	212	0	0	0	239	0	75
Future Volume (veh/h)	95	831	0	0	847	212	0	0	0	239	0	75
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	1885	1826	0	1900	1856	1885				1885	0	1826
Adj Flow Rate, veh/h	101	884	0	0	901	164				254	0	51
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	1	5	0	0	3	1				1	0	5
Cap, veh/h	155	1972	0	5	1263	559				449	0	199
Arrive On Green	0.09	0.57	0.00	0.00	0.36	0.36				0.13	0.00	0.13
Sat Flow, veh/h	1795	3561	0	1810	3526	1560				3483	0	1547
Grp Volume(v), veh/h	101	884	0	0	901	164				254	0	51
Grp Sat Flow(s),veh/h/ln	1795	1735	0	1810	1763	1560				1742	0	1547
Q Serve(g_s), s	2.1	5.6	0.0	0.0	8.4	2.9				2.6	0.0	1.1
Cycle Q Clear(g_c), s	2.1	5.6	0.0	0.0	8.4	2.9				2.6	0.0	1.1
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	155	1972	0	5	1263	559				449	0	199
V/C Ratio(X)	0.65	0.45	0.00	0.00	0.71	0.29				0.57	0.00	0.26
Avail Cap(c_a), veh/h	421	2056	0	324	1894	838				1789	0	795
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	16.8	4.7	0.0	0.0	10.5	8.7				15.5	0.0	14.9
Incr Delay (d2), s/veh	1.7	0.1	0.0	0.0	0.3	0.1				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
%ile BackOfQ(50%),veh/ln	0.7	0.7	0.0	0.0	2.1	0.6				0.9	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.5	4.8	0.0	0.0	10.8	8.8				16.0	0.0	15.1
LnGrp LOS	B	A	A	A	B	A				B	A	B
Approach Vol, veh/h		985			1065						305	
Approach Delay, s/veh		6.2			10.5						15.8	
Approach LOS		A			B						B	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	0.0	28.1		9.9	8.0	20.1						
Change Period (Y+Rc), s	* 4.7	6.5		5.0	* 4.7	6.5						
Max Green Setting (Gmax), s	* 6.8	22.5		19.5	* 8.9	20.4						
Max Q Clear Time (g_c+I1), s	0.0	7.6		4.6	4.1	10.4						
Green Ext Time (p_c), s	0.0	3.5		0.5	0.0	3.2						

Intersection Summary

HCM 6th Ctrl Delay	9.4
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection												
Intersection Delay, s/veh	61.4											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↑	↕	↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	68	109	17	103	141	75	10	267	84	63	390	108
Future Vol, veh/h	68	109	17	103	141	75	10	267	84	63	390	108
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
Heavy Vehicles, %	4	0	7	2	1	3	13	0	5	0	1	2
Mvmt Flow	74	118	18	112	153	82	11	290	91	68	424	117
Number of Lanes	0	1	0	1	1	1	1	2	0	1	1	0

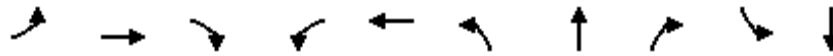
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	23.3	15.1	18.7	128.3
HCM LOS	C	C	C	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	35%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	51%	56%	0%	100%	0%	0%	78%
Vol Right, %	0%	0%	49%	9%	0%	0%	100%	0%	22%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	178	173	194	103	141	75	63	498
LT Vol	10	0	0	68	103	0	0	63	0
Through Vol	0	178	89	109	0	141	0	0	390
RT Vol	0	0	84	17	0	0	75	0	108
Lane Flow Rate	11	193	188	211	112	153	82	68	541
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.028	0.462	0.435	0.538	0.273	0.352	0.172	0.167	1.218
Departure Headway (Hd)	9.893	9.143	8.877	9.789	9.359	8.823	8.131	8.757	8.102
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	364	397	408	371	386	411	444	409	449
Service Time	7.593	6.843	6.577	7.489	7.059	6.523	5.831	6.509	5.854
HCM Lane V/C Ratio	0.03	0.486	0.461	0.569	0.29	0.372	0.185	0.166	1.205
HCM Control Delay	12.9	19.5	18.2	23.3	15.5	16.2	12.5	13.3	142.8
HCM Lane LOS	B	C	C	C	C	C	B	B	F
HCM 95th-tile Q	0.1	2.4	2.1	3.1	1.1	1.6	0.6	0.6	21.4

Timings
10: Amethyst Rd & Palmdale Rd

Victorville Residential (JN 14222)

12/17/2021

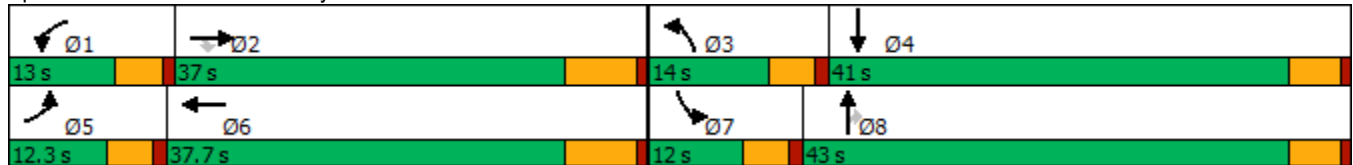


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↶	↗↗	↶	↶	↗↗	↶	↗	↶	↶	↶
Traffic Volume (vph)	74	649	77	73	721	112	273	100	42	384
Future Volume (vph)	74	649	77	73	721	112	273	100	42	384
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	36.5	36.5	11.5	36.5	11.5	20.0	20.0	11.5	41.0
Total Split (s)	12.3	37.0	37.0	13.0	37.7	14.0	43.0	43.0	12.0	41.0
Total Split (%)	11.7%	35.2%	35.2%	12.4%	35.9%	13.3%	41.0%	41.0%	11.4%	39.0%
Yellow Time (s)	3.7	5.5	5.5	3.7	5.5	3.7	4.0	4.0	3.7	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.5	6.5	4.7	6.5	4.7	5.0	5.0	4.7	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None

Intersection Summary

Cycle Length: 105
 Actuated Cycle Length: 93.8
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated

Splits and Phases: 10: Amethyst Rd & Palmdale Rd



HCM 6th Signalized Intersection Summary
 10: Amethyst Rd & Palmdale Rd

Victorville Residential (JN 14222)

12/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	649	77	73	721	27	112	273	100	42	384	102
Future Volume (veh/h)	74	649	77	73	721	27	112	273	100	42	384	102
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	1870	1841	1900	1900	1856	1826	1900	1900	1885	1811	1870	1885
Adj Flow Rate, veh/h	82	721	63	81	801	27	124	303	70	47	427	105
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	4	0	0	3	5	0	0	1	6	2	1
Cap, veh/h	105	990	455	105	981	33	156	711	598	68	473	116
Arrive On Green	0.06	0.28	0.28	0.06	0.28	0.28	0.09	0.37	0.37	0.04	0.33	0.33
Sat Flow, veh/h	1781	3497	1607	1810	3480	117	1810	1900	1598	1725	1445	355
Grp Volume(v), veh/h	82	721	63	81	406	422	124	303	70	47	0	532
Grp Sat Flow(s),veh/h/ln	1781	1749	1607	1810	1763	1834	1810	1900	1598	1725	0	1801
Q Serve(g_s), s	3.9	15.9	2.5	3.8	18.3	18.3	5.7	10.1	2.4	2.3	0.0	24.0
Cycle Q Clear(g_c), s	3.9	15.9	2.5	3.8	18.3	18.3	5.7	10.1	2.4	2.3	0.0	24.0
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	105	990	455	105	497	517	156	711	598	68	0	590
V/C Ratio(X)	0.78	0.73	0.14	0.77	0.82	0.82	0.80	0.43	0.12	0.69	0.00	0.90
Avail Cap(c_a), veh/h	159	1252	575	176	645	672	197	847	712	148	0	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(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.5	27.6	22.8	39.6	28.5	28.5	38.2	19.8	17.4	40.4	0.0	27.3
Incr Delay (d2), s/veh	6.2	1.6	0.1	4.5	6.3	6.0	12.5	0.3	0.1	4.6	0.0	11.1
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	6.4	0.9	1.7	8.1	8.4	2.9	4.0	0.8	1.0	0.0	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.8	29.2	22.9	44.1	34.8	34.6	50.7	20.1	17.5	45.0	0.0	38.4
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	A	D
Approach Vol, veh/h		866			909			497				579
Approach Delay, s/veh		30.3			35.5			27.4				39.0
Approach LOS		C			D			C				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	30.6	12.0	32.9	9.7	30.5	8.1	36.9				
Change Period (Y+Rc), s	* 4.7	6.5	* 4.7	5.0	* 4.7	6.5	* 4.7	5.0				
Max Green Setting (Gmax), s	* 8.3	30.5	* 9.3	36.0	* 7.6	31.2	* 7.3	38.0				
Max Q Clear Time (g_c+I1), s	5.8	17.9	7.7	26.0	5.9	20.3	4.3	12.1				
Green Ext Time (p_c), s	0.0	3.9	0.0	1.8	0.0	3.7	0.0	1.4				

Intersection Summary

HCM 6th Ctrl Delay	33.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
11: El Evado Rd & Palmdale Rd

Victorville Residential (JN 14222)

12/17/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	556	64	282	598	223	106	553	140	277	443	106
Future Volume (vph)	154	556	64	282	598	223	106	553	140	277	443	106
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	26.0	26.0	9.7	26.0	26.0	11.5	10.0	10.0	11.5	30.0	30.0
Total Split (s)	16.2	26.2	26.2	21.0	31.0	31.0	12.8	20.7	20.7	22.1	30.0	30.0
Total Split (%)	18.0%	29.1%	29.1%	23.3%	34.4%	34.4%	14.2%	23.0%	23.0%	24.6%	33.3%	33.3%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	4.0	5.5	4.0	4.0	5.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.0	5.0	4.7	5.0	5.0	6.5	5.0	5.0	6.5	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary

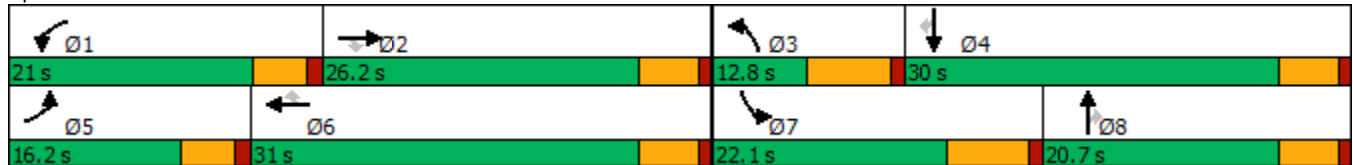
Cycle Length: 90

Actuated Cycle Length: 89.7

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Splits and Phases: 11: El Evado Rd & Palmdale Rd



HCM 6th Signalized Intersection Summary
 11: El Evado Rd & Palmdale Rd

Victorville Residential (JN 14222)
 12/17/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	556	64	282	598	223	106	553	140	277	443	106
Future Volume (veh/h)	154	556	64	282	598	223	106	553	140	277	443	106
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		0.98	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	
Adj Sat Flow, veh/h/ln	1885	1826	1900	1885	1870	1870	1885	1900	1885	1885	1885	1900
Adj Flow Rate, veh/h	160	579	55	294	623	182	110	576	94	289	461	88
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, %	1	5	0	1	2	2	1	0	1	1	1	0
Cap, veh/h	194	817	379	325	1096	480	126	630	275	311	995	440
Arrive On Green	0.11	0.24	0.24	0.18	0.31	0.31	0.07	0.17	0.17	0.17	0.28	0.28
Sat Flow, veh/h	1795	3469	1610	1795	3554	1557	1795	3610	1576	1795	3582	1582
Grp Volume(v), veh/h	160	579	55	294	623	182	110	576	94	289	461	88
Grp Sat Flow(s),veh/h/ln	1795	1735	1610	1795	1777	1557	1795	1805	1576	1795	1791	1582
Q Serve(g_s), s	7.9	13.8	2.4	14.4	13.2	8.2	5.5	14.1	4.7	14.3	9.6	3.8
Cycle Q Clear(g_c), s	7.9	13.8	2.4	14.4	13.2	8.2	5.5	14.1	4.7	14.3	9.6	3.8
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	194	817	379	325	1096	480	126	630	275	311	995	440
V/C Ratio(X)	0.82	0.71	0.15	0.90	0.57	0.38	0.88	0.91	0.34	0.93	0.46	0.20
Avail Cap(c_a), veh/h	229	817	379	325	1096	480	126	630	275	311	995	440
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	39.3	31.6	27.2	36.1	26.1	24.4	41.5	36.5	32.6	36.7	26.9	24.9
Incr Delay (d2), s/veh	18.5	5.2	0.8	27.2	2.1	2.3	44.9	17.7	0.3	33.0	0.1	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	4.3	6.1	1.0	8.5	5.6	3.1	3.9	7.4	1.7	8.7	3.9	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.8	36.7	28.0	63.3	28.2	26.6	86.4	54.2	32.9	69.6	27.1	24.9
LnGrp LOS	E	D	C	E	C	C	F	D	C	E	C	C
Approach Vol, veh/h		794			1099			780			838	
Approach Delay, s/veh		40.4			37.3			56.1			41.5	
Approach LOS		D			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	26.2	12.8	30.0	14.4	32.8	22.1	20.7				
Change Period (Y+Rc), s	* 4.7	5.0	6.5	5.0	* 4.7	5.0	6.5	5.0				
Max Green Setting (Gmax), s	* 16	21.2	6.3	25.0	* 12	26.0	15.6	15.7				
Max Q Clear Time (g_c+I1), s	16.4	15.8	7.5	11.6	9.9	15.2	16.3	16.1				
Green Ext Time (p_c), s	0.0	1.3	0.0	1.6	0.1	2.3	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	43.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
12: Amargosa Rd & Palmdale Rd

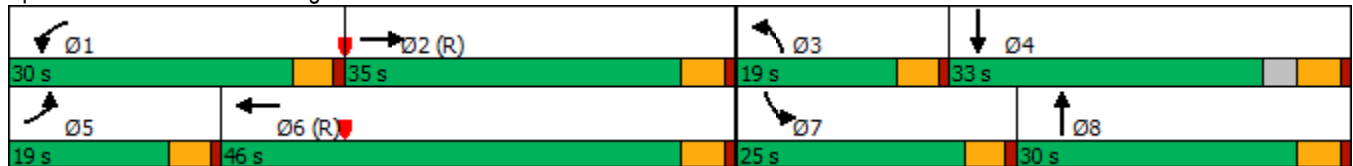


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕
Traffic Volume (vph)	92	877	190	962	141	379	246	520
Future Volume (vph)	92	877	190	962	141	379	246	520
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	26.0	11.5	26.0	11.5	30.0	11.5	30.0
Total Split (s)	19.0	35.0	30.0	46.0	19.0	30.0	25.0	33.0
Total Split (%)	15.8%	29.2%	25.0%	38.3%	15.8%	25.0%	20.8%	27.5%
Yellow Time (s)	3.7	4.0	3.7	4.0	3.7	4.0	3.7	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.0	4.7	5.0	4.7	5.0	4.7	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 20 (17%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 12: Amargosa Rd & Palmdale Rd



