KUNZMAN ASSOCIATES
TRAFFIC ENGINEERING AND TRANSPORTATION PLANNING

RANCHO ROAD AND ADELANTO ROAD PROJECT

TRAFFIC IMPACT ANALYSIS

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TABLE OF CONTENTS

APPENDICES

LIST OF TABLES

LIST OF FIGURES

I. INTRODUCTION

The purpose of this report is to provide an assessment of the traffic impacts resulting from the development of the proposed Rancho Road and Adelanto Road project and to identify the traffic mitigation measures necessary to maintain the established level of service standard for the elements of the impacted roadway system. The traffic issues related to the proposed land use and development have been evaluated in the context of the California Environmental Quality Act.

The City of Adelanto is the lead agency responsible for preparation of the traffic impact analysis, in accordance with California Environmental Quality Act authorizing legislation. This report analyzes traffic impacts for the anticipated opening date with partial occupancy of the development in Opening Year 2025 for Phase I and Opening Year 2035 for Phase II, at which time it will be generating trips at its full potential, and for the current traffic forecast year, which is the Year 2045.

Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with those terms unique to transportation engineering, a glossary of terms is provided in Appendix A.

A. Project Description

The proposed development is located north of Rancho Road between US-395 and Adelanto Road in the City of Adelanto. A vicinity map showing the project location is provided on Figure 1.

The project site is proposed to be developed with 248,840 square feet of warehouse, an 85 room hotel, 3,800 square feet of high-turnover (sit-down) restaurant, a 2,600 square feet of fast-food restaurant with drive-through window, a 1,000 square feet of coffee/donut shop with drive-through window, and a 20 fueling position convenience store/gas station. Figure 2 illustrates the project site plan.

B. Study Area

Regional access to the project site is mainly provided by the US-395. Local access is provided by various roadways in the vicinity of the site. The north-south roadways expected to provide local access include Bellflower Street, US-395, and Adelanto Road. The east-west roadways which will be most affected by the project include Chamberlaine Way, Bartlett Avenue, Air Base Road, Violet Road, Rancho Road, Cactus Road, Mojave Drive, and Palmdale Road.

C. Analysis Methodology

The analysis of the traffic impacts from the proposed development and the assessment of the required mitigation measures were based on an evaluation of the existing and forecast traffic conditions in the vicinity of the site with and without the project. The following analysis years are considered in this report:

- Existing Conditions (2023)
- Existing Plus Project Conditions
- Project Opening Year Conditions (2025)

- Project Opening Year Conditions (2035)
- Horizon Year Conditions (2045)

Existing intersection traffic conditions were established through morning and evening peak hour traffic counts obtained by Kunzman Associates from October 2023 (see Appendix B). In addition, truck classification counts were conducted at the study area intersections. The existing percent of trucks was used in the conversion of trucks to Passenger Car Equivalent's (see Appendix C).

Project traffic volumes for all future projections were estimated using the manual approach. Trip generation has been based upon rates obtained from the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2017.

The distributions of the project trips were based on existing travel patterns calculated using existing traffic counts. This methodology was previously approved by the City of Adelanto Traffic Engineer.

The average daily traffic volume forecasts have been determined using the growth increment approach on the San Bernardino Transportation Analysis Model (SBTAM) traffic model Year 2016 and Year 2040 average daily traffic volume forecasts (see Appendix C). Traffic model plots are included in Appendix D. This difference defines the growth in traffic over the 24 year period. The incremental growth in average daily traffic volume has been factored to reflect the forecast growth between Year 2023 and Year 2040. For this purpose, linear growth between the Year 2016 base condition and the forecast Year 2040 condition was assumed. Since the increment between Year 2023 and Year 2040 is 17 years of the 24 year time frame, a factor of 0.71 (i.e., 17/24) was used.

The Year 2045 without project daily and peak hour directional roadway segment volume forecasts have been determined using the growth increment approach on the SBTAM traffic model Year 2016 and Year 2040 peak hour volumes. The growth increment calculation worksheets are shown in Appendix C. Current peak hour intersection approach/departure data is a necessary input to this approach. The existing traffic count data serves as both the starting point for the refinement process, and also provides important insight into current travel patterns and the relationship between peak hour and daily traffic conditions. The initial turning movement proportions are estimated based upon the relationship of each approach leg's forecast traffic volume to the other legs forecast volumes at the intersection. The initial estimate of turning movement proportions is then entered into a spreadsheet program consistent with the National Cooperative Highway Research Program Report 255. A linear programming algorithm is used to calculate individual turning movements that match the known directional roadway segment volumes computed in the previous step. This program computes a likely set of intersection turning movements from intersection approach counts and the initial turning proportions from each approach leg.

The Opening Year (2035) and Opening Year (2035) traffic volumes have been interpolated from the Year 2040 traffic volumes based upon a portion of the future growth increment.

Year 2045 traffic volumes have also been interpolated from the Year 2040 traffic volumes based upon a portion of the future growth increment. Project traffic is then

added to the new future base volumes. Quality control checks and forecast adjustments were performed as necessary to ensure that all future traffic volume forecasts reflect a minimum of 10% growth over existing traffic volumes. The result of this traffic forecasting procedure is a series of traffic volumes suitable for traffic operations analysis.

The technique used to assess the capacity needs of an intersection is known as the Intersection Delay Method (see Appendix F) based on the Highway Capacity Manual – Transportation Research Board Special Report 209. To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection. The signalized intersections are considered deficient (Level of Service F) if the overall intersection critical volume to capacity ratio equals or exceeds 1.0, even if the Level of Service defined by the delay value is below the defined Level of Service standard. The volume to capacity ratio is defined as the critical volumes divided by the intersection capacity. A volume to capacity ratio greater than 1.0 implies an infinite queue.

The Level of Service analysis for signalized intersections has been performed using optimized signal timing. This analysis has included an assumed lost time of two seconds per phase. Signal timing optimization has considered pedestrian safety and signal coordination requirements. Appropriate time for pedestrian crossings has also been considered in the signalized intersection analysis. The following formula has been used to calculate the pedestrian minimum times for all Highway Capacity Manual runs:

(Curb to curb distance) / (3.5 feet/second) + 7 seconds

For existing, existing plus project, Opening Year (2025), and Opening Year (2035) traffic conditions, saturation flow rates of 1,800 vehicles per hour of green for through and right turn lanes and 1,700 vehicles per lane for single left turn lanes, 1,600 vehicles per lane for dual left turn lanes and 1,500 vehicles per lane for triple left turn lanes have been assumed for the capacity analysis.

For Year 2045 traffic conditions, saturation flow rates of 1,900 vehicles per hour of green for through and right turn lanes and 1,800 vehicles per lane for single left turn lanes, 1,700 vehicles per lane for dual left turn lanes and 1,800 vehicles per lane for double right turn lanes have been assumed for the capacity analysis.

The peak hour traffic volumes have been adjusted to peak 15 minute volumes for analysis purposes using the existing observed peak 15 minute to peak hour factors for all scenarios analyzed. Where feasible improvements in accordance with the local jurisdiction's General Plan and which result in acceptable operations cannot be identified, the Year 2045 peak hour factor has been adjusted upwards to 0.95. This is to account for the effects of congestion on peak spreading. Peak spreading refers to the tendency of traffic to spread more evenly across time as congestion increases.

The traffic mitigation needs anticipated at the time of the project opening with full occupancy and for the Year 2045 were combined into a summary of mitigation requirements and costs. The mitigation cost responsibility for the proposed development was estimated based on the percent of the increase in traffic from the existing condition to the Year 2045 that was attributed to the project generated trips.

D. Definition of Deficiency and Significant Impact

The following definitions of deficiencies and significant impacts have been developed in accordance with the City of Adelanto requirements.

1. Definition of Deficiency

The definition of an intersection deficiency has been obtained from the City of Adelanto General Plan. The General Plan states that peak hour intersection operations of Level of Service D or better are generally acceptable. Therefore, any intersection operating at Level of Service E or F will be considered deficient.

For freeway facilities, the Congestion Management Program controls the definition of deficiency for purposes of this study. The Congestion Management Program definition of deficiency is based on maintaining a Level of Service standard of Level of Service E or better, except where an existing Level of Service F condition is identified in the Congestion Management Program document (San Bernardino County Congestion Management Program Table 2-1). A Congestion Management Program deficiency is, therefore, defined as any freeway segment operating or projected to operate at Level of Service F, unless the segment is identified explicitly in the Congestion Management Program document.

The identification of a Congestion Management Program deficiency requires further analysis in satisfaction of Congestion Management Program requirements, including:

- Evaluation of the mitigation measures required to restore traffic operations to an acceptable level with respect to Congestion Management Program Level of Service standards.
- Calculation of the project share of new traffic on the impacted Congestion Management Program facility during peak hours of traffic.
- Estimation of the cost required to implement the improvements required to restore traffic operations to an acceptable Level of Service as described above.

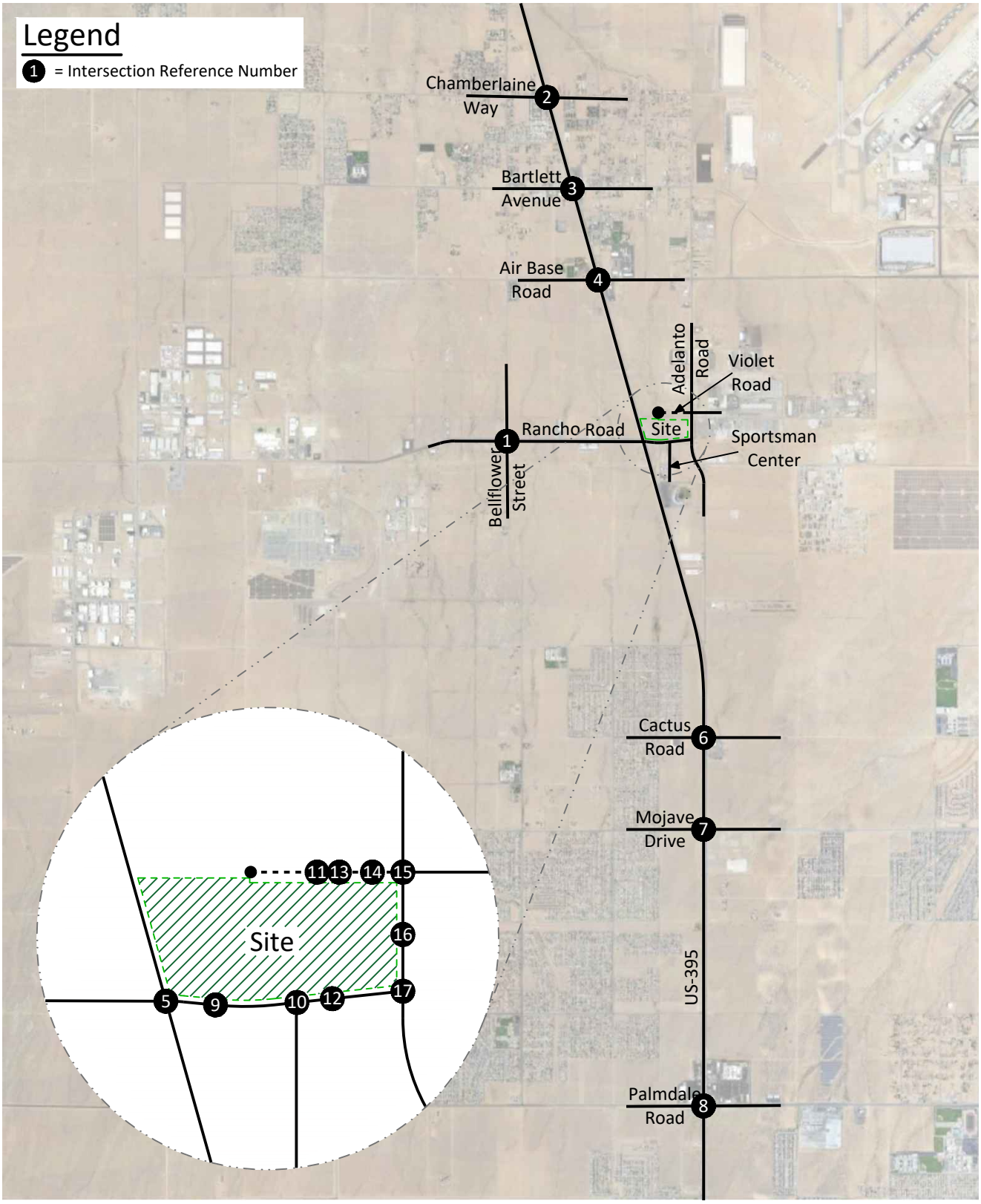
This study incorporates each of these aspects for all locations where a Congestion Management Program deficiency is identified.

2. Definition of Significant Impact

The identification of significant impacts is a requirement of the California Environmental Quality Act. The City of Adelanto Plan and Circulation Element have been adopted in accordance with California Environmental Quality Act requirements, and any roadway improvements within the City of Adelanto that are consistent with these documents are not considered a significant impact, so long as the project contributes its “fair share” funding for improvements.

A traffic impact is considered significant if the project both: i) contributes measurable traffic to and ii) substantially and adversely changes the Level of Service at any off-site location projected to experience deficient operations under foreseeable cumulative conditions, where feasible improvements consistent with the City of Adelanto General Plan cannot be constructed.

Figure 1
Project Location Map



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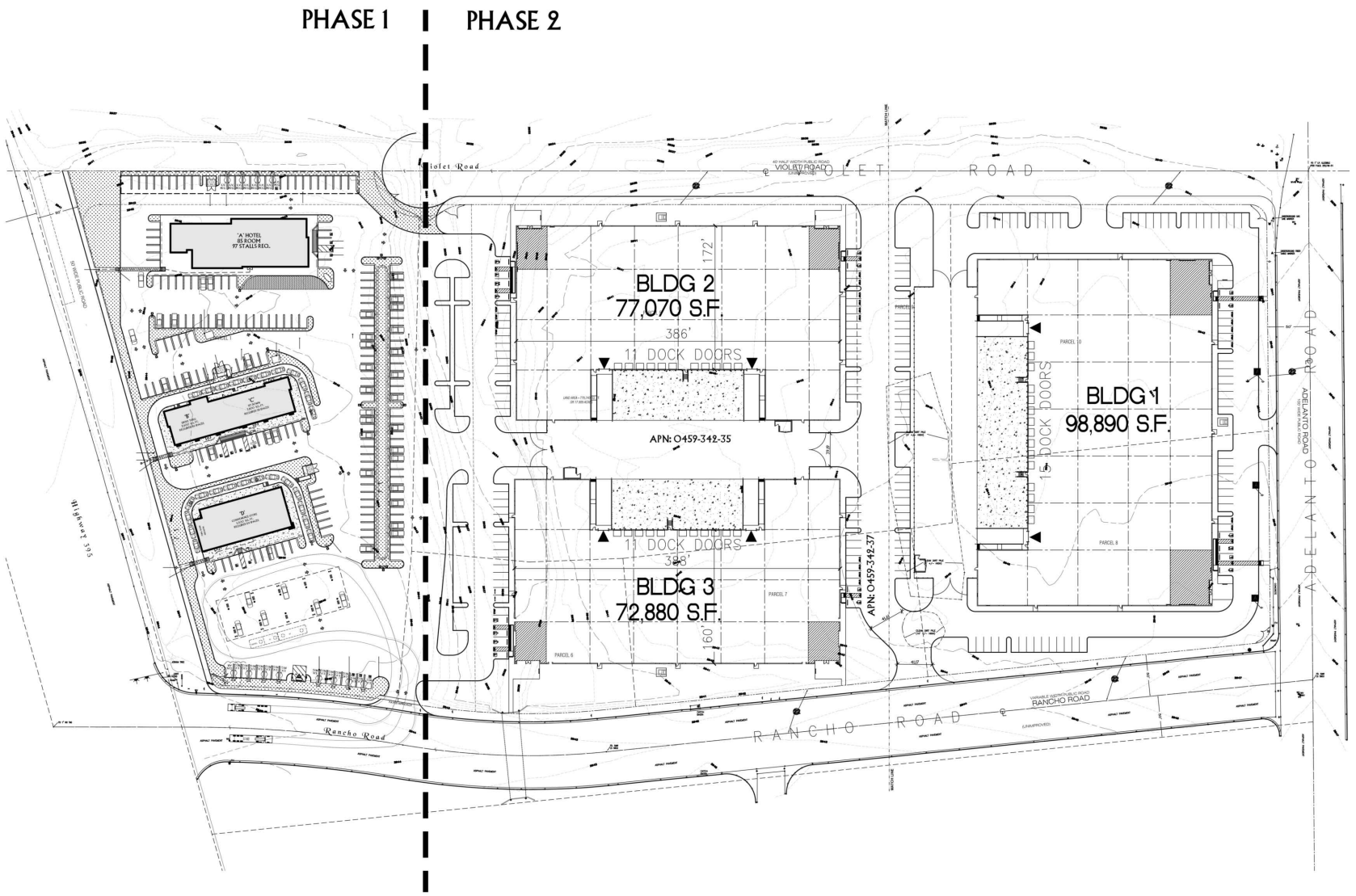
JN 10135

Figure 2
Site Plan



II. EXISTING CONDITIONS

A. Existing Roadway System

Figure 3 identifies the existing conditions for the study area roadways. The number of through lanes for existing roadways and the existing intersection controls are identified.

Regional access to the project site is mainly provided by the US-395. Local access is provided by various roadways in the vicinity of the site. The north-south roadways expected to provide local access include Bellflower Street, US-395, and Adelanto Road. The east-west roadways which will be most affected by the project include Chamberlaine Way, Bartlett Avenue, Air Base Road, Violet Road, Rancho Road, Cactus Road, Mojave Drive, and Palmdale Road.

B. Existing Volumes

Figure 4 depicts the existing average daily traffic volumes. The existing average daily traffic volumes were factored from peak hour counts (see Appendix B) obtained by Kunzman Associates using the following formula for each intersection leg:

PM Peak Hour (Approach + Exit Volume) x 11.5 = Daily Leg Volume.

This is a conservative estimate and may over estimate the average daily traffic volumes.

Existing intersection traffic conditions were established through morning and evening peak period traffic counts obtained by Kunzman Associates from October 2023 (see Appendix B). The existing traffic volumes are shown In Appendix E. Explicit peak hour factors have been calculated using the data collected for this effort as well. The morning and evening peak hour traffic volumes were identified by counting the two-hour periods from 7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM.

C. Existing Level of Service

The existing delay and Level of Service for the intersection in the vicinity of the project are shown in Table 1. The study area intersections currently operate at acceptable Levels of Service during the peak hours for existing traffic conditions. Existing delay worksheets are provided in Appendix E.

D. Planned Transportation Improvements and Relationship to General Plan

The City of Adelanto General Plan Circulation Element is shown on Figure 7. Existing and future roadways are included in the Circulation Element of the General Plan and are graphically depicted on Figure 7. This figure shows the nature and extent of arterial highways that are needed to adequately serve the ultimate development depicted by the Land Use Element of the General Plan. The City of Adelanto General Plan roadway cross-sections are illustrated on Figure 8.

Table 1

Existing Intersection Delay and Level of Service

Intersection	Jurisdiction	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
			Northbound			Southbound			Eastbound			Westbound				
			L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Bellflower Street (NS) at:																
Rancho Road (EW) - #1	City of Adelanto	AWS	0.5	0.5	1	0.5	0.5	1	1	1.5	0.5	1	1.5	0.5	11.6-B	12.3-B
US-395 (NS) at:																
Chamberlaine Way (EW) - #2	California Department of Transportation/City of Adelanto	TS	1	2	d	1	1.5	0.5	0.5	0.5	d	0	<1>	0	11.8-B	13.5-B
Bartlett Avenue (EW) - #3	California Department of Transportation/City of Adelanto	TS	1	2	d	1	2	d	1	2	d	1	1.5	0.5	9.6-A	11.6-B
Air Base Road (EW) - #4	California Department of Transportation/City of Adelanto	TS	1	2	d	1	2	d	1	0.5	0.5	1	1	1	17.2-B	18.1-B
Rancho Road (EW) - #5	California Department of Transportation/City of Adelanto	TS	1	2	d	1	1.5	0.5	1	2	d	1	1.5	0.5	7.1-A	10.0-A
Cactus Road (EW) - #6	California Department of Transportation/City of Adelanto	TS	1	2	1	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	7.0-A	9.7-A
Mojave Drive (EW) - #7	California Department of Transportation/City of Adelanto	TS	1	2	1	1	1.5	0.5	1	2	d	1	1.5	0.5	19.3-B	23.6-C
Palmdale Road (EW) - #8	California Department of Transportation/City of Adelanto	TS	1	1.5	0.5	1	2	1	1	2	d	2	2	1	20.6-C	24.1-C
Sportsman Center (NS) at:																
Rancho Road (EW) - #10	City of Adelanto	CSS	1	0	1	0	0	0	0	2	d	1	2	0	10.0-A	10.6-B
Adelanto Road (NS) at:																
Violet Road (EW) - #15	City of Adelanto	CSS	0	2	d	1	1	0	0	0	0	0.5	0	0.5	11.5-B	12.7-B
Rancho Road (EW) - #17	City of Adelanto	CSS	1	2	0	0	1	1.5	2	0	1	0	0	0	10.1-B	10.6-B

[1] When a right turn lane 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; <1> = Shared Left/Through/Right Lane

[2] Delay and Level of Service has been calculated using the following analysis software: Vistro, Version 6.00-02. Per the Highway Capacity Manual, overall average intersection delay and Level of Service are shown for intersections with 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.

[3] AWS = All Way Stop; TS = Traffic Signal; CSS = Cross Street Stop

Figure 3
Existing Through Travel Lanes and Intersection Controls

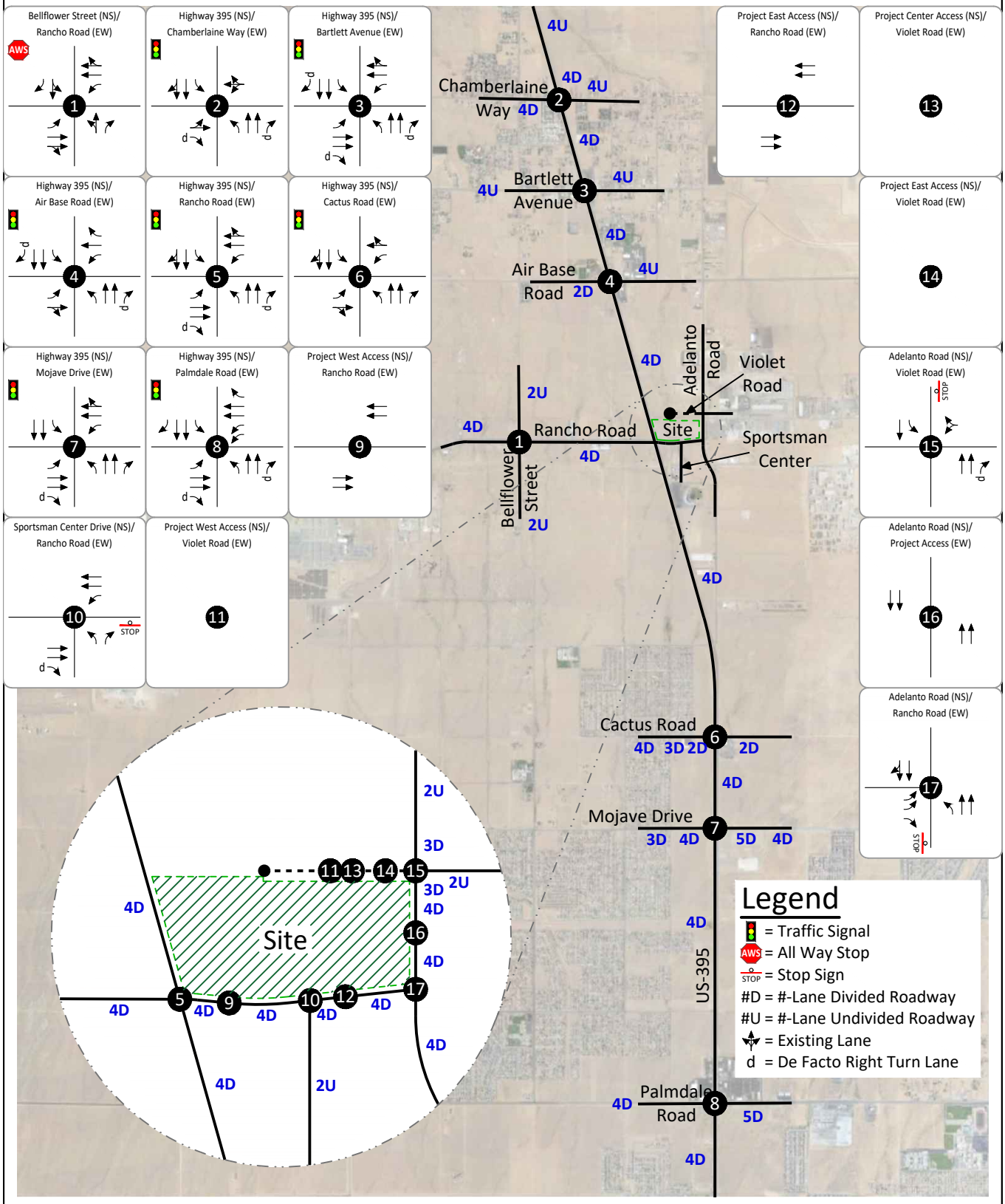


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Figure 4
Existing Average Daily Traffic Volumes

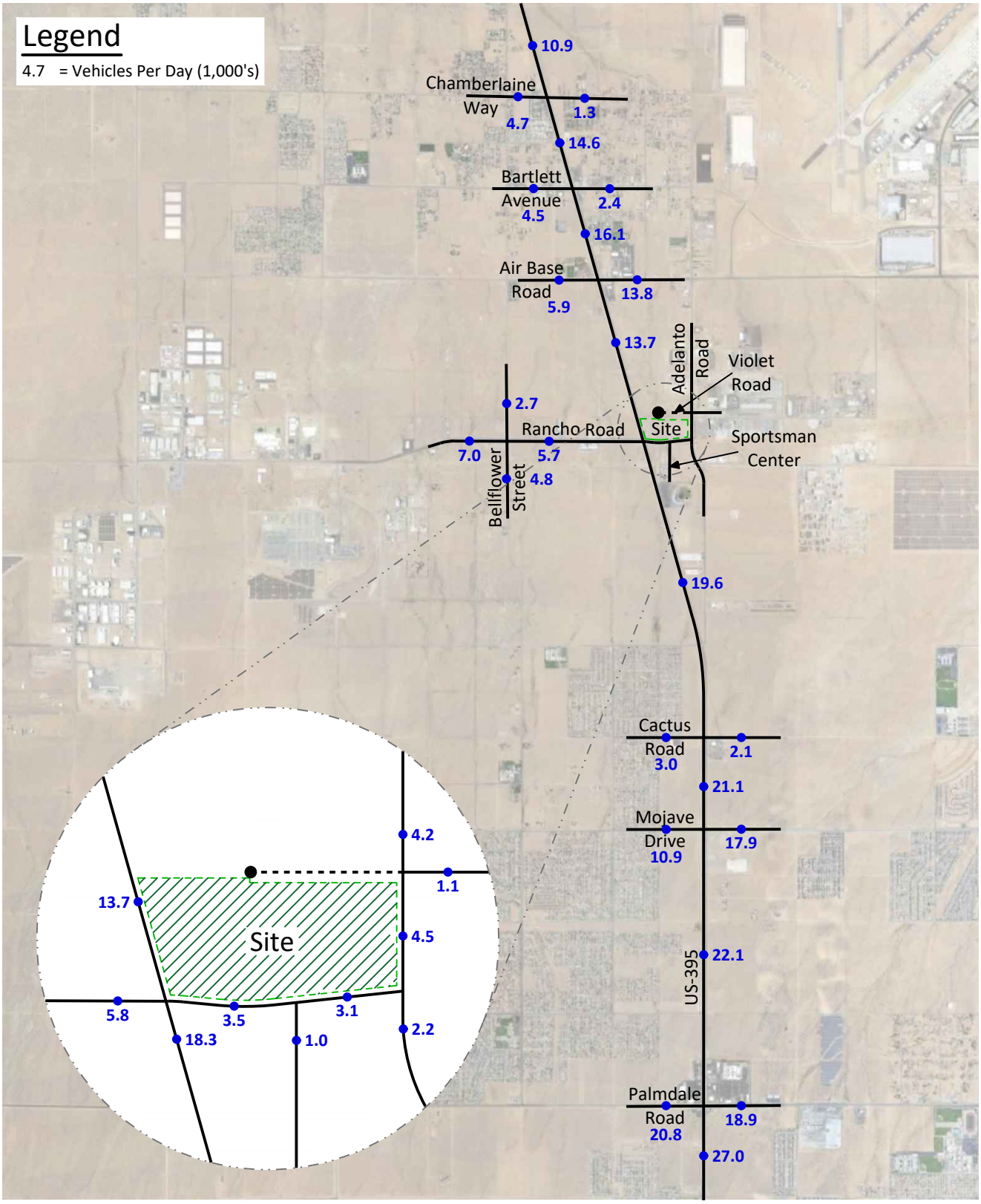

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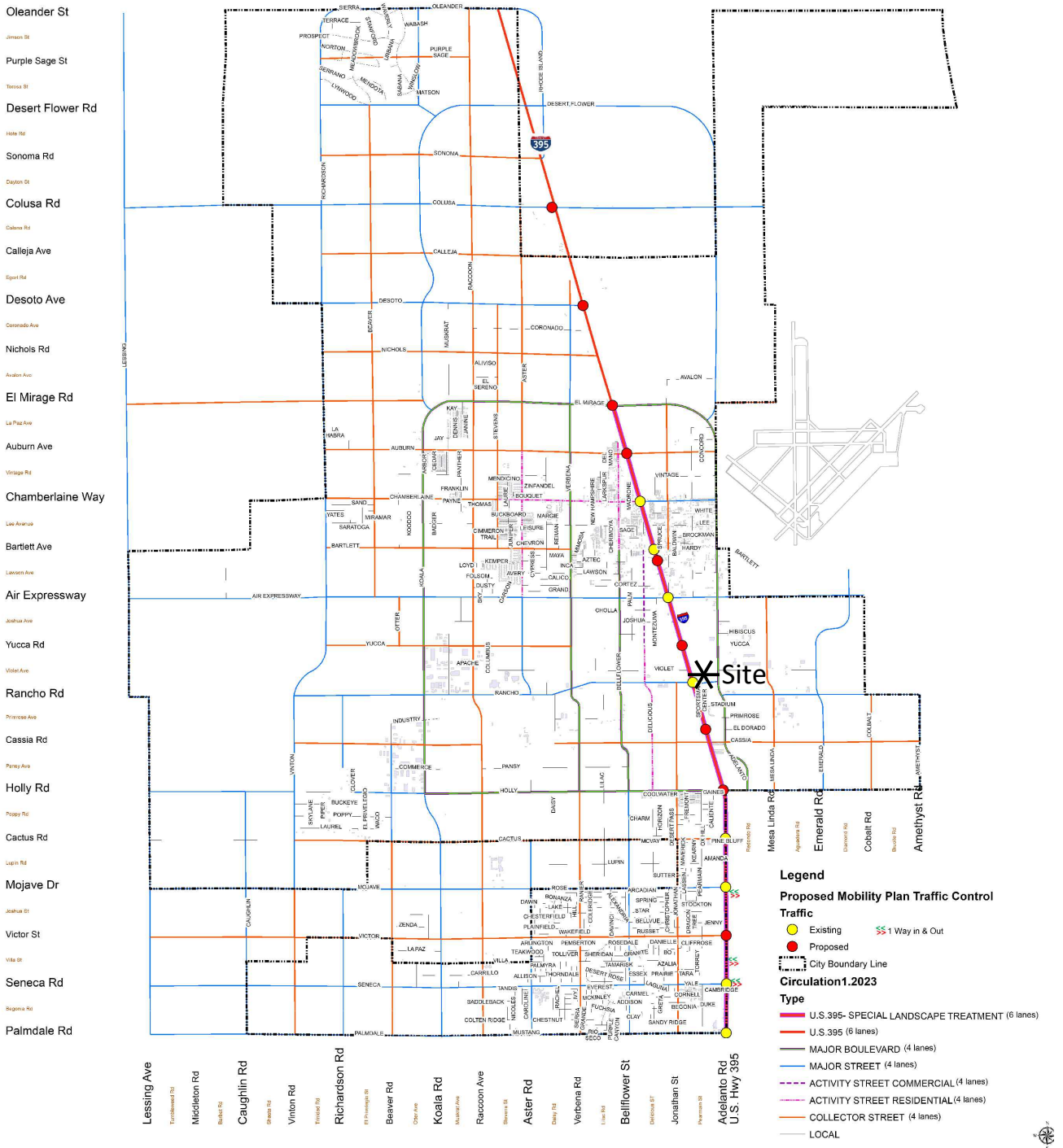
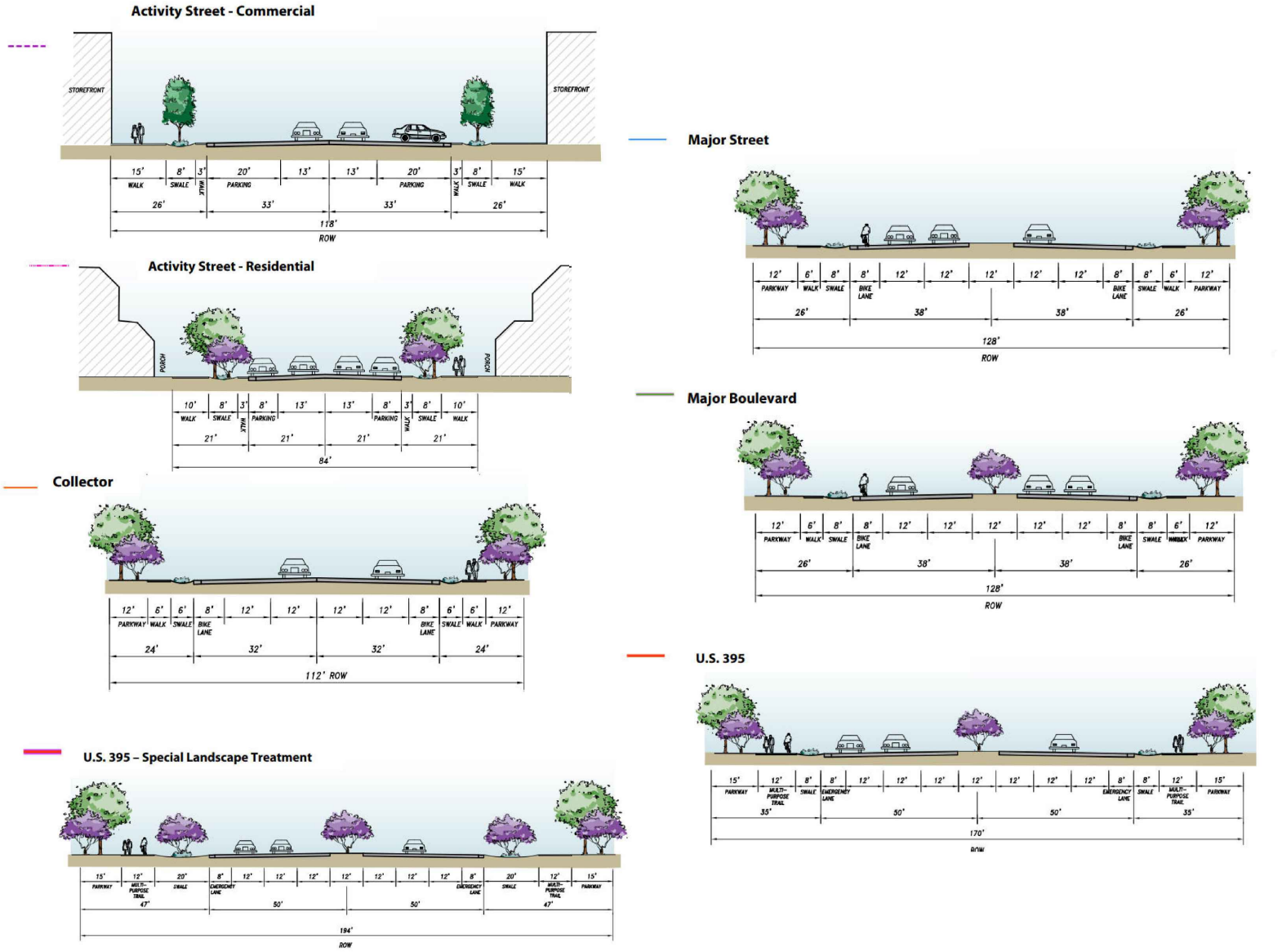
Figure 5
City of Adelanto General Plan Circulation Element



Source: City of Adelanto

Figure 6
City of Adelanto General Plan Roadway Cross-Sections



Source: City of Adelanto

III. PROJECT TRAFFIC

A. Project Description

The project site is proposed to be developed with 248,840 square feet of warehouse, an 85 room hotel, 3,800 square feet of high-turnover (sit-down) restaurant, a 2,600 square feet of fast-food restaurant with drive-through window, a 1,000 square feet of coffee/donut shop with drive-through window, and a 20 fueling position convenience store/gas station.