HCM 6th Signalized Intersection Summary
 12: Amargosa Rd & Palmdale Rd

Victorville Residential (JN 14222)
 12/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗	↗↘		↗	↗↘		↗	↗↘	
Traffic Volume (veh/h)	92	877	96	190	962	152	141	379	94	246	520	113
Future Volume (veh/h)	92	877	96	190	962	152	141	379	94	246	520	113
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	1885	1856	1885	1856	1870	1900	1900	1885	1900	1885	1900	1900
Adj Flow Rate, veh/h	96	914	97	198	1002	137	147	395	86	256	542	97
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, %	1	3	1	3	2	0	0	1	0	1	0	0
Cap, veh/h	121	1253	133	231	1423	194	174	471	101	282	678	121
Arrive On Green	0.07	0.39	0.39	0.04	0.15	0.15	0.10	0.16	0.16	0.16	0.22	0.22
Sat Flow, veh/h	1795	3215	341	1767	3140	429	1810	2930	632	1795	3058	545
Grp Volume(v), veh/h	96	501	510	198	567	572	147	240	241	256	319	320
Grp Sat Flow(s),veh/h/ln	1795	1763	1794	1767	1777	1792	1810	1791	1771	1795	1805	1798
Q Serve(g_s), s	6.3	29.1	29.1	13.4	36.4	36.4	9.6	15.6	15.9	16.8	20.1	20.2
Cycle Q Clear(g_c), s	6.3	29.1	29.1	13.4	36.4	36.4	9.6	15.6	15.9	16.8	20.1	20.2
Prop In Lane	1.00		0.19	1.00		0.24	1.00		0.36	1.00		0.30
Lane Grp Cap(c), veh/h	121	687	699	231	805	812	174	288	284	282	400	399
V/C Ratio(X)	0.80	0.73	0.73	0.86	0.70	0.70	0.84	0.83	0.85	0.91	0.80	0.80
Avail Cap(c_a), veh/h	214	687	699	373	805	812	216	373	369	304	421	420
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	0.62	0.62	0.62	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.2	31.2	31.2	56.3	43.4	43.4	53.3	48.8	48.9	49.7	44.2	44.2
Incr Delay (d2), s/veh	7.3	4.3	4.2	6.9	3.2	3.2	18.4	9.6	11.0	26.8	8.9	9.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	12.7	12.9	6.8	18.0	18.2	5.1	7.5	7.7	9.4	9.7	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.5	35.5	35.5	63.2	46.6	46.6	71.7	58.4	59.9	76.5	53.1	53.6
LnGrp LOS	E	D	D	E	D	D	E	E	E	E	D	D
Approach Vol, veh/h		1107			1337			628			895	
Approach Delay, s/veh		37.8			49.0			62.1			60.0	
Approach LOS		D			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.4	51.8	16.2	31.6	12.8	59.4	23.6	24.3				
Change Period (Y+Rc), s	* 4.7	5.0	* 4.7	5.0	* 4.7	5.0	* 4.7	5.0				
Max Green Setting (Gmax), s	* 25	30.0	* 14	28.0	* 14	41.0	* 20	25.0				
Max Q Clear Time (g_c+I1), s	15.4	31.1	11.6	22.2	8.3	38.4	18.8	17.9				
Green Ext Time (p_c), s	0.4	0.0	0.0	1.2	0.1	1.3	0.1	1.0				

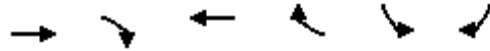
Intersection Summary

HCM 6th Ctrl Delay	50.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
13: I-15 SB Ramps & Palmdale Rd

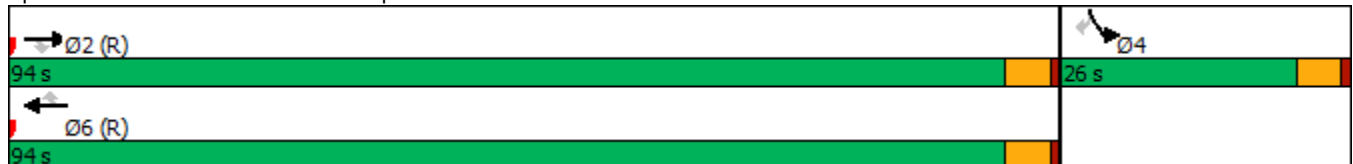


Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Configurations	↑↑	↑	↑↑	↑	↑↑	↑
Traffic Volume (vph)	1530	408	1446	318	164	361
Future Volume (vph)	1530	408	1446	318	164	361
Turn Type	NA	Perm	NA	Perm	Prot	Perm
Protected Phases	2		6		4	
Permitted Phases		2		6		4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	35.0	35.0	10.0	10.0
Total Split (s)	94.0	94.0	94.0	94.0	26.0	26.0
Total Split (%)	78.3%	78.3%	78.3%	78.3%	21.7%	21.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 55 (46%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 13: I-15 SB Ramps & Palmdale Rd



HCM 6th Signalized Intersection Summary
 13: I-15 SB Ramps & Palmdale Rd

Victorville Residential (JN 14222)
 12/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗		↑↑	↗				↖↗		↖
Traffic Volume (veh/h)	0	1530	408	0	1446	318	0	0	0	164	0	361
Future Volume (veh/h)	0	1530	408	0	1446	318	0	0	0	164	0	361
Initial Q (Qb), veh	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
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	1885	1885	0	1885	1870				1856	0	1826
Adj Flow Rate, veh/h	0	1681	0	0	1589	0				180	0	397
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	0	1	1	0	1	2				3	0	5
Cap, veh/h	0	2657		0	2657					600	0	271
Arrive On Green	0.00	1.00	0.00	0.00	0.74	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	3676	1598	0	3676	1585				3428	0	1547
Grp Volume(v), veh/h	0	1681	0	0	1589	0				180	0	397
Grp Sat Flow(s),veh/h/ln	0	1791	1598	0	1791	1585				1714	0	1547
Q Serve(g_s), s	0.0	0.0	0.0	0.0	24.7	0.0				5.5	0.0	21.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	24.7	0.0				5.5	0.0	21.0
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2657		0	2657					600	0	271
V/C Ratio(X)	0.00	0.63		0.00	0.60					0.30	0.00	1.47
Avail Cap(c_a), veh/h	0	2657		0	2657					600	0	271
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.42	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	7.2	0.0				43.1	0.0	49.5
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	1.0	0.0				0.3	0.0	228.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.0	7.9	0.0				2.4	0.0	25.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.5	0.0	0.0	8.2	0.0				43.4	0.0	278.4
LnGrp LOS	A	A		A	A					D	A	F
Approach Vol, veh/h		1681	A		1589	A					577	
Approach Delay, s/veh		0.5			8.2						205.1	
Approach LOS		A			A						F	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		94.0		26.0		94.0						
Change Period (Y+Rc), s		5.0		5.0		5.0						
Max Green Setting (Gmax), s		89.0		21.0		89.0						
Max Q Clear Time (g_c+I1), s		2.0		23.0		26.7						
Green Ext Time (p_c), s		24.0		0.0		19.0						

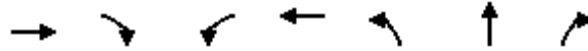
Intersection Summary

HCM 6th Ctrl Delay	34.4
HCM 6th LOS	C

Notes

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

Timings
 14: Mariposa Rd/I-15 NB On-Ramps & Palmdale Rd

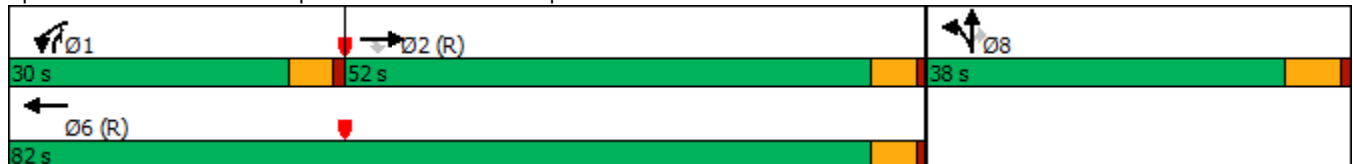


Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵	↑	↵
Traffic Volume (vph)	1103	268	274	1300	461	94	580
Future Volume (vph)	1103	268	274	1300	461	94	580
Turn Type	NA	Perm	Prot	NA	Split	NA	pm+ov
Protected Phases	2		1	6	8	8	1
Permitted Phases		2					8
Detector Phase	2	2	1	6	8	8	1
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	32.0	32.0	10.0	32.0	33.0	33.0	10.0
Total Split (s)	52.0	52.0	30.0	82.0	38.0	38.0	30.0
Total Split (%)	43.3%	43.3%	25.0%	68.3%	31.7%	31.7%	25.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	6.0	5.0
Lead/Lag	Lag	Lag	Lead				Lead
Lead-Lag Optimize?	Yes	Yes	Yes				Yes
Recall Mode	C-Min	C-Min	None	C-Min	None	None	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 79 (66%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 14: Mariposa Rd/I-15 NB On-Ramps & Palmdale Rd



HCM 6th Signalized Intersection Summary
 14: Mariposa Rd/I-15 NB On-Ramps & Palmdale Rd

Victorville Residential (JN 14222)

12/17/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘	↑↑		↗	↘	↗			
Traffic Volume (veh/h)	0	1103	268	274	1300	76	461	94	580	0	0	0
Future Volume (veh/h)	0	1103	268	274	1300	76	461	94	580	0	0	0
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	1856	1885	1885	1885	1900	1856	1841	1885			
Adj Flow Rate, veh/h	0	1137	233	282	1340	78	544	0	411			
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	3	1	1	1	0	3	4	1			
Cap, veh/h	0	1641	727	310	2338	136	809	0	641			
Arrive On Green	0.00	0.47	0.47	0.17	0.68	0.68	0.08	0.00	0.08			
Sat Flow, veh/h	0	3618	1561	1795	3440	200	3534	0	1598			
Grp Volume(v), veh/h	0	1137	233	282	696	722	544	0	411			
Grp Sat Flow(s),veh/h/ln	0	1763	1561	1795	1791	1849	1767	0	1598			
Q Serve(g_s), s	0.0	30.5	11.3	18.5	24.5	24.6	18.0	0.0	24.2			
Cycle Q Clear(g_c), s	0.0	30.5	11.3	18.5	24.5	24.6	18.0	0.0	24.2			
Prop In Lane	0.00		1.00	1.00		0.11	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1641	727	310	1217	1256	809	0	641			
V/C Ratio(X)	0.00	0.69	0.32	0.91	0.57	0.57	0.67	0.00	0.64			
Avail Cap(c_a), veh/h	0	1641	727	374	1217	1256	942	0	701			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33			
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	0.84	0.00	0.84			
Uniform Delay (d), s/veh	0.0	25.3	20.2	48.8	10.1	10.1	51.1	0.0	34.5			
Incr Delay (d2), s/veh	0.0	2.4	1.2	21.3	2.0	1.9	0.8	0.0	1.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	12.7	4.2	10.0	9.3	9.6	8.7	0.0	10.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	27.7	21.3	70.0	12.0	12.0	51.9	0.0	35.5			
LnGrp LOS	A	C	C	E	B	B	D	A	D			
Approach Vol, veh/h		1370			1700			955				
Approach Delay, s/veh		26.6			21.7			44.9				
Approach LOS		C			C			D				
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	25.7	60.9				86.5		33.5				
Change Period (Y+Rc), s	5.0	5.0				5.0		6.0				
Max Green Setting (Gmax), s	25.0	47.0				77.0		32.0				
Max Q Clear Time (g_c+I1), s	20.5	32.5				26.6		26.2				
Green Ext Time (p_c), s	0.2	5.1				7.8		1.2				

Intersection Summary

HCM 6th Ctrl Delay	28.9
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
15: Mariposa Rd & I-15 NB Off-Ramp

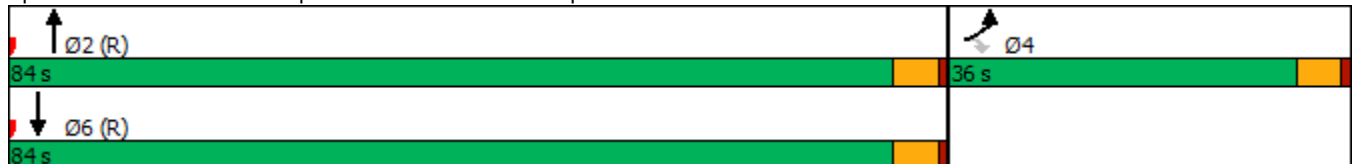


Lane Group	EBL	EBR	NBT	SBT
Lane Configurations	↕↕	↕	↕↕	↕
Traffic Volume (vph)	545	23	542	539
Future Volume (vph)	545	23	542	539
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases		4		
Detector Phase	4	4	2	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	24.5	24.5	24.5	24.5
Total Split (s)	36.0	36.0	84.0	84.0
Total Split (%)	30.0%	30.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 75 (63%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 15: Mariposa Rd & I-15 NB Off-Ramp



HCM 6th Signalized Intersection Summary
 15: Mariposa Rd & I-15 NB Off-Ramp

Victorville Residential (JN 14222)
 12/17/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶↶	↷		↶↶	↶	
Traffic Volume (veh/h)	545	23	0	542	539	0
Future Volume (veh/h)	545	23	0	542	539	0
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	1856	1900	0	1885	1900	0
Adj Flow Rate, veh/h	580	13	0	577	573	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	0	0	1	0	0
Cap, veh/h	650	305	0	2605	1382	0
Arrive On Green	0.19	0.19	0.00	0.73	0.24	0.00
Sat Flow, veh/h	3428	1610	0	3770	1900	0
Grp Volume(v), veh/h	580	13	0	577	573	0
Grp Sat Flow(s),veh/h/ln	1714	1610	0	1791	1900	0
Q Serve(g_s), s	19.8	0.8	0.0	6.3	30.5	0.0
Cycle Q Clear(g_c), s	19.8	0.8	0.0	6.3	30.5	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	650	305	0	2605	1382	0
V/C Ratio(X)	0.89	0.04	0.00	0.22	0.41	0.00
Avail Cap(c_a), veh/h	886	416	0	2605	1382	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.78	0.00
Uniform Delay (d), s/veh	47.4	39.7	0.0	5.3	24.1	0.0
Incr Delay (d2), s/veh	7.3	0.0	0.0	0.2	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	0.3	0.0	2.2	15.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	54.7	39.8	0.0	5.5	24.8	0.0
LnGrp LOS	D	D	A	A	C	A
Approach Vol, veh/h	593			577	573	
Approach Delay, s/veh	54.4			5.5	24.8	
Approach LOS	D			A	C	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		92.3		27.7		92.3
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		79.0		31.0		79.0
Max Q Clear Time (g_c+I1), s		8.3		21.8		32.5
Green Ext Time (p_c), s		2.9		0.9		2.6
Intersection Summary						
HCM 6th Ctrl Delay			28.5			
HCM 6th LOS			C			

APPENDIX 6.2:

**FUTURE YEAR (2033) WITH PROJECT CONDITIONS INTERSECTION OPERATIONS
ANALYSIS WORKSHEETS**

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Timings
1: US-395 & Palmdale Rd