B. Trip Generation

The trips generated by the project are determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are based on the assumption that energy costs, the availability of roadway capacity, the availability of vehicles to drive, and life styles remain similar to what are known today. A major change in these variables may affect trip generation rates.

Trip generation rates were determined for daily traffic and morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land uses. By multiplying the trip generation rates by the land use quantities, the traffic volumes are determined. The project trip generation is based upon rates obtained from the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2017.

As shown in Table 2, the proposed development is projected to generate a total of approximately 4,425 daily vehicle trips, 290 of which will occur during the morning peak hour and 320 of which will occur during the evening peak hour.

It should be noted that for the high-turnover (sit-down) restaurant, fast-food restaurant with drive-through window, coffee/donut shop with drive-through window, and convenience store/gas station land uses, a portion of the project trips would come from pass-by trips from adjacent roadways, trips that are currently on the roadway system. Pass-by trip percentages have been obtained from the Institute of Transportation Engineers, Trip Generation Handbook, 2017.

C. Trip Distribution

Figures 7 to 10 contain the directional distributions of the project trips for the proposed land uses.

To determine the trip distributions for the proposed project, peak hour traffic counts of the existing directional distribution of traffic for existing areas in the vicinity of the site, and other additional information on future development and traffic impacts in the area were reviewed.

D. Trip Assignment

Based on the identified trip generation and distributions, project average daily traffic volumes have been calculated and shown on Figures 11 and 12.

Table 2

Project Trip Generation[1]

Proposed Project									
			Peak Hour						
			Morning			Evening			
Land Use	Quantity	Units[2]	Inbound	Outbound	Total	Inbound	Outbound	Total	Daily
Trip Generation Rates									
Warehouse (ITE 150)	1.000	TSF	0.13	0.04	0.17	0.05	0.13	0.18	1.71
Hotel (ITE 310)	1	RM	0.26	0.20	0.46	0.30	0.19	0.49	7.99
High-Turnover (Sit-Down) Restaurant (ITE 932)	1.000	TSF	5.26	4.31	9.57	5.52	3.53	9.05	107.20
Fast-Food Restaurant with Drive-Through Window (ITE 934)	1.000	TSF	22.75	21.86	44.61	17.16	15.87	33.03	467.48
Coffee/Donut Shop With Drive-Through Window (ITE 937)	1.000	TSF	43.76	42.12	85.88	19.50	19.49	38.99	533.57
Convenience Store/Gas Station (ITE 945)	1	FP	8.03	8.03	16.06	9.21	9.21	18.42	265.12
Trips Generated - Phase I									
Hotel (ITE 310)	85	RM	22	17	39	26	16	42	679
High-Turnover (Sit-Down) Restaurant (ITE 932)	3.800	TSF	20	16	36	21	13	34	407
Pass-By (AM 43%, PM 43%, Daily 43%)			-9	-7	-16	-9	-6	-15	-175
Fast-Food Restaurant with Drive-Through Window (ITE 934)	2.600	TSF	59	57	116	45	41	86	1,215
Pass-By (AM 49%, PM 50%, Daily 49%)			-29	-28	-57	-22	-21	-43	-596
Coffee/Donut Shop With Drive-Through Window (ITE 937)	1.000	TSF	8	8	16	9	9	18	265
Pass-By (AM 49%, PM 50%, Daily 49%)			-4	-4	-8	-5	-5	-10	-130
Convenience Store/Gas Station (ITE 945)	20	FP	161	161	321	184	184	368	5,302
Pass-By (AM 62%, PM 56%, Daily 56%)			-100	-100	-200	-103	-103	-206	-2,969
Subtotal - Phase I			128	120	248	146	129	275	4,000
Trips Generated - Phase II									
Warehouse (ITE 150)	248.840	TSF	32	10	42	12	32	45	426
Subtotal - Phase II			32	10	42	12	32	45	426
Total			160	130	290	158	162	320	4,425

[1] Source: Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021, Land Use Categories 150, 310, 932, 934, 937, and 945.

[2] TSF = Thousand Square Feet; RM = Room; FP = Fueling Position

[3] Source: Institute of Transportation Engineers, Trip Generation Handbook, 3rd Edition, 2017, Land Use Categories 932, 934, and 945.

Figure 7
Project Outbound Trip Distribution
Hotel / Restaurant / Gas Station - Phase I

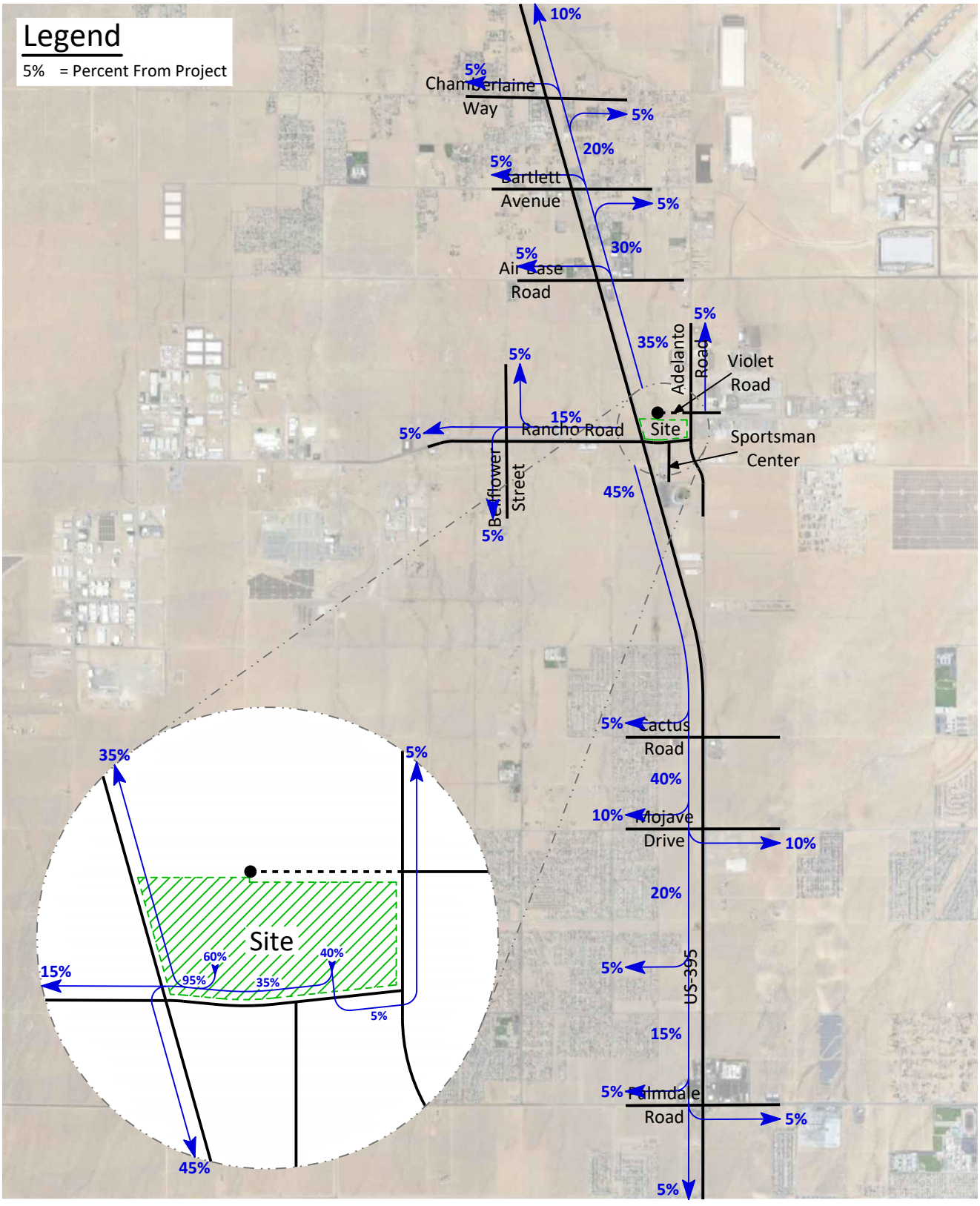


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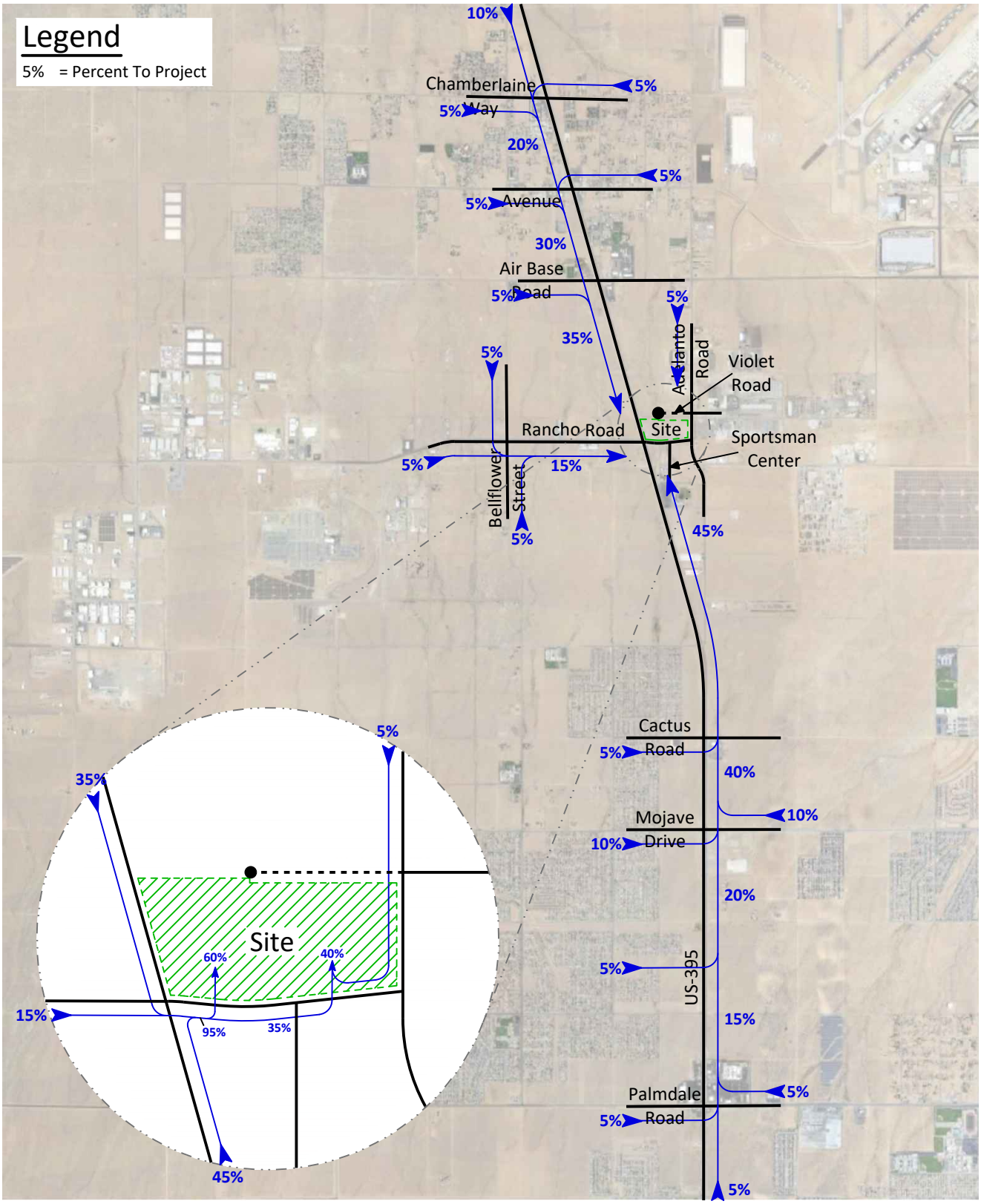
Figure 8
Project Inbound Trip Distribution
Hotel / Restaurant / Gas Station - Phase I



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JN 10135

Figure 9
Project Outbound Trip Distribution
Warehouse - Phase II

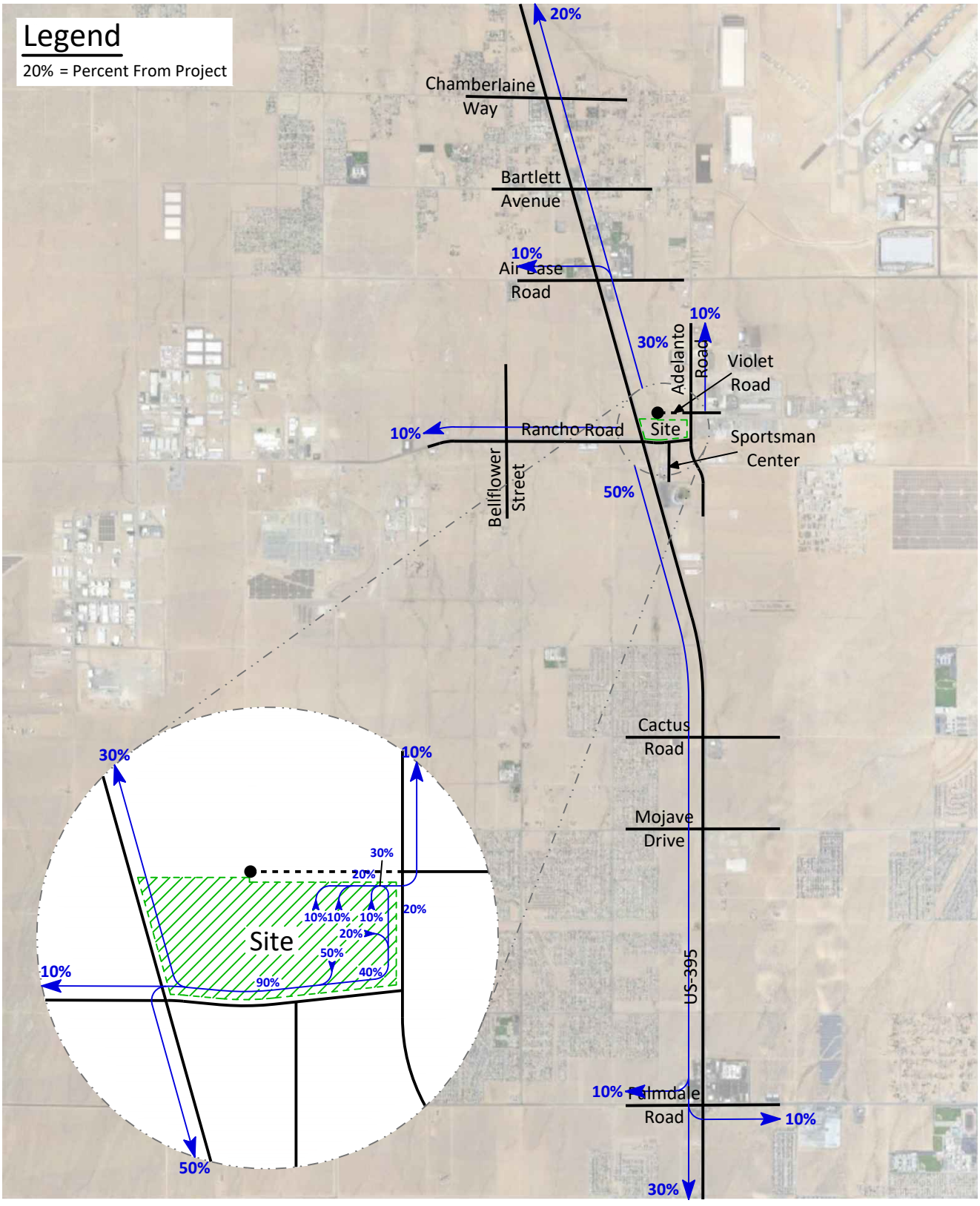

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Figure 10
Project Inbound Trip Distribution
Warehouse - Phase II

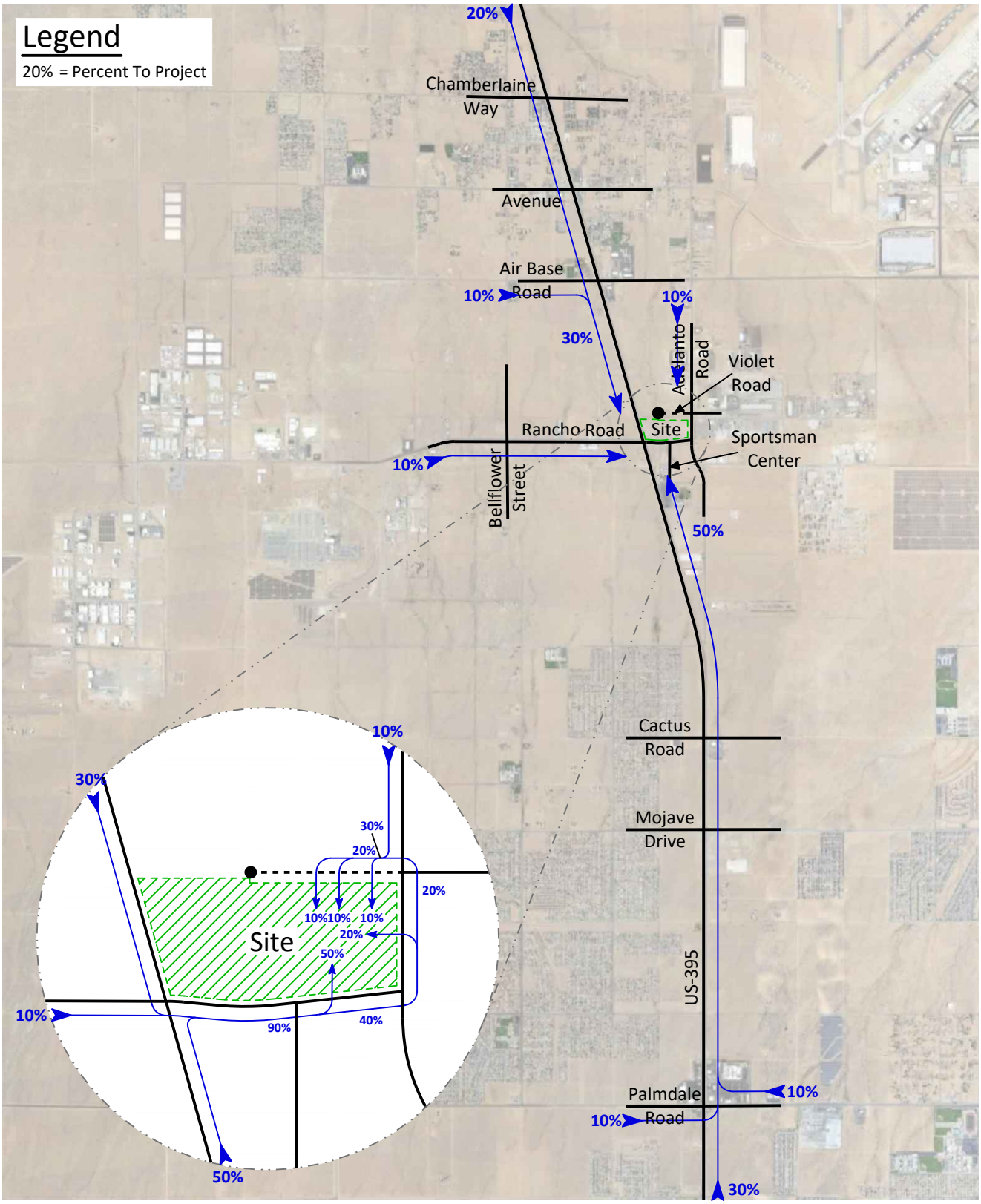

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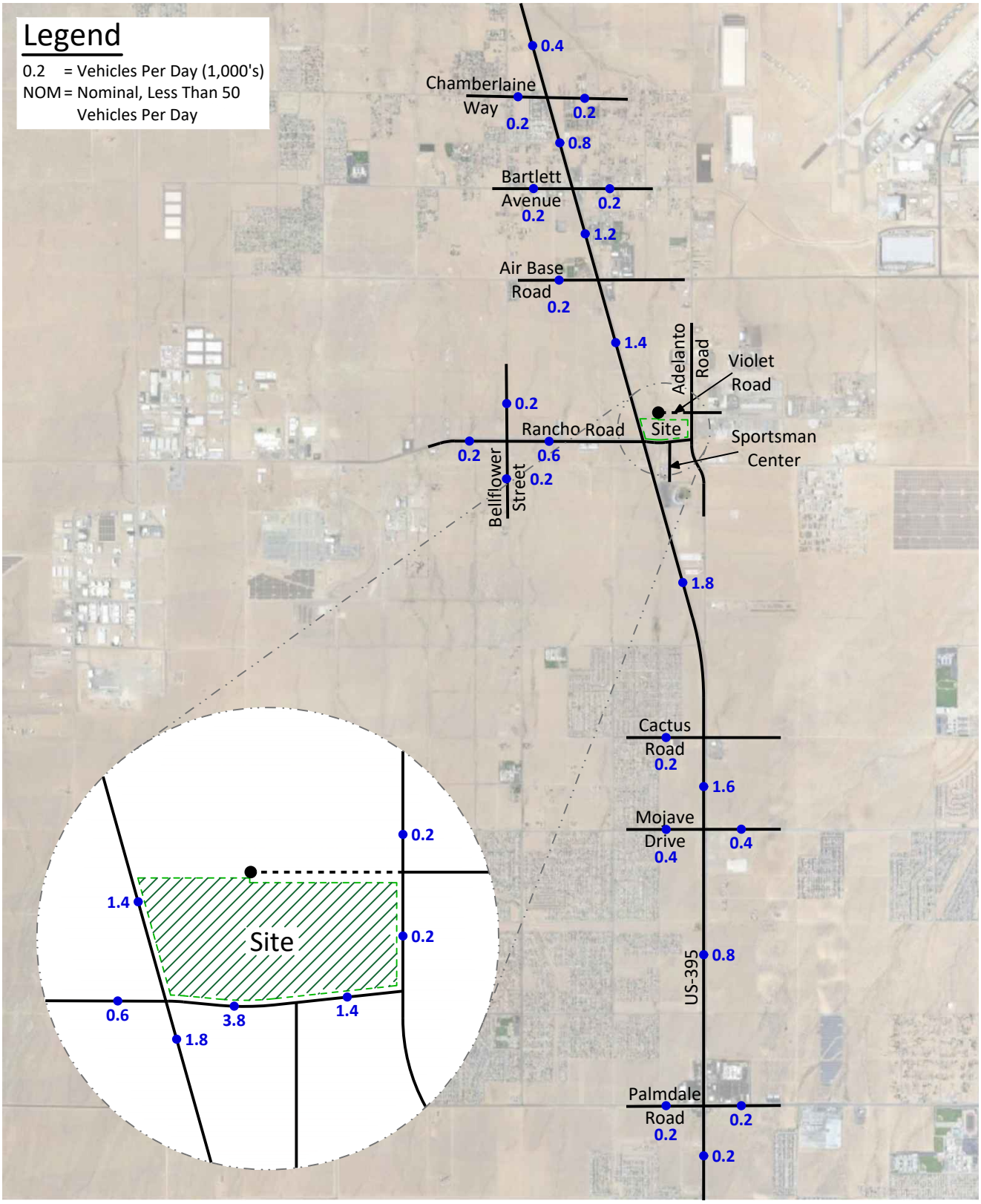
Figure 11
Project Average Daily Traffic Volumes - Phase I



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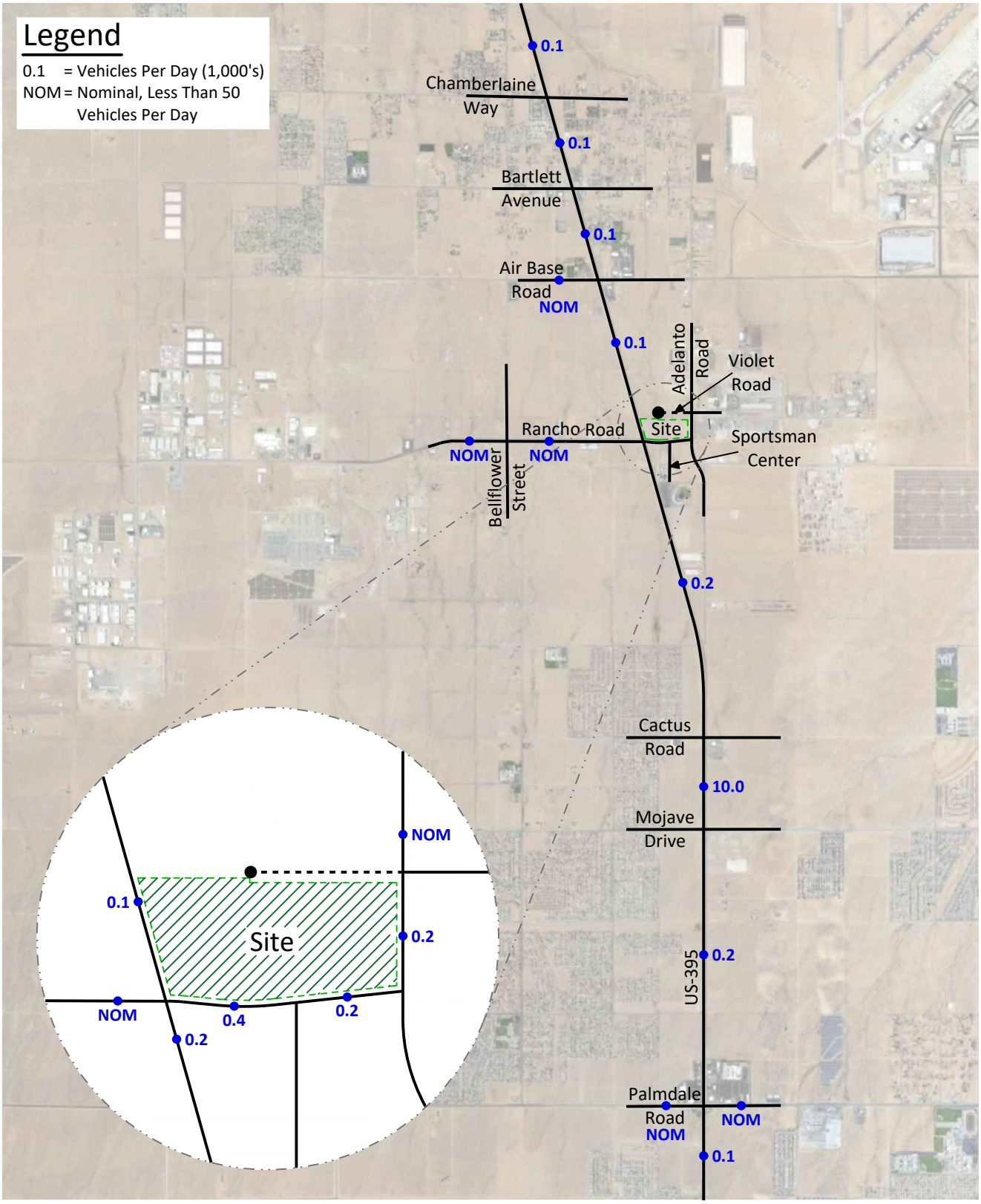
JN 10135

Figure 12
Project Average Daily Traffic Volumes - Phase II



IV. FUTURE CONDITIONS

A. Future Volumes

As described within Section I.C., the Year 2045 average daily traffic volume forecasts with the project are developed using a growth increment process based on volumes predicted by the SBTAM traffic model Year 2016 and Year 2040 traffic models. The growth increment for Year 2040 on each roadway segment is the increase in SBTAM traffic model volumes from existing Year 2023 to Year 2040. The final Year 2045 roadway segment volume used for analysis purposes is then determined by adding the Year 2040 growth increment volume to the existing counted volume.

The Opening Year (2025) and Opening Year (2035) traffic projections have been interpolated between Year 2040 traffic volumes and existing traffic volumes utilizing a portion of the growth increment (see Section I.C.). Project traffic volumes for all future projections were estimated using the manual approach.

B. Average Daily Traffic Volumes

1. Existing Plus Project

   The average daily traffic volumes for Existing Plus Project traffic conditions have been determined. Existing Plus Project average daily traffic volumes are shown on Figure 13.

2. Opening Year (2025) Without Project

   The average daily traffic volumes for Opening Year (2025) Without Project traffic conditions have been determined as described above using the growth interpolation process (see Section I.C). Opening Year (2025) Without Project average daily traffic volumes are shown on Figure 14.

3. Opening Year (2025) With Project Phase I

   The average daily traffic volumes for Opening Year (2025) With Project Phase I traffic conditions have been determined as described above using the volume addition process (see Section I.C). Opening Year (2025) With Project Phase I average daily traffic volumes are shown on Figure 15.

4. Opening Year (2035) Without Project

   The average daily traffic volumes for Opening Year (2035) Without Project traffic conditions have been determined as described above using the growth interpolation process (see Section I.C). Opening Year (2035) Without Project average daily traffic volumes are shown on Figure 16.

5. Opening Year (2035) With Project Phase I & II

The average daily traffic volumes for Opening Year (2035) With Project Phase I & II traffic conditions have been determined as described above using the volume addition process (see Section I.C). Opening Year (2035) With Project Phase I & II average daily traffic volumes are shown on Figure 17.

6. Year 2045 Without Project

The average daily traffic volumes for Year 2045 Without Project traffic conditions have been determined as described above using the growth increment process (see Section I.C). Year 2045 Without Project average daily traffic volumes are shown on Figure 18.

7. Year 2045 With Project Phase I & II

The average daily traffic volumes for Year 2045 With Project traffic conditions have been determined as described above using the volume addition process (see Section I.C). Year 2045 With Project average daily traffic volumes are shown on Figure 19.

C. Future Level of Service

1. Existing Plus Project

The Existing Plus Project delay and Level of Service for the study area roadway network are shown in Table 3. Existing Plus Project delay calculation worksheets are provided in Appendix E. Existing Plus Project morning and evening peak hour intersection turning movement volumes are shown In Appendix E, respectively.

For Existing Plus Project traffic conditions the study area intersections are projected to operate at acceptable Levels of Service during the peak hours.

2. Opening Year (2025) Without Project

The Opening Year (2025) Without Project delay and Level of Service for the study area roadway network without the proposed project are shown in Table 4. Opening Year (2025) Without Project delay calculation worksheets are provided in Appendix E. Opening Year (2025) Without Project morning and evening peak hour intersection turning movement volumes are shown in Appendix E.

For Opening Year (2025) Without Project traffic conditions the study area intersections are projected to operate at acceptable Levels of Service during the peak hours.

3. Opening Year (2025) With Project Phase I

The Opening Year (2025) With Project Phase I delay and Level of Service for the study area roadway network are shown in Table 5 without and with improvements. Opening Year (2025) With Project Phase I delay calculation

worksheets are provided in Appendix E. Opening Year (2025) With Project Phase I morning and evening peak hour intersection turning movement volumes are shown in Appendix E.

For Opening Year (2025) With Project Phase I traffic conditions the study area intersections are projected to operate at acceptable Levels of Service during the peak hours.

4. Opening Year (2035) Without Project

The Opening Year (2035) Without Project delay and Level of Service for the study area roadway network without the proposed project are shown in Table 6 without and with improvements. Opening Year (2035) Without Project delay calculation worksheets are provided in Appendix E. Opening Year (2035) Without Project morning and evening peak hour intersection turning movement volumes are shown in Appendix E.

For Opening Year (2035) Without Project traffic conditions, the study area intersections are projected to operate at acceptable Levels of Service during the peak hours, except for the following study area intersection that is projected to operate at unacceptable Levels of Service during the evening peak hour, without improvements:

US-395 (NS) at:
Palmdale Road (EW) - #8

For Opening Year (2035) Without Project traffic conditions, the study area intersections are projected to operate at acceptable Levels of Service during the peak hours, with improvements (see Table 6).

5. Opening Year (2035) With Project Phase I & II

The Opening Year (2035) With Project Phase I & II delay and Level of Service for the study area roadway network are shown in Table 7 without and with improvements. Opening Year (2035) With Project Phase I & II delay calculation worksheets are provided in Appendix E. Opening Year (2035) With Project Phase I & II morning and evening peak hour intersection turning movement volumes are shown in Appendix E.

For Opening Year (2035) With Project Phase I & II traffic conditions, the study area intersections are projected to operate at acceptable Levels of Service during the peak hours, except for the following study area intersection that is projected to operate at unacceptable Levels of Service during the evening peak hour, without improvements:

US-395 (NS) at:
Palmdale Road (EW) - #8

For Opening Year (2035) With Project Phase I & II traffic conditions, the study area intersections are projected to operate at acceptable Levels of Service during the peak hours, with improvements (see Table 7).

6. Year 2045 Without Project

The Year 2045 without project delay and Level of Service for the study area roadway network without the proposed project are shown in Table 8 without and with improvements. Year 2045 Without Project delay calculation worksheets are provided in Appendix E. Year 2045 Without Project morning and evening peak hour intersection turning movement volumes are shown in Appendix E

For Year 2045 Without Project traffic conditions, the study area intersections are projected to operate at acceptable Levels of Service during the peak hours, except for the following study area intersections that are projected to operate at unacceptable Levels of Service during the peak hours, without improvements:

US-395 (NS) at:
- Air Base Road (EW) - #4
- Mojave Drive (EW) - #7
- Palmdale Road (EW) - #8

For Year 2045 Without Project traffic conditions, the study area intersections are projected to operate at acceptable Levels of Service during the peak hours, with improvements (see Table 8).

7. Year 2045 With Project Phase I & II

The Year 2045 With Project Phase I & II delay and Level of Service for the study area roadway network are shown in Table 9 without and with improvements. Year 2045 With Project Phase I & II delay calculation worksheets are provided in Appendix E. Year 2045 With Project Phase I & II morning and evening peak hour intersection turning movement volumes are shown in Appendix E.

For Year 2045 With Project Phase I & II traffic conditions, the study area intersections are projected to operate at acceptable Levels of Service during the peak hours, except for the following study area intersections that are projected to operate at unacceptable Levels of Service during the peak hours, without improvements:

US-395 (NS) at:
- Air Base Road (EW) - #4
- Mojave Drive (EW) - #7
- Palmdale Road (EW) - #8

For Year 2045 With Project Phase I & II traffic conditions, the study area intersections are projected to operate at acceptable Levels of Service during the peak hours, with improvements (see Table 9).

D. Future Traffic Signal Warrant Analysis

No future traffic signals are projected to be warranted at any study area intersections (see Appendix F). The unsignalized intersections have been evaluated for traffic signals using the California Department of Transportation Warrant 3 Peak Hour

Table 3

Existing Plus Project Intersection Delay and Level of Service

Intersection	Jurisdiction	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
			Northbound			Southbound			Eastbound			Westbound				
			L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Bellflower Street (NS) at:																
Rancho Road (EW) - #1	City of Adelanto	AWS	0.5	0.5	1	0.5	0.5	1	1	1.5	0.5	1	1.5	0.5	11.9-B	12.7-B
US-395 (NS) at:																
Chamberlaine Way (EW) - #2	California Department of Transportation/City of Adelanto	TS	1	2	d	1	1.5	0.5	0.5	0.5	d	0	<1>	0	11.9-B	13.7-B
Bartlett Avenue (EW) - #3	California Department of Transportation/City of Adelanto	TS	1	2	d	1	2	d	1	2	d	1	1.5	0.5	9.7-A	11.8-B
Air Base Road (EW) - #4	California Department of Transportation/City of Adelanto	TS	1	2	d	1	2	d	1	0.5	0.5	1	1	1	17.0-B	18.3-B
Rancho Road (EW) - #5	California Department of Transportation/City of Adelanto	TS	1	2	d	1	1.5	0.5	1	2	d	1	1.5	0.5	10.3-B	11.5-B
Cactus Road (EW) - #6	California Department of Transportation/City of Adelanto	TS	1	2	1	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	7.1-A	9.8-C
Mojave Drive (EW) - #7	California Department of Transportation/City of Adelanto	TS	1	2	1	1	1.5	0.5	1	2	d	1	1.5	0.5	19.9-B	24.0-C
Palmdale Road (EW) - #8	California Department of Transportation/City of Adelanto	TS	1	1.5	0.5	1	2	1	1	2	d	2	2	1	20.7-C	26.6-C
Projec West Access (NS) at:																
Rancho Road (EW) - #9	City of Adelanto	CSS	0	0	0	0	0	0	1	2	0	0	1.5	0.5	9.9-A	10.3-B
Sportsman Center (NS) at:																
Rancho Road (EW) - #10	City of Adelanto	CSS	1	0	1	0	0	0	0	2	d	1	2	0	11.6-B	12.8-B
Project West Access (NS) at:																
Violet Road (EW) - #11	City of Adelanto	CSS	0	0	0	0	0	0	0	0	0	0	0	0	8.5-A	8.5-A
Project East Access (NS) at:																
Rancho Road (EW) - #12	City of Adelanto	CSS	0	0	0	0	0	0	1	2	0	0	1.5	0.5	12.1-B	13.4-B
Project Center Access (NS) at:																
Violet Road (EW) - #13	City of Adelanto	CSS	0	0	0	0	0	0	0	0	0	0	0	0	8.5-A	8.5-A
Project East Access (NS) at:																
Violet Road (EW) - #14	City of Adelanto	CSS	0	0	0	0	0	0	0	0	0	0	0	0	8.5-A	8.5-A
Adelanto Road (NS) at:																
Violet Road (EW) - #15	City of Adelanto	CSS	0	2	d	1	1	0	0	0	0	0.5	0	0.5	11.6-B	13.0-B
Project Access (EW) - #16	City of Adelanto	CSS	0	2	0	0	2	0	0	0	0	0	0	0	8.6-A	8.8-B
Rancho Road (EW) - #17	City of Adelanto	CSS	1	2	0	0	1	1.5	2	0	1	0	0	0	10.2-B	10.8-B

[1] When a right turn lane 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; <1> = Shared Left/Through/Right Lane

[2] Delay and Level of Service has been calculated using the following analysis software: Vistro, Version 6.00-02. Per the Highway Capacity Manual, overall average intersection delay and Level of Service are shown for intersections with 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.

[3] AWS = All Way Stop; TS = Traffic Signal; CSS = Cross Street Stop

Table 4

Opening Year (2025) Without Project Phase I Intersection Delay and Level of Service

Intersection	Jurisdiction	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
			Northbound			Southbound			Eastbound			Westbound				
			L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Bellflower Street (NS) at:																
Rancho Road (EW) - #1	City of Adelanto	AWS	0.5	0.5	1	0.5	0.5	1	1	1.5	0.5	1	1.5	0.5	11.8-B	12.5-B
US-395 (NS) at:																
Chamberlaine Way (EW) - #2	California Department of Transportation/City of Adelanto	TS	1	2	d	1	1.5	0.5	0.5	0.5	d	0	<1>	0	11.6-B	13.4-B
Bartlett Avenue (EW) - #3	California Department of Transportation/City of Adelanto	TS	1	2	d	1	2	d	1	2	d	1	1.5	0.5	9.6-A	11.9-B
Air Base Road (EW) - #4	California Department of Transportation/City of Adelanto	TS	1	2	d	1	2	d	1	0.5	0.5	1	1	1	16.5-B	18.4-B
Rancho Road (EW) - #5	California Department of Transportation/City of Adelanto	TS	1	2	d	1	1.5	0.5	1	2	d	1	1.5	0.5	7.1-A	9.7-A
Cactus Road (EW) - #6	California Department of Transportation/City of Adelanto	TS	1	2	1	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	6.9-A	9.9-A
Mojave Drive (EW) - #7	California Department of Transportation/City of Adelanto	TS	1	2	1	1	1.5	0.5	1	2	d	1	1.5	0.5	19.6-B	23.9-C
Palmdale Road (EW) - #8	California Department of Transportation/City of Adelanto	TS	1	1.5	0.5	1	2	1	1	2	d	2	2	1	21.1-C	29.6-C
Sportsman Center (NS) at:																
Rancho Road (EW) - #10	City of Adelanto	CSS	1	0	1	0	0	0	0	2	d	1	2	0	10.1-B	10.8-B
Adelanto Road (NS) at:																
Violet Road (EW) - #15	City of Adelanto	CSS	0	2	d	1	1	0	0	0	0	0.5	0	0.5	12.0-B	13.3-B
Rancho Road (EW) - #17	City of Adelanto	CSS	1	2	0	0	1	1.5	2	0	1	0	0	0	10.5-B	11.0-B

[1] When a right turn lane 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; <1> = Shared Left/Through/Right Lane

[2] Delay and Level of Service has been calculated using the following analysis software: Vistro, Version 6.00-02. Per the Highway Capacity Manual, overall average intersection delay and Level of Service are shown for intersections with 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.

[3] AWS = All Way Stop; TS = Traffic Signal; CSS = Cross Street Stop

Table 5

Opening Year (2025) With Project Phase I Intersection Delay and Level of Service

Intersection	Jurisdiction	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
			Northbound			Southbound			Eastbound			Westbound				
			L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Bellflower Street (NS) at:																
Rancho Road (EW) - #1	City of Adelanto	AWS	0.5	0.5	1	0.5	0.5	1	1	1.5	0.5	1	1.5	0.5	12.0-B	12.9-B
US-395 (NS) at:																
Chamberlaine Way (EW) - #2	California Department of Transportation/City of Adelanto	TS	1	2	d	1	1.5	0.5	0.5	0.5	d	0	<1>	0	11.7-B	13.6-B
Bartlett Avenue (EW) - #3	California Department of Transportation/City of Adelanto	TS	1	2	d	1	2	d	1	2	d	1	1.5	0.5	10.7-B	12.3-B
Air Base Road (EW) - #4	California Department of Transportation/City of Adelanto	TS	1	2	d	1	2	d	1	0.5	0.5	1	1	1	17.6-B	18.6-B
Rancho Road (EW) - #5	California Department of Transportation/City of Adelanto	TS	1	2	d	1	1.5	0.5	1	2	d	1	1.5	0.5	10.1-B	11.2-B
Cactus Road (EW) - #6	California Department of Transportation/City of Adelanto	TS	1	2	1	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	7.0-A	10.0-B
Mojave Drive (EW) - #7	California Department of Transportation/City of Adelanto	TS	1	2	1	1	1.5	0.5	1	2	d	1	1.5	0.5	20.4-C	24.5-C
Palmdale Road (EW) - #8	California Department of Transportation/City of Adelanto	TS	1	1.5	0.5	1	2	1	1	2	d	2	2	1	21.2-C	29.8-C
Projec West Access (NS) at:																
Rancho Road (EW) - #9	City of Adelanto	CSS	0	0	0	0	0	0	1	2	0	0	1.5	0.5	9.9-A	10.2-B
Sportsman Center (NS) at:																
Rancho Road (EW) - #10	City of Adelanto	CSS	1	0	1	0	0	0	0	2	d	1	2	0	11.7-B	12.8-B
Project East Access (NS) at:																
Rancho Road (EW) - #12	City of Adelanto	CSS	0	0	0	0	0	0	1	2	0	0	1.5	0.5	12.2-B	13.3-B
Adelanto Road (NS) at:																
Violet Road (EW) - #15	City of Adelanto	CSS	0	2	d	1	1	0	0	0	0	0.5	0	0.5	12.2-B	13.5-B
Rancho Road (EW) - #17	City of Adelanto	CSS	1	2	0	0	1	1.5	2	0	1	0	0	0	10.5-B	11.1-A

[1] When a right turn lane 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; <1> = Shared Left/Through/Right Lane

[2] Delay and Level of Service has been calculated using the following analysis software: Vistro, Version 6.00-02. Per the Highway Capacity Manual, overall average intersection delay and Level of Service are shown for intersections with 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.

[3] AWS = All Way Stop; TS = Traffic Signal; CSS = Cross Street Stop

Table 6

Opening Year (2035) Without Project Intersection Delay and Level of Service

Intersection	Jurisdiction	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
			Northbound			Southbound			Eastbound			Westbound				
			L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Bellflower Street (NS) at:																
Rancho Road (EW) - #1	City of Adelanto	AWS	0.5	0.5	1	0.5	0.5	1	1	1.5	0.5	1	1.5	0.5	11.4-B	11.4-B
US-395 (NS) at:																
Chamberlaine Way (EW) - #2	California Department of Transportation/City of Adelanto	TS	1	2	d	1	1.5	0.5	0.5	0.5	d	0	<1>	0	10.2-B	12.6-B
Bartlett Avenue (EW) - #3	California Department of Transportation/City of Adelanto	TS	1	2	d	1	2	d	1	2	d	1	1.5	0.5	12.7-B	13.3-B
Air Base Road (EW) - #4	California Department of Transportation/City of Adelanto	TS	1	2	d	1	2	d	1	0.5	0.5	1	1	1	21.4-C	20.0-C
Rancho Road (EW) - #5	California Department of Transportation/City of Adelanto	TS	1	2	d	1	1.5	0.5	1	2	d	1	1.5	0.5	12.3-B	9.5-A
Cactus Road (EW) - #6	California Department of Transportation/City of Adelanto	TS	1	2	1	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	7.5-A	10.9-B
Mojave Drive (EW) - #7	California Department of Transportation/City of Adelanto	TS	1	2	1	1	1.5	0.5	1	2	d	1	1.5	0.5	22.9-C	42.4-D
Palmdale Road (EW) - #8	California Department of Transportation/City of Adelanto															
- Without Improvements		TS	1	1.5	0.5	1	2	1	1	2	d	2	2	1	27.4-C	64.4-E
- With Improvements		TS	**2**	2	**1**	1	2	1	1	2	d	2	2	1	24.5-C	51.4-D
Sportsman Center (NS) at:																
Rancho Road (EW) - #10	City of Adelanto	CSS	1	0	1	0	0	0	0	2	d	1	2	0	10.4-B	10.9-B
Adelanto Road (NS) at:																
Violet Road (EW) - #15	City of Adelanto	CSS	0	2	d	1	1	0	0	0	0	0.5	0	0.5	13.2-B	14.6-B
Rancho Road (EW) - #17	City of Adelanto	CSS	1	2	0	0	1	1.5	2	0	1	0	0	0	12.6-B	12.7-B

[1] When a right turn lane 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; <1> = Shared Left/Through/Right Lane; **1** = Improvement

[2] Delay and Level of Service has been calculated using the following analysis software: Vistro, Version 6.00-02. Per the Highway Capacity Manual, overall average intersection delay and Level of Service are shown for intersections with 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.

[3] AWS = All Way Stop; TS = Traffic Signal; CSS = Cross Street Stop

Table 7

Opening Year (2035) With Project Phase I & II Intersection Delay and Level of Service

Intersection	Jurisdiction	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
			Northbound			Southbound			Eastbound			Westbound				
			L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Bellflower Street (NS) at:																
Rancho Road (EW) - #1	City of Adelanto	AWS	0.5	0.5	1	0.5	0.5	1	1	1.5	0.5	1	1.5	0.5	12.6-B	13.5-B
US-395 (NS) at:																
Chamberlaine Way (EW) - #2	California Department of Transportation/City of Adelanto	TS	1	2	d	1	1.5	0.5	0.5	0.5	d	0	<1>	0	12.2-B	12.8-B
Bartlett Avenue (EW) - #3	California Department of Transportation/City of Adelanto	TS	1	2	d	1	2	d	1	2	d	1	1.5	0.5	11.9-B	13.6-B
Air Base Road (EW) - #4	California Department of Transportation/City of Adelanto	TS	1	2	d	1	2	d	1	0.5	0.5	1	1	1	24.0-C	20.5-B
Rancho Road (EW) - #5	California Department of Transportation/City of Adelanto	TS	1	2	d	1	1.5	0.5	1	2	d	1	1.5	0.5	12.1-B	12.2-B
Cactus Road (EW) - #6	California Department of Transportation/City of Adelanto	TS	1	2	1	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	7.7-A	11.5-B
Mojave Drive (EW) - #7	California Department of Transportation/City of Adelanto	TS	1	2	1	1	1.5	0.5	1	2	d	1	1.5	0.5	23.8-C	49.4-D
Palmdale Road (EW) - #8	California Department of Transportation/City of Adelanto															
- Without Improvements		TS	1	1.5	0.5	1	2	1	1	2	d	2	2	1	29.1-C	63.8-E
- With Improvements		TS	**2**	2	**1**	1	2	1	1	2	d	2	2	1	23.4-C	52.8-D
Projec West Access (NS) at:																
Rancho Road (EW) - #9	City of Adelanto	CSS	0	0	0	0	0	0	1	2	0	0	1.5	0.5	10.2-B	10.7-B
Sportsman Center (NS) at:																
Rancho Road (EW) - #10	City of Adelanto	CSS	1	0	1	0	0	0	0	2	d	1	2	0	11.9-B	12.9-B
Project West Access (NS) at:																
Violet Road (EW) - #11	City of Adelanto	CSS	0	0	0	0	0	0	0	0	0	0	0	0	8.5-A	8.5-A
Project East Access (NS) at:																
Rancho Road (EW) - #12	City of Adelanto	CSS	0	0	0	0	0	0	1	2	0	0	1.5	0.5	13.1-B	14.8-B
Project Center Access (NS) at:																
Violet Road (EW) - #13	City of Adelanto	CSS	0	0	0	0	0	0	0	0	0	0	0	0	8.5-A	8.5-A
Project East Access (NS) at:																
Violet Road (EW) - #14	City of Adelanto	CSS	0	0	0	0	0	0	0	0	0	0	0	0	8.5-A	8.5-A
Adelanto Road (NS) at:																
Violet Road (EW) - #15	City of Adelanto	CSS	0	2	d	1	1	0	0	0	0	0.5	0	0.5	13.3-B	15.0-B
Project Access (EW) - #16	City of Adelanto	CSS	0	2	0	0	2	0	0	0	0	0	0	0	8.8-A	9.2-A
Rancho Road (EW) - #17	City of Adelanto	CSS	1	2	0	0	1	1.5	2	0	1	0	0	0	12.7-B	12.9-B

[1] When a right turn lane 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; <1> = Shared Left/Through/Right Lane; **1** = Improvement

[2] Delay and Level of Service has been calculated using the following analysis software: Vistro, Version 6.00-02. Per the Highway Capacity Manual, overall average intersection delay and Level of Service are shown for intersections with 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.

[3] AWS = All Way Stop; TS = Traffic Signal; CSS = Cross Street Stop

Table 8

General Plan Buildout Year (2045) Without Project Phase II Intersection Delay and Level of Service

Intersection	Jurisdiction	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
			Northbound			Southbound			Eastbound			Westbound				
			L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Bellflower Street (NS) at:																
Rancho Road (EW) - #1	City of Adelanto	AWS	0.5	0.5	1	0.5	0.5	1	1	1.5	0.5	1	1.5	0.5	11.7-B	11.7-B
US-395 (NS) at:																
Chamberlaine Way (EW) - #2	California Department of Transportation/City of Adelanto	TS	1	2	d	1	1.5	0.5	0.5	0.5	d	0	<1>	0	9.9-A	11.7-B
Bartlett Avenue (EW) - #3	California Department of Transportation/City of Adelanto	TS	1	2	d	1	2	d	1	2	d	1	1.5	0.5	14.2-B	15.3-B
Air Base Road (EW) - #4	California Department of Transportation/City of Adelanto															
- Without Improvements		TS	1	2	d	1	2	d	1	0.5	0.5	1	1	1	84.2-F	33.5-C
- With Improvements		TS	**2**	**3**	d	**2**	**3**	d	1	0.5	0.5	**2**	1	1	36.6-D	18.5-B
Rancho Road (EW) - #5	California Department of Transportation/City of Adelanto	TS	1	2	d	1	1.5	0.5	1	2	d	1	1.5	0.5	20.1-C	13.0-B
Cactus Road (EW) - #6	California Department of Transportation/City of Adelanto	TS	1	2	1	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	9.9-A	17.7-B
Mojave Drive (EW) - #7	California Department of Transportation/City of Adelanto															
- Without Improvements		TS	1	2	1	1	1.5	0.5	1	2	d	1	1.5	0.5	40.9-D	87.3-F
- With Improvements		TS	**2**	**3**	1	**2**	**3**	**1**	1	2	d	1	1.5	0.5	40.9-D	32.5-C
Palmdale Road (EW) - #8	California Department of Transportation/City of Adelanto															
- Without Improvements		TS	1	1.5	0.5	1	2	1	1	2	d	2	2	1	53.1-D	99.9-F
- With Improvements		TS	**2**	**3**	**1**	**2**	**3**	1	**2**	2	**2**	2	2	1	32.0C	47.1-D
Sportsman Center (NS) at:																
Rancho Road (EW) - #10	City of Adelanto	CSS	1	0	1	0	0	0	0	2	d	1	2	0	10.9-B	11.4-B
Adelanto Road (NS) at:																
Violet Road (EW) - #15	City of Adelanto	CSS	0	2	d	1	1	0	0	0	0	0.5	0	0.5	14.7-B	17.2-C
Rancho Road (EW) - #17	City of Adelanto	CSS	1	2	0	0	1	1.5	2	0	1	0	0	0	15.2-C	15.9-C

[1] When a right turn lane 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; <1> = Shared Left/Through/Right Lane; **1** = Improvement

[2] Delay and Level of Service has been calculated using the following analysis software: Vistro, Version 6.00-02. Per the Highway Capacity Manual, overall average intersection delay and Level of Service are shown for intersections with 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.

[3] AWS = All Way Stop; TS = Traffic Signal; CSS = Cross Street Stop

Table 9

General Plan Buildout Year (2045) With Project Phase II Intersection Delay and Level of Service

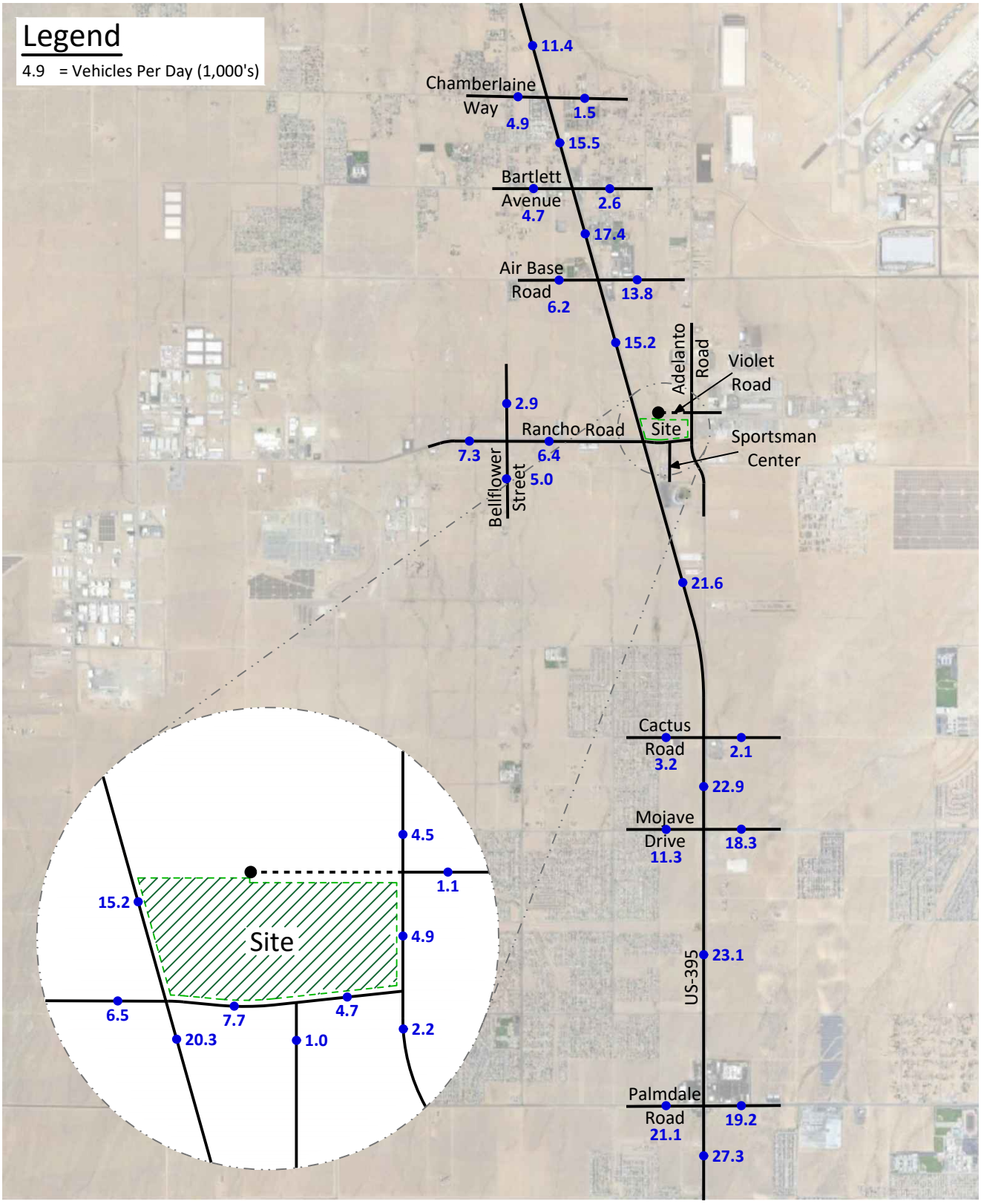
Intersection	Jurisdiction	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
			Northbound			Southbound			Eastbound			Westbound				
			L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Bellflower Street (NS) at:																
Rancho Road (EW) - #1	City of Adelanto	AWS	0.5	0.5	1	0.5	0.5	1	1	1.5	0.5	1	1.5	0.5	11.9-B	12.0-B
US-395 (NS) at:																
Chamberlaine Way (EW) - #2	California Department of Transportation/City of Adelanto	TS	1	2	d	1	1.5	0.5	0.5	0.5	d	0	<1>	0	10.2-B	11.9-B
Bartlett Avenue (EW) - #3	California Department of Transportation/City of Adelanto	TS	1	2	d	1	2	d	1	2	d	1	1.5	0.5	14.5-B	15.6-B
Air Base Road (EW) - #4	California Department of Transportation/City of Adelanto															
- Without Improvements		TS	1	2	d	1	2	d	1	0.5	0.5	1	1	1	88.5-F	37.3-D
- With Improvements		TS	**2**	**3**	d	**2**	**3**	d	1	0.5	0.5	**2**	1	1	37.4-D	19.1-B
Rancho Road (EW) - #5	California Department of Transportation/City of Adelanto	TS	1	2	d	1	1.5	0.5	1	2	d	1	1.5	0.5	25.1-C	15.5-B
Cactus Road (EW) - #6	California Department of Transportation/City of Adelanto	TS	1	2	1	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	10.1-B	18.7-B
Mojave Drive (EW) - #7	California Department of Transportation/City of Adelanto															
- Without Improvements		TS	1	2	1	1	1.5	0.5	1	2	d	1	1.5	0.5	42.6-D	95.3-F
- With Improvements		TS	**2**	**3**	1	**2**	**3**	**1**	1	2	d	1	1.5	0.5	42.6-D	41.0-D
Palmdale Road (EW) - #8	California Department of Transportation/City of Adelanto															
- Without Improvements		TS	1	1.5	0.5	1	2	1	1	2	d	2	2	1	53.8-D	99.9-F
- With Improvements		TS	**2**	**3**	**1**	**2**	**3**	1	**2**	2	**2**	2	2	1	29.9-C	49.5-D
Projec West Access (NS) at:																
Rancho Road (EW) - #9	City of Adelanto	CSS	0	0	0	0	0	0	1	2	0	0	1.5	0.5	10.5-B	10.9-B
Sportsman Center (NS) at:																
Rancho Road (EW) - #10	City of Adelanto	CSS	1	0	1	0	0	0	0	2	d	1	2	0	12.5-B	13.6-B
Project West Access (NS) at:																
Violet Road (EW) - #11	City of Adelanto	CSS	0	0	0	0	0	0	0	0	0	0	0	0	8.5-A	8.5-A
Project East Access (NS) at:																
Rancho Road (EW) - #12	City of Adelanto	CSS	0	0	0	0	0	0	1	2	0	0	1.5	0.5	14.0-B	15.8-C
Project Center Access (NS) at:																
Violet Road (EW) - #13	City of Adelanto	CSS	0	0	0	0	0	0	0	0	0	0	0	0	8.5-A	8.5-A
Project East Access (NS) at:																
Violet Road (EW) - #14	City of Adelanto	CSS	0	0	0	0	0	0	0	0	0	0	0	0	8.5-A	8.5-A
Adelanto Road (NS) at:																
Violet Road (EW) - #15	City of Adelanto	CSS	0	2	d	1	1	0	0	0	0	0.5	0	0.5	15.5-C	21.0-C
Project Access (EW) - #16	City of Adelanto	CSS	0	2	0	0	2	0	0	0	0	0	0	0	9.0-A	9.4-A
Rancho Road (EW) - #17	City of Adelanto	CSS	1	2	0	0	1	1.5	2	0	1	0	0	0	15.4-C	16.3-C

[1] When a right turn lane 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; <1> = Shared Left/Through/Right Lane; **1** = Improvement

[2] Delay and Level of Service has been calculated using the following analysis software: Vistro, Version 6.00-02. Per the Highway Capacity Manual, overall average intersection delay and Level of Service are shown for intersections with 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.

[3] AWS = All Way Stop; TS = Traffic Signal; CSS = Cross Street Stop

Figure 13
Existing Plus Project Phase I & II
Average Daily Traffic Volumes



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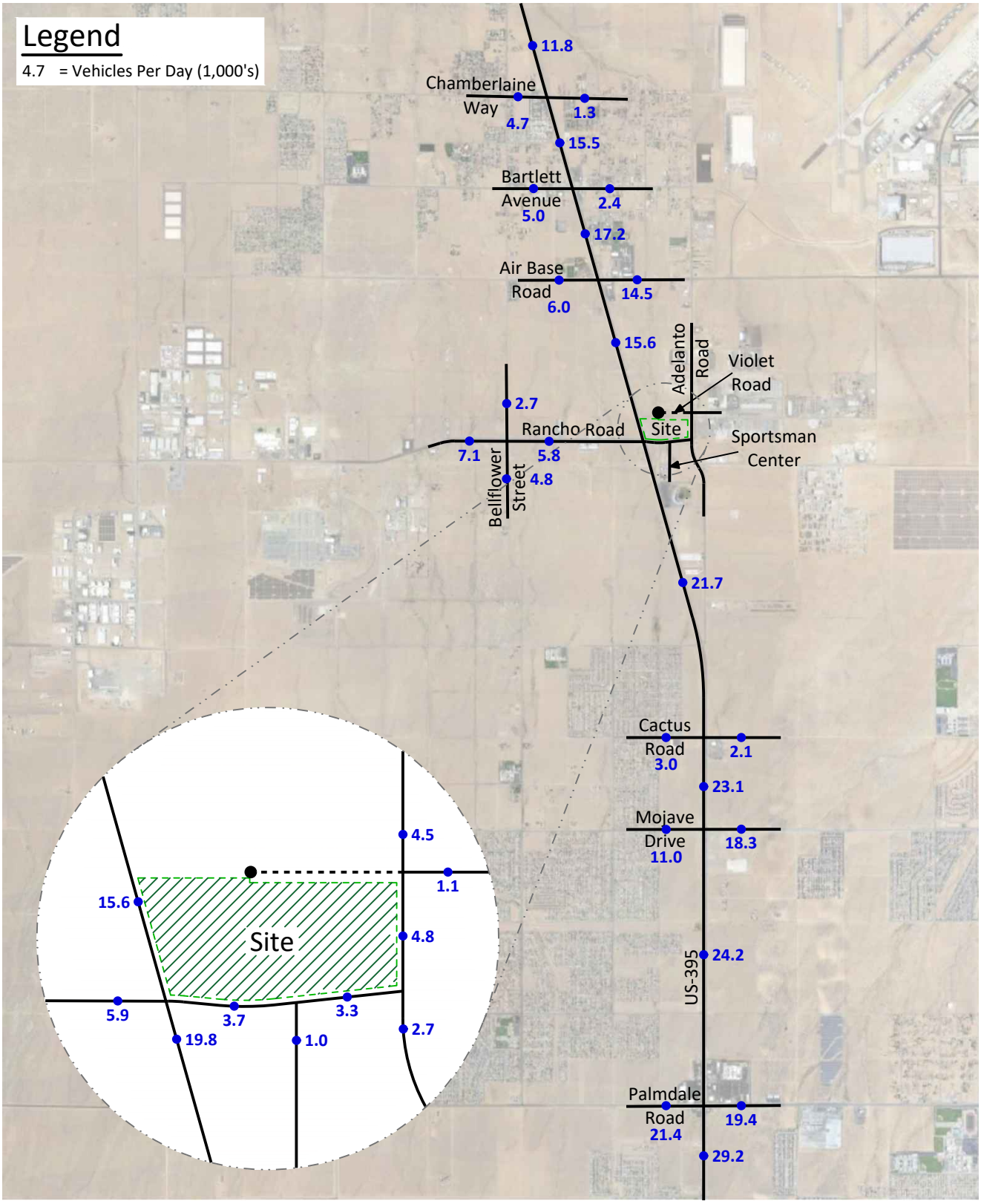
OVER 45 YEARS OF EXCELLENT SERVICE

JN 10135

Figure 14
Opening Year (2025) Without Project
Average Daily Traffic Volumes

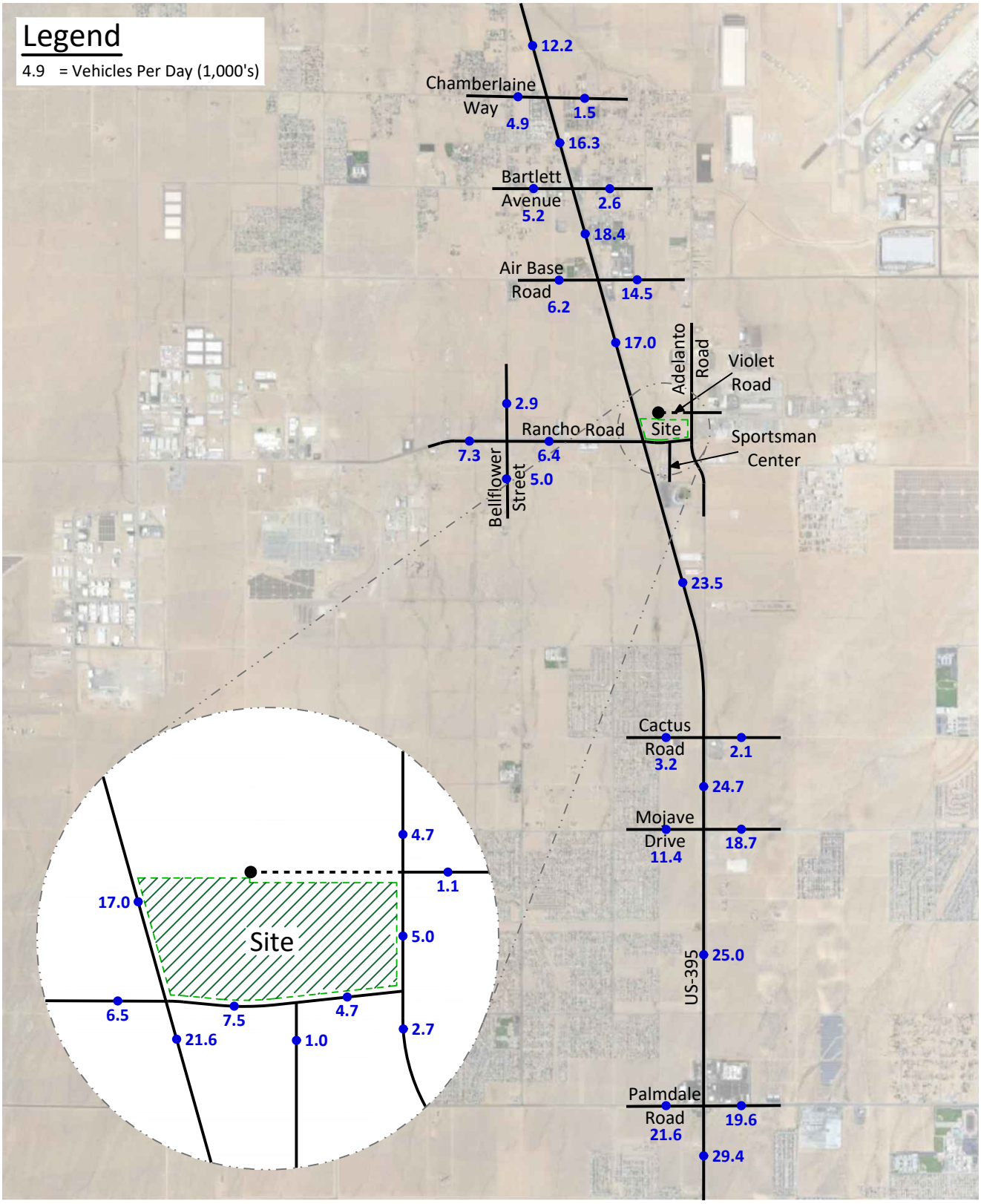


KUNZMAN ASSOCIATES

OVER 45 YEARS OF EXCELLENT SERVICE

JN 10135

Figure 15
Opening Year (2025) With Project Phase I
Average Daily Traffic Volumes



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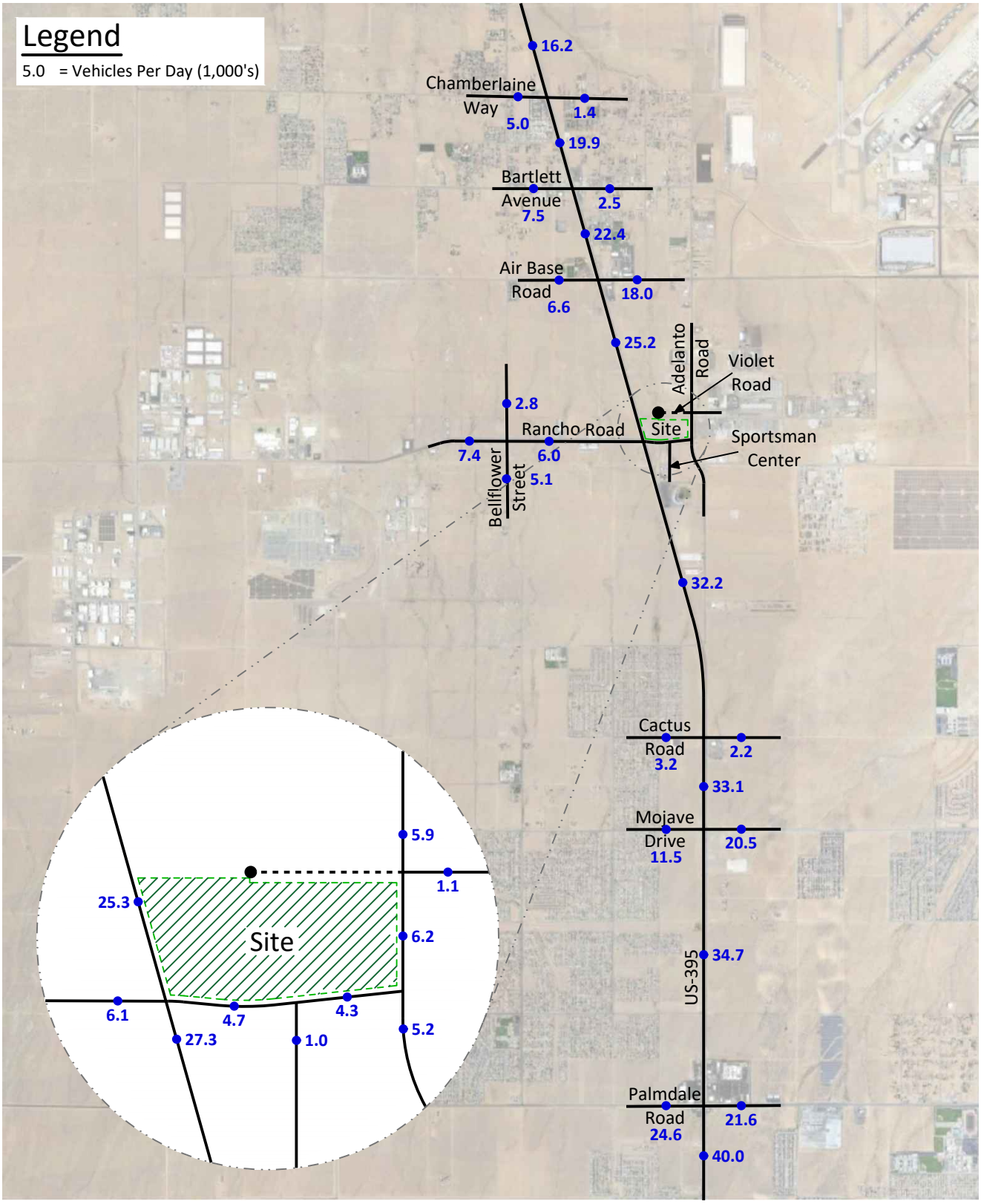
OVER 45 YEARS OF EXCELLENT SERVICE