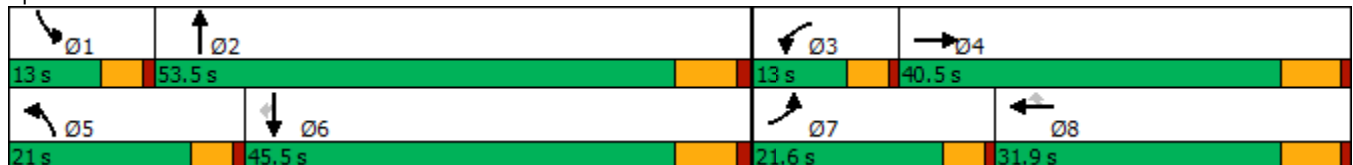


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↙	↕↗	↙↗	↕↗	↗	↙	↕↗	↙	↕↗	↗
Traffic Volume (vph)	99	436	283	380	117	403	1125	140	737	68
Future Volume (vph)	99	436	283	380	117	403	1125	140	737	68
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	40.5	11.5	22.0	22.0	11.5	45.0	11.5	45.0	45.0
Total Split (s)	21.6	40.5	13.0	31.9	31.9	21.0	53.5	13.0	45.5	45.5
Total Split (%)	18.0%	33.8%	10.8%	26.6%	26.6%	17.5%	44.6%	10.8%	37.9%	37.9%
Yellow Time (s)	3.7	5.5	3.7	5.5	5.5	3.7	5.5	3.7	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.5	1.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.5	4.7	6.5	6.5	4.7	7.0	4.7	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.3
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: US-395 & Palmdale Rd



HCM 6th Signalized Intersection Summary
1: US-395 & Palmdale Rd

Victorville Residential (JN 14222)
12/22/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗↘	↗↘	↗	↗	↗↘		↗	↗↘	↗
Traffic Volume (veh/h)	99	436	491	283	380	117	403	1125	246	140	737	68
Future Volume (veh/h)	99	436	491	283	380	117	403	1125	246	140	737	68
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	1841	1856	1885	1885	1796	1841	1870	1752	1856	1811	1663	1530
Adj Flow Rate, veh/h	110	484	355	314	422	70	448	1250	239	156	819	65
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	3	1	1	7	4	2	10	3	6	16	25
Cap, veh/h	135	528	387	244	907	415	246	1098	208	121	1029	422
Arrive On Green	0.08	0.27	0.27	0.07	0.27	0.27	0.14	0.39	0.39	0.07	0.33	0.33
Sat Flow, veh/h	1753	1938	1418	3483	3413	1560	1781	2791	529	1725	3159	1296
Grp Volume(v), veh/h	110	440	399	314	422	70	448	741	748	156	819	65
Grp Sat Flow(s),veh/h/ln	1753	1763	1593	1742	1706	1560	1781	1664	1656	1725	1580	1296
Q Serve(g_s), s	7.3	28.6	28.7	8.3	12.2	4.1	16.3	46.5	46.5	8.3	27.9	4.2
Cycle Q Clear(g_c), s	7.3	28.6	28.7	8.3	12.2	4.1	16.3	46.5	46.5	8.3	27.9	4.2
Prop In Lane	1.00		0.89	1.00		1.00	1.00		0.32	1.00		1.00
Lane Grp Cap(c), veh/h	135	481	434	244	907	415	246	654	651	121	1029	422
V/C Ratio(X)	0.81	0.92	0.92	1.28	0.47	0.17	1.82	1.13	1.15	1.29	0.80	0.15
Avail Cap(c_a), veh/h	251	507	458	244	907	415	246	654	651	121	1029	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	53.7	41.7	41.7	55.0	36.4	33.4	51.0	35.9	35.9	55.0	36.3	28.3
Incr Delay (d2), s/veh	4.4	20.6	22.6	155.3	0.3	0.1	386.6	77.3	84.1	178.2	4.3	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	3.3	14.8	13.6	8.8	5.0	1.5	33.3	31.2	32.3	9.4	10.6	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.1	62.2	64.3	210.3	36.6	33.5	437.5	113.2	120.0	233.1	40.6	28.4
LnGrp LOS	E	E	E	F	D	C	F	F	F	F	D	C
Approach Vol, veh/h		949			806			1937			1040	
Approach Delay, s/veh		62.6			104.0			190.8			68.7	
Approach LOS		E			F			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	53.5	13.0	38.7	21.0	45.5	13.8	37.9				
Change Period (Y+Rc), s	* 4.7	7.0	* 4.7	6.5	* 4.7	7.0	* 4.7	6.5				
Max Green Setting (Gmax), s	* 8.3	46.5	* 8.3	34.0	* 16	38.5	* 17	25.4				
Max Q Clear Time (g_c+1), s	10.3	48.5	10.3	30.7	18.3	29.9	9.3	14.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.4	0.0	2.8	0.1	1.8				

Intersection Summary

HCM 6th Ctrl Delay	123.5
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	6.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑	↔	
Traffic Vol, veh/h	0	6	0	0	17	0
Future Vol, veh/h	0	6	0	0	17	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	-	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	1	-
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	0	0	18	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	7	0	5
Stage 1	-	-	-	-	4
Stage 2	-	-	-	-	1
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1627	-	1022
Stage 1	-	-	-	-	1024
Stage 2	-	-	-	-	1028
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1627	-	1022
Mov Cap-2 Maneuver	-	-	-	-	934
Stage 1	-	-	-	-	1024
Stage 2	-	-	-	-	1028

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	934	-	-	1627	-
HCM Lane V/C Ratio	0.02	-	-	-	-
HCM Control Delay (s)	8.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	0	17	6	13	38	0
Future Vol, veh/h	0	17	6	13	38	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	-	-	-	-	-	-
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	18	7	14	41	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	21	0	-	0	32
Stage 1	-	-	-	-	14
Stage 2	-	-	-	-	18
Critical Hdwy	4.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1608	-	-	-	987
Stage 1	-	-	-	-	1014
Stage 2	-	-	-	-	1010
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1608	-	-	-	987
Mov Cap-2 Maneuver	-	-	-	-	987
Stage 1	-	-	-	-	1014
Stage 2	-	-	-	-	1010

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1608	-	-	-	987
HCM Lane V/C Ratio	-	-	-	-	0.042
HCM Control Delay (s)	0	-	-	-	8.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

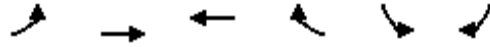
Intersection						
Int Delay, s/veh	4.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	↔
Traffic Vol, veh/h	0	55	43	0	19	15
Future Vol, veh/h	0	55	43	0	19	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	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	60	47	0	21	16

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	60	0	124 30
Stage 1	-	-	-	-	30 -
Stage 2	-	-	-	-	94 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1556	-	876 1050
Stage 1	-	-	-	-	998 -
Stage 2	-	-	-	-	935 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1556	-	850 1050
Mov Cap-2 Maneuver	-	-	-	-	850 -
Stage 1	-	-	-	-	998 -
Stage 2	-	-	-	-	907 -

Approach	EB	WB	NB
HCM Control Delay, s	0	7.4	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	850	1050	-	-	1556	-
HCM Lane V/C Ratio	0.024	0.016	-	-	0.03	-
HCM Control Delay (s)	9.3	8.5	-	-	7.4	0
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-

Timings
5: Palmdale Rd & Cantina Dr

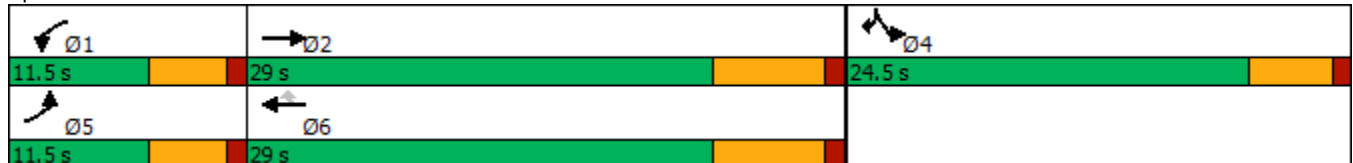


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations	↙	↕↕	↕↕	↕	↕↕	↕	
Traffic Volume (vph)	80	810	608	110	109	81	
Future Volume (vph)	80	810	608	110	109	81	
Turn Type	Prot	NA	NA	Perm	Prot	Prot	
Protected Phases	5	2	6		4	4	1
Permitted Phases				6			
Detector Phase	5	2	6	6	4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	11.5
Total Split (s)	11.5	29.0	29.0	29.0	24.5	24.5	11.5
Total Split (%)	17.7%	44.6%	44.6%	44.6%	37.7%	37.7%	18%
Yellow Time (s)	3.7	5.5	5.5	5.5	4.0	4.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.7	6.5	6.5	6.5	5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 65
 Actuated Cycle Length: 36.8
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated

Splits and Phases: 5: Palmdale Rd & Cantina Dr



HCM 6th Signalized Intersection Summary
5: Palmdale Rd & Cantina Dr

Victorville Residential (JN 14222)
12/22/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖				↖	↗	↖
Traffic Volume (veh/h)	80	810	0	0	608	110	0	0	0	109	0	81
Future Volume (veh/h)	80	810	0	0	608	110	0	0	0	109	0	81
Initial Q (Qb), veh	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
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	1870	1826	0	1900	1826	1870				1885	0	1870
Adj Flow Rate, veh/h	94	953	0	0	715	110				128	0	81
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85				0.85	0.85	0.85
Percent Heavy Veh, %	2	5	0	0	5	2				1	0	2
Cap, veh/h	153	1876	0	5	1105	504				437	0	199
Arrive On Green	0.09	0.54	0.00	0.00	0.32	0.32				0.13	0.00	0.13
Sat Flow, veh/h	1781	3561	0	1810	3469	1583				3483	0	1585
Grp Volume(v), veh/h	94	953	0	0	715	110				128	0	81
Grp Sat Flow(s),veh/h/ln	1781	1735	0	1810	1735	1583				1742	0	1585
Q Serve(g_s), s	1.8	6.0	0.0	0.0	6.1	1.8				1.1	0.0	1.6
Cycle Q Clear(g_c), s	1.8	6.0	0.0	0.0	6.1	1.8				1.1	0.0	1.6
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	153	1876	0	5	1105	504				437	0	199
V/C Ratio(X)	0.61	0.51	0.00	0.00	0.65	0.22				0.29	0.00	0.41
Avail Cap(c_a), veh/h	351	2265	0	357	2265	1033				1971	0	897
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	15.2	5.0	0.0	0.0	10.1	8.6				13.7	0.0	13.9
Incr Delay (d2), s/veh	1.5	0.1	0.0	0.0	0.2	0.1				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
%ile BackOfQ(50%),veh/ln	0.6	0.7	0.0	0.0	1.5	0.4				0.4	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.7	5.1	0.0	0.0	10.3	8.7				13.8	0.0	14.4
LnGrp LOS	B	A	A	A	B	A				B	A	B
Approach Vol, veh/h		1047			825						209	
Approach Delay, s/veh		6.1			10.1						14.0	
Approach LOS		A			B						B	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	0.0	25.1		9.3	7.7	17.5						
Change Period (Y+Rc), s	* 4.7	6.5		5.0	* 4.7	6.5						
Max Green Setting (Gmax), s	* 6.8	22.5		19.5	* 6.8	22.5						
Max Q Clear Time (g_c+I1), s	0.0	8.0		3.6	3.8	8.1						
Green Ext Time (p_c), s	0.0	3.8		0.3	0.0	2.9						

Intersection Summary

HCM 6th Ctrl Delay	8.5
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	8	8	22	0	0	22
Future Vol, veh/h	8	8	22	0	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	9	24	0	0	24

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	24	0	-	0	51 24
Stage 1	-	-	-	-	24 -
Stage 2	-	-	-	-	27 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1604	-	-	-	963 1058
Stage 1	-	-	-	-	1004 -
Stage 2	-	-	-	-	1001 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1604	-	-	-	957 1058
Mov Cap-2 Maneuver	-	-	-	-	957 -
Stage 1	-	-	-	-	998 -
Stage 2	-	-	-	-	1001 -

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1604	-	-	-	1058
HCM Lane V/C Ratio	0.005	-	-	-	0.023
HCM Control Delay (s)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	7.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑	↔	
Traffic Vol, veh/h	0	0	6	0	0	16
Future Vol, veh/h	0	0	6	0	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	7	0	0	17

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1	0	15
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	14
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1635	-	1009
Stage 1	-	-	-	-	1028
Stage 2	-	-	-	-	1014
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1635	-	1005
Mov Cap-2 Maneuver	-	-	-	-	921
Stage 1	-	-	-	-	1028
Stage 2	-	-	-	-	1010

Approach	EB	WB	NB
HCM Control Delay, s	0	7.2	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1090	-	-	1635	-
HCM Lane V/C Ratio	0.016	-	-	0.004	-
HCM Control Delay (s)	8.4	-	-	7.2	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	6.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	0	17	6	2	5	0
Future Vol, veh/h	0	17	6	2	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	18	7	2	5	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	21	5	5	0	0
Stage 1	5	-	-	-	-
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	1001	1084	1630	-	-
Stage 1	1023	-	-	-	-
Stage 2	1012	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	997	1084	1630	-	-
Mov Cap-2 Maneuver	997	-	-	-	-
Stage 1	1019	-	-	-	-
Stage 2	1012	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.4	5.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1630	-	1084	-	-
HCM Lane V/C Ratio	0.004	-	0.017	-	-
HCM Control Delay (s)	7.2	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

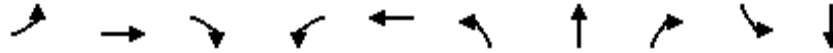
Intersection	
Intersection Delay, s/veh	273.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↑	↗	↕	↕		↕	↗	
Traffic Vol, veh/h	180	177	20	101	228	60	18	341	59	65	419	322
Future Vol, veh/h	180	177	20	101	228	60	18	341	59	65	419	322
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	4	2	6	4	3	4	0	5	9	4	2	2
Mvmt Flow	205	201	23	115	259	68	20	388	67	74	476	366
Number of Lanes	0	1	0	1	1	1	1	2	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	167.2	31	38.3	561.8
HCM LOS	F	D	E	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	48%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	66%	47%	0%	100%	0%	0%	57%
Vol Right, %	0%	0%	34%	5%	0%	0%	100%	0%	43%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	227	173	377	101	228	60	65	741
LT Vol	18	0	0	180	101	0	0	65	0
Through Vol	0	227	114	177	0	228	0	0	419
RT Vol	0	0	59	20	0	0	60	0	322
Lane Flow Rate	20	258	196	428	115	259	68	74	842
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.06	0.728	0.544	1.232	0.318	0.681	0.166	0.217	2.284
Departure Headway (Hd)	14.003	13.55	13.363	12.895	13.271	12.71	11.97	11.529	10.634
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	257	269	273	287	273	288	302	313	354
Service Time	11.703	11.25	11.063	10.595	10.971	10.41	9.67	9.229	8.334
HCM Lane V/C Ratio	0.078	0.959	0.718	1.491	0.421	0.899	0.225	0.236	2.379
HCM Control Delay	17.6	45.5	30.9	167.2	22	38.7	17	17.4	609.5
HCM Lane LOS	C	E	D	F	C	E	C	C	F
HCM 95th-tile Q	0.2	5.1	3	16.1	1.3	4.6	0.6	0.8	59.2