JN 10135

Figure 16
Opening Year (2035) Without Project
Average Daily Traffic Volumes



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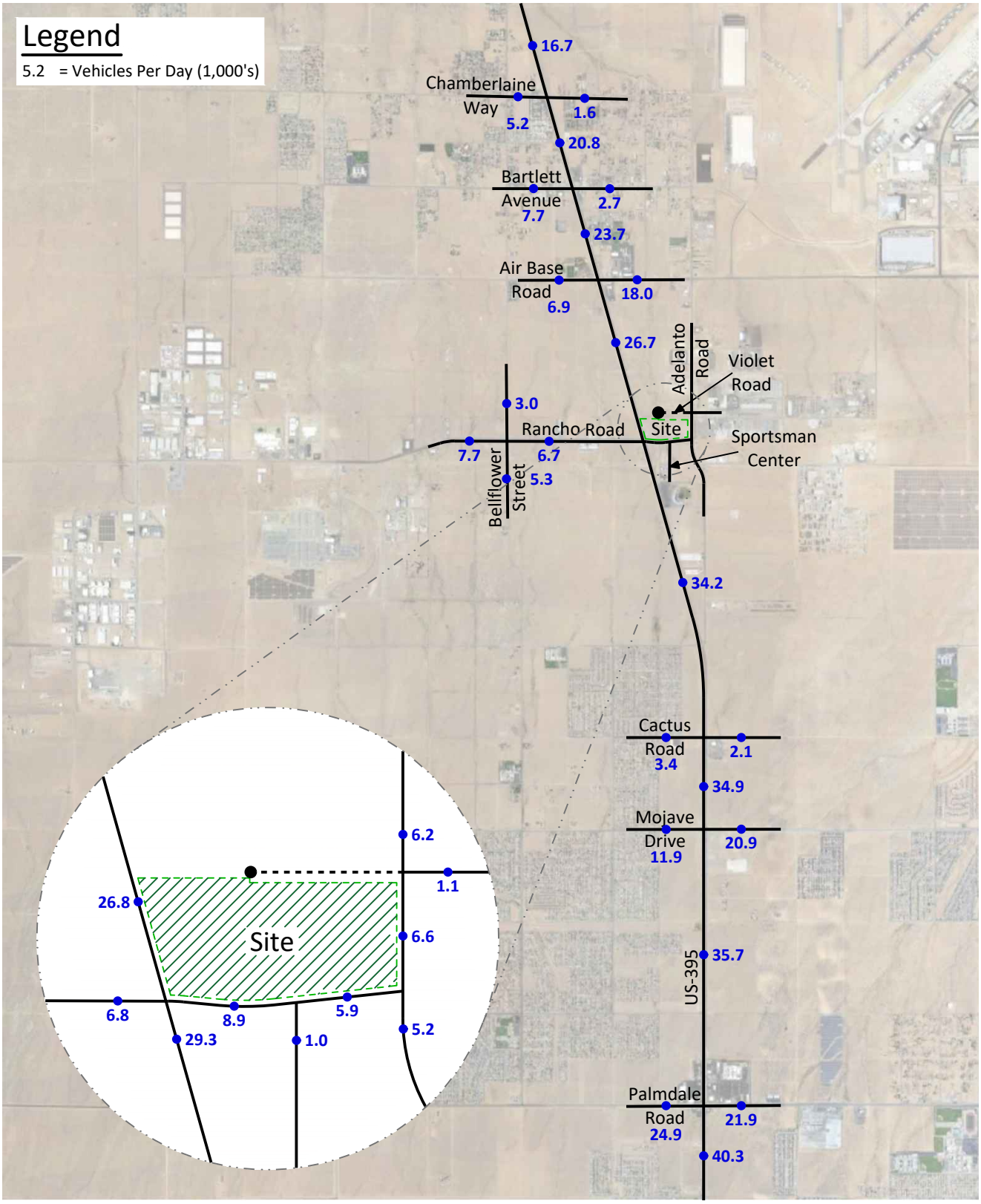
OVER 45 YEARS OF EXCELLENT SERVICE

JN 10135

Figure 17
Opening Year (2035) With Project Phase I & II
Average Daily Traffic Volumes

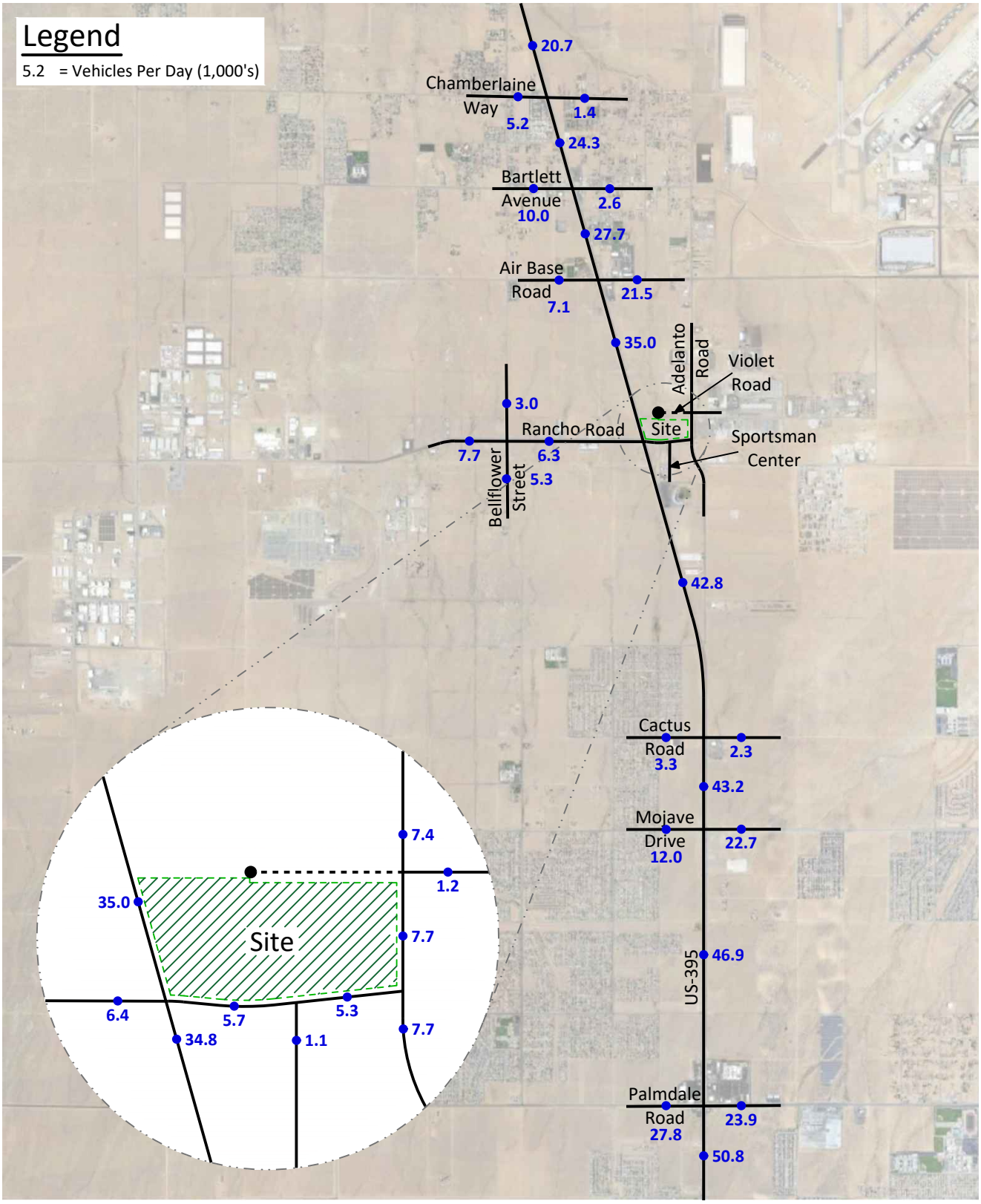


KUNZMAN ASSOCIATES

OVER 45 YEARS OF EXCELLENT SERVICE

JN 10135

Figure 18
General Plan Buildout Year (2045) Without Project
Average Daily Traffic Volumes



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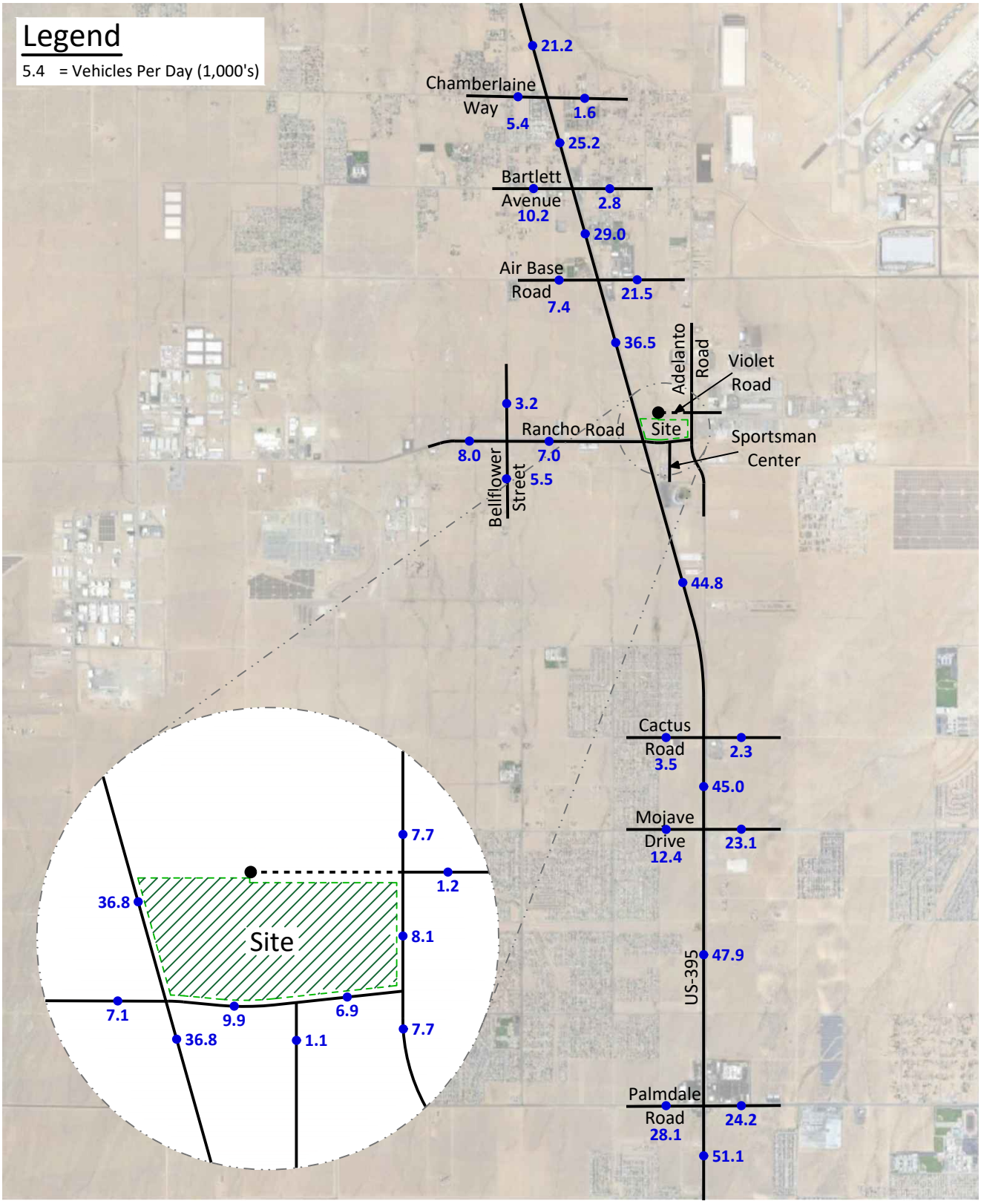
OVER 45 YEARS OF EXCELLENT SERVICE

JN 10135

Figure 19
General Plan Buildout Year (2045) With Project Phase I & II
Average Daily Traffic Volumes



KUNZMAN ASSOCIATES

OVER 45 YEARS OF EXCELLENT SERVICE

JN 10135

V. CONCLUSIONS AND RECOMMENDATIONS

A. Summary

The traffic issues related to the proposed land uses and development have been evaluated in the context of the California Environmental Quality Act.

The City of Adelanto is the lead agency responsible for preparation of the traffic impact analysis, in accordance with California Environmental Quality Act authorizing legislation. This report analyzes traffic impacts for the anticipated opening date with full occupancy of the development in Year 2025 and Year 2035, at which time it will be generating trips at its full potential, and for the current traffic forecast year, which is the Year 2045.

The average daily traffic volume forecasts have been determined using the growth increment approach on the San Bernardino Transportation Analysis Model (SBTAM) traffic model Year 2016 and Year 2040 average daily traffic volume forecasts (see Appendix C). Traffic model plots are included in Appendix D. This difference defines the growth in traffic over the 24 year period. The incremental growth in average daily traffic volume has been factored to reflect the forecast growth between Year 2023 and Year 2040. For this purpose, linear growth between the Year 2016 base condition and the forecast Year 2040 condition was assumed. Since the increment between Year 2023 and Year 2040 is 17 years of the 24 year time frame, a factor of 0.71 (i.e., 17/24) was used.

The Year 2045 without project daily and peak hour directional roadway segment volume forecasts have been determined using the growth increment approach on the SBTAM traffic model Year 2016 and Year 2040 peak hour volumes. The growth increment calculation worksheets are shown in Appendix C. Current peak hour intersection approach/departure data is a necessary input to this approach. The existing traffic count data serves as both the starting point for the refinement process, and also provides important insight into current travel patterns and the relationship between peak hour and daily traffic conditions. The initial turning movement proportions are estimated based upon the relationship of each approach leg's forecast traffic volume to the other legs forecast volumes at the intersection. The initial estimate of turning movement proportions is then entered into a spreadsheet program consistent with the National Cooperative Highway Research Program Report 255. A linear programming algorithm is used to calculate individual turning movements that match the known directional roadway segment volumes computed in the previous step. This program computes a likely set of intersection turning movements from intersection approach counts and the initial turning proportions from each approach leg.

The Opening Year (2035) and Opening Year (2035) traffic volumes have been interpolated from the Year 2040 traffic volumes based upon a portion of the future growth increment.

Year 2045 traffic volumes have also been interpolated from the Year 2040 traffic volumes based upon a portion of the future growth increment. Project traffic is then

added to the new future base volumes. Quality control checks and forecast adjustments were performed as necessary to ensure that all future traffic volume forecasts reflect a minimum of 10% growth over existing traffic volumes. The result of this traffic forecasting procedure is a series of traffic volumes suitable for traffic operations analysis.

B. Existing Conditions

Regional access to the project site is mainly provided by the US-395. Local access is provided by various roadways in the vicinity of the site. The north-south roadways expected to provide local access include Bellflower Street, US-395, and Adelanto Road. The east-west roadways which will be most affected by the project include Chamberlaine Way, Bartlett Avenue, Air Base Road, Violet Road, Rancho Road, Cactus Road, Mojave Drive, and Palmdale Road.

The existing delay and Level of Service for the intersection in the vicinity of the project are shown in Table 1. The study area intersections currently operate at acceptable Levels of Service during the peak hours for existing traffic conditions. Existing delay worksheets are provided in Appendix E.

C. Project Traffic

The trips generated by the project are determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are based on the assumption that energy costs, the availability of roadway capacity, the availability of vehicles to drive, and life styles remain similar to what are known today. A major change in these variables may affect trip generation rates.

Trip generation rates were determined for daily traffic and morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land uses. By multiplying the trip generation rates by the land use quantities, the traffic volumes are determined. The project trip generation is based upon rates obtained from the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2017.

As shown in Table 2, the proposed development is projected to generate a total of approximately 4,425 daily vehicle trips, 290 of which will occur during the morning peak hour and 320 of which will occur during the evening peak hour.

Figures 7 to 10 contain the directional distributions of the project trips for the proposed land uses.

To determine the trip distributions for the proposed project, peak hour traffic counts of the existing directional distribution of traffic for existing areas in the vicinity of the site, and other additional information on future development and traffic impacts in the area were reviewed.

D. Future Conditions

An Existing Plus Project, Opening Year (2025) analysis, Opening Year (2035), and Year 2045 analysis are included in this report. The Existing Plus Project delay and Level of Service for the study area roadway network are shown in Table 3. The Opening Year (2025) Without Project delay and Level of Service for the study area roadway network without the proposed project are shown in Table 4. The Opening Year (2025) With Project Phase I delay and Level of Service for the study area roadway network are shown in Table 5. The Opening Year (2035) Without Project delay and Level of Service for the study area roadway network without the proposed project are shown in Table 6 without and with improvements. The Opening Year (2035) With Project Phase I & II delay and Level of Service for the study area roadway network are shown in Table 7 without and with improvements. The Year 2045 without project delay and Level of Service for the study area roadway network without the proposed project are shown in Table 8 without and with improvements. The Year 2045 With Project Phase I & II delay and Level of Service for the study area roadway network are shown in Table 9 without and with improvements.

For Existing Plus Project traffic conditions the study area intersections are projected to operate at acceptable Levels of Service during the peak hours.

For Opening Year (2025) Without Project traffic conditions the study area intersections are projected to operate at acceptable Levels of Service during the peak hours.

For Opening Year (2025) With Project Phase I traffic conditions the study area intersections are projected to operate at acceptable Levels of Service during the peak hours.

For Opening Year (2035) Without Project traffic conditions, the study area intersections are projected to operate at acceptable Levels of Service during the peak hours, with improvements (see Table 6).

For Opening Year (2035) With Project Phase I & II traffic conditions, the study area intersections are projected to operate at acceptable Levels of Service during the peak hours, with improvements (see Table 7).

For Year 2045 Without Project traffic conditions, the study area intersections are projected to operate at acceptable Levels of Service during the peak hours, with improvements (see Table 8).

For Year 2045 With Project Phase I & II traffic conditions, the study area intersections are projected to operate at acceptable Levels of Service during the peak hours, with improvements (see Table 9).

E. Recommendations

Site-specific circulation and access recommendations are depicted on Figure 20.

1. On-Site Improvements

   The project site should provide sufficient parking spaces to meet City of Adelanto parking code requirements in order to service on-site parking demand.

   On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.

   Sight distance at each project access should be reviewed with respect to California Department of Transportation/City of Adelanto standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.

2. Off-Site Improvements

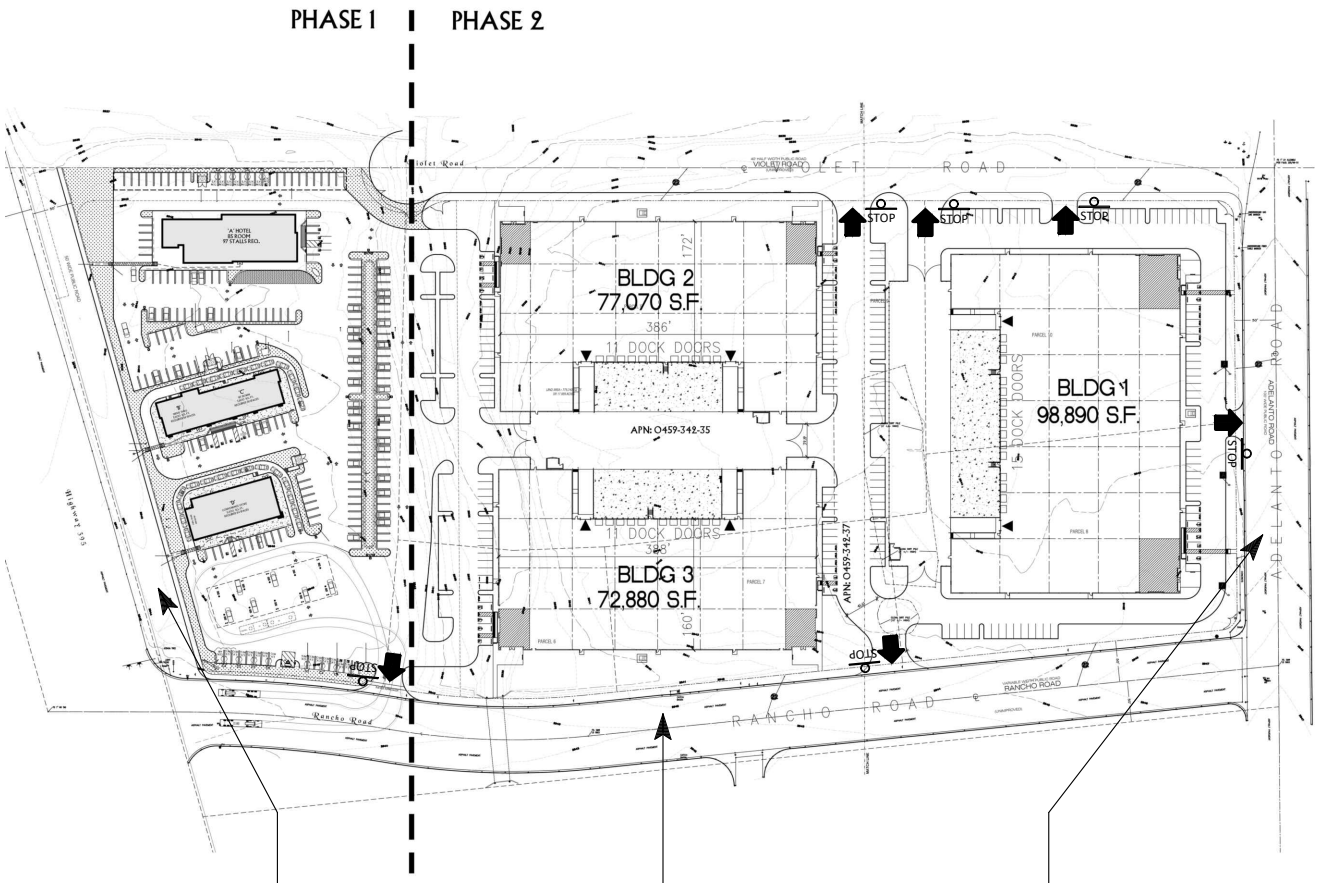
   As is the case for any roadway design, the City of Adelanto should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

   Construct US-395 from the north project boundary to Rancho Road at its ultimate half-section width as a Super Arterial (124 foot right-of-way) including landscaping and parkway improvements in conjunction with development.

   Construct Adelanto Road from Violet Road to Rancho Road at its ultimate half-section width as a Major Arterial (100 foot right-of-way) including landscaping and parkway improvements in conjunction with development.

   Construct Rancho Road from US 395 to Adelanto Road at its ultimate half-section width as a Major Arterial (100 foot right-of-way) including landscaping and parkway improvements in conjunction with development.

Figure 20
Circulation Recommendations



Construct US-395 from the north project boundary to Rancho Road at its ultimate half-section width as a Super Arterial (124 foot right-of-way) including landscaping and parkway improvements in conjunction with development.

Construct Rancho Road from US 395 to Adelanto Road at its ultimate half-section width as a Major Arterial (100 foot right-of-way) including landscaping and parkway improvements in conjunction with development.

Construct Adelanto Road from Violet Road to Rancho Road at its ultimate half-section width as a Major Arterial (100 foot right-of-way) including landscaping and parkway improvements in conjunction with development.

Legend

STOP = Stop Sign
= Full Access Driveway
= Right Turns In/Out Only Access Driveway
= (See Appendix J)
175' = Right Turn Pocket Length

The project site should provide sufficient parking spaces to meet City of Adelanto parking code requirements in order to service on-site parking demand.

On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.

Sight distance at each project access should be reviewed with respect to California Department of Transportation/City of Adelanto standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.

As is the case for any roadway design, the City of Adelanto should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

APPENDICES

Appendix A – Glossary of Transportation Terms

Appendix B – Traffic Count Worksheets

Appendix C – Future Growth Increment Calculation Worksheets

Appendix D – Model Plots

Appendix E – Explanation and Calculation of Intersection Delay

Appendix F – Traffic Signal Warrant Worksheets

APPENDIX A

Glossary of Transportation Terms

GLOSSARY OF TRANSPORTATION TERMS

COMMON ABBREVIATIONS

AC:	Acres
ADT:	Average Daily Traffic
Caltrans:	California Department of Transportation
DU:	Dwelling Unit
ICU:	Intersection Capacity Utilization
LOS:	Level of Service
TSF:	Thousand Square Feet
V/C:	Volume/Capacity
VMT:	Vehicle Miles Traveled

TERMS

AVERAGE DAILY TRAFFIC: The total volume during a year divided by the number of days in a year. Usually only weekdays are included.

BANDWIDTH: The number of seconds of green time available for through traffic in a signal progression.

BOTTLENECK: A constriction along a travelway that limits the amount of traffic that can proceed downstream from its location.

CAPACITY: The maximum number of vehicles that can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.

CHANNELIZATION: The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movements of both vehicles and pedestrians.

CLEARANCE INTERVAL: Nearly same as yellow time. If there is an all red interval after the end of a yellow, then that is also added into the clearance interval.

CORDON: An imaginary line around an area across which vehicles, persons, or other items are counted (in and out).

CYCLE LENGTH: The time period in seconds required for one complete signal cycle.

CUL-DE-SAC STREET: A local street open at one end only, and with special provisions for turning around.

DAILY CAPACITY: The daily volume of traffic that will result in a volume during the peak hour equal to the capacity of the roadway.

DELAY: The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.

DEMAND RESPONSIVE SIGNAL: Same as traffic-actuated signal.

DENSITY: The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

DETECTOR: A device that responds to a physical stimulus and transmits a resulting impulse to the signal controller.

DESIGN SPEED: A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.

DIRECTIONAL SPLIT: The percent of traffic in the peak direction at any point in time.

DIVERSION: The rerouting of peak hour traffic to avoid congestion.

FORCED FLOW: Opposite of free flow.

FREE FLOW: Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.

GAP: Time or distance between successive vehicles in a traffic stream, rear bumper to front bumper.

HEADWAY: Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.

INTERCONNECTED SIGNAL SYSTEM: A number of intersections that are connected to achieve signal progression.

LEVEL OF SERVICE: A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.

LOOP DETECTOR: A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

MINIMUM ACCEPTABLE GAP: Smallest time headway between successive vehicles in a traffic stream into which another vehicle is willing and able to cross or merge.

MULTI-MODAL: More than one mode; such as automobile, bus transit, rail rapid transit, and bicycle transportation modes.

OFFSET: The time interval in seconds between the beginning of green at one intersection and the beginning of green at an adjacent intersection.

PLATOON: A closely grouped component of traffic that is composed of several vehicles moving, or standing ready to move, with clear spaces ahead and behind.

ORIGIN-DESTINATION SURVEY: A survey to determine the point of origin and the point of destination for a given vehicle trip.

PASSENGER CAR EQUIVALENTS (PCE): One car is one Passenger Car Equivalent. A truck is equal to 2 or 3 Passenger Car Equivalents in that a truck requires longer to start, goes slower, and accelerates slower. Loaded trucks have a higher Passenger Car Equivalent than empty trucks.

PEAK HOUR: The 60 consecutive minutes with the highest number of vehicles.

PRETIMED SIGNAL: A type of traffic signal that directs traffic to stop and go on a predetermined time schedule without regard to traffic conditions. Also, fixed time signal.

PROGRESSION: A term used to describe the progressive movement of traffic through several signalized intersections.

SCREEN-LINE: An imaginary line or physical feature across which all trips are counted, normally to verify the validity of mathematical traffic models.

SIGNAL CYCLE: The time period in seconds required for one complete sequence of signal indications.

SIGNAL PHASE: The part of the signal cycle allocated to one or more traffic movements.

STARTING DELAY: The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through a signalized intersection.

TRAFFIC-ACTUATED SIGNAL: A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.

TRIP: The movement of a person or vehicle from one location (origin) to another (destination). For example, from home to store to home is two trips, not one.

TRIP-END: One end of a trip at either the origin or destination (i.e., each trip has two trip-ends). A trip-end occurs when a person, object, or message is transferred to or from a vehicle.

TRIP GENERATION RATE: The quantity of trips produced and/or attracted by a specific land use stated in terms of units such as per dwelling, per acre, and per 1,000 square feet of floor space.

TRUCK: A vehicle having dual tires on one or more axles, or having more than two axles.

UNBALANCED FLOW: Heavier traffic flow in one direction than the other. On a daily basis, most facilities have balanced flow. During the peak hours, flow is seldom balanced in an urban area.

VEHICLE MILES OF TRAVEL: A measure of the amount of usage of a section of highway, obtained by multiplying the average daily traffic by length of facility in miles.

APPENDIX B

Traffic Count Worksheets

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

City of Adelanto
N/S: Bellflower Street
E/W: Rancho Road
Weather: Clear

File Name : 01_ADL_Bell_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

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

	Bellflower Street Southbound				Rancho Road Westbound				Bellflower Street Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	17	15	33	1	114	1	116	18	9	7	34	2	19	4	25	208
07:15 AM	4	15	11	30	2	77	1	80	23	12	3	38	1	19	7	27	175
07:30 AM	4	10	10	24	1	73	1	75	17	10	5	32	2	13	6	21	152
07:45 AM	5	17	17	39	2	90	2	94	28	17	4	49	2	31	6	39	221
Total	14	59	53	126	6	354	5	365	86	48	19	153	7	82	23	112	756
08:00 AM	4	11	4	19	1	56	4	61	17	16	4	37	1	31	2	34	151
08:15 AM	2	15	5	22	4	47	3	54	11	8	7	26	0	45	7	52	154
08:30 AM	2	8	10	20	1	54	4	59	8	12	6	26	3	36	5	44	149
08:45 AM	6	9	9	24	4	40	3	47	12	11	11	34	0	29	3	32	137
Total	14	43	28	85	10	197	14	221	48	47	28	123	4	141	17	162	591
Grand Total	28	102	81	211	16	551	19	586	134	95	47	276	11	223	40	274	1347
Apprch %	13.3	48.3	38.4		2.7	94	3.2		48.6	34.4	17		4	81.4	14.6		
Total %	2.1	7.6	6	15.7	1.2	40.9	1.4	43.5	9.9	7.1	3.5	20.5	0.8	16.6	3	20.3	
Passenger Vehicles	26	102	76	204	14	527	16	557	132	95	47	274	11	185	36	232	1267
% Passenger Vehicles	92.9	100	93.8	96.7	87.5	95.6	84.2	95.1	98.5	100	100	99.3	100	83	90	84.7	94.1
Large 2 Axle Vehicles	2	0	4	6	0	9	3	12	1	0	0	1	0	17	3	20	39
% Large 2 Axle Vehicles	7.1	0	4.9	2.8	0	1.6	15.8	2	0.7	0	0	0.4	0	7.6	7.5	7.3	2.9
3 Axle Vehicles	0	0	1	1	1	3	0	4	1	0	0	1	0	5	1	6	12
% 3 Axle Vehicles	0	0	1.2	0.5	6.2	0.5	0	0.7	0.7	0	0	0.4	0	2.2	2.5	2.2	0.9
4+ Axle Trucks	0	0	0	0	1	12	0	13	0	0	0	0	0	16	0	16	29
% 4+ Axle Trucks	0	0	0	0	6.2	2.2	0	2.2	0	0	0	0	0	7.2	0	5.8	2.2

	Bellflower Street Southbound				Rancho Road Westbound				Bellflower Street Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	**17**	15	33	1	**114**	1	**116**	18	9	**7**	34	**2**	19	4	25	208
07:15 AM	4	15	11	30	**2**	77	1	80	23	12	3	38	1	19	**7**	27	175
07:30 AM	4	10	10	24	1	73	1	75	17	10	5	32	2	13	6	21	152
07:45 AM	**5**	17	**17**	**39**	2	90	**2**	94	**28**	**17**	4	**49**	2	**31**	6	**39**	**221**
Total Volume	14	59	53	126	6	354	5	365	86	48	19	153	7	82	23	112	756
% App. Total	11.1	46.8	42.1		1.6	97	1.4		56.2	31.4	12.4		6.2	73.2	20.5		
PHF	.700	.868	.779	.808	.750	.776	.625	.787	.768	.706	.679	.781	.875	.661	.821	.718	.855

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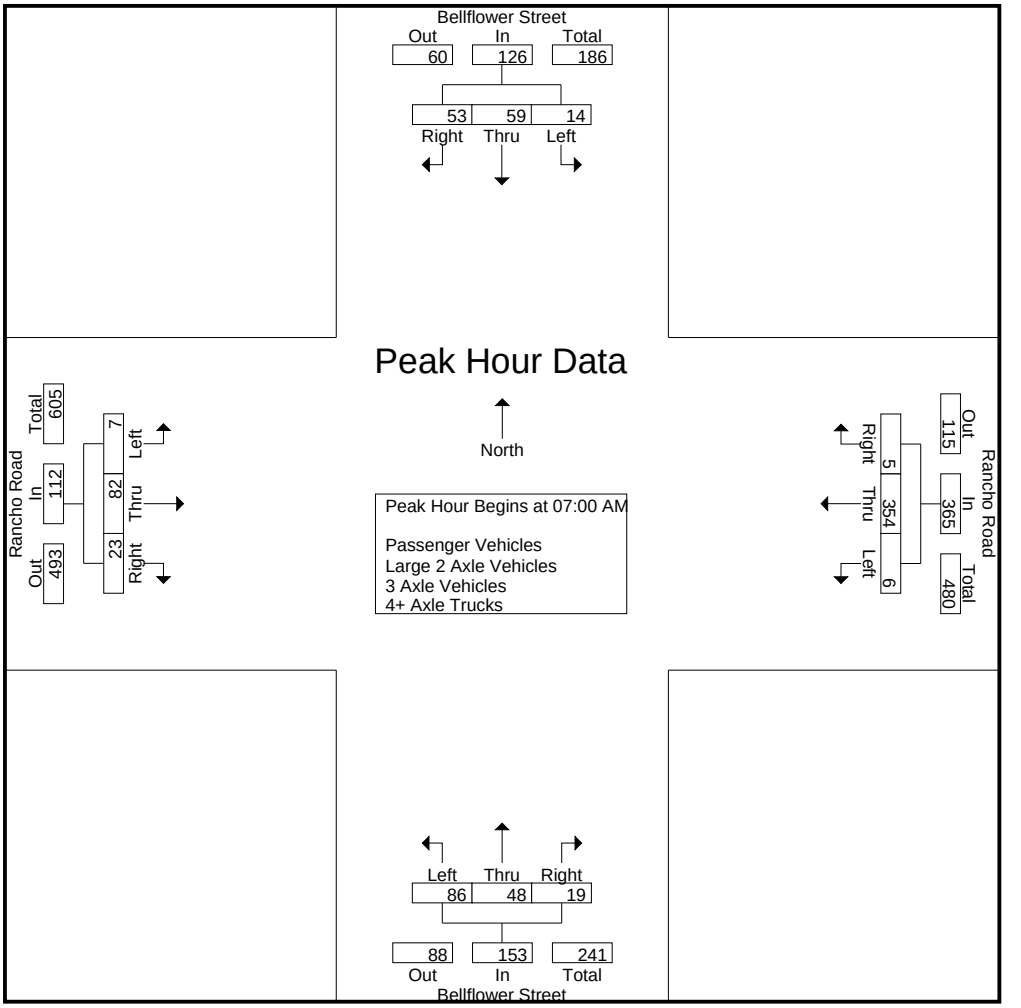
City of Adelanto
N/S: Bellflower Street
E/W: Rancho Road
Weather: Clear

File Name : 01_ADL_Bell_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	07:00 AM				07:00 AM				07:15 AM				07:45 AM			
+0 mins.	1	**17**	15	33	1	**114**	1	**116**	23	12	3	38	2	31	6	39
+15 mins.	4	15	11	30	**2**	77	1	80	17	10	**5**	32	1	31	2	34
+30 mins.	4	10	10	24	1	73	1	75	**28**	**17**	4	**49**	0	**45**	**7**	**52**
+45 mins.	**5**	17	**17**	**39**	2	90	**2**	94	17	16	4	37	**3**	36	5	44
Total Volume	14	59	53	126	6	354	5	365	85	55	16	156	6	143	20	169
% App. Total	11.1	46.8	42.1		1.6	97	1.4		54.5	35.3	10.3		3.6	84.6	11.8	
PHF	.700	.868	.779	.808	.750	.776	.625	.787	.759	.809	.800	.796	.500	.794	.714	.813

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City of Adelanto
N/S: Bellflower Street
E/W: Rancho Road
Weather: Clear

File Name : 01_ADL_Bell_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Passenger Vehicles

	Bellflower Street Southbound				Rancho Road Westbound				Bellflower Street Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	17	14	32	1	110	0	111	18	9	7	34	2	14	4	20	197
07:15 AM	3	15	10	28	2	76	1	79	21	12	3	36	1	14	7	22	165
07:30 AM	4	10	10	24	0	68	1	69	17	10	5	32	2	13	5	20	145
07:45 AM	4	17	15	36	1	88	1	90	28	17	4	49	2	26	5	33	208
Total	12	59	49	120	4	342	3	349	84	48	19	151	7	67	21	95	715
08:00 AM	4	11	4	19	1	53	3	57	17	16	4	37	1	23	2	26	139
08:15 AM	2	15	5	22	4	44	3	51	11	8	7	26	0	40	6	46	145
08:30 AM	2	8	9	19	1	49	4	54	8	12	6	26	3	32	4	39	138
08:45 AM	6	9	9	24	4	39	3	46	12	11	11	34	0	23	3	26	130
Total	14	43	27	84	10	185	13	208	48	47	28	123	4	118	15	137	552
Grand Total	26	102	76	204	14	527	16	557	132	95	47	274	11	185	36	232	1267
Apprch %	12.7	50	37.3		2.5	94.6	2.9		48.2	34.7	17.2		4.7	79.7	15.5		
Total %	2.1	8.1	6	16.1	1.1	41.6	1.3	44	10.4	7.5	3.7	21.6	0.9	14.6	2.8	18.3	

	Bellflower Street Southbound				Rancho Road Westbound				Bellflower Street Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	**17**	14	32	1	**110**	0	**111**	18	9	**7**	34	**2**	14	4	20	197
07:15 AM	3	15	10	28	**2**	76	**1**	79	21	12	3	36	1	14	**7**	22	165
07:30 AM	**4**	10	10	24	0	68	1	69	17	10	5	32	2	13	5	20	145
07:45 AM	4	17	**15**	**36**	1	88	1	90	**28**	**17**	4	**49**	2	**26**	5	**33**	**208**
Total Volume	12	59	49	120	4	342	3	349	84	48	19	151	7	67	21	95	715
% App. Total	10	49.2	40.8		1.1	98	0.9		55.6	31.8	12.6		7.4	70.5	22.1		
PHF	.750	.868	.817	.833	.500	.777	.750	.786	.750	.706	.679	.770	.875	.644	.750	.720	.859

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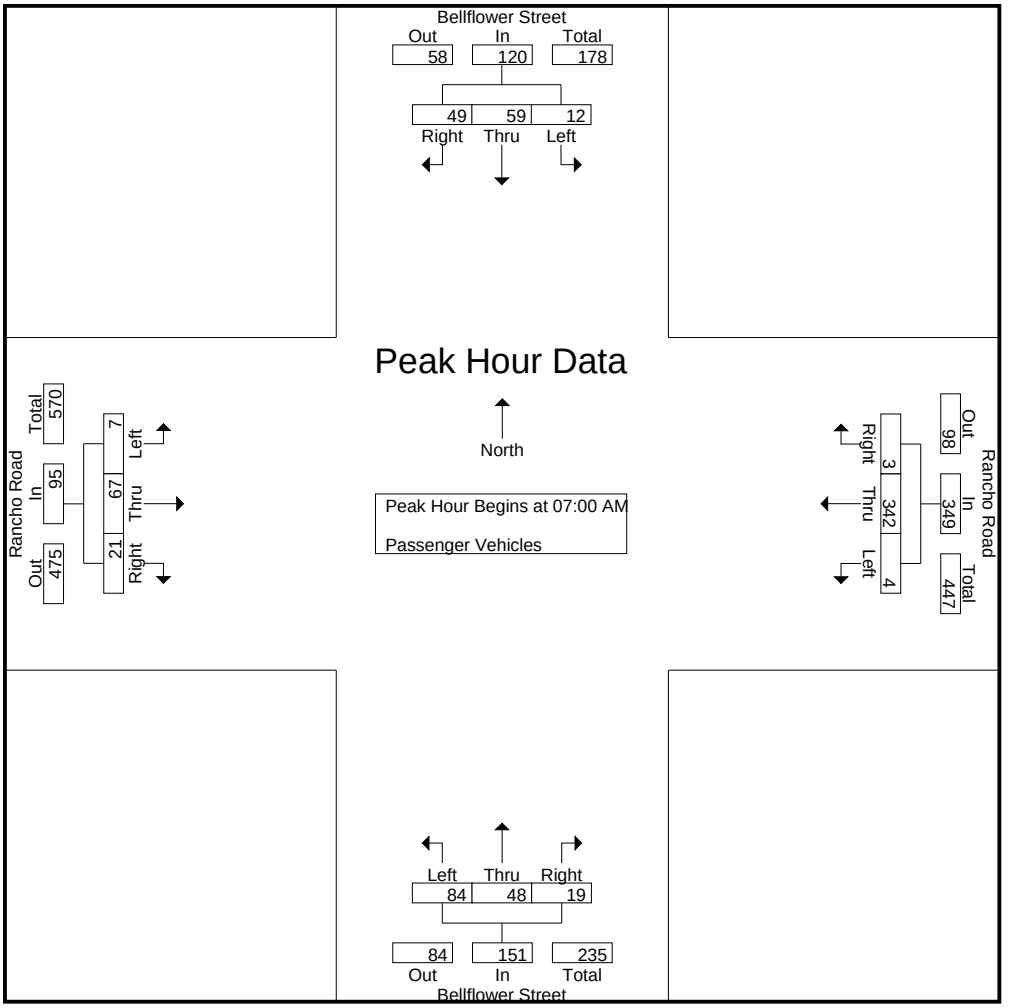
City of Adelanto
N/S: Bellflower Street
E/W: Rancho Road
Weather: Clear

File Name : 01_ADL_Bell_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	**17**	14	32	1	**110**	0	**111**	18	9	**7**	34	**2**	14	4	20
+15 mins.	3	15	10	28	**2**	76	**1**	79	21	12	3	36	1	14	**7**	22
+30 mins.	**4**	10	10	24	0	68	1	69	17	10	5	32	2	13	5	20
+45 mins.	4	17	**15**	**36**	1	88	1	90	**28**	**17**	4	**49**	2	**26**	5	**33**
Total Volume	12	59	49	120	4	342	3	349	84	48	19	151	7	67	21	95
% App. Total	10	49.2	40.8		1.1	98	0.9		55.6	31.8	12.6		7.4	70.5	22.1	
PHF	.750	.868	.817	.833	.500	.777	.750	.786	.750	.706	.679	.770	.875	.644	.750	.720

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City of Adelanto
N/S: Bellflower Street
E/W: Rancho Road
Weather: Clear

File Name : 01_ADL_Bell_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Bellflower Street Southbound				Rancho Road Westbound				Bellflower Street Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	0	1	1	0	0	0	0	0	1	0	1	3
07:15 AM	1	0	1	2	0	1	0	1	1	0	0	1	0	1	0	1	5
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	1	3
07:45 AM	1	0	1	2	0	0	1	1	0	0	0	0	0	4	1	5	8
Total	2	0	3	5	0	3	2	5	1	0	0	1	0	6	2	8	19
08:00 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	4	0	4	7
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
08:30 AM	0	0	1	1	0	2	0	2	0	0	0	0	0	2	1	3	6
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	1	1	0	6	1	7	0	0	0	0	0	11	1	12	20
Grand Total	2	0	4	6	0	9	3	12	1	0	0	1	0	17	3	20	39
Apprch %	33.3	0	66.7		0	75	25		100	0	0		0	85	15		
Total %	5.1	0	10.3	15.4	0	23.1	7.7	30.8	2.6	0	0	2.6	0	43.6	7.7	51.3	

	Bellflower Street Southbound				Rancho Road Westbound				Bellflower Street Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	**1**	1	0	0	**1**	1	0	0	0	0	0	1	0	1	3
07:15 AM	**1**	0	1	**2**	0	1	0	1	**1**	0	0	**1**	0	1	0	1	5
07:30 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	**1**	1	3
07:45 AM	1	0	1	2	0	0	1	1	0	0	0	0	0	**4**	1	**5**	**8**
Total Volume	2	0	3	5	0	3	2	5	1	0	0	1	0	6	2	8	19
% App. Total	40	0	60		0	60	40		100	0	0		0	75	25		
PHF	.500	.000	.750	.625	.000	.375	.500	.625	.250	.000	.000	.250	.000	.375	.500	.400	.594

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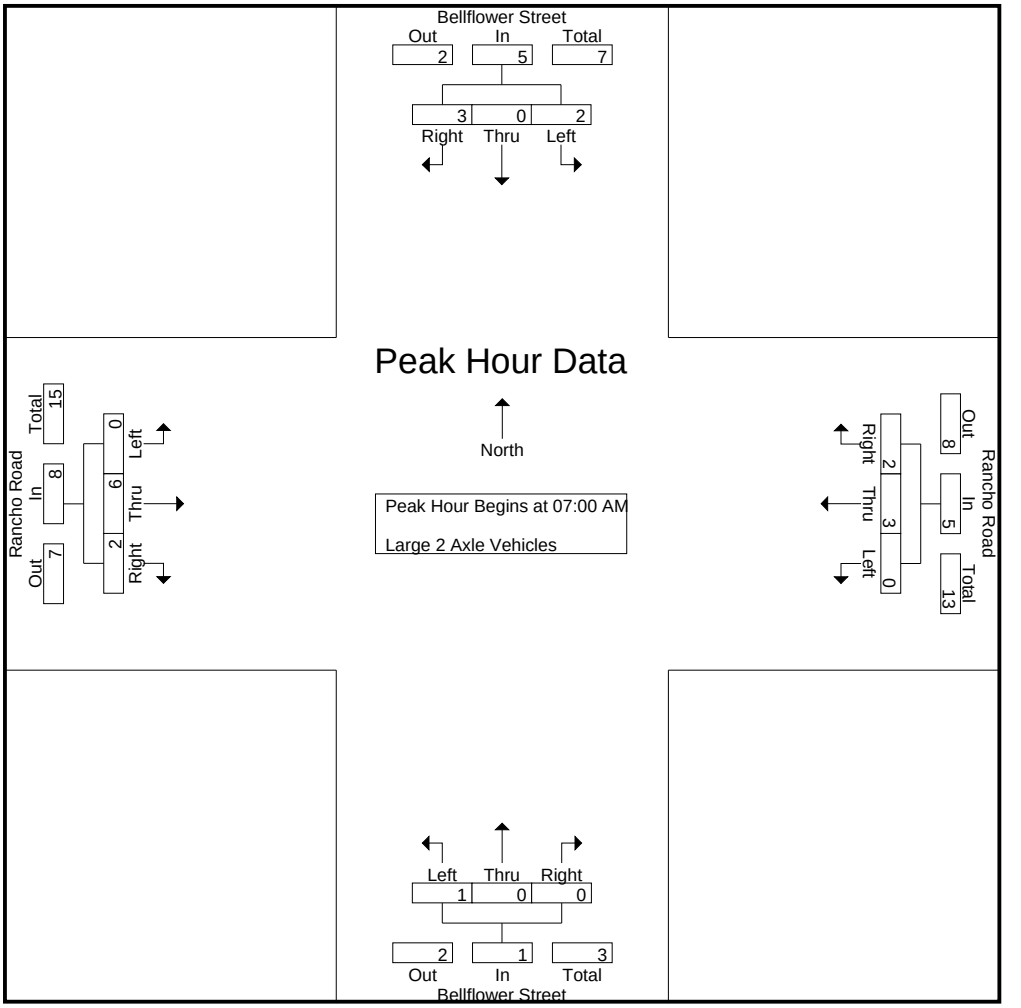
City of Adelanto
N/S: Bellflower Street
E/W: Rancho Road
Weather: Clear

File Name : 01_ADL_Bell_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	**1**	1	0	0	**1**	1	0	0	0	0	0	1	0	1
+15 mins.	**1**	0	1	**2**	0	1	0	1	**1**	0	0	**1**	0	1	0	1
+30 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	**1**	1
+45 mins.	1	0	1	2	0	0	1	1	0	0	0	0	0	**4**	1	**5**
Total Volume	2	0	3	5	0	3	2	5	1	0	0	1	0	6	2	8
% App. Total	40	0	60		0	60	40		100	0	0		0	75	25	
PHF	.500	.000	.750	.625	.000	.375	.500	.625	.250	.000	.000	.250	.000	.375	.500	.400

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City of Adelanto
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E/W: Rancho Road
Weather: Clear

File Name : 01_ADL_Bell_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	Bellflower Street Southbound				Rancho Road Westbound				Bellflower Street Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
07:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	0	0	1	1	1	2	0	3	1	0	0	1	0	3	0	3	8
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	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
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1	3	4
Grand Total	0	0	1	1	1	3	0	4	1	0	0	1	0	5	1	6	12
Apprch %	0	0	100		25	75	0		100	0	0		0	83.3	16.7		
Total %	0	0	8.3	8.3	8.3	25	0	33.3	8.3	0	0	8.3	0	41.7	8.3	50	

	Bellflower Street Southbound				Rancho Road Westbound				Bellflower Street Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**	**3**
07:15 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	1	0	1	2
07:30 AM	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	**1**	**1**	0	1	0	1	0	0	0	0	0	0	0	0	2
Total Volume	0	0	1	1	1	2	0	3	1	0	0	1	0	3	0	3	8
% App. Total	0	0	100		33.3	66.7	0		100	0	0		0	100	0		
PHF	.000	.000	.250	.250	.250	.500	.000	.750	.250	.000	.000	.250	.000	.375	.000	.375	.667

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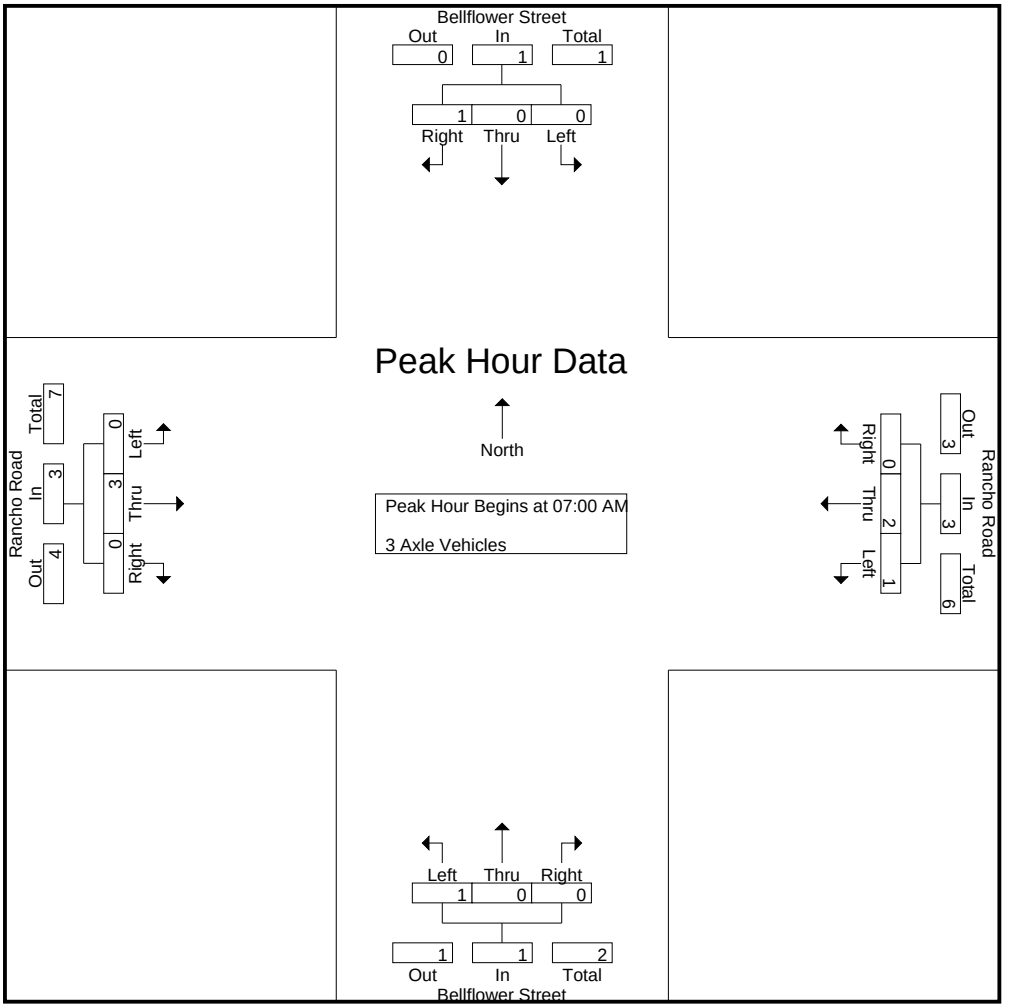
City of Adelanto
N/S: Bellflower Street
E/W: Rancho Road
Weather: Clear

File Name : 01_ADL_Bell_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	1	0	1
+30 mins.	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	**1**	**1**	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	1	2	0	3	1	0	0	1	0	3	0	3
% App. Total	0	0	100		33.3	66.7	0		100	0	0		0	100	0	
PHF	.000	.000	.250	.250	.250	.500	.000	.750	.250	.000	.000	.250	.000	.375	.000	.375

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City of Adelanto
N/S: Bellflower Street
E/W: Rancho Road
Weather: Clear

File Name : 01_ADL_Bell_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	Bellflower Street Southbound				Rancho Road Westbound				Bellflower Street Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	1	7	0	8	0	0	0	0	0	6	0	6	14
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Total	0	0	0	0	0	5	0	5	0	0	0	0	0	10	0	10	15
Grand Total	0	0	0	0	1	12	0	13	0	0	0	0	0	16	0	16	29
Apprch %	0	0	0		7.7	92.3	0		0	0	0		0	100	0		
Total %	0	0	0	0	3.4	41.4	0	44.8	0	0	0	0	0	55.2	0	55.2	

	Bellflower Street Southbound				Rancho Road Westbound				Bellflower Street Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	2	0	2	**5**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**	3
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	**1**	1	0	2	0	0	0	0	0	1	0	1	3
Total Volume	0	0	0	0	1	7	0	8	0	0	0	0	0	6	0	6	14
% App. Total	0	0	0		12.5	87.5	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.583	.000	.667	.000	.000	.000	.000	.000	.500	.000	.500	.700

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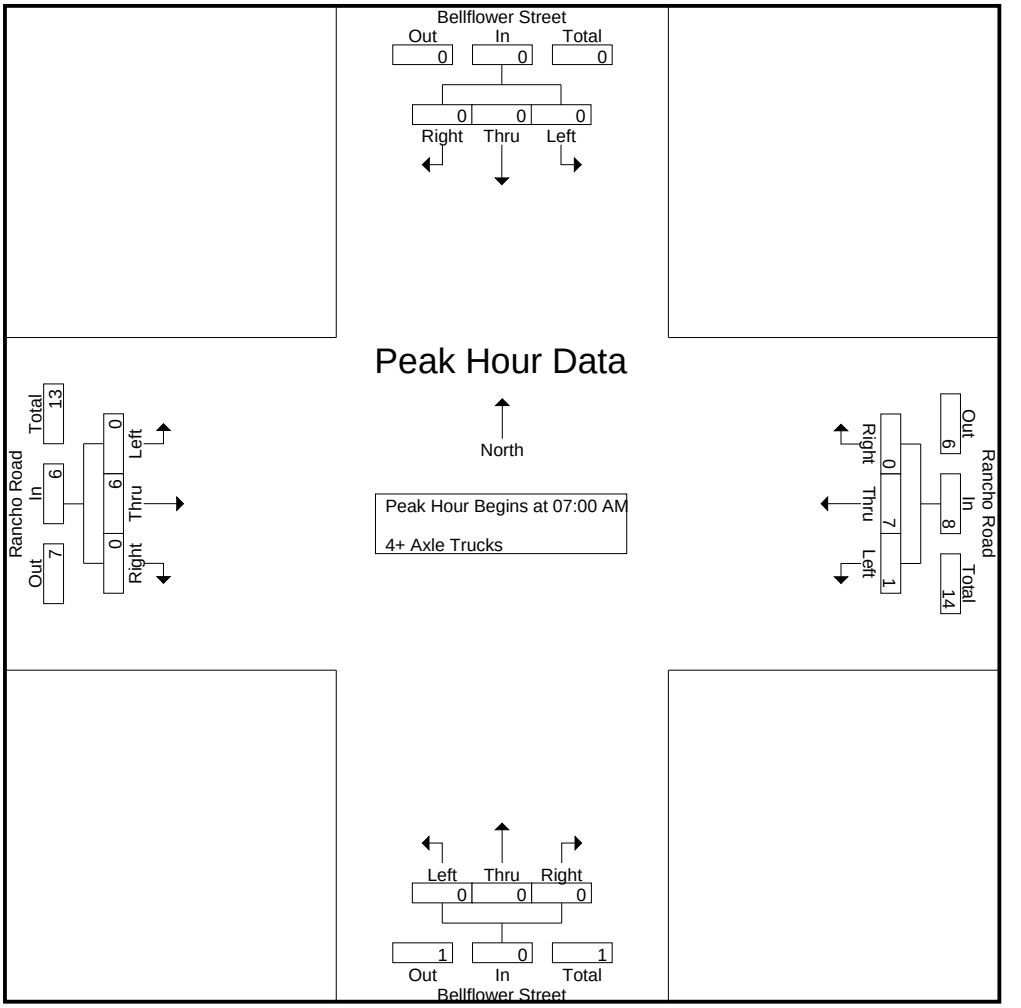
N/S: Bellflower Street
E/W: Rancho Road
Weather: Clear

File Name : 01_ADL_Bell_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	**3**
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	**1**	1	0	2	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	1	7	0	8	0	0	0	0	0	6	0	6
% App. Total	0	0	0		12.5	87.5	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.250	.583	.000	.667	.000	.000	.000	.000	.000	.500	.000	.500

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File Name : 01_ADL_Bell_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

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

	Bellflower Street Southbound				Rancho Road Westbound				Bellflower Street Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	33	2	37	8	16	5	29	4	21	8	33	8	94	60	162	261
04:15 PM	5	21	4	30	5	17	9	31	7	17	4	28	3	63	33	99	188
04:30 PM	2	26	6	34	13	17	9	39	3	16	9	28	3	79	44	126	227
04:45 PM	1	16	2	19	12	20	4	36	4	10	10	24	5	55	28	88	167
Total	10	96	14	120	38	70	27	135	18	64	31	113	19	291	165	475	843
05:00 PM	3	32	2	37	6	22	6	34	3	14	4	21	4	96	56	156	248
05:15 PM	3	27	2	32	5	23	6	34	7	21	5	33	5	45	28	78	177
05:30 PM	5	23	2	30	7	15	9	31	3	28	2	33	7	61	18	86	180
05:45 PM	2	25	1	28	3	19	3	25	5	26	2	33	2	30	12	44	130
Total	13	107	7	127	21	79	24	124	18	89	13	120	18	232	114	364	735
Grand Total	23	203	21	247	59	149	51	259	36	153	44	233	37	523	279	839	1578
Apprch %	9.3	82.2	8.5		22.8	57.5	19.7		15.5	65.7	18.9		4.4	62.3	33.3		
Total %	1.5	12.9	1.3	15.7	3.7	9.4	3.2	16.4	2.3	9.7	2.8	14.8	2.3	33.1	17.7	53.2	
Passenger Vehicles	22	199	19	240	58	138	48	244	35	153	44	232	37	510	275	822	1538
% Passenger Vehicles	95.7	98	90.5	97.2	98.3	92.6	94.1	94.2	97.2	100	100	99.6	100	97.5	98.6	98	97.5
Large 2 Axle Vehicles	1	3	2	6	0	2	3	5	1	0	0	1	0	2	4	6	18
% Large 2 Axle Vehicles	4.3	1.5	9.5	2.4	0	1.3	5.9	1.9	2.8	0	0	0.4	0	0.4	1.4	0.7	1.1
3 Axle Vehicles	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
% 3 Axle Vehicles	0	0	0	0	0	2.7	0	1.5	0	0	0	0	0	0.6	0	0.4	0.4
4+ Axle Trucks	0	1	0	1	1	5	0	6	0	0	0	0	0	8	0	8	15
% 4+ Axle Trucks	0	0.5	0	0.4	1.7	3.4	0	2.3	0	0	0	0	0	1.5	0	1	1

	Bellflower Street Southbound				Rancho Road Westbound				Bellflower Street Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	**33**	2	**37**	8	16	5	29	4	**21**	8	**33**	**8**	**94**	**60**	**162**	**261**
04:15 PM	**5**	21	4	30	5	17	**9**	31	**7**	17	4	28	3	63	33	99	188
04:30 PM	2	26	**6**	34	**13**	17	9	**39**	3	16	9	28	3	79	44	126	227
04:45 PM	1	16	2	19	12	**20**	4	36	4	10	**10**	24	5	55	28	88	167
Total Volume	10	96	14	120	38	70	27	135	18	64	31	113	19	291	165	475	843
% App. Total	8.3	80	11.7		28.1	51.9	20		15.9	56.6	27.4		4	61.3	34.7		
PHF	.500	.727	.583	.811	.731	.875	.750	.865	.643	.762	.775	.856	.594	.774	.688	.733	.807

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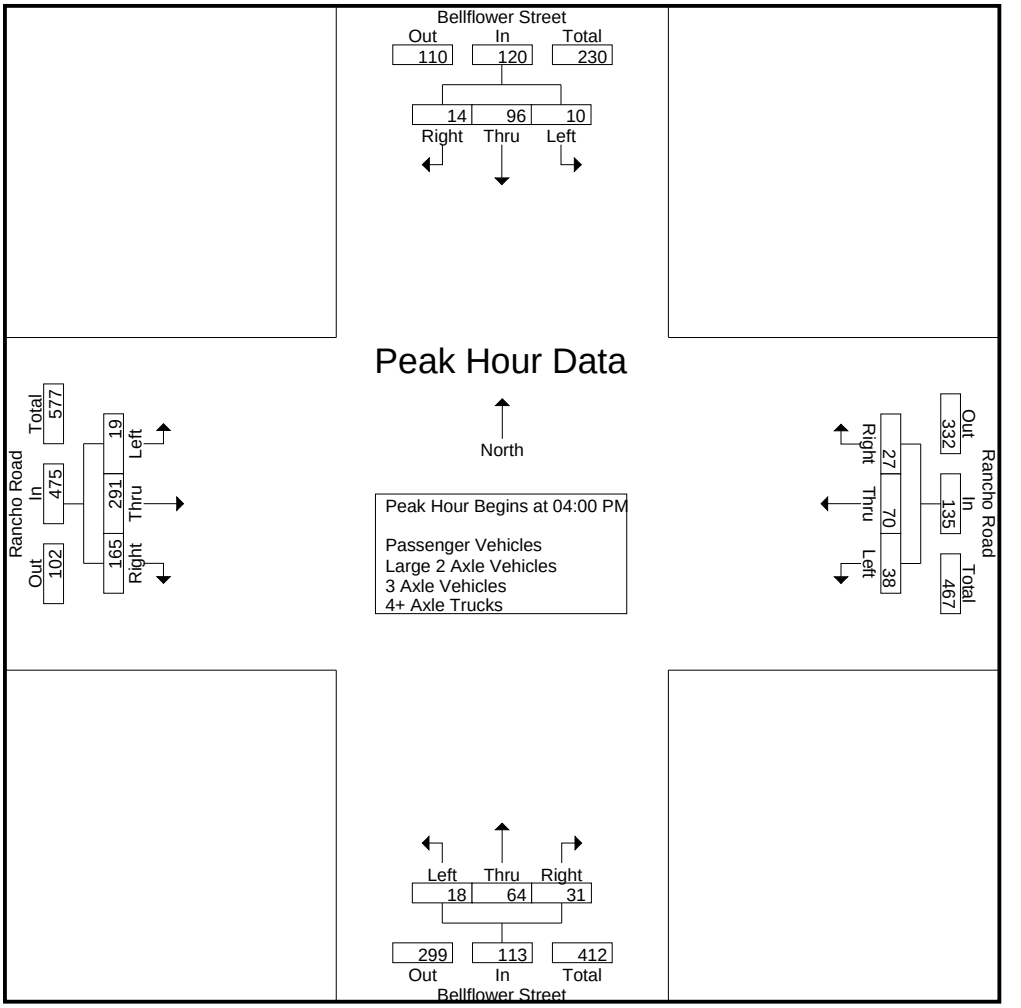
File Name : 01_ADL_Bell_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	05:00 PM				04:30 PM				05:00 PM				04:00 PM			
+0 mins.	3	**32**	**2**	**37**	**13**	17	**9**	**39**	3	14	4	21	**8**	**94**	**60**	**162**
+15 mins.	3	27	2	32	12	20	4	36	**7**	21	**5**	**33**	3	63	33	99
+30 mins.	**5**	23	2	30	6	22	6	34	3	**28**	2	33	3	79	44	126
+45 mins.	2	25	1	28	5	**23**	6	34	5	26	2	33	5	55	28	88
Total Volume	13	107	7	127	36	82	25	143	18	89	13	120	19	291	165	475
% App. Total	10.2	84.3	5.5		25.2	57.3	17.5		15	74.2	10.8		4	61.3	34.7	
PHF	.650	.836	.875	.858	.692	.891	.694	.917	.643	.795	.650	.909	.594	.774	.688	.733

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File Name : 01_ADL_Bell_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Passenger Vehicles

	Bellflower Street Southbound				Rancho Road Westbound				Bellflower Street Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	32	2	36	8	14	5	27	4	21	8	33	8	92	59	159	255
04:15 PM	5	21	4	30	5	15	8	28	6	17	4	27	3	61	33	97	182
04:30 PM	2	25	6	33	13	17	8	38	3	16	9	28	3	74	43	120	219
04:45 PM	1	16	1	18	11	19	4	34	4	10	10	24	5	54	28	87	163
Total	10	94	13	117	37	65	25	127	17	64	31	112	19	281	163	463	819
05:00 PM	3	32	2	37	6	21	6	33	3	14	4	21	4	95	54	153	244
05:15 PM	3	26	2	31	5	21	6	32	7	21	5	33	5	44	28	77	173
05:30 PM	4	23	2	29	7	13	8	28	3	28	2	33	7	60	18	85	175
05:45 PM	2	24	0	26	3	18	3	24	5	26	2	33	2	30	12	44	127
Total	12	105	6	123	21	73	23	117	18	89	13	120	18	229	112	359	719
Grand Total	22	199	19	240	58	138	48	244	35	153	44	232	37	510	275	822	1538
Apprch %	9.2	82.9	7.9		23.8	56.6	19.7		15.1	65.9	19		4.5	62	33.5		
Total %	1.4	12.9	1.2	15.6	3.8	9	3.1	15.9	2.3	9.9	2.9	15.1	2.4	33.2	17.9	53.4	

	Bellflower Street Southbound				Rancho Road Westbound				Bellflower Street Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	**32**	2	**36**	8	14	5	27	4	**21**	8	**33**	**8**	**92**	**59**	**159**	**255**
04:15 PM	**5**	21	4	30	5	15	**8**	28	**6**	17	4	27	3	61	33	97	182
04:30 PM	2	25	**6**	33	**13**	17	8	**38**	3	16	9	28	3	74	43	120	219
04:45 PM	1	16	1	18	11	**19**	4	34	4	10	**10**	24	5	54	28	87	163
Total Volume	10	94	13	117	37	65	25	127	17	64	31	112	19	281	163	463	819
% App. Total	8.5	80.3	11.1		29.1	51.2	19.7		15.2	57.1	27.7		4.1	60.7	35.2		
PHF	.500	.734	.542	.813	.712	.855	.781	.836	.708	.762	.775	.848	.594	.764	.691	.728	.803

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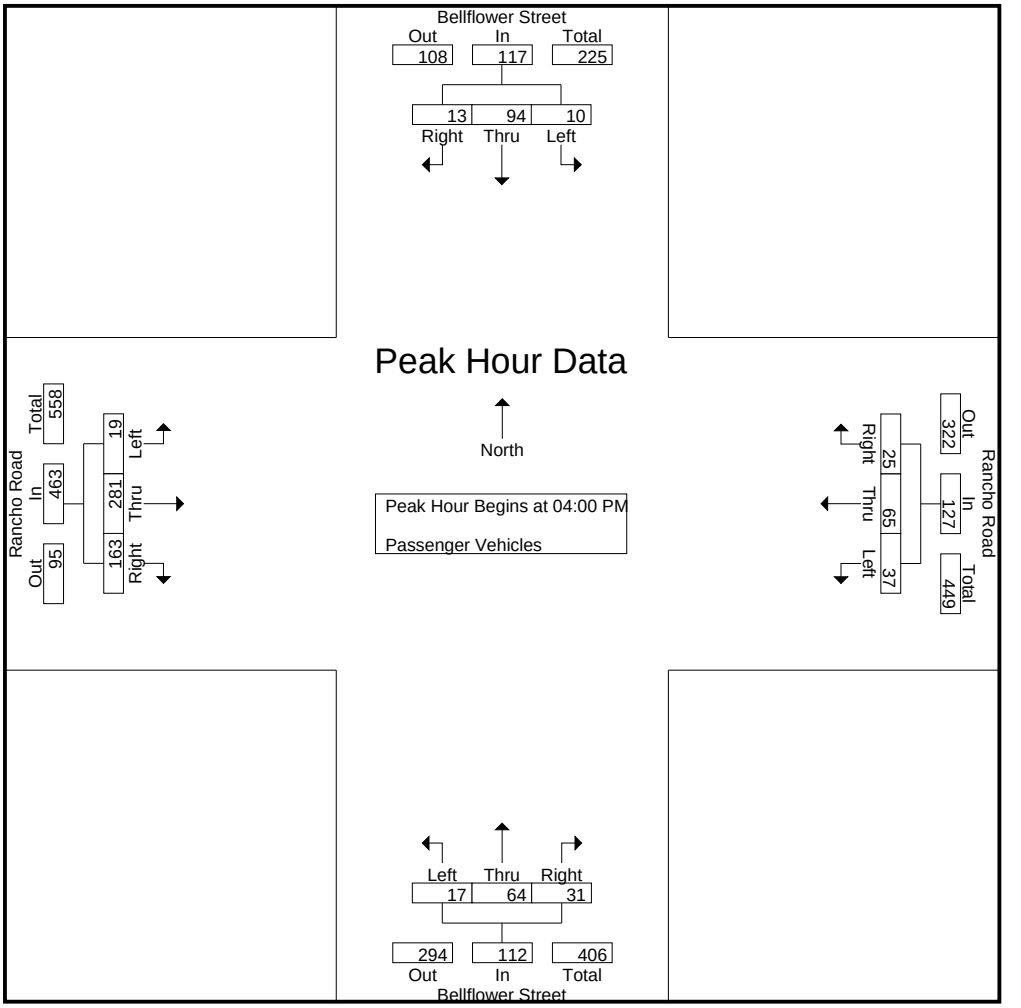
File Name : 01_ADL_Bell_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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.	2	**32**	2	**36**	8	14	5	27	4	**21**	8	**33**	**8**	**92**	**59**	**159**
+15 mins.	**5**	21	4	30	5	15	**8**	28	**6**	17	4	27	3	61	33	97
+30 mins.	2	25	**6**	33	**13**	17	8	**38**	3	16	9	28	3	74	43	120
+45 mins.	1	16	1	18	11	**19**	4	34	4	10	**10**	24	5	54	28	87
Total Volume	10	94	13	117	37	65	25	127	17	64	31	112	19	281	163	463
% App. Total	8.5	80.3	11.1		29.1	51.2	19.7		15.2	57.1	27.7		4.1	60.7	35.2	
PHF	.500	.734	.542	.813	.712	.855	.781	.836	.708	.762	.775	.848	.594	.764	.691	.728