Timings
10: Amethyst Rd & Palmdale Rd

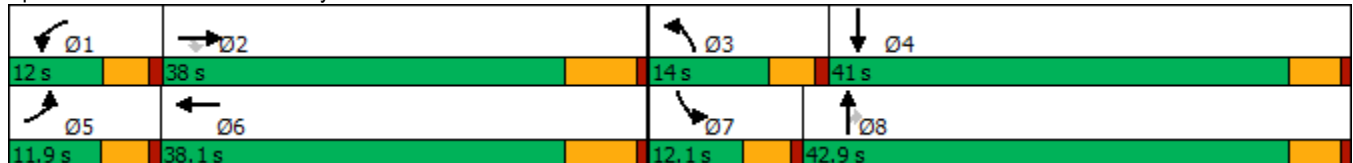


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↙	↕	↘	↙	↕	↙	↕	↘	↙	↘
Traffic Volume (vph)	68	628	73	67	506	114	325	135	46	364
Future Volume (vph)	68	628	73	67	506	114	325	135	46	364
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	36.5	36.5	11.5	36.5	11.5	20.0	20.0	11.5	41.0
Total Split (s)	11.9	38.0	38.0	12.0	38.1	14.0	42.9	42.9	12.1	41.0
Total Split (%)	11.3%	36.2%	36.2%	11.4%	36.3%	13.3%	40.9%	40.9%	11.5%	39.0%
Yellow Time (s)	3.7	5.5	5.5	3.7	5.5	3.7	4.0	4.0	3.7	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.5	6.5	4.7	6.5	4.7	5.0	5.0	4.7	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 105
 Actuated Cycle Length: 87
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated

Splits and Phases: 10: Amethyst Rd & Palmdale Rd



HCM 6th Signalized Intersection Summary
 10: Amethyst Rd & Palmdale Rd

Victorville Residential (JN 14222)
 12/22/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	628	73	67	506	13	114	325	135	46	364	97
Future Volume (veh/h)	68	628	73	67	506	13	114	325	135	46	364	97
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	1841	1826	1900	1841	1826	1752	1826	1841	1885	1811	1856	1826
Adj Flow Rate, veh/h	73	675	61	72	544	13	123	349	91	49	391	95
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	5	0	4	5	10	5	4	1	6	3	5
Cap, veh/h	93	910	422	92	906	22	155	656	569	74	447	109
Arrive On Green	0.05	0.26	0.26	0.05	0.26	0.26	0.09	0.36	0.36	0.04	0.31	0.31
Sat Flow, veh/h	1753	3469	1610	1753	3463	83	1739	1841	1598	1725	1442	350
Grp Volume(v), veh/h	73	675	61	72	272	285	123	349	91	49	0	486
Grp Sat Flow(s),veh/h/ln	1753	1735	1610	1753	1735	1811	1739	1841	1598	1725	0	1792
Q Serve(g_s), s	3.0	13.0	2.1	3.0	10.1	10.1	5.1	11.0	2.8	2.0	0.0	18.8
Cycle Q Clear(g_c), s	3.0	13.0	2.1	3.0	10.1	10.1	5.1	11.0	2.8	2.0	0.0	18.8
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	93	910	422	92	454	474	155	656	569	74	0	556
V/C Ratio(X)	0.78	0.74	0.14	0.78	0.60	0.60	0.79	0.53	0.16	0.66	0.00	0.87
Avail Cap(c_a), veh/h	173	1494	694	175	750	783	221	954	828	175	0	882
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	0.00	1.00
Uniform Delay (d), s/veh	34.2	24.7	20.7	34.2	23.6	23.6	32.6	18.7	16.1	34.5	0.0	23.9
Incr Delay (d2), s/veh	5.4	1.2	0.2	5.3	1.3	1.2	7.6	0.5	0.1	3.7	0.0	5.1
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	1.3	5.0	0.7	1.3	3.9	4.1	2.3	4.1	0.9	0.9	0.0	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.6	25.9	20.8	39.6	24.9	24.9	40.2	19.2	16.2	38.1	0.0	28.9
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	A	C
Approach Vol, veh/h		809			629			563				535
Approach Delay, s/veh		26.8			26.6			23.3				29.8
Approach LOS		C			C			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	25.7	11.2	27.7	8.6	25.6	7.9	31.1				
Change Period (Y+Rc), s	* 4.7	6.5	* 4.7	5.0	* 4.7	6.5	* 4.7	5.0				
Max Green Setting (Gmax), s	* 7.3	31.5	* 9.3	36.0	* 7.2	31.6	* 7.4	37.9				
Max Q Clear Time (g_c+I1), s	5.0	15.0	7.1	20.8	5.0	12.1	4.0	13.0				
Green Ext Time (p_c), s	0.0	4.1	0.0	1.9	0.0	3.0	0.0	1.6				

Intersection Summary

HCM 6th Ctrl Delay	26.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
11: El Evado Rd & Palmdale Rd

Victorville Residential (JN 14222)

12/22/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	631	58	155	382	95	68	347	185	300	350	103
Future Volume (vph)	133	631	58	155	382	95	68	347	185	300	350	103
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	26.0	26.0	9.7	26.0	26.0	11.5	10.0	10.0	11.5	30.0	30.0
Total Split (s)	12.0	26.5	26.5	12.0	26.5	26.5	11.5	16.2	16.2	25.3	30.0	30.0
Total Split (%)	15.0%	33.1%	33.1%	15.0%	33.1%	33.1%	14.4%	20.3%	20.3%	31.6%	37.5%	37.5%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	4.0	5.5	4.0	4.0	5.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.0	5.0	4.7	5.0	5.0	6.5	5.0	5.0	6.5	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary

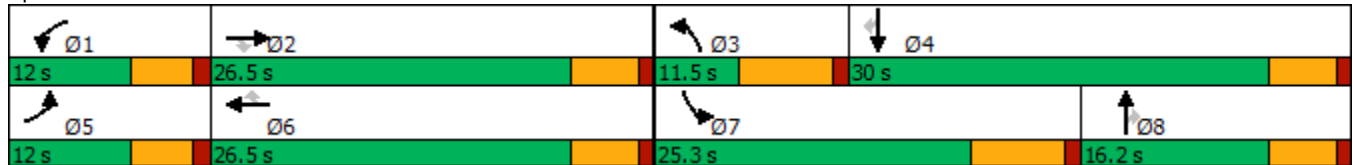
Cycle Length: 80

Actuated Cycle Length: 78

Natural Cycle: 80

























Control Type: Actuated-Uncoordinated

Splits and Phases: 11: El Evado Rd & Palmdale Rd



HCM 6th Signalized Intersection Summary
 11: El Evado Rd & Palmdale Rd

Victorville Residential (JN 14222)
 12/22/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	631	58	155	382	95	68	347	185	300	350	103
Future Volume (veh/h)	133	631	58	155	382	95	68	347	185	300	350	103
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	1811	1900	1811	1811	1796	1767	1856	1796	1870	1856	1885
Adj Flow Rate, veh/h	143	678	40	167	411	74	73	373	126	323	376	73
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	6	0	6	6	7	9	3	7	2	3	1
Cap, veh/h	175	978	451	166	978	433	91	468	202	368	1004	454
Arrive On Green	0.10	0.28	0.28	0.10	0.28	0.28	0.05	0.13	0.13	0.21	0.28	0.28
Sat Flow, veh/h	1810	3441	1588	1725	3441	1522	1682	3526	1522	1781	3526	1593
Grp Volume(v), veh/h	143	678	40	167	411	74	73	373	126	323	376	73
Grp Sat Flow(s),veh/h/ln	1810	1721	1588	1725	1721	1522	1682	1763	1522	1781	1763	1593
Q Serve(g_s), s	5.9	13.3	1.4	7.3	7.3	2.8	3.2	7.8	5.9	13.3	6.5	2.6
Cycle Q Clear(g_c), s	5.9	13.3	1.4	7.3	7.3	2.8	3.2	7.8	5.9	13.3	6.5	2.6
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	175	978	451	166	978	433	91	468	202	368	1004	454
V/C Ratio(X)	0.82	0.69	0.09	1.00	0.42	0.17	0.80	0.80	0.62	0.88	0.37	0.16
Avail Cap(c_a), veh/h	175	978	451	166	978	433	111	522	225	443	1165	526
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	33.5	24.1	19.9	34.2	22.0	20.4	35.4	31.8	31.0	29.1	21.7	20.3
Incr Delay (d2), s/veh	25.5	4.0	0.4	70.7	1.3	0.9	27.5	6.7	2.7	15.8	0.1	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	3.7	5.5	0.5	6.2	2.9	1.0	1.9	3.5	2.2	6.8	2.4	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.0	28.2	20.3	104.9	23.3	21.2	62.9	38.5	33.8	44.9	21.7	20.3
LnGrp LOS	E	C	C	F	C	C	E	D	C	D	C	C
Approach Vol, veh/h		861			652			572			772	
Approach Delay, s/veh		32.9			44.0			40.6			31.3	
Approach LOS		C			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	26.5	10.6	26.6	12.0	26.5	22.1	15.1				
Change Period (Y+Rc), s	* 4.7	5.0	6.5	5.0	* 4.7	5.0	6.5	5.0				
Max Green Setting (Gmax), s	* 7.3	21.5	5.0	25.0	* 7.3	21.5	18.8	11.2				
Max Q Clear Time (g_c+I1), s	9.3	15.3	5.2	8.5	7.9	9.3	15.3	9.8				
Green Ext Time (p_c), s	0.0	1.7	0.0	1.4	0.0	1.4	0.3	0.3				

Intersection Summary

HCM 6th Ctrl Delay	36.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
12: Amargosa Rd & Palmdale Rd

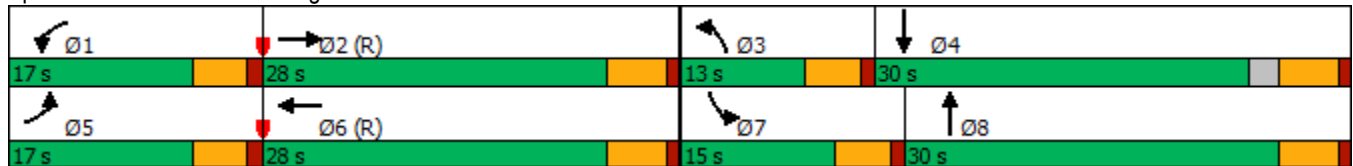


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↙	↕	↙	↕
Traffic Volume (vph)	132	881	82	578	105	293	197	340
Future Volume (vph)	132	881	82	578	105	293	197	340
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	26.0	11.5	26.0	11.5	30.0	11.5	30.0
Total Split (s)	17.0	28.0	17.0	28.0	13.0	30.0	15.0	30.0
Total Split (%)	18.9%	31.1%	18.9%	31.1%	14.4%	33.3%	16.7%	33.3%
Yellow Time (s)	3.7	4.0	3.7	4.0	3.7	4.0	3.7	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.0	4.7	5.0	4.7	5.0	4.7	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 34 (38%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 12: Amargosa Rd & Palmdale Rd



HCM 6th Signalized Intersection Summary
 12: Amargosa Rd & Palmdale Rd

Victorville Residential (JN 14222)
 12/22/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗	↗↘		↗	↗↘		↗	↗↘	
Traffic Volume (veh/h)	132	881	98	82	578	72	105	293	85	197	340	57
Future Volume (veh/h)	132	881	98	82	578	72	105	293	85	197	340	57
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	1870	1826	1885	1841	1826	1841	1841	1856	1885	1826	1856	1870
Adj Flow Rate, veh/h	138	918	84	85	602	61	109	305	61	205	354	44
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, %	2	5	1	4	5	4	4	3	1	5	3	2
Cap, veh/h	171	1506	138	110	1385	140	137	406	80	199	552	68
Arrive On Green	0.10	0.47	0.47	0.02	0.14	0.14	0.08	0.14	0.14	0.11	0.17	0.17
Sat Flow, veh/h	1781	3213	294	1753	3181	322	1753	2934	579	1739	3158	390
Grp Volume(v), veh/h	138	496	506	85	328	335	109	182	184	205	196	202
Grp Sat Flow(s),veh/h/ln	1781	1735	1773	1753	1735	1768	1753	1763	1750	1739	1763	1785
Q Serve(g_s), s	6.8	19.1	19.1	4.3	15.5	15.6	5.5	8.9	9.1	10.3	9.3	9.5
Cycle Q Clear(g_c), s	6.8	19.1	19.1	4.3	15.5	15.6	5.5	8.9	9.1	10.3	9.3	9.5
Prop In Lane	1.00		0.17	1.00		0.18	1.00		0.33	1.00		0.22
Lane Grp Cap(c), veh/h	171	813	831	110	755	770	137	244	242	199	308	312
V/C Ratio(X)	0.81	0.61	0.61	0.77	0.43	0.44	0.80	0.74	0.76	1.03	0.64	0.65
Avail Cap(c_a), veh/h	243	813	831	240	755	770	162	490	486	199	490	496
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.64	0.75	0.75	0.75	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	17.8	17.8	43.4	28.4	28.4	40.8	37.2	37.3	39.8	34.5	34.5
Incr Delay (d2), s/veh	8.2	2.2	2.1	8.3	1.4	1.3	17.4	1.7	1.9	71.9	0.8	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	3.3	7.4	7.6	2.1	7.4	7.6	2.9	3.8	3.8	8.1	3.8	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.1	20.0	19.9	51.7	29.8	29.8	58.2	38.9	39.2	111.7	35.3	35.4
LnGrp LOS	D	B	B	D	C	C	E	D	D	F	D	D
Approach Vol, veh/h		1140			748			475				603
Approach Delay, s/veh		23.3			32.3			43.5				61.3
Approach LOS		C			C			D				E
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.4	47.2	11.7	20.7	13.3	44.2	15.0	17.5				
Change Period (Y+Rc), s	* 4.7	5.0	* 4.7	5.0	* 4.7	5.0	* 4.7	5.0				
Max Green Setting (Gmax), s	* 12	23.0	* 8.3	25.0	* 12	23.0	* 10	25.0				
Max Q Clear Time (g_c+1), s	6.3	21.1	7.5	11.5	8.8	17.6	12.3	11.1				
Green Ext Time (p_c), s	0.1	0.9	0.0	1.1	0.1	1.3	0.0	1.0				

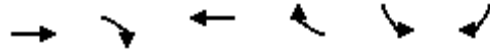
Intersection Summary

HCM 6th Ctrl Delay	36.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
13: I-15 SB Ramps & Palmdale Rd

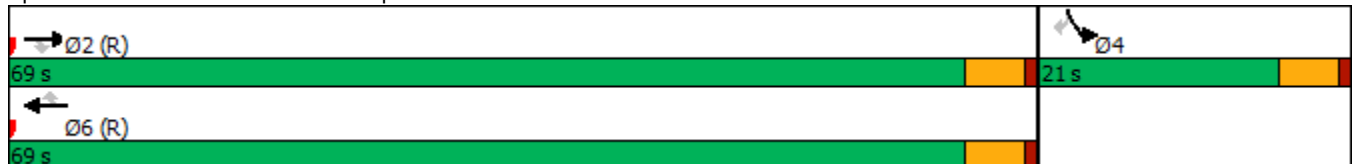


Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Configurations	↑↑	↑	↑↑	↑	↑↑	↑
Traffic Volume (vph)	1090	271	1296	132	138	333
Future Volume (vph)	1090	271	1296	132	138	333
Turn Type	NA	Perm	NA	Perm	Prot	Perm
Protected Phases	2		6		4	
Permitted Phases		2		6		4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	35.0	35.0	10.0	10.0
Total Split (s)	69.0	69.0	69.0	69.0	21.0	21.0
Total Split (%)	76.7%	76.7%	76.7%	76.7%	23.3%	23.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 64 (71%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 13: I-15 SB Ramps & Palmdale Rd