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File Name : 01_ADL_Bell_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Bellflower Street Southbound				Rancho Road Westbound				Bellflower Street Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
04:15 PM	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	2
04:30 PM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	1	1	3
04:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	0	2	1	3	0	0	2	2	1	0	0	1	0	1	2	3	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	1	0	0	1	0	1	1	2	0	0	0	0	0	0	0	0	3
05:45 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	1	1	3	0	2	1	3	0	0	0	0	0	1	2	3	9
Grand Total	1	3	2	6	0	2	3	5	1	0	0	1	0	2	4	6	18
Apprch %	16.7	50	33.3		0	40	60		100	0	0		0	33.3	66.7		
Total %	5.6	16.7	11.1	33.3	0	11.1	16.7	27.8	5.6	0	0	5.6	0	11.1	22.2	33.3	

	Bellflower Street Southbound				Rancho Road Westbound				Bellflower Street Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**	**1**	2
04:15 PM	0	0	0	0	0	0	**1**	**1**	**1**	0	0	**1**	0	0	0	0	2
04:30 PM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	1	1	**3**
04:45 PM	0	0	**1**	1	0	0	0	0	0	0	0	0	0	**1**	0	1	2
Total Volume	0	2	1	3	0	0	2	2	1	0	0	1	0	1	2	3	9
% App. Total	0	66.7	33.3		0	0	100		100	0	0		0	33.3	66.7		
PHF	.000	.500	.250	.750	.000	.000	.500	.500	.250	.000	.000	.250	.000	.250	.500	.750	.750

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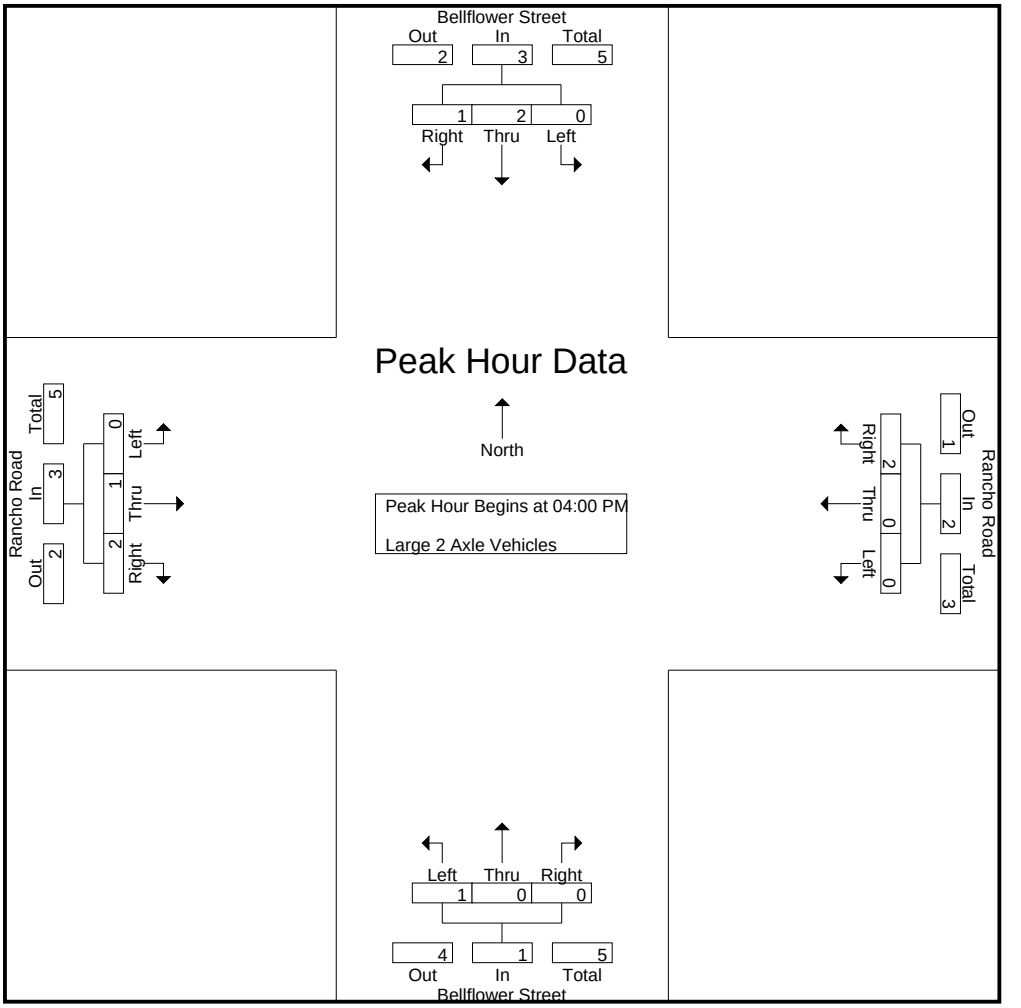
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

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File Name : 01_ADL_Bell_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	Bellflower Street Southbound				Rancho Road Westbound				Bellflower Street Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
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	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Grand Total	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	57.1	0	57.1	0	0	0	0	0	42.9	0	42.9	

	Bellflower Street Southbound				Rancho Road Westbound				Bellflower Street Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**2**
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	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.500

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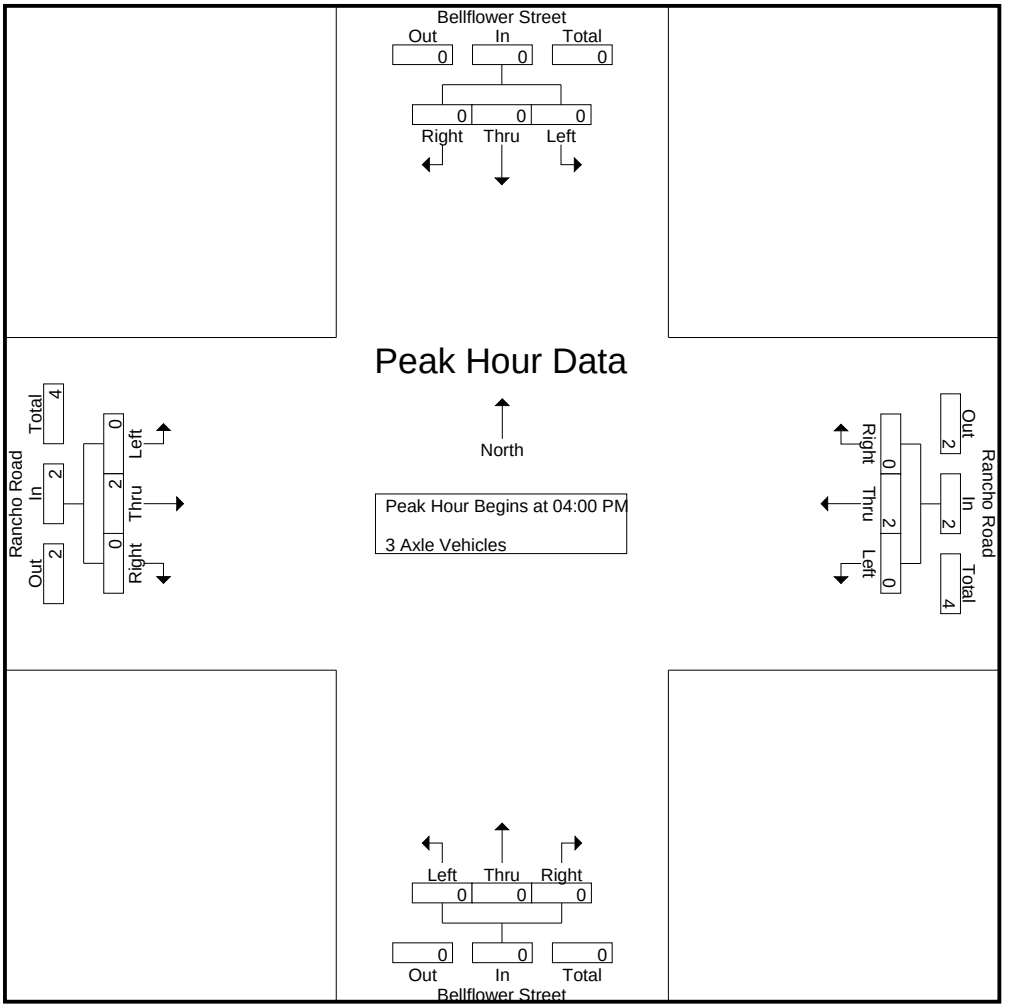
N/S: Bellflower Street
E/W: Rancho Road
Weather: Clear

File Name : 01_ADL_Bell_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

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

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City of Adelanto
N/S: Bellflower Street
E/W: Rancho Road
Weather: Clear

File Name : 01_ADL_Bell_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	Bellflower Street Southbound				Rancho Road Westbound				Bellflower Street Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	3	0	4	0	0	0	0	0	7	0	7	11
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	2	0	2	0	0	0	0	0	1	0	1	4
Grand Total	0	1	0	1	1	5	0	6	0	0	0	0	0	8	0	8	15
Apprch %	0	100	0		16.7	83.3	0		0	0	0		0	100	0		
Total %	0	6.7	0	6.7	6.7	33.3	0	40	0	0	0	0	0	53.3	0	53.3	

	Bellflower Street Southbound				Rancho Road Westbound				Bellflower Street Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:15 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**	0	**5**	**5**
04:45 PM	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	1	3	0	4	0	0	0	0	0	7	0	7	11
% App. Total	0	0	0		25	75	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.375	.000	.500	.000	.000	.000	.000	.000	.350	.000	.350	.550

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City of Adelanto
N/S: Bellflower Street
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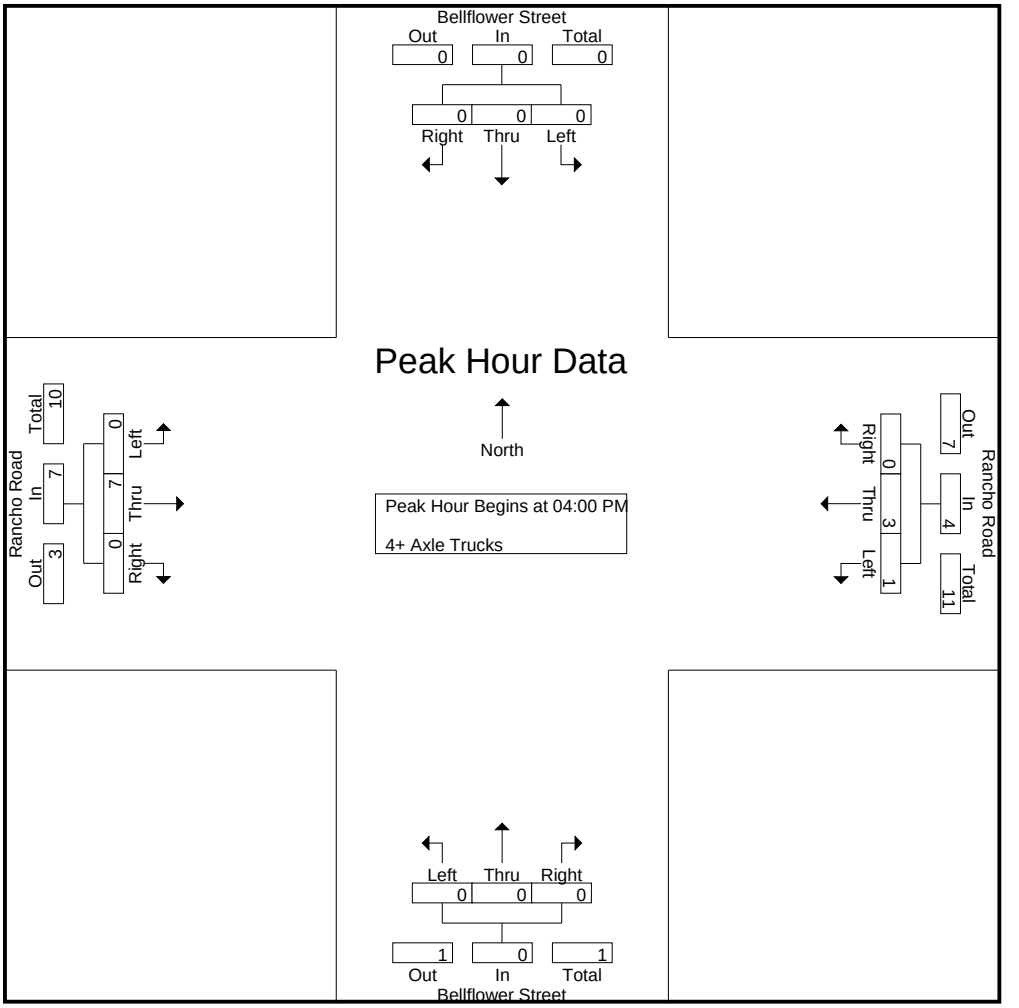
Weather: Clear

File Name : 01_ADL_Bell_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**	0	**5**
+45 mins.	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	3	0	4	0	0	0	0	0	7	0	7
% App. Total	0	0	0		25	75	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.250	.375	.000	.500	.000	.000	.000	.000	.000	.350	.000	.350

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City of Adelanto
N/S: US-395
E/W: Chamberlain Way
Weather: Clear

File Name : 02_ADL_US395_Cham AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

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

	US-395 Southbound				Chamberlain Way Westbound				US-395 Northbound				Chamberlain Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	30	5	36	2	1	0	3	21	78	0	99	2	2	12	16	154
07:15 AM	0	31	0	31	1	4	0	5	15	62	1	78	2	1	32	35	149
07:30 AM	0	53	7	60	7	4	1	12	23	56	0	79	0	3	32	35	186
07:45 AM	3	39	0	42	4	6	0	10	22	46	2	70	1	6	32	39	161
Total	4	153	12	169	14	15	1	30	81	242	3	326	5	12	108	125	650
08:00 AM	0	46	5	51	9	5	3	17	23	67	3	93	4	1	29	34	195
08:15 AM	2	35	4	41	3	6	0	9	21	64	5	90	3	4	26	33	173
08:30 AM	0	38	4	42	3	9	1	13	21	62	2	85	3	11	26	40	180
08:45 AM	0	48	4	52	6	9	1	16	17	59	7	83	2	13	26	41	192
Total	2	167	17	186	21	29	5	55	82	252	17	351	12	29	107	148	740
Grand Total	6	320	29	355	35	44	6	85	163	494	20	677	17	41	215	273	1390
Apprch %	1.7	90.1	8.2		41.2	51.8	7.1		24.1	73	3		6.2	15	78.8		
Total %	0.4	23	2.1	25.5	2.5	3.2	0.4	6.1	11.7	35.5	1.4	48.7	1.2	2.9	15.5	19.6	
Passenger Vehicles	6	221	27	254	35	43	5	83	142	375	18	535	16	37	204	257	1129
% Passenger Vehicles	100	69.1	93.1	71.5	100	97.7	83.3	97.6	87.1	75.9	90	79	94.1	90.2	94.9	94.1	81.2
Large 2 Axle Vehicles	0	15	2	17	0	1	1	2	14	26	2	42	1	4	10	15	76
% Large 2 Axle Vehicles	0	4.7	6.9	4.8	0	2.3	16.7	2.4	8.6	5.3	10	6.2	5.9	9.8	4.7	5.5	5.5
3 Axle Vehicles	0	1	0	1	0	0	0	0	3	13	0	16	0	0	1	1	18
% 3 Axle Vehicles	0	0.3	0	0.3	0	0	0	0	1.8	2.6	0	2.4	0	0	0.5	0.4	1.3
4+ Axle Trucks	0	83	0	83	0	0	0	0	4	80	0	84	0	0	0	0	167
% 4+ Axle Trucks	0	25.9	0	23.4	0	0	0	0	2.5	16.2	0	12.4	0	0	0	0	12

	US-395 Southbound				Chamberlain Way Westbound				US-395 Northbound				Chamberlain Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	46	**5**	51	**9**	5	**3**	**17**	**23**	**67**	3	**93**	**4**	1	**29**	34	**195**
08:15 AM	**2**	35	4	41	3	6	0	9	21	64	5	90	3	4	26	33	173
08:30 AM	0	38	4	42	3	**9**	1	13	21	62	2	85	3	11	26	40	180
08:45 AM	0	**48**	4	**52**	6	9	1	16	17	59	**7**	83	2	**13**	26	**41**	192
Total Volume	2	167	17	186	21	29	5	55	82	252	17	351	12	29	107	148	740
% App. Total	1.1	89.8	9.1		38.2	52.7	9.1		23.4	71.8	4.8		8.1	19.6	72.3		
PHF	.250	.870	.850	.894	.583	.806	.417	.809	.891	.940	.607	.944	.750	.558	.922	.902	.949

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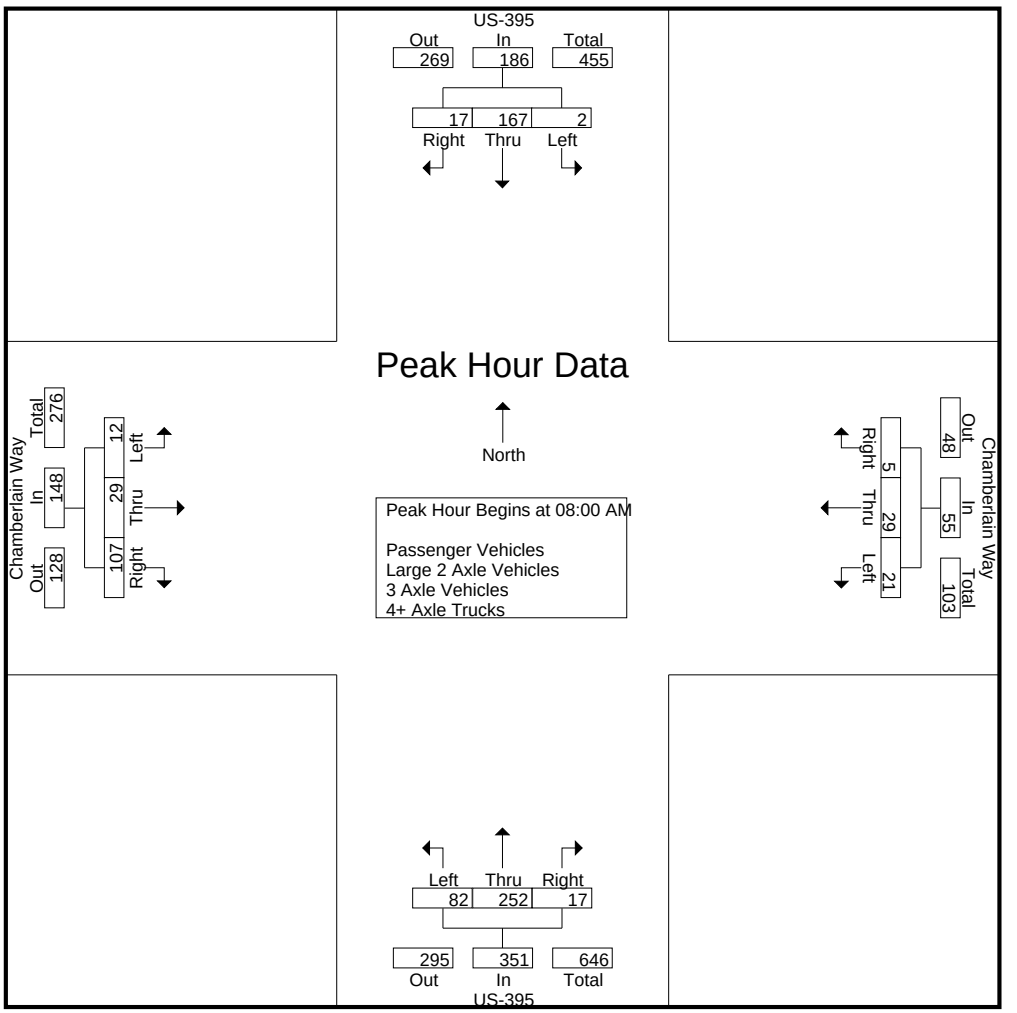
City of Adelanto
N/S: US-395
E/W: Chamberlain Way
Weather: Clear

File Name : 02_ADL_US395_Cham AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	07:30 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	**53**	**7**	**60**	**9**	5	**3**	**17**	**23**	**67**	3	**93**	**4**	1	**29**	34
+15 mins.	**3**	39	0	42	3	6	0	9	21	64	5	90	3	4	26	33
+30 mins.	0	46	5	51	3	**9**	1	13	21	62	2	85	3	11	26	40
+45 mins.	2	35	4	41	6	9	1	16	17	59	**7**	83	2	**13**	26	**41**
Total Volume	5	173	16	194	21	29	5	55	82	252	17	351	12	29	107	148
% App. Total	2.6	89.2	8.2		38.2	52.7	9.1		23.4	71.8	4.8		8.1	19.6	72.3	
PHF	.417	.816	.571	.808	.583	.806	.417	.809	.891	.940	.607	.944	.750	.558	.922	.902

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City of Adelanto
N/S: US-395
E/W: Chamberlain Way
Weather: Clear

File Name : 02_ADL_US395_Cham AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Passenger Vehicles

	US-395 Southbound				Chamberlain Way Westbound				US-395 Northbound				Chamberlain Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	24	4	29	2	1	0	3	18	63	0	81	1	1	12	14	127
07:15 AM	0	20	0	20	1	3	0	4	13	49	1	63	2	1	30	33	120
07:30 AM	0	40	7	47	7	4	1	12	15	42	0	57	0	3	30	33	149
07:45 AM	3	28	0	31	4	6	0	10	18	31	1	50	1	6	32	39	130
Total	4	112	11	127	14	14	1	29	64	185	2	251	4	11	104	119	526
08:00 AM	0	30	5	35	9	5	2	16	22	51	2	75	4	1	29	34	160
08:15 AM	2	19	4	25	3	6	0	9	20	49	5	74	3	2	22	27	135
08:30 AM	0	26	3	29	3	9	1	13	20	47	2	69	3	10	25	38	149
08:45 AM	0	34	4	38	6	9	1	16	16	43	7	66	2	13	24	39	159
Total	2	109	16	127	21	29	4	54	78	190	16	284	12	26	100	138	603
Grand Total	6	221	27	254	35	43	5	83	142	375	18	535	16	37	204	257	1129
Apprch %	2.4	87	10.6		42.2	51.8	6		26.5	70.1	3.4		6.2	14.4	79.4		
Total %	0.5	19.6	2.4	22.5	3.1	3.8	0.4	7.4	12.6	33.2	1.6	47.4	1.4	3.3	18.1	22.8	

	US-395 Southbound				Chamberlain Way Westbound				US-395 Northbound				Chamberlain Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	30	**5**	35	**9**	5	**2**	**16**	**22**	**51**	2	**75**	**4**	1	**29**	34	**160**
08:15 AM	**2**	19	4	25	3	6	0	9	20	49	5	74	3	2	22	27	135
08:30 AM	0	26	3	29	3	**9**	1	13	20	47	2	69	3	10	25	38	149
08:45 AM	0	**34**	4	**38**	6	9	1	16	16	43	**7**	66	2	**13**	24	**39**	159
Total Volume	2	109	16	127	21	29	4	54	78	190	16	284	12	26	100	138	603
% App. Total	1.6	85.8	12.6		38.9	53.7	7.4		27.5	66.9	5.6		8.7	18.8	72.5		
PHF	.250	.801	.800	.836	.583	.806	.500	.844	.886	.931	.571	.947	.750	.500	.862	.885	.942

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City of Adelanto
N/S: US-395
E/W: Chamberlain Way
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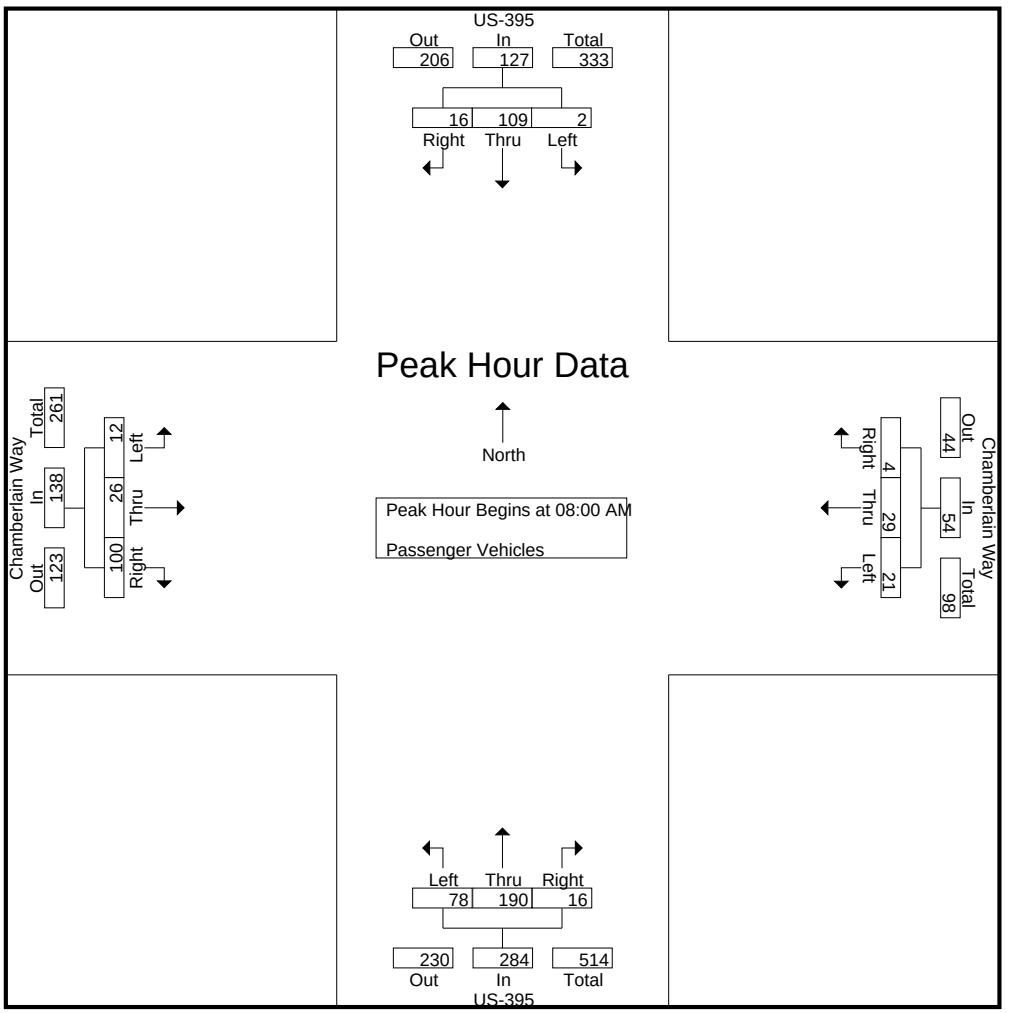
File Name : 02_ADL_US395_Cham AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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	30	**5**	35	**9**	5	**2**	**16**	**22**	**51**	2	**75**	**4**	1	**29**	34
+15 mins.	**2**	19	4	25	3	6	0	9	20	49	5	74	3	2	22	27
+30 mins.	0	26	3	29	3	**9**	1	13	20	47	2	69	3	10	25	38
+45 mins.	0	**34**	4	**38**	6	9	1	16	16	43	**7**	66	2	**13**	24	**39**
Total Volume	2	109	16	127	21	29	4	54	78	190	16	284	12	26	100	138
% App. Total	1.6	85.8	12.6		38.9	53.7	7.4		27.5	66.9	5.6		8.7	18.8	72.5	
PHF	.250	.801	.800	.836	.583	.806	.500	.844	.886	.931	.571	.947	.750	.500	.862	.885

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City of Adelanto
N/S: US-395
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Weather: Clear

File Name : 02_ADL_US395_Cham AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	US-395 Southbound				Chamberlain Way Westbound				US-395 Northbound				Chamberlain Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	2	0	0	0	0	1	3	0	4	1	1	0	2	8
07:15 AM	0	2	0	2	0	1	0	1	2	5	0	7	0	0	1	1	11
07:30 AM	0	2	0	2	0	0	0	0	6	2	0	8	0	0	2	2	12
07:45 AM	0	0	0	0	0	0	0	0	2	2	1	5	0	0	0	0	5
Total	0	5	1	6	0	1	0	1	11	12	1	24	1	1	3	5	36
08:00 AM	0	1	0	1	0	0	1	1	1	1	1	3	0	0	0	0	5
08:15 AM	0	3	0	3	0	0	0	0	0	3	0	3	0	2	4	6	12
08:30 AM	0	1	1	2	0	0	0	0	1	6	0	7	0	1	1	2	11
08:45 AM	0	5	0	5	0	0	0	0	1	4	0	5	0	0	2	2	12
Total	0	10	1	11	0	0	1	1	3	14	1	18	0	3	7	10	40
Grand Total	0	15	2	17	0	1	1	2	14	26	2	42	1	4	10	15	76
Apprch %	0	88.2	11.8		0	50	50		33.3	61.9	4.8		6.7	26.7	66.7		
Total %	0	19.7	2.6	22.4	0	1.3	1.3	2.6	18.4	34.2	2.6	55.3	1.3	5.3	13.2	19.7	

	US-395 Southbound				Chamberlain Way Westbound				US-395 Northbound				Chamberlain Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	1	0	1	0	0	**1**	**1**	**1**	1	**1**	3	0	0	0	0	5
08:15 AM	0	3	0	3	0	0	0	0	0	3	0	3	0	**2**	**4**	**6**	**12**
08:30 AM	0	1	**1**	2	0	0	0	0	1	**6**	0	**7**	0	1	1	2	11
08:45 AM	0	**5**	0	**5**	0	0	0	0	1	4	0	5	0	0	2	2	12
Total Volume	0	10	1	11	0	0	1	1	3	14	1	18	0	3	7	10	40
% App. Total	0	90.9	9.1		0	0	100		16.7	77.8	5.6		0	30	70		
PHF	.000	.500	.250	.550	.000	.000	.250	.250	.750	.583	.250	.643	.000	.375	.438	.417	.833

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City of Adelanto
N/S: US-395
E/W: Chamberlain Way
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File Name : 02_ADL_US395_Cham AM
Site Code : 07523937
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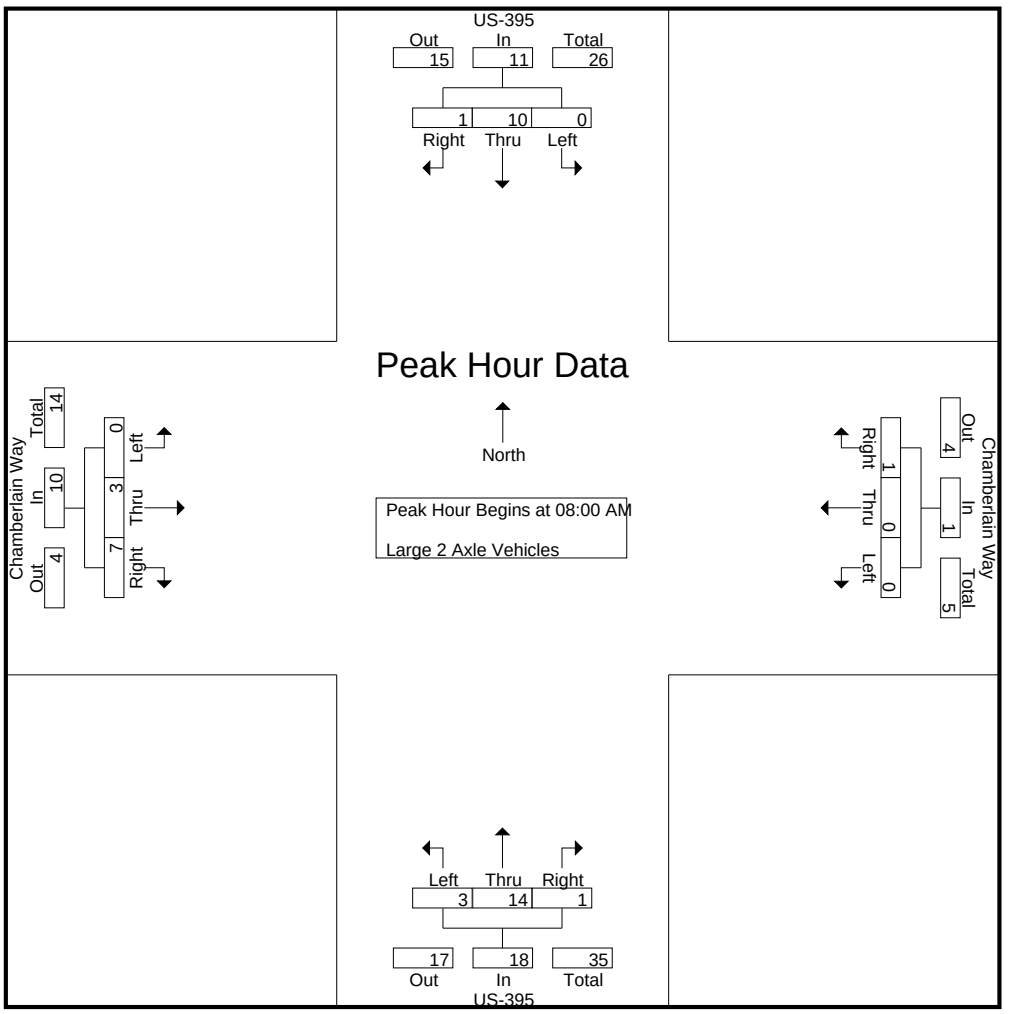
Page No : 2



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

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	1	0	1	0	0	**1**	**1**	**1**	1	**1**	3	0	0	0	0
+15 mins.	0	3	0	3	0	0	0	0	0	3	0	3	0	**2**	**4**	**6**
+30 mins.	0	1	**1**	2	0	0	0	0	1	**6**	0	**7**	0	1	1	2
+45 mins.	0	**5**	0	**5**	0	0	0	0	1	4	0	5	0	0	2	2
Total Volume	0	10	1	11	0	0	1	1	3	14	1	18	0	3	7	10
% App. Total	0	90.9	9.1		0	0	100		16.7	77.8	5.6		0	30	70	
PHF	.000	.500	.250	.550	.000	.000	.250	.250	.750	.583	.250	.643	.000	.375	.438	.417

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City of Adelanto
N/S: US-395
E/W: Chamberlain Way
Weather: Clear

File Name : 02_ADL_US395_Cham AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	US-395 Southbound				Chamberlain Way Westbound				US-395 Northbound				Chamberlain Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	1	3
07:30 AM	0	0	0	0	0	0	0	0	2	5	0	7	0	0	0	0	7
07:45 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	1	0	1	0	0	0	0	3	11	0	14	0	0	1	1	16
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	2	0	2	0	0	0	0	2
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	0	0	2
Grand Total	0	1	0	1	0	0	0	0	3	13	0	16	0	0	1	1	18
Apprch %	0	100	0		0	0	0		18.8	81.2	0		0	0	100		
Total %	0	5.6	0	5.6	0	0	0	0	16.7	72.2	0	88.9	0	0	5.6	5.6	

	US-395 Southbound				Chamberlain Way Westbound				US-395 Northbound				Chamberlain Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	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	**2**	0	**2**	0	0	0	0	**2**
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

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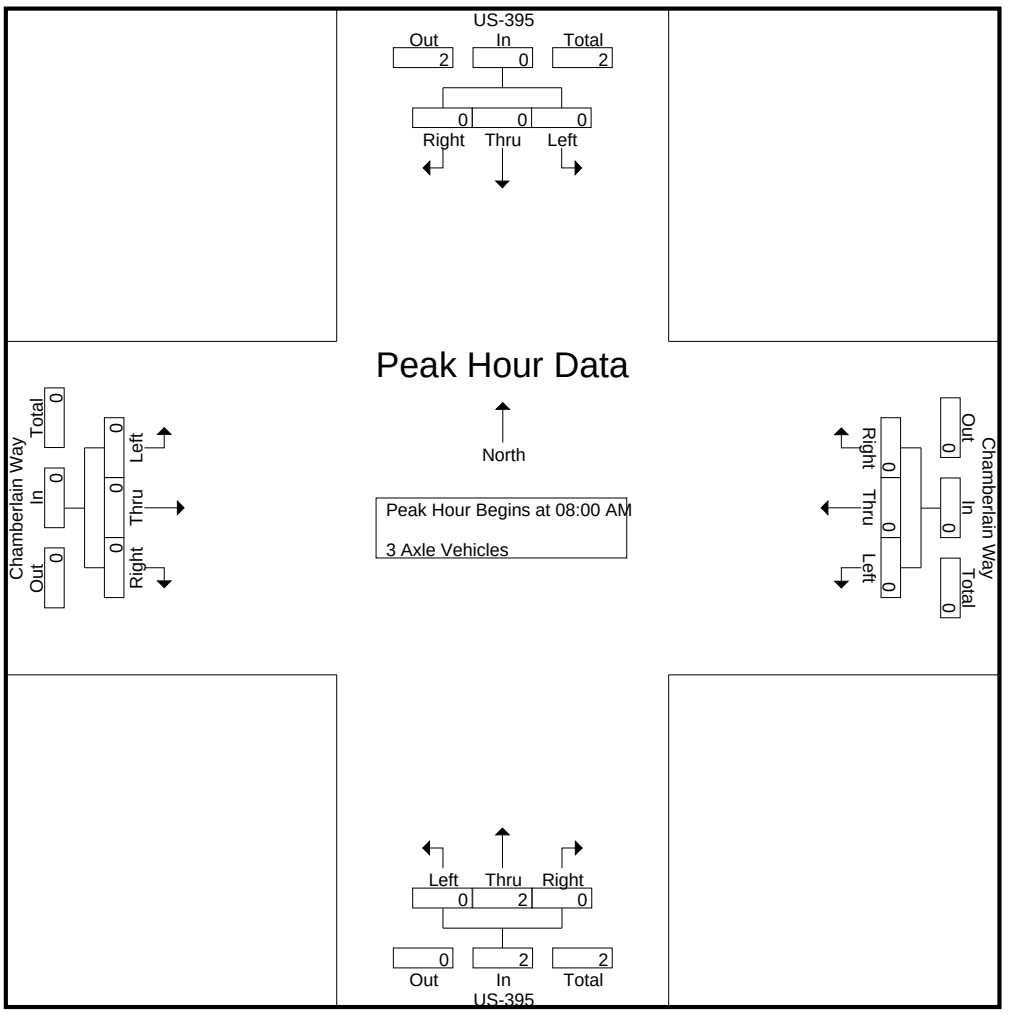
N/S: US-395
E/W: Chamberlain Way
Weather: Clear

File Name : 02_ADL_US395_Cham AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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	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	**2**	0	**2**	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	2	0	2	0	0	0	0
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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E/W: Chamberlain Way
Weather: Clear

File Name : 02_ADL_US395_Cham AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	US-395 Southbound				Chamberlain Way Westbound				US-395 Northbound				Chamberlain Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	0	5	0	0	0	0	1	10	0	11	0	0	0	0	16
07:15 AM	0	9	0	9	0	0	0	0	0	6	0	6	0	0	0	0	15
07:30 AM	0	11	0	11	0	0	0	0	0	7	0	7	0	0	0	0	18
07:45 AM	0	10	0	10	0	0	0	0	2	11	0	13	0	0	0	0	23
Total	0	35	0	35	0	0	0	0	3	34	0	37	0	0	0	0	72
08:00 AM	0	15	0	15	0	0	0	0	0	15	0	15	0	0	0	0	30
08:15 AM	0	13	0	13	0	0	0	0	1	12	0	13	0	0	0	0	26
08:30 AM	0	11	0	11	0	0	0	0	0	7	0	7	0	0	0	0	18
08:45 AM	0	9	0	9	0	0	0	0	0	12	0	12	0	0	0	0	21
Total	0	48	0	48	0	0	0	0	1	46	0	47	0	0	0	0	95
Grand Total	0	83	0	83	0	0	0	0	4	80	0	84	0	0	0	0	167
Apprch %	0	100	0		0	0	0		4.8	95.2	0		0	0	0		
Total %	0	49.7	0	49.7	0	0	0	0	2.4	47.9	0	50.3	0	0	0	0	

	US-395 Southbound				Chamberlain Way Westbound				US-395 Northbound				Chamberlain Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**15**	0	**15**	0	0	0	0	0	**15**	0	**15**	0	0	0	0	**30**
08:15 AM	0	13	0	13	0	0	0	0	**1**	12	0	13	0	0	0	0	26
08:30 AM	0	11	0	11	0	0	0	0	0	7	0	7	0	0	0	0	18
08:45 AM	0	9	0	9	0	0	0	0	0	12	0	12	0	0	0	0	21
Total Volume	0	48	0	48	0	0	0	0	1	46	0	47	0	0	0	0	95
% App. Total	0	100	0		0	0	0		2.1	97.9	0		0	0	0		
PHF	.000	.800	.000	.800	.000	.000	.000	.000	.250	.767	.000	.783	.000	.000	.000	.000	.792

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N/S: US-395
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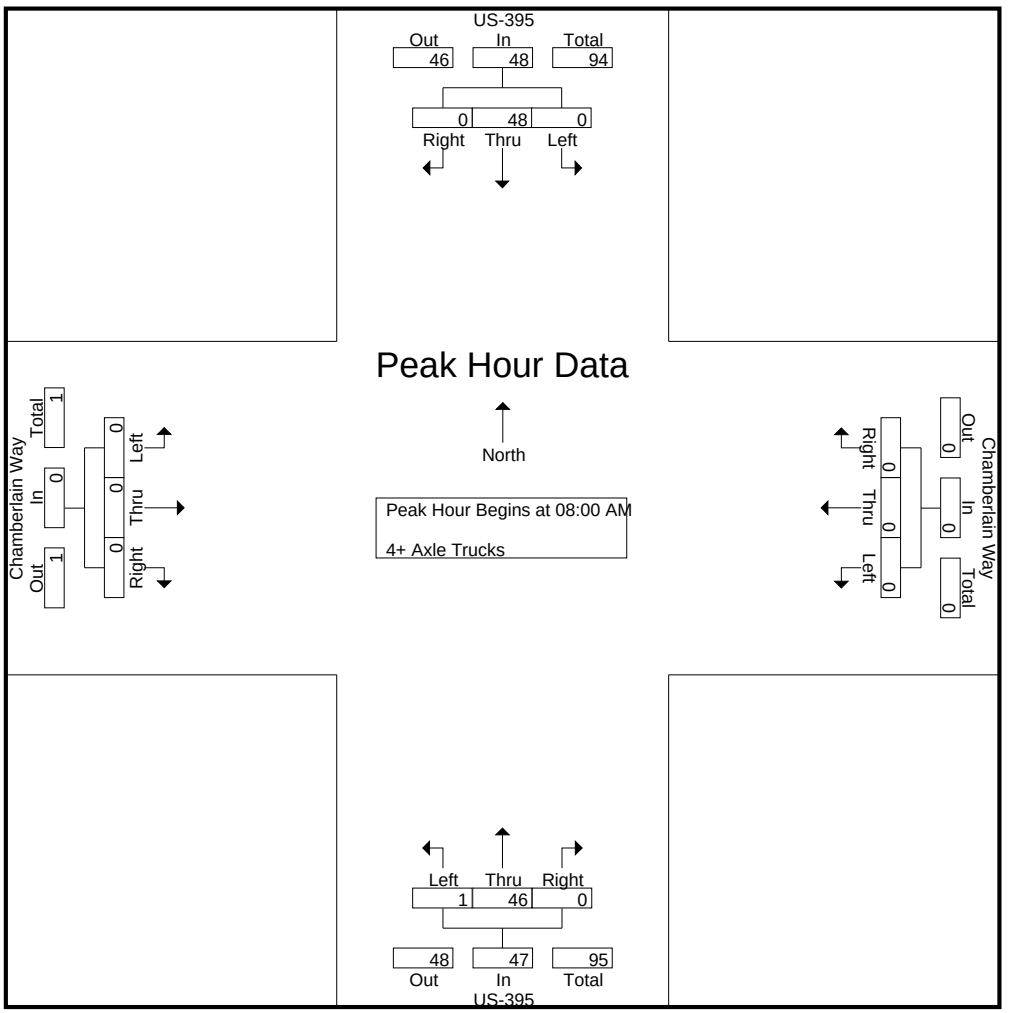
File Name : 02_ADL_US395_Cham AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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	**15**	0	**15**	0	0	0	0	0	**15**	0	**15**	0	0	0	0
+15 mins.	0	13	0	13	0	0	0	0	**1**	12	0	13	0	0	0	0
+30 mins.	0	11	0	11	0	0	0	0	0	7	0	7	0	0	0	0
+45 mins.	0	9	0	9	0	0	0	0	0	12	0	12	0	0	0	0
Total Volume	0	48	0	48	0	0	0	0	1	46	0	47	0	0	0	0
% App. Total	0	100	0		0	0	0		2.1	97.9	0		0	0	0	
PHF	.000	.800	.000	.800	.000	.000	.000	.000	.250	.767	.000	.783	.000	.000	.000	.000

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City of Adelanto
N/S: US-395
E/W: Chamberlain Way
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File Name : 02_ADL_US395_Cham PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

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

	US-395 Southbound				Chamberlain Way Westbound				US-395 Northbound				Chamberlain Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	112	3	117	8	6	0	14	34	54	6	94	1	7	40	48	273
04:15 PM	0	108	5	113	2	6	1	9	48	37	7	92	4	3	34	41	255
04:30 PM	1	94	3	98	3	5	0	8	30	48	2	80	6	12	41	59	245
04:45 PM	0	121	3	124	2	10	1	13	33	54	2	89	6	7	37	50	276
Total	3	435	14	452	15	27	2	44	145	193	17	355	17	29	152	198	1049
05:00 PM	0	159	4	163	3	9	1	13	53	48	10	111	1	3	36	40	327
05:15 PM	0	127	2	129	3	11	1	15	34	37	8	79	4	9	33	46	269
05:30 PM	1	90	1	92	10	8	0	18	39	50	5	94	6	10	39	55	259
05:45 PM	3	125	9	137	1	12	0	13	25	28	6	59	3	6	39	48	257
Total	4	501	16	521	17	40	2	59	151	163	29	343	14	28	147	189	1112
Grand Total	7	936	30	973	32	67	4	103	296	356	46	698	31	57	299	387	2161
Apprch %	0.7	96.2	3.1		31.1	65	3.9		42.4	51	6.6		8	14.7	77.3		
Total %	0.3	43.3	1.4	45	1.5	3.1	0.2	4.8	13.7	16.5	2.1	32.3	1.4	2.6	13.8	17.9	
Passenger Vehicles	7	758	28	793	32	67	3	102	289	276	46	611	28	54	293	375	1881
% Passenger Vehicles	100	81	93.3	81.5	100	100	75	99	97.6	77.5	100	87.5	90.3	94.7	98	96.9	87
Large 2 Axle Vehicles	0	34	2	36	0	0	1	1	5	17	0	22	1	3	6	10	69
% Large 2 Axle Vehicles	0	3.6	6.7	3.7	0	0	25	1	1.7	4.8	0	3.2	3.2	5.3	2	2.6	3.2
3 Axle Vehicles	0	15	0	15	0	0	0	0	0	5	0	5	0	0	0	0	20
% 3 Axle Vehicles	0	1.6	0	1.5	0	0	0	0	0	1.4	0	0.7	0	0	0	0	0.9
4+ Axle Trucks	0	129	0	129	0	0	0	0	2	58	0	60	2	0	0	2	191
% 4+ Axle Trucks	0	13.8	0	13.3	0	0	0	0	0.7	16.3	0	8.6	6.5	0	0	0.5	8.8

	US-395 Southbound				Chamberlain Way Westbound				US-395 Northbound				Chamberlain Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	121	3	124	2	10	**1**	13	33	**54**	2	89	**6**	7	37	50	276
05:00 PM	0	**159**	**4**	**163**	3	9	1	13	**53**	48	**10**	**111**	1	3	36	40	**327**
05:15 PM	0	127	2	129	3	**11**	1	15	34	37	8	79	4	9	33	46	269
05:30 PM	**1**	90	1	92	**10**	8	0	**18**	39	50	5	94	6	**10**	**39**	**55**	259
Total Volume	1	497	10	508	18	38	3	59	159	189	25	373	17	29	145	191	1131
% App. Total	0.2	97.8	2		30.5	64.4	5.1		42.6	50.7	6.7		8.9	15.2	75.9		
PHF	.250	.781	.625	.779	.450	.864	.750	.819	.750	.875	.625	.840	.708	.725	.929	.868	.865

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City of Adelanto
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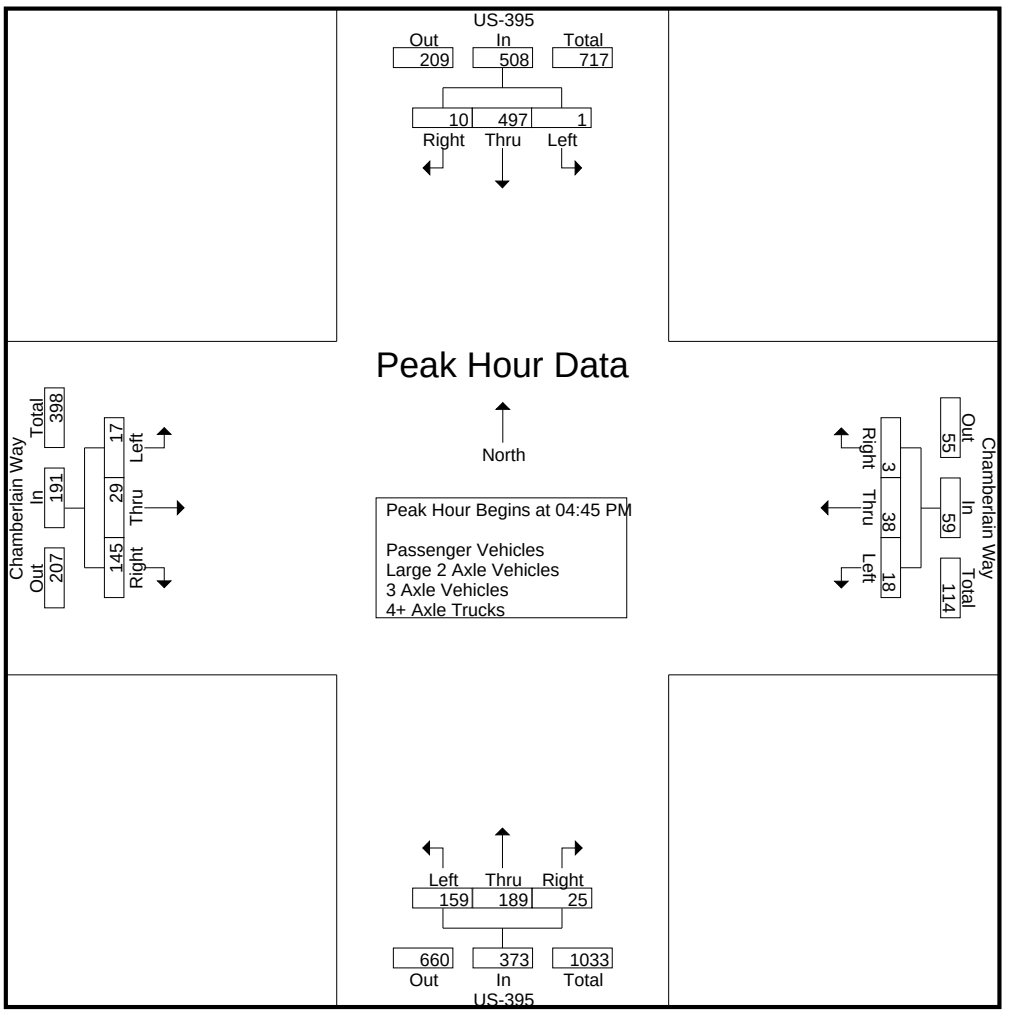
File Name : 02_ADL_US395_Cham PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	05:00 PM				04:45 PM				04:45 PM				04:00 PM			
+0 mins.	0	**159**	4	**163**	2	10	**1**	13	33	**54**	2	89	1	7	40	48
+15 mins.	0	127	2	129	3	9	1	13	**53**	48	**10**	**111**	4	3	34	41
+30 mins.	1	90	1	92	3	**11**	1	15	34	37	8	79	**6**	**12**	**41**	**59**
+45 mins.	**3**	125	**9**	137	**10**	8	0	**18**	39	50	5	94	6	7	37	50
Total Volume	4	501	16	521	18	38	3	59	159	189	25	373	17	29	152	198
% App. Total	0.8	96.2	3.1		30.5	64.4	5.1		42.6	50.7	6.7		8.6	14.6	76.8	
PHF	.333	.788	.444	.799	.450	.864	.750	.819	.750	.875	.625	.840	.708	.604	.927	.839

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N/S: US-395
E/W: Chamberlain Way
Weather: Clear

File Name : 02_ADL_US395_Cham PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Passenger Vehicles

	US-395 Southbound				Chamberlain Way Westbound				US-395 Northbound				Chamberlain Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	86	3	91	8	6	0	14	34	42	6	82	1	6	38	45	232
04:15 PM	0	89	4	93	2	6	1	9	47	25	7	79	3	3	33	39	220
04:30 PM	1	73	3	77	3	5	0	8	30	37	2	69	6	12	41	59	213
04:45 PM	0	90	3	93	2	10	1	13	33	45	2	80	5	6	36	47	233
Total	3	338	13	354	15	27	2	44	144	149	17	310	15	27	148	190	898
05:00 PM	0	134	4	138	3	9	1	13	51	37	10	98	1	3	35	39	288
05:15 PM	0	106	2	108	3	11	0	14	32	30	8	70	4	9	33	46	238
05:30 PM	1	76	1	78	10	8	0	18	37	40	5	82	5	10	39	54	232
05:45 PM	3	104	8	115	1	12	0	13	25	20	6	51	3	5	38	46	225
Total	4	420	15	439	17	40	1	58	145	127	29	301	13	27	145	185	983
Grand Total	7	758	28	793	32	67	3	102	289	276	46	611	28	54	293	375	1881
Apprch %	0.9	95.6	3.5		31.4	65.7	2.9		47.3	45.2	7.5		7.5	14.4	78.1		
Total %	0.4	40.3	1.5	42.2	1.7	3.6	0.2	5.4	15.4	14.7	2.4	32.5	1.5	2.9	15.6	19.9	

	US-395 Southbound				Chamberlain Way Westbound				US-395 Northbound				Chamberlain Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	90	3	93	2	10	**1**	13	33	**45**	2	80	**5**	6	36	47	233
05:00 PM	0	**134**	**4**	**138**	3	9	1	13	**51**	37	**10**	**98**	1	3	35	39	**288**
05:15 PM	0	106	2	108	3	**11**	0	14	32	30	8	70	4	9	33	46	238
05:30 PM	**1**	76	1	78	**10**	8	0	**18**	37	40	5	82	5	**10**	**39**	**54**	232
Total Volume	1	406	10	417	18	38	2	58	153	152	25	330	15	28	143	186	991
% App. Total	0.2	97.4	2.4		31	65.5	3.4		46.4	46.1	7.6		8.1	15.1	76.9		
PHF	.250	.757	.625	.755	.450	.864	.500	.806	.750	.844	.625	.842	.750	.700	.917	.861	.860

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N/S: US-395
E/W: Chamberlain Way
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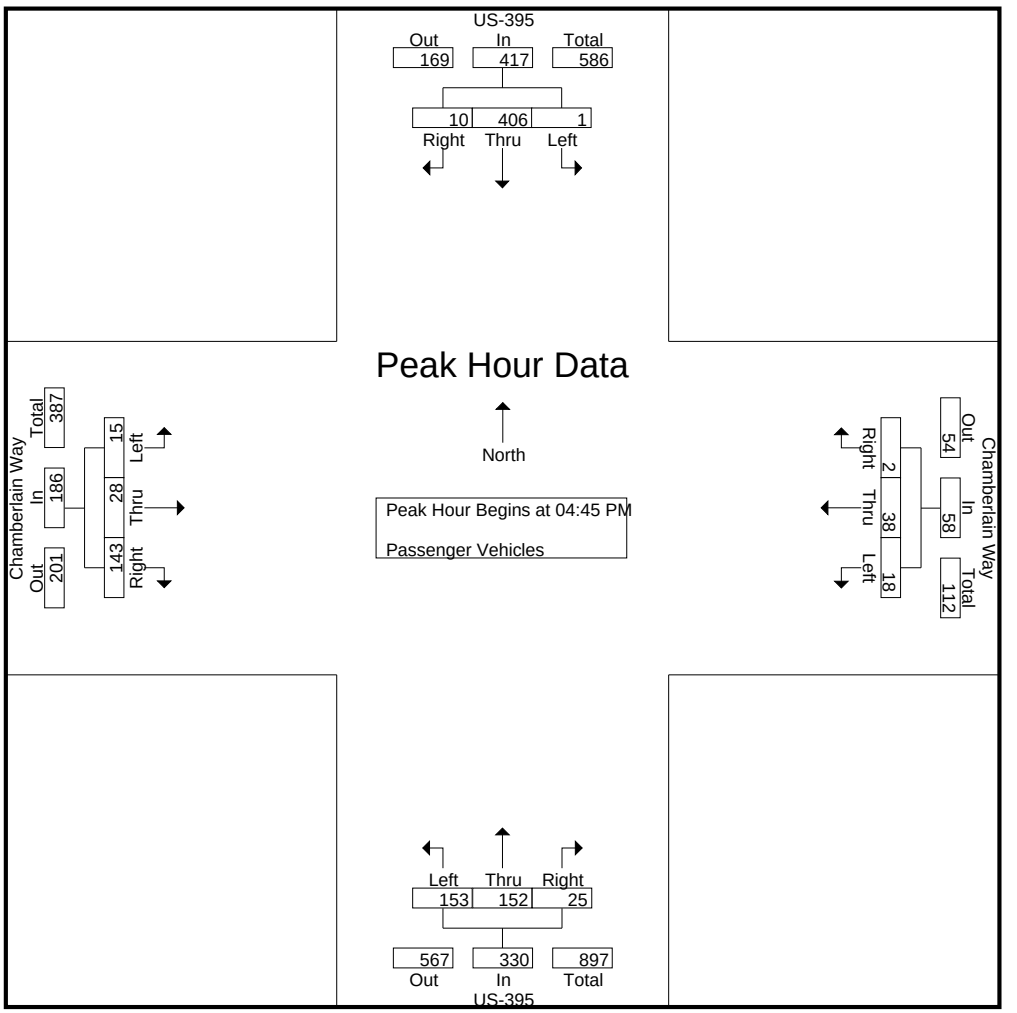
File Name : 02_ADL_US395_Cham PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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	90	3	93	2	10	**1**	13	33	**45**	2	80	**5**	6	36	47
+15 mins.	0	**134**	**4**	**138**	3	9	1	13	**51**	37	**10**	**98**	1	3	35	39
+30 mins.	0	106	2	108	3	**11**	0	14	32	30	8	70	4	9	33	46
+45 mins.	**1**	76	1	78	**10**	8	0	**18**	37	40	5	82	5	**10**	**39**	**54**
Total Volume	1	406	10	417	18	38	2	58	153	152	25	330	15	28	143	186
% App. Total	0.2	97.4	2.4		31	65.5	3.4		46.4	46.1	7.6		8.1	15.1	76.9	
PHF	.250	.757	.625	.755	.450	.864	.500	.806	.750	.844	.625	.842	.750	.700	.917	.861

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N/S: US-395
E/W: Chamberlain Way
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File Name : 02_ADL_US395_Cham PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	US-395 Southbound				Chamberlain Way Westbound				US-395 Northbound				Chamberlain Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	7	0	7	0	0	0	0	0	3	0	3	0	1	2	3	13
04:15 PM	0	2	1	3	0	0	0	0	1	1	0	2	1	0	1	2	7
04:30 PM	0	6	0	6	0	0	0	0	0	1	0	1	0	0	0	0	7
04:45 PM	0	6	0	6	0	0	0	0	0	3	0	3	0	1	1	2	11
Total	0	21	1	22	0	0	0	0	1	8	0	9	1	2	4	7	38
05:00 PM	0	6	0	6	0	0	0	0	2	3	0	5	0	0	1	1	12
05:15 PM	0	4	0	4	0	0	1	1	1	2	0	3	0	0	0	0	8
05:30 PM	0	1	0	1	0	0	0	0	1	4	0	5	0	0	0	0	6
05:45 PM	0	2	1	3	0	0	0	0	0	0	0	0	0	1	1	2	5
Total	0	13	1	14	0	0	1	1	4	9	0	13	0	1	2	3	31
Grand Total	0	34	2	36	0	0	1	1	5	17	0	22	1	3	6	10	69
Apprch %	0	94.4	5.6		0	0	100		22.7	77.3	0		10	30	60		
Total %	0	49.3	2.9	52.2	0	0	1.4	1.4	7.2	24.6	0	31.9	1.4	4.3	8.7	14.5	

	US-395 Southbound				Chamberlain Way Westbound				US-395 Northbound				Chamberlain Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**6**	0	**6**	0	0	0	0	0	3	0	3	0	**1**	**1**	**2**	11
05:00 PM	0	6	0	6	0	0	0	0	**2**	3	0	**5**	0	0	1	1	**12**
05:15 PM	0	4	0	4	0	0	**1**	**1**	1	2	0	3	0	0	0	0	8
05:30 PM	0	1	0	1	0	0	0	0	1	**4**	0	5	0	0	0	0	6
Total Volume	0	17	0	17	0	0	1	1	4	12	0	16	0	1	2	3	37
% App. Total	0	100	0		0	0	100		25	75	0		0	33.3	66.7		
PHF	.000	.708	.000	.708	.000	.000	.250	.250	.500	.750	.000	.800	.000	.250	.500	.375	.771

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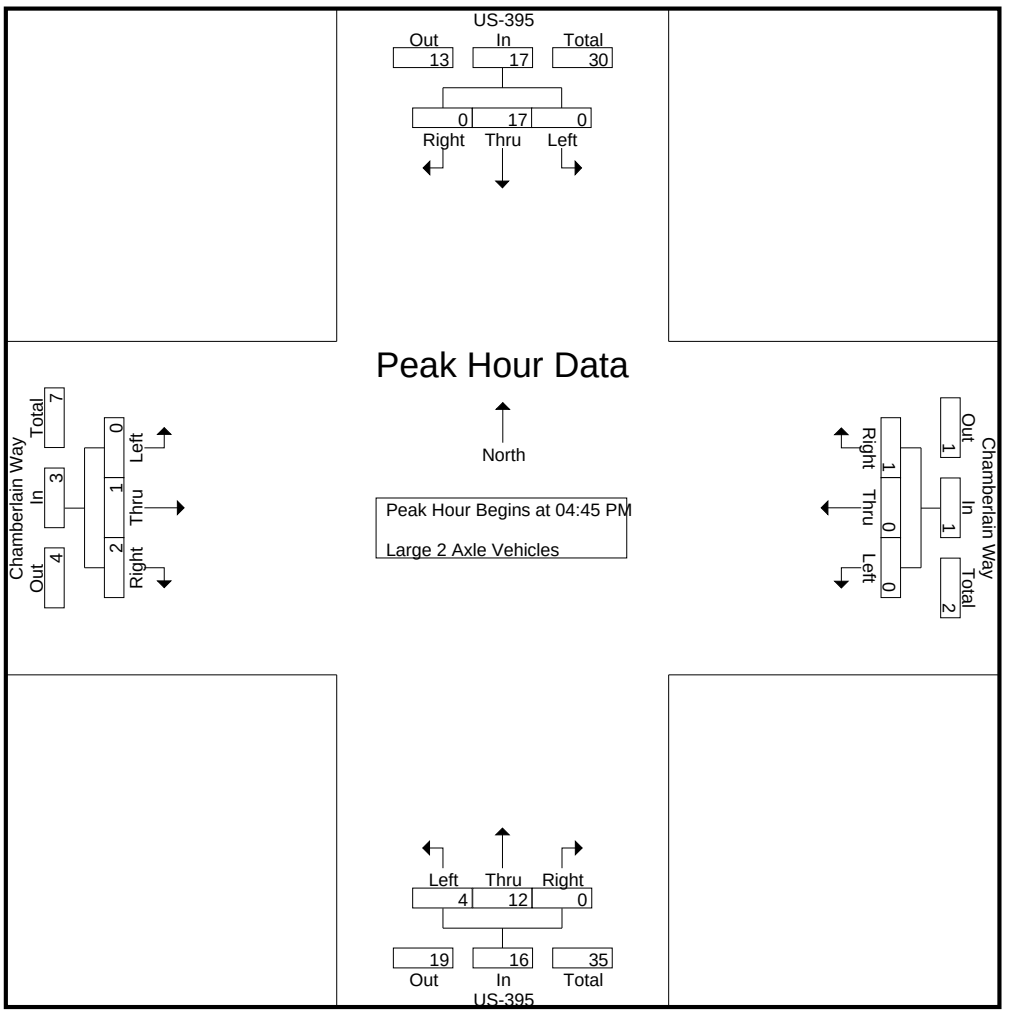
City of Adelanto
N/S: US-395
E/W: Chamberlain Way
Weather: Clear

File Name : 02_ADL_US395_Cham PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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	**6**	0	**6**	0	0	0	0	0	3	0	3	0	**1**	**1**	**2**
+15 mins.	0	6	0	6	0	0	0	0	**2**	3	0	**5**	0	0	1	1
+30 mins.	0	4	0	4	0	0	**1**	**1**	1	2	0	3	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	1	**4**	0	5	0	0	0	0
Total Volume	0	17	0	17	0	0	1	1	4	12	0	16	0	1	2	3
% App. Total	0	100	0		0	0	100		25	75	0		0	33.3	66.7	
PHF	.000	.708	.000	.708	.000	.000	.250	.250	.500	.750	.000	.800	.000	.250	.500	.375

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File Name : 02_ADL_US395_Cham PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	US-395 Southbound				Chamberlain Way Westbound				US-395 Northbound				Chamberlain Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
04:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	10	0	10	0	0	0	0	0	4	0	4	0	0	0	0	14
05:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
Grand Total	0	15	0	15	0	0	0	0	0	5	0	5	0	0	0	0	20
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	75	0	75	0	0	0	0	0	25	0	25	0	0	0	0	

	US-395 Southbound				Chamberlain Way Westbound				US-395 Northbound				Chamberlain Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**3**
05:00 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	5	0	5	0	0	0	0	0	2	0	2	0	0	0	0	7
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.583

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City of Adelanto
N/S: US-395
E/W: Chamberlain Way
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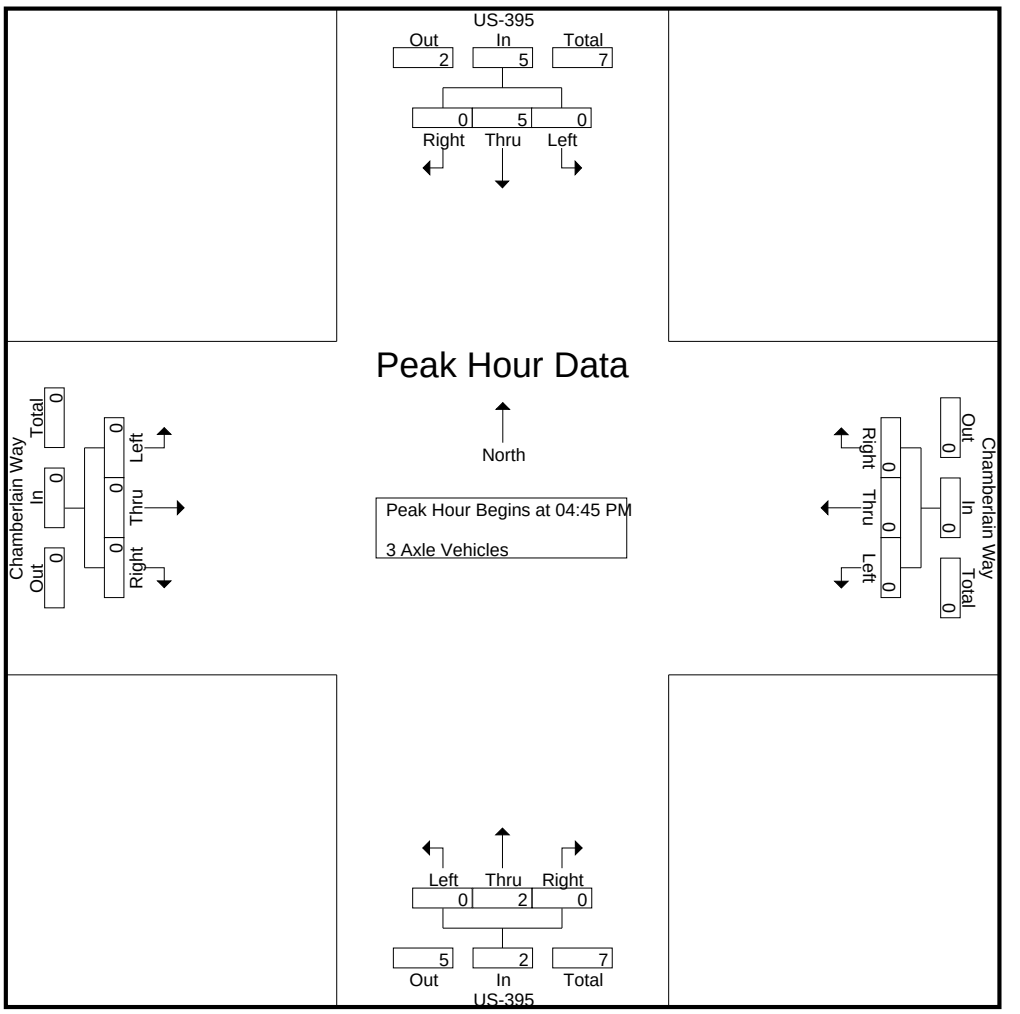
File Name : 02_ADL_US395_Cham PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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	1	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+15 mins.	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	5	0	5	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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City of Adelanto
N/S: US-395
E/W: Chamberlain Way
Weather: Clear

File Name : 02_ADL_US395_Cham PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	US-395 Southbound				Chamberlain Way Westbound				US-395 Northbound				Chamberlain Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	16	0	16	0	0	0	0	0	9	0	9	0	0	0	0	25
04:15 PM	0	14	0	14	0	0	0	0	0	11	0	11	0	0	0	0	25
04:30 PM	0	12	0	12	0	0	0	0	0	8	0	8	0	0	0	0	20
04:45 PM	0	24	0	24	0	0	0	0	0	4	0	4	1	0	0	1	29
Total	0	66	0	66	0	0	0	0	0	32	0	32	1	0	0	1	99
05:00 PM	0	17	0	17	0	0	0	0	0	8	0	8	0	0	0	0	25
05:15 PM	0	16	0	16	0	0	0	0	1	5	0	6	0	0	0	0	22
05:30 PM	0	12	0	12	0	0	0	0	1	6	0	7	1	0	0	1	20
05:45 PM	0	18	0	18	0	0	0	0	0	7	0	7	0	0	0	0	25
Total	0	63	0	63	0	0	0	0	2	26	0	28	1	0	0	1	92
Grand Total	0	129	0	129	0	0	0	0	2	58	0	60	2	0	0	2	191
Apprch %	0	100	0		0	0	0		3.3	96.7	0		100	0	0		
Total %	0	67.5	0	67.5	0	0	0	0	1	30.4	0	31.4	1	0	0	1	