HCM 6th Signalized Intersection Summary
 13: I-15 SB Ramps & Palmdale Rd

Victorville Residential (JN 14222)
 12/22/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↑↑	↑				↑↑		↑
Traffic Volume (veh/h)	0	1090	271	0	1296	132	0	0	0	138	0	333
Future Volume (veh/h)	0	1090	271	0	1296	132	0	0	0	138	0	333
Initial Q (Qb), veh	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
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	1826	1781	0	1870	1885				1856	0	1841
Adj Flow Rate, veh/h	0	1112	0	0	1322	0				141	0	219
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	5	8	0	2	1				3	0	4
Cap, veh/h	0	2523		0	2584					554	0	252
Arrive On Green	0.00	1.00	0.00	0.00	0.73	0.00				0.16	0.00	0.16
Sat Flow, veh/h	0	3561	1510	0	3647	1598				3428	0	1560
Grp Volume(v), veh/h	0	1112	0	0	1322	0				141	0	219
Grp Sat Flow(s),veh/h/ln	0	1735	1510	0	1777	1598				1714	0	1560
Q Serve(g_s), s	0.0	0.0	0.0	0.0	14.5	0.0				3.2	0.0	12.3
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	14.5	0.0				3.2	0.0	12.3
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2523		0	2584					554	0	252
V/C Ratio(X)	0.00	0.44		0.00	0.51					0.25	0.00	0.87
Avail Cap(c_a), veh/h	0	2523		0	2584					609	0	277
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.55	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	5.3	0.0				33.0	0.0	36.8
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.7	0.0				0.2	0.0	22.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	3.9	0.0				1.3	0.0	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.3	0.0	0.0	6.1	0.0				33.2	0.0	59.5
LnGrp LOS	A	A		A	A					C	A	E
Approach Vol, veh/h		1112	A		1322	A					360	
Approach Delay, s/veh		0.3			6.1						49.2	
Approach LOS		A			A						D	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		70.4		19.6		70.4						
Change Period (Y+Rc), s		5.0		5.0		5.0						
Max Green Setting (Gmax), s		64.0		16.0		64.0						
Max Q Clear Time (g_c+I1), s		2.0		14.3		16.5						
Green Ext Time (p_c), s		10.7		0.2		13.0						

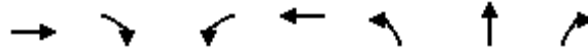
Intersection Summary

HCM 6th Ctrl Delay			9.3									
HCM 6th LOS			A									

Notes

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

Timings
 14: Mariposa Rd/I-15 NB On-Ramps & Palmdale Rd

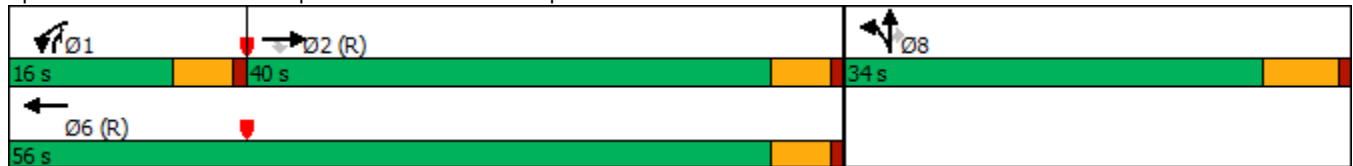


Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR
Lane Configurations	↑↑	↑	↵	↑↑	↵	↑	↵
Traffic Volume (vph)	808	137	143	864	521	68	377
Future Volume (vph)	808	137	143	864	521	68	377
Turn Type	NA	Perm	Prot	NA	Split	NA	pm+ov
Protected Phases	2		1	6	8	8	1
Permitted Phases		2					8
Detector Phase	2	2	1	6	8	8	1
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	32.0	32.0	10.0	32.0	33.0	33.0	10.0
Total Split (s)	40.0	40.0	16.0	56.0	34.0	34.0	16.0
Total Split (%)	44.4%	44.4%	17.8%	62.2%	37.8%	37.8%	17.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	6.0	5.0
Lead/Lag	Lag	Lag	Lead				Lead
Lead-Lag Optimize?	Yes	Yes	Yes				Yes
Recall Mode	C-Min	C-Min	None	C-Min	None	None	None

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 86 (96%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 14: Mariposa Rd/I-15 NB On-Ramps & Palmdale Rd



HCM 6th Signalized Intersection Summary
 14: Mariposa Rd/I-15 NB On-Ramps & Palmdale Rd

Victorville Residential (JN 14222)
 12/22/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑↑		↖	↗	↗			
Traffic Volume (veh/h)	0	808	137	143	864	51	521	68	377	0	0	0
Future Volume (veh/h)	0	808	137	143	864	51	521	68	377	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		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	1856	1826	1781	1870	1900	1870	1618	1870			
Adj Flow Rate, veh/h	0	888	121	157	949	53	627	0	261			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	0	3	5	8	2	0	2	19	2			
Cap, veh/h	0	1758	769	188	2276	127	758	0	513			
Arrive On Green	0.00	0.50	0.50	0.11	0.67	0.67	0.07	0.00	0.07			
Sat Flow, veh/h	0	3618	1543	1697	3422	191	3563	0	1585			
Grp Volume(v), veh/h	0	888	121	157	493	509	627	0	261			
Grp Sat Flow(s),veh/h/ln	0	1763	1543	1697	1777	1836	1781	0	1585			
Q Serve(g_s), s	0.0	15.2	3.8	8.2	11.6	11.6	15.6	0.0	12.5			
Cycle Q Clear(g_c), s	0.0	15.2	3.8	8.2	11.6	11.6	15.6	0.0	12.5			
Prop In Lane	0.00		1.00	1.00		0.10	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1758	769	188	1182	1221	758	0	513			
V/C Ratio(X)	0.00	0.51	0.16	0.83	0.42	0.42	0.83	0.00	0.51			
Avail Cap(c_a), veh/h	0	1758	769	207	1182	1221	1108	0	669			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33			
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	0.85	0.00	0.85			
Uniform Delay (d), s/veh	0.0	15.1	12.3	39.2	7.0	7.0	40.2	0.0	29.3			
Incr Delay (d2), s/veh	0.0	1.0	0.4	20.9	1.1	1.1	1.9	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			
%ile BackOfQ(50%),veh/ln	0.0	5.7	1.3	4.4	3.9	4.1	7.6	0.0	5.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.2	12.7	60.1	8.1	8.0	42.1	0.0	29.6			
LnGrp LOS	A	B	B	E	A	A	D	A	C			
Approach Vol, veh/h		1009			1159			888				
Approach Delay, s/veh		15.7			15.1			38.4				
Approach LOS		B			B			D				
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	15.0	49.9				64.9		25.1				
Change Period (Y+Rc), s	5.0	5.0				5.0		6.0				
Max Green Setting (Gmax), s	11.0	35.0				51.0		28.0				
Max Q Clear Time (g_c+I1), s	10.2	17.2				13.6		17.6				
Green Ext Time (p_c), s	0.0	3.9				4.4		1.5				

Intersection Summary

HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
15: Mariposa Rd & I-15 NB Off-Ramp

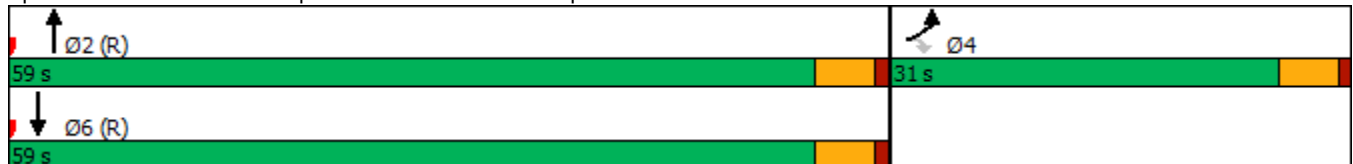


Lane Group	EBL	EBR	NBT	SBT
Lane Configurations	↕↕	↕	↕↕	↕
Traffic Volume (vph)	513	13	427	269
Future Volume (vph)	513	13	427	269
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases		4		
Detector Phase	4	4	2	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	24.5	24.5	24.5	24.5
Total Split (s)	31.0	31.0	59.0	59.0
Total Split (%)	34.4%	34.4%	65.6%	65.6%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 77 (86%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

Splits and Phases: 15: Mariposa Rd & I-15 NB Off-Ramp



HCM 6th Signalized Intersection Summary
 15: Mariposa Rd & I-15 NB Off-Ramp

Victorville Residential (JN 14222)
 12/22/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶↶	↷		↶↶	↶	
Traffic Volume (veh/h)	513	13	0	427	269	0
Future Volume (veh/h)	513	13	0	427	269	0
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	1870	1604	0	1841	1856	0
Adj Flow Rate, veh/h	570	8	0	474	299	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	20	0	4	3	0
Cap, veh/h	664	261	0	2437	1293	0
Arrive On Green	0.19	0.19	0.00	0.70	0.23	0.00
Sat Flow, veh/h	3456	1359	0	3681	1856	0
Grp Volume(v), veh/h	570	8	0	474	299	0
Grp Sat Flow(s),veh/h/ln	1728	1359	0	1749	1856	0
Q Serve(g_s), s	14.4	0.4	0.0	4.3	11.8	0.0
Cycle Q Clear(g_c), s	14.4	0.4	0.0	4.3	11.8	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	664	261	0	2437	1293	0
V/C Ratio(X)	0.86	0.03	0.00	0.19	0.23	0.00
Avail Cap(c_a), veh/h	998	393	0	2437	1293	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.89	0.00
Uniform Delay (d), s/veh	35.2	29.5	0.0	4.8	15.0	0.0
Incr Delay (d2), s/veh	3.3	0.0	0.0	0.2	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.1	0.0	1.3	5.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.5	29.6	0.0	5.0	15.4	0.0
LnGrp LOS	D	C	A	A	B	A
Approach Vol, veh/h	578			474	299	
Approach Delay, s/veh	38.3			5.0	15.4	
Approach LOS	D			A	B	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		67.7		22.3		67.7
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		54.0		26.0		54.0
Max Q Clear Time (g_c+I1), s		6.3		16.4		13.8
Green Ext Time (p_c), s		2.3		0.9		1.2
Intersection Summary						
HCM 6th Ctrl Delay			21.6			
HCM 6th LOS			C			

Timings
1: US-395 & Palmdale Rd

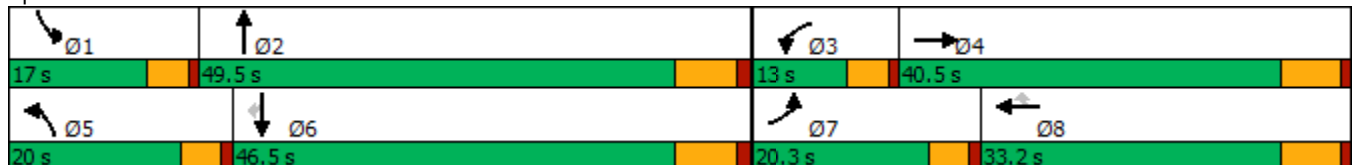


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	148	530	359	650	145	420	931	193	969	69
Future Volume (vph)	148	530	359	650	145	420	931	193	969	69
Turn Type	Prot	NA	Prot	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	7	4	3	8		5	2	1	6	
Permitted Phases					8					6
Detector Phase	7	4	3	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	40.5	11.5	22.0	22.0	11.5	45.0	11.5	45.0	45.0
Total Split (s)	20.3	40.5	13.0	33.2	33.2	20.0	49.5	17.0	46.5	46.5
Total Split (%)	16.9%	33.8%	10.8%	27.7%	27.7%	16.7%	41.3%	14.2%	38.8%	38.8%
Yellow Time (s)	3.7	5.5	3.7	5.5	5.5	3.7	5.5	3.7	5.5	5.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.5	1.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.5	4.7	6.5	6.5	4.7	7.0	4.7	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 116.5
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated

Splits and Phases: 1: US-395 & Palmdale Rd



HCM 6th Signalized Intersection Summary
 1: US-395 & Palmdale Rd

Victorville Residential (JN 14222)
 12/22/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗		↘	↗	↘	↘	↗		↘	↗	↘
Traffic Volume (veh/h)	148	530	359	359	650	145	420	931	159	193	969	69
Future Volume (veh/h)	148	530	359	359	650	145	420	931	159	193	969	69
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		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	1826	1856	1841	1885	1870	1870	1885	1781	1870	1841	1752	1826
Adj Flow Rate, veh/h	151	541	234	366	663	77	429	950	150	197	989	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, %	5	3	4	1	2	2	1	8	2	4	10	5
Cap, veh/h	179	617	266	259	814	358	246	1033	163	193	1085	504
Arrive On Green	0.10	0.26	0.26	0.07	0.23	0.23	0.14	0.35	0.35	0.11	0.33	0.33
Sat Flow, veh/h	1739	2397	1034	3483	3554	1564	1795	2928	462	1753	3328	1547
Grp Volume(v), veh/h	151	397	378	366	663	77	429	549	551	197	989	53
Grp Sat Flow(s),veh/h/ln	1739	1763	1668	1742	1777	1564	1795	1692	1698	1753	1664	1547
Q Serve(g_s), s	9.5	24.1	24.2	8.3	19.7	4.5	15.3	34.7	34.7	12.3	31.8	2.7
Cycle Q Clear(g_c), s	9.5	24.1	24.2	8.3	19.7	4.5	15.3	34.7	34.7	12.3	31.8	2.7
Prop In Lane	1.00		0.62	1.00		1.00	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	179	454	430	259	814	358	246	597	599	193	1085	504
V/C Ratio(X)	0.84	0.88	0.88	1.41	0.81	0.21	1.74	0.92	0.92	1.02	0.91	0.11
Avail Cap(c_a), veh/h	243	537	508	259	850	374	246	644	647	193	1178	548
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	49.2	39.7	39.8	51.7	40.8	34.9	48.2	34.6	34.6	49.7	36.1	26.3
Incr Delay (d2), s/veh	13.8	12.8	13.8	207.2	5.7	0.2	350.7	17.4	17.5	70.0	10.0	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	4.7	11.7	11.2	11.0	9.0	1.7	30.5	15.9	16.0	8.9	13.4	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.0	52.5	53.6	258.8	46.5	35.1	398.9	52.0	52.1	119.6	46.1	26.3
LnGrp LOS	E	D	D	F	D	D	F	D	D	F	D	C
Approach Vol, veh/h		926			1106			1529			1239	
Approach Delay, s/veh		54.7			116.0			149.4			56.9	
Approach LOS		D			F			F			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	46.4	13.0	35.2	20.0	43.4	16.2	32.1				
Change Period (Y+Rc), s	* 4.7	7.0	* 4.7	6.5	* 4.7	7.0	* 4.7	6.5				
Max Green Setting (Gmax), s	* 12	42.5	* 8.3	34.0	* 15	39.5	* 16	26.7				
Max Q Clear Time (g_c+I1), s	14.3	36.7	10.3	26.2	17.3	33.8	11.5	21.7				
Green Ext Time (p_c), s	0.0	2.6	0.0	2.4	0.0	2.6	0.1	1.7				

Intersection Summary

HCM 6th Ctrl Delay	99.5
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	19	0	0	11	0
Future Vol, veh/h	0	19	0	0	11	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	-	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	21	0	0	12	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	21	0	12
Stage 1	-	-	-	-	11
Stage 2	-	-	-	-	1
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1608	-	1013
Stage 1	-	-	-	-	1017
Stage 2	-	-	-	-	1028
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1608	-	1013
Mov Cap-2 Maneuver	-	-	-	-	928
Stage 1	-	-	-	-	1017
Stage 2	-	-	-	-	1028

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	928	-	-	1608	-
HCM Lane V/C Ratio	0.013	-	-	-	-
HCM Control Delay (s)	8.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	11	19	44	26	0
Future Vol, veh/h	0	11	19	44	26	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	-	-	-	-	-	-
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	12	21	48	28	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	69	0	-	0	57 45
Stage 1	-	-	-	-	45 -
Stage 2	-	-	-	-	12 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1545	-	-	-	955 1031
Stage 1	-	-	-	-	983 -
Stage 2	-	-	-	-	1016 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1545	-	-	-	955 1031
Mov Cap-2 Maneuver	-	-	-	-	955 -
Stage 1	-	-	-	-	983 -
Stage 2	-	-	-	-	1016 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1545	-	-	-	955
HCM Lane V/C Ratio	-	-	-	-	0.03
HCM Control Delay (s)	0	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

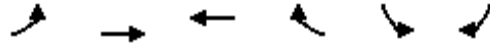
Intersection						
Int Delay, s/veh	6.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	↔
Traffic Vol, veh/h	0	37	29	0	62	49
Future Vol, veh/h	0	37	29	0	62	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	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	40	32	0	67	53

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	40	0	84 20
Stage 1	-	-	-	-	20 -
Stage 2	-	-	-	-	64 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1583	-	923 1064
Stage 1	-	-	-	-	1008 -
Stage 2	-	-	-	-	964 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1583	-	905 1064
Mov Cap-2 Maneuver	-	-	-	-	905 -
Stage 1	-	-	-	-	1008 -
Stage 2	-	-	-	-	945 -

Approach	EB	WB	NB
HCM Control Delay, s	0	7.3	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	905	1064	-	-	1583	-
HCM Lane V/C Ratio	0.074	0.05	-	-	0.02	-
HCM Control Delay (s)	9.3	8.6	-	-	7.3	0
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0.1	-

Timings
5: Palmdale Rd & Cantina Dr

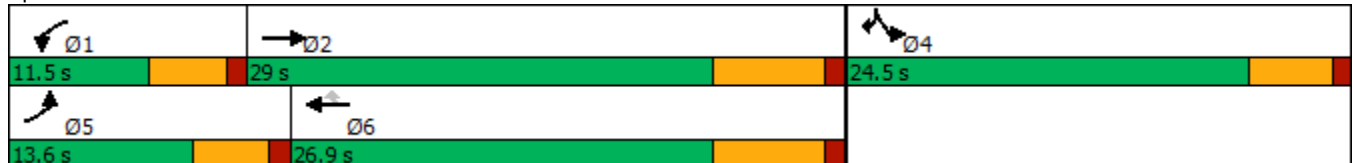


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1
Lane Configurations	↘	↑↑	↑↑	↗	↗↘	↗	
Traffic Volume (vph)	151	831	847	268	272	108	
Future Volume (vph)	151	831	847	268	272	108	
Turn Type	Prot	NA	NA	Perm	Prot	Prot	
Protected Phases	5	2	6		4	4	1
Permitted Phases				6			
Detector Phase	5	2	6	6	4	4	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5	24.5	24.5	24.5	24.5	11.5
Total Split (s)	13.6	29.0	26.9	26.9	24.5	24.5	11.5
Total Split (%)	20.9%	44.6%	41.4%	41.4%	37.7%	37.7%	18%
Yellow Time (s)	3.7	5.5	5.5	5.5	4.0	4.0	3.7
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.7	6.5	6.5	6.5	5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes
Recall Mode	None	Min	Min	Min	None	None	None

Intersection Summary

Cycle Length: 65
 Actuated Cycle Length: 50
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated

Splits and Phases: 5: Palmdale Rd & Cantina Dr



HCM 6th Signalized Intersection Summary
5: Palmdale Rd & Cantina Dr

Victorville Residential (JN 14222)
12/22/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖				↖	↗	↖
Traffic Volume (veh/h)	151	831	0	0	847	268	0	0	0	272	0	108
Future Volume (veh/h)	151	831	0	0	847	268	0	0	0	272	0	108
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	1885	1826	0	1900	1856	1885				1900	0	1841
Adj Flow Rate, veh/h	161	884	0	0	901	223				289	0	86
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	1	5	0	0	3	1				0	0	4
Cap, veh/h	207	2013	0	4	1234	546				488	0	217
Arrive On Green	0.12	0.58	0.00	0.00	0.35	0.35				0.14	0.00	0.14
Sat Flow, veh/h	1795	3561	0	1810	3526	1559				3510	0	1560
Grp Volume(v), veh/h	161	884	0	0	901	223				289	0	86
Grp Sat Flow(s),veh/h/ln	1795	1735	0	1810	1763	1559				1755	0	1560
Q Serve(g_s), s	3.6	5.9	0.0	0.0	9.1	4.4				3.2	0.0	2.1
Cycle Q Clear(g_c), s	3.6	5.9	0.0	0.0	9.1	4.4				3.2	0.0	2.1
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	207	2013	0	4	1234	546				488	0	217
V/C Ratio(X)	0.78	0.44	0.00	0.00	0.73	0.41				0.59	0.00	0.40
Avail Cap(c_a), veh/h	390	2013	0	300	1756	777				1671	0	743
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	17.6	4.8	0.0	0.0	11.6	10.1				16.5	0.0	16.1
Incr Delay (d2), s/veh	2.4	0.1	0.0	0.0	0.4	0.2				0.4	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	1.3	0.9	0.0	0.0	2.5	1.1				1.1	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.0	4.9	0.0	0.0	12.0	10.3				17.0	0.0	16.5
LnGrp LOS	B	A	A	A	B	B				B	A	B
Approach Vol, veh/h		1045			1124						375	
Approach Delay, s/veh		7.2			11.7						16.9	
Approach LOS		A			B						B	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	0.0	30.3		10.7	9.4	20.8						
Change Period (Y+Rc), s	* 4.7	6.5		5.0	* 4.7	6.5						
Max Green Setting (Gmax), s	* 6.8	22.5		19.5	* 8.9	20.4						
Max Q Clear Time (g_c+I1), s	0.0	7.9		5.2	5.6	11.1						
Green Ext Time (p_c), s	0.0	3.5		0.6	0.1	3.2						

Intersection Summary

HCM 6th Ctrl Delay	10.6
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	25	25	15	0	0	15
Future Vol, veh/h	25	25	15	0	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	27	16	0	0	16

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	16	0	-	0	97
Stage 1	-	-	-	-	16
Stage 2	-	-	-	-	81
Critical Hdwy	4.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1615	-	-	-	907
Stage 1	-	-	-	-	1012
Stage 2	-	-	-	-	947
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1615	-	-	-	892
Mov Cap-2 Maneuver	-	-	-	-	892
Stage 1	-	-	-	-	995
Stage 2	-	-	-	-	947

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1615	-	-	-	1069
HCM Lane V/C Ratio	0.017	-	-	-	0.015
HCM Control Delay (s)	7.3	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Intersection						
Int Delay, s/veh	7.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑	↔	
Traffic Vol, veh/h	0	0	18	0	0	11
Future Vol, veh/h	0	0	18	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	20	0	0	12

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1	0	41
Stage 1	-	-	-	-	1
Stage 2	-	-	-	-	40
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1635	-	975
Stage 1	-	-	-	-	1028
Stage 2	-	-	-	-	988
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1635	-	963
Mov Cap-2 Maneuver	-	-	-	-	889
Stage 1	-	-	-	-	1028
Stage 2	-	-	-	-	976

Approach	EB	WB	NB
HCM Control Delay, s	0	7.2	8.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1090	-	-	1635	-
HCM Lane V/C Ratio	0.011	-	-	0.012	-
HCM Control Delay (s)	8.3	-	-	7.2	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	5.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	0	11	19	6	3	0
Future Vol, veh/h	0	11	19	6	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	12	21	7	3	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	52	3	3	0	0
Stage 1	3	-	-	-	-
Stage 2	49	-	-	-	-
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	962	1087	1632	-	-
Stage 1	1025	-	-	-	-
Stage 2	979	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	949	1087	1632	-	-
Mov Cap-2 Maneuver	949	-	-	-	-
Stage 1	1012	-	-	-	-
Stage 2	979	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.3	5.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1632	-	1087	-	-
HCM Lane V/C Ratio	0.013	-	0.011	-	-
HCM Control Delay (s)	7.2	0	8.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

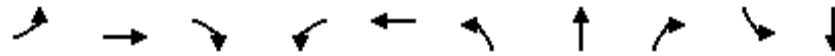
Intersection	
Intersection Delay, s/veh	65.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↑	↗	↕	↕		↕	↗	
Traffic Vol, veh/h	72	113	17	103	147	75	10	267	84	63	390	114
Future Vol, veh/h	72	113	17	103	147	75	10	267	84	63	390	114
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
Heavy Vehicles, %	3	0	7	2	1	3	13	0	5	0	1	2
Mvmt Flow	78	123	18	112	160	82	11	290	91	68	424	124
Number of Lanes	0	1	0	1	1	1	1	2	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	1	2	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	3	1	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	2	3	1
HCM Control Delay	24.5	15.5	19	138.4
HCM LOS	C	C	C	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	36%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	51%	56%	0%	100%	0%	0%	77%
Vol Right, %	0%	0%	49%	8%	0%	0%	100%	0%	23%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	178	173	202	103	147	75	63	504
LT Vol	10	0	0	72	103	0	0	63	0
Through Vol	0	178	89	113	0	147	0	0	390
RT Vol	0	0	84	17	0	0	75	0	114
Lane Flow Rate	11	193	188	220	112	160	82	68	548
Geometry Grp	8	8	8	8	7	7	7	8	8
Degree of Util (X)	0.028	0.466	0.44	0.562	0.275	0.369	0.173	0.168	1.246
Departure Headway (Hd)	10.028	9.277	9.011	9.869	9.463	8.926	8.234	8.85	8.188
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	359	391	402	369	382	406	439	405	444
Service Time	7.728	6.977	6.711	7.569	7.163	6.626	5.934	6.603	5.941
HCM Lane V/C Ratio	0.031	0.494	0.468	0.596	0.293	0.394	0.187	0.168	1.234
HCM Control Delay	13	19.8	18.6	24.5	15.7	16.8	12.6	13.4	154
HCM Lane LOS	B	C	C	C	C	C	B	B	F
HCM 95th-tile Q	0.1	2.4	2.2	3.3	1.1	1.7	0.6	0.6	22.5

Timings
10: Amethyst Rd & Palmdale Rd

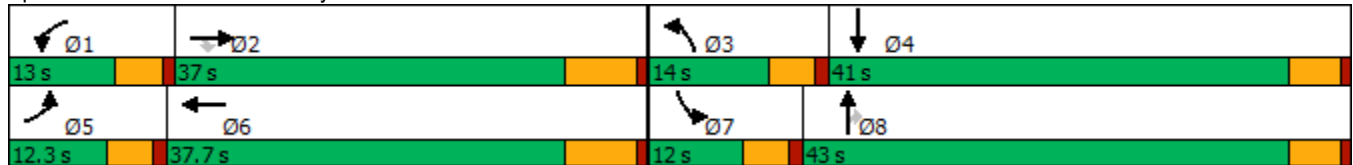


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗↗	↘	↙	↗↗	↙	↕	↘	↙	↘
Traffic Volume (vph)	74	679	81	73	771	118	273	100	42	384
Future Volume (vph)	74	679	81	73	771	118	273	100	42	384
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA
Protected Phases	5	2		1	6	3	8		7	4
Permitted Phases			2					8		
Detector Phase	5	2	2	1	6	3	8	8	7	4
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	36.5	36.5	11.5	36.5	11.5	20.0	20.0	11.5	41.0
Total Split (s)	12.3	37.0	37.0	13.0	37.7	14.0	43.0	43.0	12.0	41.0
Total Split (%)	11.7%	35.2%	35.2%	12.4%	35.9%	13.3%	41.0%	41.0%	11.4%	39.0%
Yellow Time (s)	3.7	5.5	5.5	3.7	5.5	3.7	4.0	4.0	3.7	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	6.5	6.5	4.7	6.5	4.7	5.0	5.0	4.7	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None

Intersection Summary

Cycle Length: 105
 Actuated Cycle Length: 95
 Natural Cycle: 105
 Control Type: Actuated-Uncoordinated

Splits and Phases: 10: Amethyst Rd & Palmdale Rd



HCM 6th Signalized Intersection Summary
 10: Amethyst Rd & Palmdale Rd

Victorville Residential (JN 14222)
 12/22/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	679	81	73	771	27	118	273	100	42	384	102
Future Volume (veh/h)	74	679	81	73	771	27	118	273	100	42	384	102
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	1870	1856	1900	1900	1856	1826	1900	1900	1885	1811	1870	1885
Adj Flow Rate, veh/h	82	754	67	81	857	27	131	303	70	47	427	105
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	3	0	0	3	5	0	0	1	6	2	1
Cap, veh/h	105	1033	471	105	1018	32	163	715	601	67	470	116
Arrive On Green	0.06	0.29	0.29	0.06	0.29	0.29	0.09	0.38	0.38	0.04	0.33	0.33
Sat Flow, veh/h	1781	3526	1607	1810	3489	110	1810	1900	1598	1725	1445	355
Grp Volume(v), veh/h	82	754	67	81	433	451	131	303	70	47	0	532
Grp Sat Flow(s),veh/h/ln	1781	1763	1607	1810	1763	1836	1810	1900	1598	1725	0	1801
Q Serve(g_s), s	4.1	17.2	2.7	3.9	20.6	20.6	6.3	10.6	2.5	2.4	0.0	25.3
Cycle Q Clear(g_c), s	4.1	17.2	2.7	3.9	20.6	20.6	6.3	10.6	2.5	2.4	0.0	25.3
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	105	1033	471	105	514	535	163	715	601	67	0	585
V/C Ratio(X)	0.78	0.73	0.14	0.77	0.84	0.84	0.80	0.42	0.12	0.71	0.00	0.91
Avail Cap(c_a), veh/h	152	1205	549	168	616	642	189	809	680	141	0	726
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	0.00	1.00
Uniform Delay (d), s/veh	41.4	28.4	23.3	41.5	29.7	29.7	39.8	20.6	18.1	42.4	0.0	28.8
Incr Delay (d2), s/veh	8.6	1.9	0.1	4.5	8.9	8.5	16.8	0.3	0.1	5.0	0.0	12.8
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	2.0	7.1	1.0	1.8	9.4	9.8	3.4	4.3	0.9	1.1	0.0	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.0	30.3	23.4	46.0	38.5	38.2	56.6	20.9	18.2	47.4	0.0	41.7
LnGrp LOS	D	C	C	D	D	D	E	C	B	D	A	D
Approach Vol, veh/h		903			965			504				579
Approach Delay, s/veh		31.6			39.0			29.8				42.2
Approach LOS		C			D			C				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.9	32.6	12.7	34.0	10.0	32.5	8.1	38.6				
Change Period (Y+Rc), s	* 4.7	6.5	* 4.7	5.0	* 4.7	6.5	* 4.7	5.0				
Max Green Setting (Gmax), s	* 8.3	30.5	* 9.3	36.0	* 7.6	31.2	* 7.3	38.0				
Max Q Clear Time (g_c+I1), s	5.9	19.2	8.3	27.3	6.1	22.6	4.4	12.6				
Green Ext Time (p_c), s	0.0	3.9	0.0	1.7	0.0	3.4	0.0	1.4				

























Intersection Summary

HCM 6th Ctrl Delay	35.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
11: El Evado Rd & Palmdale Rd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	586	64	282	648	223	106	553	140	277	443	106
Future Volume (vph)	154	586	64	282	648	223	106	553	140	277	443	106
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.7	26.0	26.0	9.7	26.0	26.0	11.5	10.0	10.0	11.5	30.0	30.0
Total Split (s)	16.2	26.2	26.2	21.0	31.0	31.0	12.8	20.7	20.7	22.1	30.0	30.0
Total Split (%)	18.0%	29.1%	29.1%	23.3%	34.4%	34.4%	14.2%	23.0%	23.0%	24.6%	33.3%	33.3%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	4.0	5.5	4.0	4.0	5.5	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.0	5.0	4.7	5.0	5.0	6.5	5.0	5.0	6.5	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None

Intersection Summary

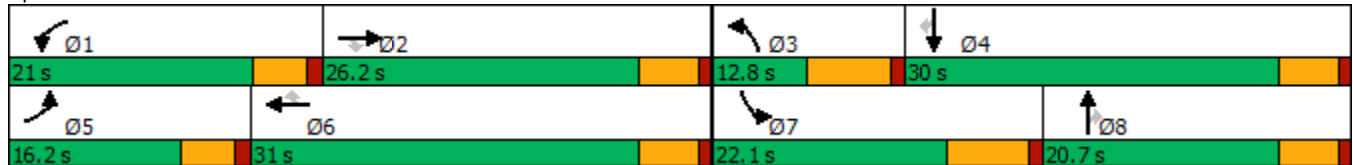
Cycle Length: 90

Actuated Cycle Length: 89.7

Natural Cycle: 90

























Control Type: Actuated-Uncoordinated

Splits and Phases: 11: El Evado Rd & Palmdale Rd

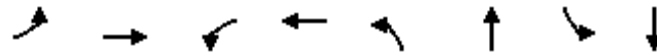


HCM 6th Signalized Intersection Summary
 11: El Evado Rd & Palmdale Rd

Victorville Residential (JN 14222)
 12/22/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	586	64	282	648	223	106	553	140	277	443	106
Future Volume (veh/h)	154	586	64	282	648	223	106	553	140	277	443	106
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		0.98	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	
Adj Sat Flow, veh/h/ln	1885	1841	1900	1885	1870	1870	1885	1900	1885	1885	1885	1900
Adj Flow Rate, veh/h	160	610	55	294	675	182	110	576	94	289	461	88
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, %	1	4	0	1	2	2	1	0	1	1	1	0
Cap, veh/h	194	824	379	325	1096	480	126	630	275	311	995	440
Arrive On Green	0.11	0.24	0.24	0.18	0.31	0.31	0.07	0.17	0.17	0.17	0.28	0.28
Sat Flow, veh/h	1795	3497	1610	1795	3554	1557	1795	3610	1576	1795	3582	1582
Grp Volume(v), veh/h	160	610	55	294	675	182	110	576	94	289	461	88
Grp Sat Flow(s),veh/h/ln	1795	1749	1610	1795	1777	1557	1795	1805	1576	1795	1791	1582
Q Serve(g_s), s	7.9	14.5	2.4	14.4	14.6	8.2	5.5	14.1	4.7	14.3	9.6	3.8
Cycle Q Clear(g_c), s	7.9	14.5	2.4	14.4	14.6	8.2	5.5	14.1	4.7	14.3	9.6	3.8
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	194	824	379	325	1096	480	126	630	275	311	995	440
V/C Ratio(X)	0.82	0.74	0.15	0.90	0.62	0.38	0.88	0.91	0.34	0.93	0.46	0.20
Avail Cap(c_a), veh/h	229	824	379	325	1096	480	126	630	275	311	995	440
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	39.3	31.9	27.2	36.1	26.6	24.4	41.5	36.5	32.6	36.7	26.9	24.9
Incr Delay (d2), s/veh	18.5	5.9	0.8	27.2	2.6	2.3	44.9	17.7	0.3	33.0	0.1	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	4.3	6.5	1.0	8.5	6.2	3.1	3.9	7.4	1.7	8.7	3.9	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.8	37.8	28.0	63.3	29.2	26.6	86.4	54.2	32.9	69.6	27.1	24.9
LnGrp LOS	E	D	C	E	C	C	F	D	C	E	C	C
Approach Vol, veh/h		825			1151			780			838	
Approach Delay, s/veh		41.0			37.5			56.1			41.5	
Approach LOS		D			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	26.2	12.8	30.0	14.4	32.8	22.1	20.7				
Change Period (Y+Rc), s	* 4.7	5.0	6.5	5.0	* 4.7	5.0	6.5	5.0				
Max Green Setting (Gmax), s	* 16	21.2	6.3	25.0	* 12	26.0	15.6	15.7				
Max Q Clear Time (g_c+I1), s	16.4	16.5	7.5	11.6	9.9	16.6	16.3	16.1				
Green Ext Time (p_c), s	0.0	1.2	0.0	1.6	0.1	2.4	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				43.3								
HCM 6th LOS				D								
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Timings
12: Amargosa Rd & Palmdale Rd

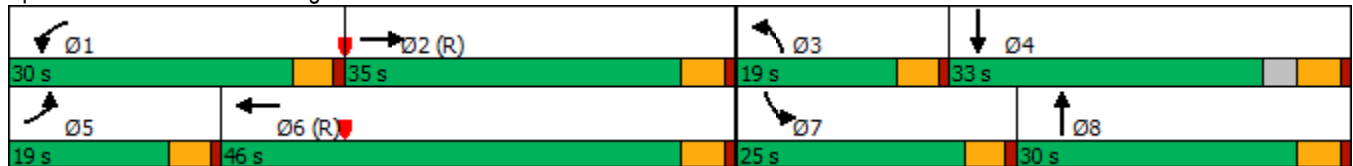


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↷	↶	↷	↶	↷	↶	↷
Traffic Volume (vph)	92	903	190	1005	147	379	246	520
Future Volume (vph)	92	903	190	1005	147	379	246	520
Turn Type	Prot	NA	Prot	NA	Prot	NA	Prot	NA
Protected Phases	5	2	1	6	3	8	7	4
Permitted Phases								
Detector Phase	5	2	1	6	3	8	7	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	26.0	11.5	26.0	11.5	30.0	11.5	30.0
Total Split (s)	19.0	35.0	30.0	46.0	19.0	30.0	25.0	33.0
Total Split (%)	15.8%	29.2%	25.0%	38.3%	15.8%	25.0%	20.8%	27.5%
Yellow Time (s)	3.7	4.0	3.7	4.0	3.7	4.0	3.7	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	5.0	4.7	5.0	4.7	5.0	4.7	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 20 (17%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 12: Amargosa Rd & Palmdale Rd



HCM 6th Signalized Intersection Summary
 12: Amargosa Rd & Palmdale Rd

Victorville Residential (JN 14222)
 12/22/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗	↗↘		↗	↗↘		↗	↗↘	
Traffic Volume (veh/h)	92	903	100	190	1005	152	147	379	94	246	520	113
Future Volume (veh/h)	92	903	100	190	1005	152	147	379	94	246	520	113
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	1885	1856	1885	1856	1870	1900	1900	1885	1900	1885	1900	1900
Adj Flow Rate, veh/h	96	941	101	198	1047	137	153	395	86	256	542	97
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, %	1	3	1	3	2	0	0	1	0	1	0	0
Cap, veh/h	121	1251	134	231	1432	187	180	471	101	282	668	119
Arrive On Green	0.07	0.39	0.39	0.04	0.15	0.15	0.10	0.16	0.16	0.16	0.22	0.22
Sat Flow, veh/h	1795	3211	345	1767	3159	413	1810	2930	632	1795	3058	545
Grp Volume(v), veh/h	96	517	525	198	588	596	153	240	241	256	319	320
Grp Sat Flow(s),veh/h/ln	1795	1763	1793	1767	1777	1795	1810	1791	1771	1795	1805	1798
Q Serve(g_s), s	6.3	30.4	30.4	13.4	37.9	38.0	10.0	15.6	15.9	16.8	20.1	20.3
Cycle Q Clear(g_c), s	6.3	30.4	30.4	13.4	37.9	38.0	10.0	15.6	15.9	16.8	20.1	20.3
Prop In Lane	1.00		0.19	1.00		0.23	1.00		0.36	1.00		0.30
Lane Grp Cap(c), veh/h	121	687	699	231	805	814	180	288	284	282	394	393
V/C Ratio(X)	0.80	0.75	0.75	0.86	0.73	0.73	0.85	0.83	0.85	0.91	0.81	0.81
Avail Cap(c_a), veh/h	214	687	699	373	805	814	216	373	369	304	421	420
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.61	0.58	0.58	0.58	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.2	31.6	31.6	56.3	44.0	44.1	53.1	48.8	48.9	49.7	44.5	44.6
Incr Delay (d2), s/veh	7.1	4.7	4.6	6.5	3.4	3.4	20.2	9.6	11.0	26.8	9.7	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	13.3	13.5	6.8	18.8	19.0	5.4	7.5	7.7	9.4	9.8	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.2	36.3	36.2	62.8	47.5	47.5	73.3	58.4	59.9	76.5	54.2	54.7
LnGrp LOS	E	D	D	E	D	D	E	E	E	E	D	D
Approach Vol, veh/h		1138			1382			634			895	
Approach Delay, s/veh		38.4			49.7			62.6			60.8	
Approach LOS		D			D			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.4	51.8	16.6	31.2	12.8	59.4	23.6	24.3				
Change Period (Y+Rc), s	* 4.7	5.0	* 4.7	5.0	* 4.7	5.0	* 4.7	5.0				
Max Green Setting (Gmax), s	* 25	30.0	* 14	28.0	* 14	41.0	* 20	25.0				
Max Q Clear Time (g_c+1), s	15.4	32.4	12.0	22.3	8.3	40.0	18.8	17.9				
Green Ext Time (p_c), s	0.4	0.0	0.0	1.2	0.1	0.6	0.1	1.0				

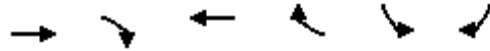
Intersection Summary

HCM 6th Ctrl Delay	51.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
13: I-15 SB Ramps & Palmdale Rd

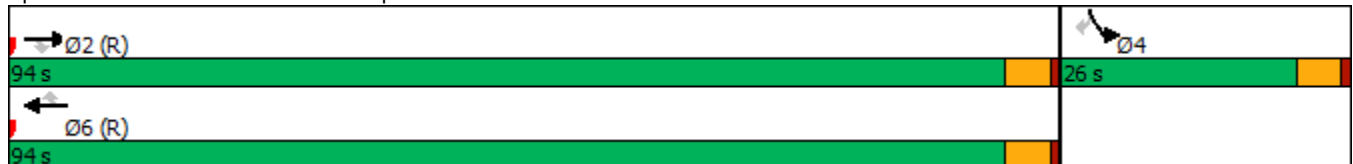


Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Configurations	↑↑	↑	↑↑	↑	↑↑	↑
Traffic Volume (vph)	1549	415	1465	318	164	386
Future Volume (vph)	1549	415	1465	318	164	386
Turn Type	NA	Perm	NA	Perm	Prot	Perm
Protected Phases	2		6		4	
Permitted Phases		2		6		4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	10.0	35.0	35.0	10.0	10.0
Total Split (s)	94.0	94.0	94.0	94.0	26.0	26.0
Total Split (%)	78.3%	78.3%	78.3%	78.3%	21.7%	21.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 55 (46%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 13: I-15 SB Ramps & Palmdale Rd



HCM 6th Signalized Intersection Summary
 13: I-15 SB Ramps & Palmdale Rd

Victorville Residential (JN 14222)
 12/22/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗		↑↑	↗				↖↖		↗
Traffic Volume (veh/h)	0	1549	415	0	1465	318	0	0	0	164	0	386
Future Volume (veh/h)	0	1549	415	0	1465	318	0	0	0	164	0	386
Initial Q (Qb), veh	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
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	1885	1885	0	1885	1870				1856	0	1826
Adj Flow Rate, veh/h	0	1702	0	0	1610	0				180	0	424
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	0	1	1	0	1	2				3	0	5
Cap, veh/h	0	2657		0	2657					600	0	271
Arrive On Green	0.00	1.00	0.00	0.00	0.74	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	3676	1598	0	3676	1585				3428	0	1547
Grp Volume(v), veh/h	0	1702	0	0	1610	0				180	0	424
Grp Sat Flow(s),veh/h/ln	0	1791	1598	0	1791	1585				1714	0	1547
Q Serve(g_s), s	0.0	0.0	0.0	0.0	25.3	0.0				5.5	0.0	21.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	25.3	0.0				5.5	0.0	21.0
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2657		0	2657					600	0	271
V/C Ratio(X)	0.00	0.64		0.00	0.61					0.30	0.00	1.57
Avail Cap(c_a), veh/h	0	2657		0	2657					600	0	271
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.38	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	7.3	0.0				43.1	0.0	49.5
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	1.0	0.0				0.3	0.0	271.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.0	0.0	8.1	0.0				2.4	0.0	28.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.5	0.0	0.0	8.3	0.0				43.4	0.0	321.3
LnGrp LOS	A	A		A	A					D	A	F
Approach Vol, veh/h		1702	A		1610	A					604	
Approach Delay, s/veh		0.5			8.3						238.5	
Approach LOS		A			A						F	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		94.0		26.0		94.0						
Change Period (Y+Rc), s		5.0		5.0		5.0						
Max Green Setting (Gmax), s		89.0		21.0		89.0						
Max Q Clear Time (g_c+I1), s		2.0		23.0		27.3						
Green Ext Time (p_c), s		24.7		0.0		19.5						

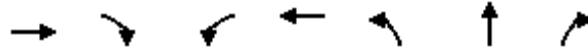
Intersection Summary

HCM 6th Ctrl Delay	40.4
HCM 6th LOS	D

Notes

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

Timings
 14: Mariposa Rd/I-15 NB On-Ramps & Palmdale Rd

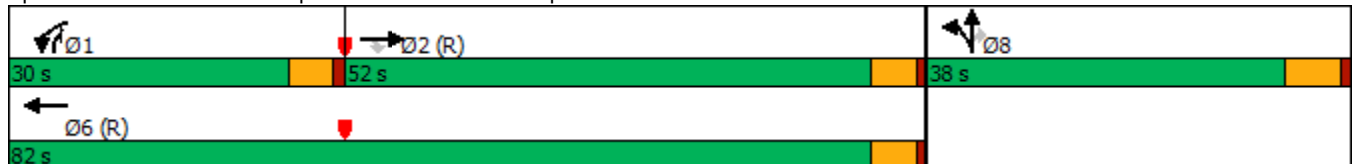


Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑	↑
Traffic Volume (vph)	1107	268	274	1306	473	94	580
Future Volume (vph)	1107	268	274	1306	473	94	580
Turn Type	NA	Perm	Prot	NA	Split	NA	pm+ov
Protected Phases	2		1	6	8	8	1
Permitted Phases		2					8
Detector Phase	2	2	1	6	8	8	1
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	32.0	32.0	10.0	32.0	33.0	33.0	10.0
Total Split (s)	52.0	52.0	30.0	82.0	38.0	38.0	30.0
Total Split (%)	43.3%	43.3%	25.0%	68.3%	31.7%	31.7%	25.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0	5.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	6.0	5.0
Lead/Lag	Lag	Lag	Lead				Lead
Lead-Lag Optimize?	Yes	Yes	Yes				Yes
Recall Mode	C-Min	C-Min	None	C-Min	None	None	None

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 79 (66%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 14: Mariposa Rd/I-15 NB On-Ramps & Palmdale Rd



HCM 6th Signalized Intersection Summary
 14: Mariposa Rd/I-15 NB On-Ramps & Palmdale Rd

Victorville Residential (JN 14222)
 12/22/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘	↑↑		↗	↘	↗			
Traffic Volume (veh/h)	0	1107	268	274	1306	76	473	94	580	0	0	0
Future Volume (veh/h)	0	1107	268	274	1306	76	473	94	580	0	0	0
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	1856	1885	1885	1885	1900	1856	1841	1885			
Adj Flow Rate, veh/h	0	1141	233	282	1346	78	557	0	411			
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	3	1	1	1	0	3	4	1			
Cap, veh/h	0	1640	726	310	2338	135	809	0	641			
Arrive On Green	0.00	0.47	0.47	0.17	0.68	0.68	0.08	0.00	0.08			
Sat Flow, veh/h	0	3618	1561	1795	3441	199	3534	0	1598			
Grp Volume(v), veh/h	0	1141	233	282	699	725	557	0	411			
Grp Sat Flow(s),veh/h/ln	0	1763	1561	1795	1791	1849	1767	0	1598			
Q Serve(g_s), s	0.0	30.7	11.3	18.5	24.6	24.8	18.4	0.0	24.2			
Cycle Q Clear(g_c), s	0.0	30.7	11.3	18.5	24.6	24.8	18.4	0.0	24.2			
Prop In Lane	0.00		1.00	1.00		0.11	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1640	726	310	1217	1256	809	0	641			
V/C Ratio(X)	0.00	0.70	0.32	0.91	0.57	0.58	0.69	0.00	0.64			
Avail Cap(c_a), veh/h	0	1640	726	374	1217	1256	942	0	701			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33			
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	0.83	0.00	0.83			
Uniform Delay (d), s/veh	0.0	25.4	20.2	48.8	10.1	10.1	51.3	0.0	34.5			
Incr Delay (d2), s/veh	0.0	2.5	1.2	21.3	2.0	1.9	1.0	0.0	1.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	12.8	4.2	10.0	9.3	9.7	8.9	0.0	10.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	27.8	21.3	70.0	12.1	12.1	52.3	0.0	35.5			
LnGrp LOS	A	C	C	E	B	B	D	A	D			
Approach Vol, veh/h		1374			1706			968				
Approach Delay, s/veh		26.7			21.7			45.1				
Approach LOS		C			C			D				
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	25.7	60.8				86.5		33.5				
Change Period (Y+Rc), s	5.0	5.0				5.0		6.0				
Max Green Setting (Gmax), s	25.0	47.0				77.0		32.0				
Max Q Clear Time (g_c+I1), s	20.5	32.7				26.8		26.2				
Green Ext Time (p_c), s	0.2	5.1				7.8		1.3				

Intersection Summary

HCM 6th Ctrl Delay	29.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Timings
15: Mariposa Rd & I-15 NB Off-Ramp

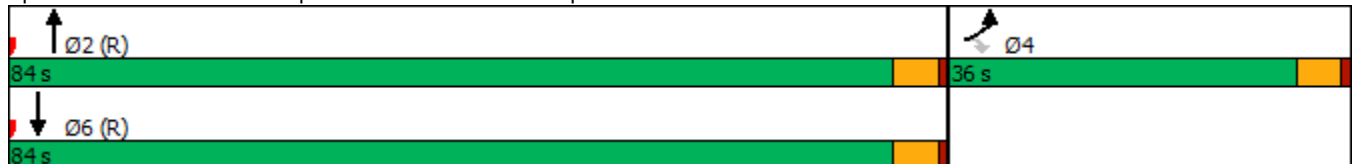


Lane Group	EBL	EBR	NBT	SBT
Lane Configurations	↕↕	↕	↕↕	↕
Traffic Volume (vph)	557	23	542	539
Future Volume (vph)	557	23	542	539
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases		4		
Detector Phase	4	4	2	6
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	24.5	24.5	24.5	24.5
Total Split (s)	36.0	36.0	84.0	84.0
Total Split (%)	30.0%	30.0%	70.0%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Min	C-Min

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 75 (63%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated

Splits and Phases: 15: Mariposa Rd & I-15 NB Off-Ramp



HCM 6th Signalized Intersection Summary
 15: Mariposa Rd & I-15 NB Off-Ramp

Victorville Residential (JN 14222)
 12/22/2021



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔↔	↗		↕↕	↕	
Traffic Volume (veh/h)	557	23	0	542	539	0
Future Volume (veh/h)	557	23	0	542	539	0
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	1856	1900	0	1885	1900	0
Adj Flow Rate, veh/h	593	13	0	577	573	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	0	0	1	0	0
Cap, veh/h	663	311	0	2591	1374	0
Arrive On Green	0.19	0.19	0.00	0.72	0.24	0.00
Sat Flow, veh/h	3428	1610	0	3770	1900	0
Grp Volume(v), veh/h	593	13	0	577	573	0
Grp Sat Flow(s),veh/h/ln	1714	1610	0	1791	1900	0
Q Serve(g_s), s	20.2	0.8	0.0	6.4	30.6	0.0
Cycle Q Clear(g_c), s	20.2	0.8	0.0	6.4	30.6	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	663	311	0	2591	1374	0
V/C Ratio(X)	0.90	0.04	0.00	0.22	0.42	0.00
Avail Cap(c_a), veh/h	886	416	0	2591	1374	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.78	0.00
Uniform Delay (d), s/veh	47.2	39.4	0.0	5.5	24.3	0.0
Incr Delay (d2), s/veh	7.8	0.0	0.0	0.2	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	0.3	0.0	2.2	15.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	55.0	39.4	0.0	5.7	25.0	0.0
LnGrp LOS	E	D	A	A	C	A
Approach Vol, veh/h	606			577	573	
Approach Delay, s/veh	54.7			5.7	25.0	
Approach LOS	D			A	C	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		91.8		28.2		91.8
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		79.0		31.0		79.0
Max Q Clear Time (g_c+I1), s		8.4		22.2		32.6
Green Ext Time (p_c), s		2.9		0.9		2.6
Intersection Summary						
HCM 6th Ctrl Delay			28.9			
HCM 6th LOS			C			

APPENDIX 6.3:

**FUTURE YEAR (2033) WITHOUT PROJECT CONDITIONS QUEUING ANALYSIS
WORKSHEETS**

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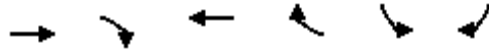
Queues
5: Palmdale Rd & Cantina Dr



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	74	953	715	109	71	38
v/c Ratio	0.19	0.36	0.34	0.11	0.10	0.09
Control Delay	18.3	3.9	9.3	3.0	17.3	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.3	3.9	9.3	3.0	17.3	0.4
Queue Length 50th (ft)	16	52	72	0	7	0
Queue Length 95th (ft)	47	80	110	19	22	0
Internal Link Dist (ft)		1265	9128			
Turn Bay Length (ft)	750			300	125	
Base Capacity (vph)	490	2642	2401	1105	2261	1070
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.36	0.30	0.10	0.03	0.04
Intersection Summary						

Queues

13: I-15 SB Ramps & Palmdale Rd



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1085	265	1316	135	141	332
v/c Ratio	0.48	0.25	0.57	0.13	0.18	0.77
Control Delay	4.3	0.5	10.1	1.4	27.6	36.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.3	0.5	10.1	1.4	27.6	36.2
Queue Length 50th (ft)	63	0	210	0	31	124
Queue Length 95th (ft)	m20	m0	235	17	58	#272
Internal Link Dist (ft)	1556		691			
Turn Bay Length (ft)				300	300	100
Base Capacity (vph)	2444	1139	2516	1149	804	431
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.23	0.52	0.12	0.18	0.77

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



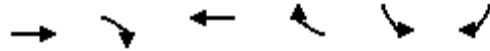
Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	566	14	474	299
v/c Ratio	0.77	0.05	0.20	0.24
Control Delay	40.7	15.4	6.2	6.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	40.7	15.4	6.2	6.6
Queue Length 50th (ft)	157	1	46	26
Queue Length 95th (ft)	200	16	79	125
Internal Link Dist (ft)	1539		599	560
Turn Bay Length (ft)	300	75		
Base Capacity (vph)	991	396	2344	1246
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.57	0.04	0.20	0.24
Intersection Summary				

Queues
5: Palmdale Rd & Cantina Dr



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	101	884	901	226	254	80
v/c Ratio	0.39	0.43	0.63	0.29	0.45	0.22
Control Delay	25.5	6.2	15.7	3.4	22.2	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.5	6.2	15.7	3.4	22.2	2.9
Queue Length 50th (ft)	28	60	114	0	36	0
Queue Length 95th (ft)	69	102	190	36	67	11
Internal Link Dist (ft)		1265	9128			
Turn Bay Length (ft)	750			300	125	
Base Capacity (vph)	325	2062	1511	801	1384	696
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.43	0.60	0.28	0.18	0.11
Intersection Summary						

Queues
13: I-15 SB Ramps & Palmdale Rd



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1681	448	1589	349	180	397
v/c Ratio	0.69	0.37	0.65	0.30	0.22	0.99
Control Delay	13.9	1.8	12.2	1.1	40.4	81.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.9	1.8	12.2	1.1	40.4	81.3
Queue Length 50th (ft)	476	29	294	0	61	~316
Queue Length 95th (ft)	550	m0	314	22	97	#545
Internal Link Dist (ft)	1556		691			
Turn Bay Length (ft)				300	300	100
Base Capacity (vph)	2650	1277	2650	1236	802	403
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.35	0.60	0.28	0.22	0.99

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues

Victorville Residential (JN 14222)

15: Mariposa Rd & I-15 NB Off-Ramp

12/22/2021



Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	580	24	577	573
v/c Ratio	0.83	0.07	0.23	0.43
Control Delay	55.8	22.5	6.7	4.5
Queue Delay	0.0	0.0	0.0	0.2
Total Delay	55.8	22.5	6.7	4.7
Queue Length 50th (ft)	223	7	72	69
Queue Length 95th (ft)	271	29	112	97
Internal Link Dist (ft)	1539		599	560
Turn Bay Length (ft)	300	75		
Base Capacity (vph)	878	426	2537	1348
Starvation Cap Reductn	0	0	0	194
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.66	0.06	0.23	0.50
Intersection Summary				

APPENDIX 6.4:
FUTURE YEAR (2033) WITH PROJECT CONDITIONS QUEUING ANALYSIS
WORKSHEETS

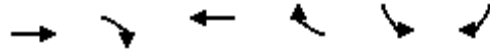
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Queues
5: Palmdale Rd & Cantina Dr



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	94	953	715	129	128	95
v/c Ratio	0.27	0.43	0.42	0.15	0.18	0.22
Control Delay	20.4	5.6	11.0	3.2	18.0	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.4	5.6	11.0	3.2	18.0	3.7
Queue Length 50th (ft)	21	55	76	0	14	0
Queue Length 95th (ft)	58	87	114	21	35	15
Internal Link Dist (ft)		1265	9128			
Turn Bay Length (ft)	750			300	125	
Base Capacity (vph)	412	2468	2212	1042	2026	982
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.39	0.32	0.12	0.06	0.10
Intersection Summary						

Queues
13: I-15 SB Ramps & Palmdale Rd



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1112	277	1322	135	141	340
v/c Ratio	0.50	0.26	0.58	0.13	0.17	0.76
Control Delay	4.5	0.5	10.6	1.4	27.3	35.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.5	0.5	10.6	1.4	27.3	35.9
Queue Length 50th (ft)	58	0	218	0	31	127
Queue Length 95th (ft)	m18	m0	227	16	59	#293
Internal Link Dist (ft)	1556		691			
Turn Bay Length (ft)				300	300	100
Base Capacity (vph)	2444	1143	2516	1149	839	445
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.24	0.53	0.12	0.17	0.76

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

15: Mariposa Rd & I-15 NB Off-Ramp

12/22/2021



Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	570	14	474	299
v/c Ratio	0.77	0.05	0.20	0.24
Control Delay	40.7	15.3	6.2	6.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	40.7	15.3	6.2	6.6
Queue Length 50th (ft)	158	1	46	26
Queue Length 95th (ft)	200	16	79	123
Internal Link Dist (ft)	1539		599	560
Turn Bay Length (ft)	300	75		
Base Capacity (vph)	991	396	2341	1244
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.58	0.04	0.20	0.24
Intersection Summary				

Queues
5: Palmdale Rd & Cantina Dr

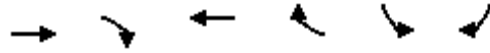


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	161	884	901	285	289	115
v/c Ratio	0.56	0.44	0.66	0.37	0.47	0.30
Control Delay	30.1	6.5	16.8	3.6	22.6	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.1	6.5	16.8	3.6	22.6	5.7
Queue Length 50th (ft)	48	62	123	0	44	0
Queue Length 95th (ft)	#114	106	194	41	74	27
Internal Link Dist (ft)		1265	9128			
Turn Bay Length (ft)	750			300	125	
Base Capacity (vph)	329	2128	1479	823	1412	709
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.42	0.61	0.35	0.20	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
13: I-15 SB Ramps & Palmdale Rd



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1702	456	1610	349	180	424
v/c Ratio	0.68	0.37	0.65	0.30	0.24	1.13
Control Delay	13.6	1.8	11.1	1.1	41.6	123.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.6	1.8	11.1	1.1	41.6	123.7
Queue Length 50th (ft)	486	28	293	0	61	~371
Queue Length 95th (ft)	573	m0	322	22	97	#599
Internal Link Dist (ft)	1556		691			
Turn Bay Length (ft)				300	300	100
Base Capacity (vph)	2650	1279	2650	1236	744	376
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.36	0.61	0.28	0.24	1.13

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues

Victorville Residential (JN 14222)

15: Mariposa Rd & I-15 NB Off-Ramp

12/22/2021



Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	593	24	577	573
v/c Ratio	0.83	0.07	0.23	0.43
Control Delay	55.7	22.3	6.8	4.6
Queue Delay	0.0	0.0	0.0	0.2
Total Delay	55.7	22.3	6.8	4.7
Queue Length 50th (ft)	228	7	73	70
Queue Length 95th (ft)	276	29	114	98
Internal Link Dist (ft)	1539		599	560
Turn Bay Length (ft)	300	75		
Base Capacity (vph)	878	426	2524	1342
Starvation Cap Reductn	0	0	0	182
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.68	0.06	0.23	0.49
Intersection Summary				

APPENDIX 8.1:
SBCTA SCREENING TOOL RESULTS

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SBCTA VMT Screening Tool Powered by Fehr & Peers User's Guide

Mesa Linda Ave & Seneca Rd, V X

Show search results for Mesa Linda A...

Complete #1 - 4, Then Click 'Run'

VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.*

PA VMT Per Service Population

#3. Select the Baseline Year. The years available for analysis are from 2016 to 2040.*

2021

#4. Select the Threshold (% reduction from baseline year). Note each jurisdiction may have adopted a different metric by which they measure VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.*

Below City Future Buildout (0%)

[Help](#) **Run**

Project Area VMT (2 of 2)

Assessor Parcel Number (APN)	310355105
Traffic Analysis Zone (TAZ)	53913102
TAZ VMT	41.9
Jurisdiction VMT	25
% Difference	67.19%
VMT Metric	PA VMT Per Service Population
Threshold	25

[Zoom to](#) ...

Map Layers

- Project Area VMT
- Screening Results
- Low VMT Generating TAZs
- Parcels
- Jurisdiction Boundaries
- TAZ
- Transit Priority Area

City of Victorville, Bureau of Land Management

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