	US-395 Southbound				Chamberlain Way Westbound				US-395 Northbound				Chamberlain Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**24**	0	**24**	0	0	0	0	0	4	0	4	**1**	0	0	**1**	**29**
05:00 PM	0	17	0	17	0	0	0	0	0	**8**	0	**8**	0	0	0	0	25
05:15 PM	0	16	0	16	0	0	0	0	**1**	5	0	6	0	0	0	0	22
05:30 PM	0	12	0	12	0	0	0	0	1	6	0	7	1	0	0	1	20
Total Volume	0	69	0	69	0	0	0	0	2	23	0	25	2	0	0	2	96
% App. Total	0	100	0		0	0	0		8	92	0		100	0	0		
PHF	.000	.719	.000	.719	.000	.000	.000	.000	.500	.719	.000	.781	.500	.000	.000	.500	.828

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City of Adelanto
N/S: US-395
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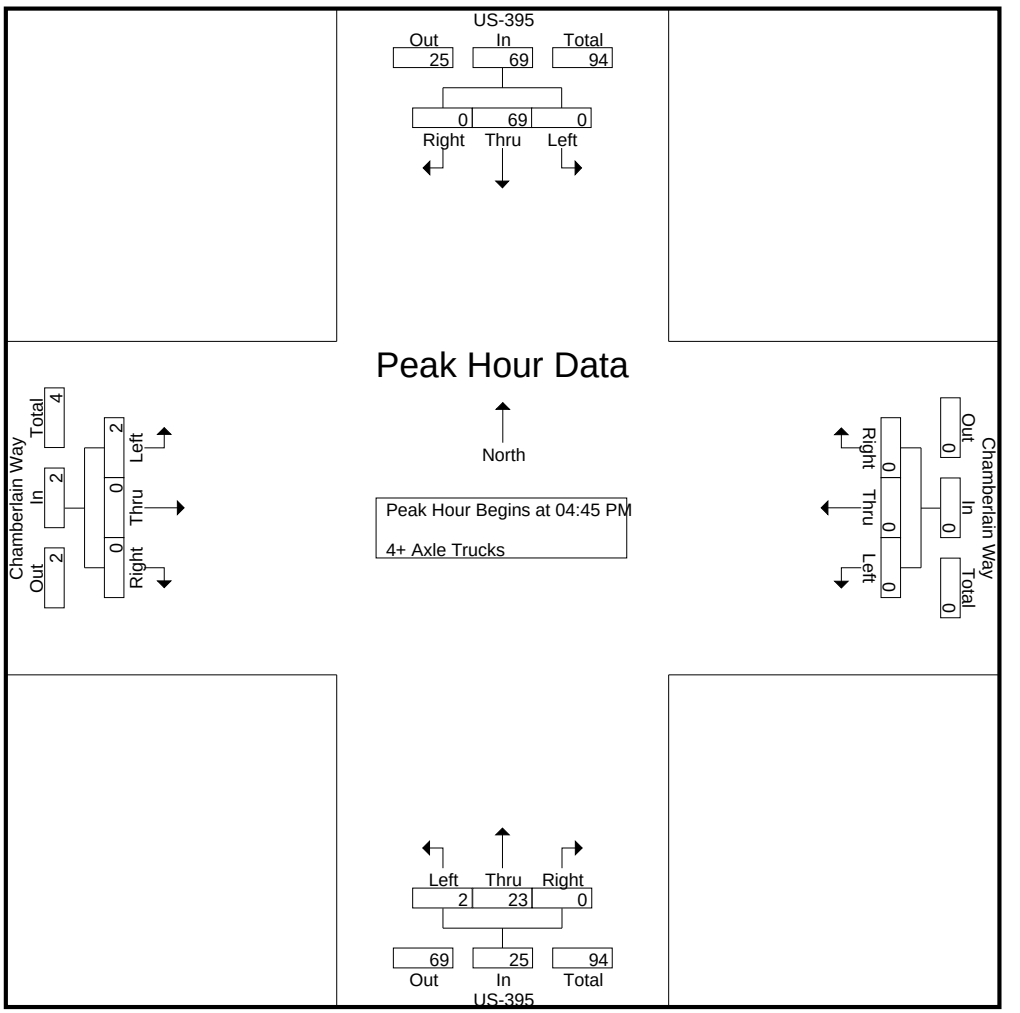
File Name : 02_ADL_US395_Cham PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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	**24**	0	**24**	0	0	0	0	0	4	0	4	**1**	0	0	**1**
+15 mins.	0	17	0	17	0	0	0	0	0	**8**	0	**8**	0	0	0	0
+30 mins.	0	16	0	16	0	0	0	0	**1**	5	0	6	0	0	0	0
+45 mins.	0	12	0	12	0	0	0	0	1	6	0	7	1	0	0	1
Total Volume	0	69	0	69	0	0	0	0	2	23	0	25	2	0	0	2
% App. Total	0	100	0		0	0	0		8	92	0		100	0	0	
PHF	.000	.719	.000	.719	.000	.000	.000	.000	.500	.719	.000	.781	.500	.000	.000	.500

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City of Adelanto
N/S: US-395
E/W: Bartlett Avenue
Weather: Clear

File Name : 03_ADL_US395_Bart AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

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

	US-395 Southbound				Bartlett Avenue Westbound				US-395 Northbound				Bartlett Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	45	3	49	4	6	2	12	10	76	4	90	0	4	17	21	172
07:15 AM	1	46	1	48	7	3	0	10	16	64	5	85	0	4	14	18	161
07:30 AM	0	53	1	54	6	3	1	10	11	77	2	90	0	7	25	32	186
07:45 AM	1	67	4	72	8	6	0	14	28	80	9	117	1	4	16	21	224
Total	3	211	9	223	25	18	3	46	65	297	20	382	1	19	72	92	743
08:00 AM	1	47	2	50	4	4	0	8	21	68	5	94	1	9	13	23	175
08:15 AM	1	58	0	59	2	9	0	11	16	90	3	109	2	10	19	31	210
08:30 AM	2	63	2	67	5	6	4	15	16	62	1	79	0	7	26	33	194
08:45 AM	3	53	1	57	3	12	3	18	18	63	9	90	0	11	17	28	193
Total	7	221	5	233	14	31	7	52	71	283	18	372	3	37	75	115	772
Grand Total	10	432	14	456	39	49	10	98	136	580	38	754	4	56	147	207	1515
Apprch %	2.2	94.7	3.1		39.8	50	10.2		18	76.9	5		1.9	27.1	71		
Total %	0.7	28.5	0.9	30.1	2.6	3.2	0.7	6.5	9	38.3	2.5	49.8	0.3	3.7	9.7	13.7	
Passenger Vehicles	8	342	12	362	39	45	9	93	134	439	33	606	4	54	144	202	1263
% Passenger Vehicles	80	79.2	85.7	79.4	100	91.8	90	94.9	98.5	75.7	86.8	80.4	100	96.4	98	97.6	83.4
Large 2 Axle Vehicles	0	13	1	14	0	3	1	4	2	28	2	32	0	2	2	4	54
% Large 2 Axle Vehicles	0	3	7.1	3.1	0	6.1	10	4.1	1.5	4.8	5.3	4.2	0	3.6	1.4	1.9	3.6
3 Axle Vehicles	0	6	0	6	0	1	0	1	0	12	2	14	0	0	0	0	21
% 3 Axle Vehicles	0	1.4	0	1.3	0	2	0	1	0	2.1	5.3	1.9	0	0	0	0	1.4
4+ Axle Trucks	2	71	1	74	0	0	0	0	0	101	1	102	0	0	1	1	177
% 4+ Axle Trucks	20	16.4	7.1	16.2	0	0	0	0	0	17.4	2.6	13.5	0	0	0.7	0.5	11.7

	US-395 Southbound				Bartlett Avenue Westbound				US-395 Northbound				Bartlett Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	**67**	**4**	**72**	**8**	6	0	14	**28**	80	**9**	**117**	1	4	16	21	**224**
08:00 AM	1	47	2	50	4	4	0	8	21	68	5	94	1	9	13	23	175
08:15 AM	1	58	0	59	2	**9**	0	11	16	**90**	3	109	**2**	**10**	19	31	210
08:30 AM	**2**	63	2	67	5	6	**4**	**15**	16	62	1	79	0	7	**26**	**33**	194
Total Volume	5	235	8	248	19	25	4	48	81	300	18	399	4	30	74	108	803
% App. Total	2	94.8	3.2		39.6	52.1	8.3		20.3	75.2	4.5		3.7	27.8	68.5		
PHF	.625	.877	.500	.861	.594	.694	.250	.800	.723	.833	.500	.853	.500	.750	.712	.818	.896

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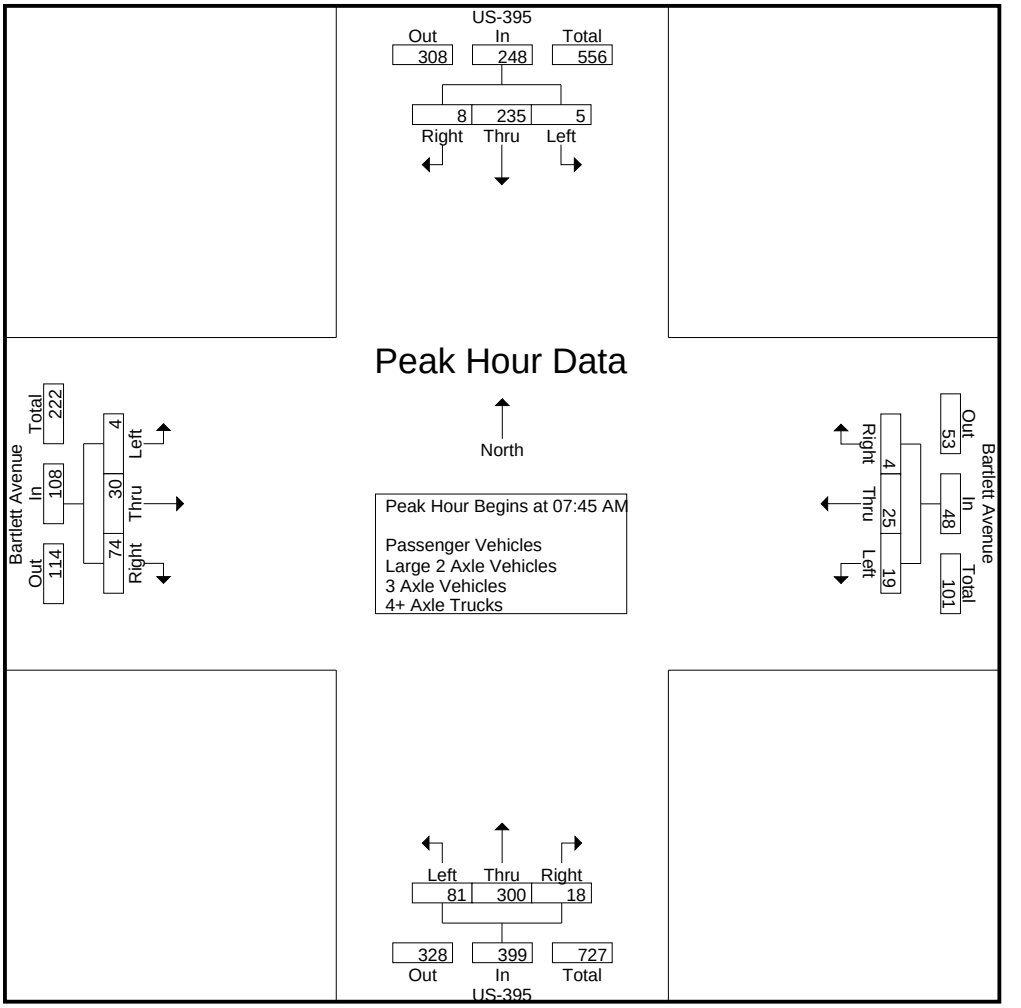
City of Adelanto
N/S: US-395
E/W: Bartlett Avenue
Weather: Clear

File Name : 03_ADL_US395_Bart AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	07:45 AM				08:00 AM				07:30 AM				08:00 AM			
+0 mins.	1	**67**	**4**	**72**	4	4	0	8	11	77	2	90	1	9	13	23
+15 mins.	1	47	2	50	2	9	0	11	**28**	80	**9**	**117**	**2**	10	19	31
+30 mins.	1	58	0	59	**5**	6	**4**	15	21	68	5	94	0	7	**26**	**33**
+45 mins.	**2**	63	2	67	3	**12**	3	**18**	16	**90**	3	109	0	**11**	17	28
Total Volume	5	235	8	248	14	31	7	52	76	315	19	410	3	37	75	115
% App. Total	2	94.8	3.2		26.9	59.6	13.5		18.5	76.8	4.6		2.6	32.2	65.2	
PHF	.625	.877	.500	.861	.700	.646	.438	.722	.679	.875	.528	.876	.375	.841	.721	.871

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City of Adelanto
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File Name : 03_ADL_US395_Bart AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Passenger Vehicles

	US-395 Southbound				Bartlett Avenue Westbound				US-395 Northbound				Bartlett Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	38	3	42	4	5	2	11	9	65	4	78	0	4	17	21	152
07:15 AM	1	37	1	39	7	3	0	10	16	54	5	75	0	3	13	16	140
07:30 AM	0	44	1	45	6	2	1	9	11	61	2	74	0	7	25	32	160
07:45 AM	0	53	3	56	8	5	0	13	28	57	9	94	1	4	16	21	184
Total	2	172	8	182	25	15	3	43	64	237	20	321	1	18	71	90	636
08:00 AM	1	38	2	41	4	4	0	8	21	46	3	70	1	9	12	22	141
08:15 AM	1	40	0	41	2	9	0	11	16	67	2	85	2	9	19	30	167
08:30 AM	1	50	1	52	5	6	3	14	16	40	0	56	0	7	25	32	154
08:45 AM	3	42	1	46	3	11	3	17	17	49	8	74	0	11	17	28	165
Total	6	170	4	180	14	30	6	50	70	202	13	285	3	36	73	112	627
Grand Total	8	342	12	362	39	45	9	93	134	439	33	606	4	54	144	202	1263
Apprch %	2.2	94.5	3.3		41.9	48.4	9.7		22.1	72.4	5.4		2	26.7	71.3		
Total %	0.6	27.1	1	28.7	3.1	3.6	0.7	7.4	10.6	34.8	2.6	48	0.3	4.3	11.4	16	

	US-395 Southbound				Bartlett Avenue Westbound				US-395 Northbound				Bartlett Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**53**	**3**	**56**	**8**	5	0	13	**28**	57	**9**	**94**	1	4	16	21	**184**
08:00 AM	**1**	38	2	41	4	4	0	8	21	46	3	70	1	**9**	12	22	141
08:15 AM	1	40	0	41	2	**9**	0	11	16	**67**	2	85	**2**	9	19	30	167
08:30 AM	1	50	1	52	5	6	**3**	**14**	16	40	0	56	0	7	**25**	**32**	154
Total Volume	3	181	6	190	19	24	3	46	81	210	14	305	4	29	72	105	646
% App. Total	1.6	95.3	3.2		41.3	52.2	6.5		26.6	68.9	4.6		3.8	27.6	68.6		
PHF	.750	.854	.500	.848	.594	.667	.250	.821	.723	.784	.389	.811	.500	.806	.720	.820	.878

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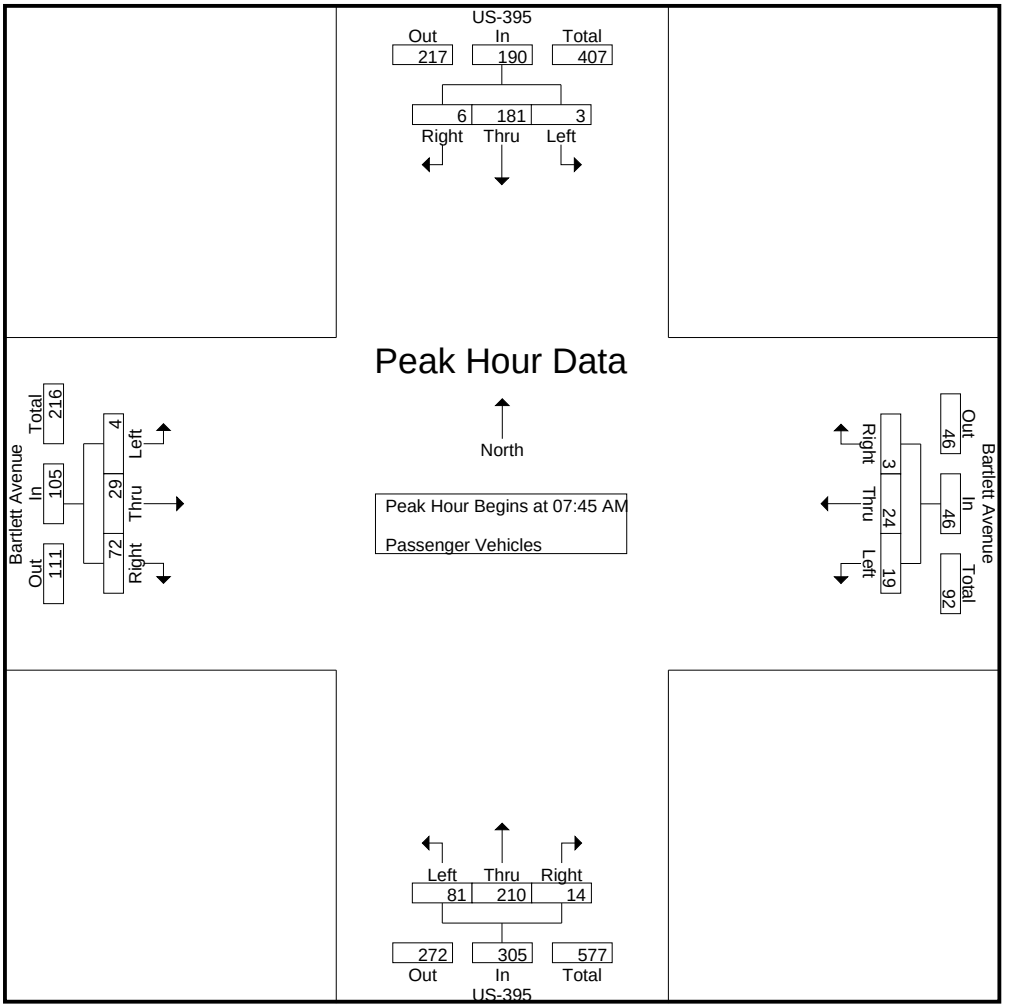
City of Adelanto
N/S: US-395
E/W: Bartlett Avenue
Weather: Clear

File Name : 03_ADL_US395_Bart AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	**53**	**3**	**56**	**8**	5	0	13	**28**	57	**9**	**94**	1	4	16	21
+15 mins.	**1**	38	2	41	4	4	0	8	21	46	3	70	1	**9**	12	22
+30 mins.	1	40	0	41	2	**9**	0	11	16	**67**	2	85	**2**	9	19	30
+45 mins.	1	50	1	52	5	6	**3**	**14**	16	40	0	56	0	7	**25**	**32**
Total Volume	3	181	6	190	19	24	3	46	81	210	14	305	4	29	72	105
% App. Total	1.6	95.3	3.2		41.3	52.2	6.5		26.6	68.9	4.6		3.8	27.6	68.6	
PHF	.750	.854	.500	.848	.594	.667	.250	.821	.723	.784	.389	.811	.500	.806	.720	.820

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City of Adelanto
N/S: US-395
E/W: Bartlett Avenue
Weather: Clear

File Name : 03_ADL_US395_Bart AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	US-395 Southbound				Bartlett Avenue Westbound				US-395 Northbound				Bartlett Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	1	0	1	1	2	0	3	0	0	0	0	6
07:15 AM	0	2	0	2	0	0	0	0	0	6	0	6	0	1	0	1	9
07:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
07:45 AM	0	2	0	2	0	1	0	1	0	4	0	4	0	0	0	0	7
Total	0	7	0	7	0	2	0	2	1	14	0	15	0	1	0	1	25
08:00 AM	0	0	0	0	0	0	0	0	0	3	1	4	0	0	1	1	5
08:15 AM	0	2	0	2	0	0	0	0	0	6	1	7	0	1	0	1	10
08:30 AM	0	2	1	3	0	0	1	1	0	3	0	3	0	0	1	1	8
08:45 AM	0	2	0	2	0	1	0	1	1	2	0	3	0	0	0	0	6
Total	0	6	1	7	0	1	1	2	1	14	2	17	0	1	2	3	29
Grand Total	0	13	1	14	0	3	1	4	2	28	2	32	0	2	2	4	54
Apprch %	0	92.9	7.1		0	75	25		6.2	87.5	6.2		0	50	50		
Total %	0	24.1	1.9	25.9	0	5.6	1.9	7.4	3.7	51.9	3.7	59.3	0	3.7	3.7	7.4	

	US-395 Southbound				Bartlett Avenue Westbound				US-395 Northbound				Bartlett Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**2**	0	2	0	**1**	0	**1**	0	4	0	4	0	0	0	0	7
08:00 AM	0	0	0	0	0	0	0	0	0	3	**1**	4	0	0	**1**	**1**	5
08:15 AM	0	2	0	2	0	0	0	0	0	**6**	1	**7**	0	**1**	0	1	**10**
08:30 AM	0	2	**1**	**3**	0	0	**1**	1	0	3	0	3	0	0	1	1	8
Total Volume	0	6	1	7	0	1	1	2	0	16	2	18	0	1	2	3	30
% App. Total	0	85.7	14.3		0	50	50		0	88.9	11.1		0	33.3	66.7		
PHF	.000	.750	.250	.583	.000	.250	.250	.500	.000	.667	.500	.643	.000	.250	.500	.750	.750

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City of Adelanto
N/S: US-395
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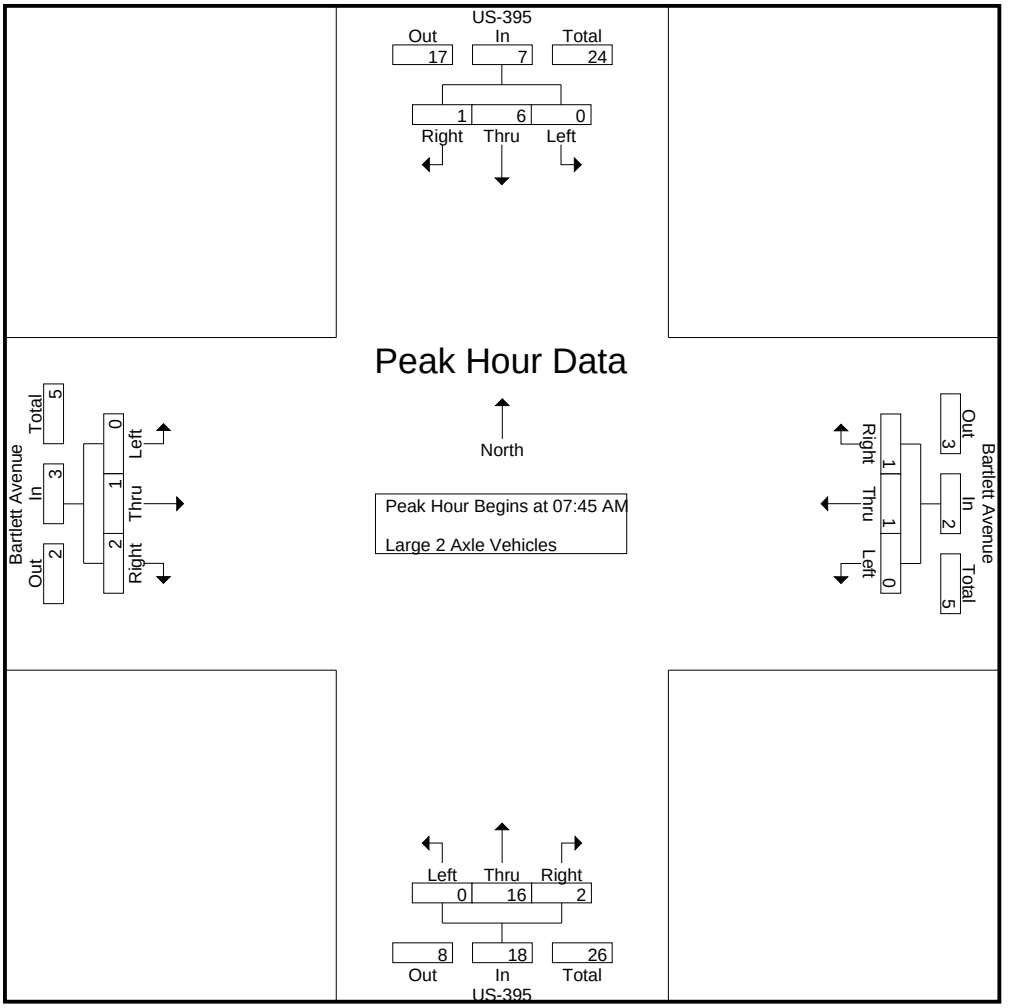
Weather: Clear

File Name : 03_ADL_US395_Bart AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	**2**	0	2	0	**1**	0	**1**	0	4	0	4	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	3	**1**	4	0	0	**1**	**1**
+30 mins.	0	2	0	2	0	0	0	0	0	**6**	1	**7**	0	**1**	0	1
+45 mins.	0	2	**1**	**3**	0	0	**1**	1	0	3	0	3	0	0	1	1
Total Volume	0	6	1	7	0	1	1	2	0	16	2	18	0	1	2	3
% App. Total	0	85.7	14.3		0	50	50		0	88.9	11.1		0	33.3	66.7	
PHF	.000	.750	.250	.583	.000	.250	.250	.500	.000	.667	.500	.643	.000	.250	.500	.750

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City of Adelanto
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File Name : 03_ADL_US395_Bart AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	US-395 Southbound				Bartlett Avenue Westbound				US-395 Northbound				Bartlett Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:15 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
07:30 AM	0	0	0	0	0	1	0	1	0	5	0	5	0	0	0	0	6
07:45 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	4	0	4	0	1	0	1	0	10	0	10	0	0	0	0	15
08:00 AM	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	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
08:45 AM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
Total	0	2	0	2	0	0	0	0	0	2	2	4	0	0	0	0	6
Grand Total	0	6	0	6	0	1	0	1	0	12	2	14	0	0	0	0	21
Apprch %	0	100	0		0	100	0		0	85.7	14.3		0	0	0		
Total %	0	28.6	0	28.6	0	4.8	0	4.8	0	57.1	9.5	66.7	0	0	0	0	

	US-395 Southbound				Bartlett Avenue Westbound				US-395 Northbound				Bartlett Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**1**	0	**1**	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**3**
08:00 AM	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	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	1	**1**	2	0	0	0	0	2
Total Volume	0	2	0	2	0	0	0	0	0	4	1	5	0	0	0	0	7
% App. Total	0	100	0		0	0	0		0	80	20		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.250	.625	.000	.000	.000	.000	.583

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City of Adelanto
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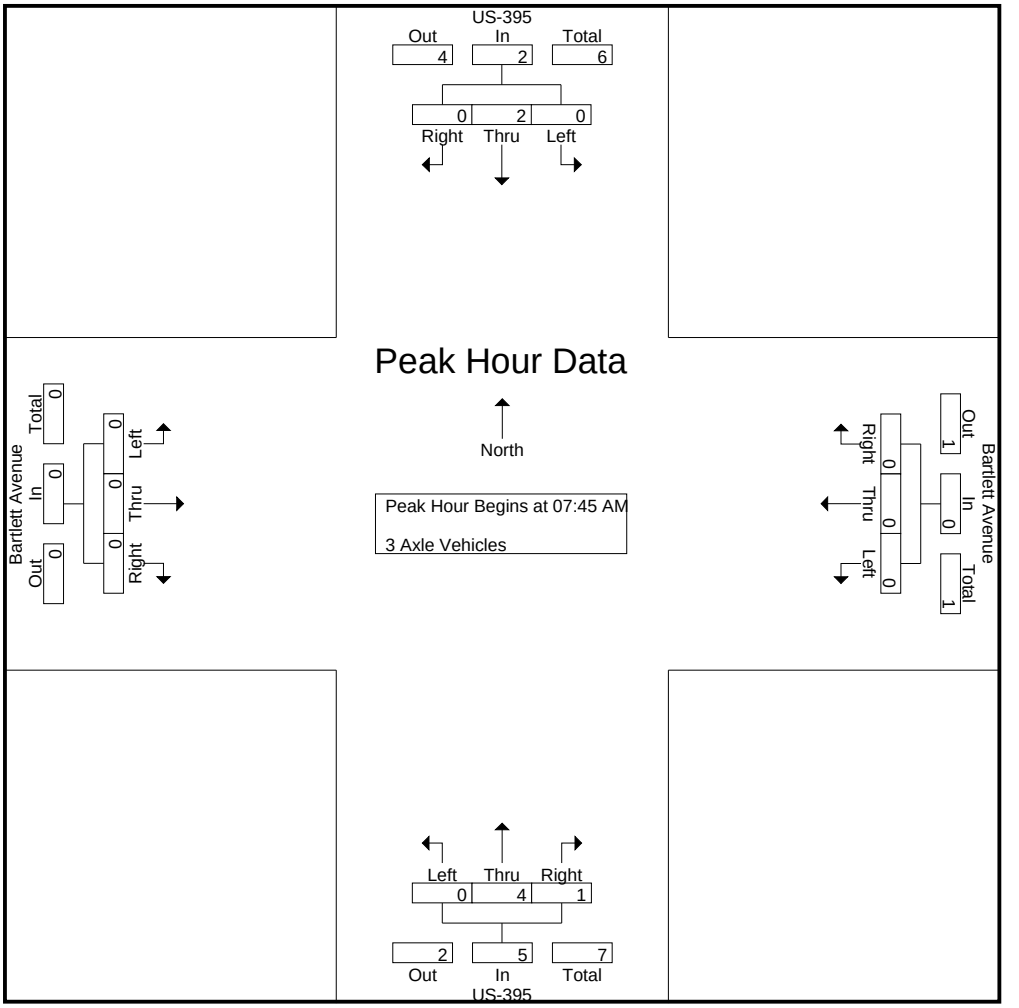
File Name : 03_ADL_US395_Bart AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

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

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City of Adelanto
N/S: US-395
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File Name : 03_ADL_US395_Bart AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	US-395 Southbound				Bartlett Avenue Westbound				US-395 Northbound				Bartlett Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	0	5	0	0	0	0	0	7	0	7	0	0	0	0	12
07:15 AM	0	4	0	4	0	0	0	0	0	3	0	3	0	0	1	1	8
07:30 AM	0	8	0	8	0	0	0	0	0	9	0	9	0	0	0	0	17
07:45 AM	1	11	1	13	0	0	0	0	0	17	0	17	0	0	0	0	30
Total	1	28	1	30	0	0	0	0	0	36	0	36	0	0	1	1	67
08:00 AM	0	8	0	8	0	0	0	0	0	19	1	20	0	0	0	0	28
08:15 AM	0	16	0	16	0	0	0	0	0	16	0	16	0	0	0	0	32
08:30 AM	1	11	0	12	0	0	0	0	0	18	0	18	0	0	0	0	30
08:45 AM	0	8	0	8	0	0	0	0	0	12	0	12	0	0	0	0	20
Total	1	43	0	44	0	0	0	0	0	65	1	66	0	0	0	0	110
Grand Total	2	71	1	74	0	0	0	0	0	101	1	102	0	0	1	1	177
Apprch %	2.7	95.9	1.4		0	0	0		0	99	1		0	0	100		
Total %	1.1	40.1	0.6	41.8	0	0	0	0	0	57.1	0.6	57.6	0	0	0.6	0.6	

	US-395 Southbound				Bartlett Avenue Westbound				US-395 Northbound				Bartlett Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**1**	11	**1**	13	0	0	0	0	0	17	0	17	0	0	0	0	30
08:00 AM	0	8	0	8	0	0	0	0	0	**19**	**1**	**20**	0	0	0	0	28
08:15 AM	0	**16**	0	**16**	0	0	0	0	0	16	0	16	0	0	0	0	**32**
08:30 AM	1	11	0	12	0	0	0	0	0	18	0	18	0	0	0	0	30
Total Volume	2	46	1	49	0	0	0	0	0	70	1	71	0	0	0	0	120
% App. Total	4.1	93.9	2		0	0	0		0	98.6	1.4		0	0	0		
PHF	.500	.719	.250	.766	.000	.000	.000	.000	.000	.921	.250	.888	.000	.000	.000	.000	.938

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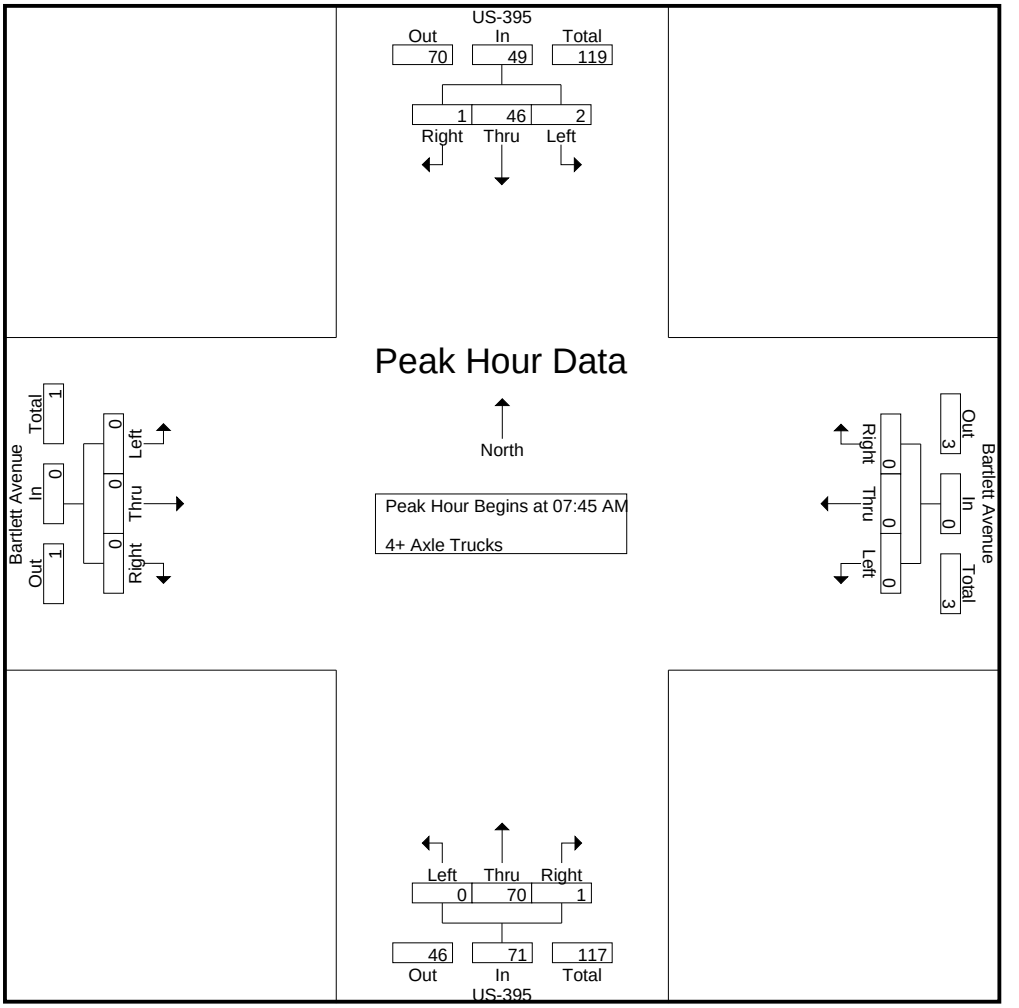
File Name : 03_ADL_US395_Bart AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	**1**	11	**1**	13	0	0	0	0	0	17	0	17	0	0	0	0
+15 mins.	0	8	0	8	0	0	0	0	0	**19**	**1**	**20**	0	0	0	0
+30 mins.	0	**16**	0	**16**	0	0	0	0	0	16	0	16	0	0	0	0
+45 mins.	1	11	0	12	0	0	0	0	0	18	0	18	0	0	0	0
Total Volume	2	46	1	49	0	0	0	0	0	70	1	71	0	0	0	0
% App. Total	4.1	93.9	2		0	0	0		0	98.6	1.4		0	0	0	
PHF	.500	.719	.250	.766	.000	.000	.000	.000	.000	.921	.250	.888	.000	.000	.000	.000

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City of Adelanto
N/S: US-395
E/W: Bartlett Avenue
Weather: Clear

File Name : 03_ADL_US395_Bart PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

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

	US-395 Southbound				Bartlett Avenue Westbound				US-395 Northbound				Bartlett Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	126	7	136	11	14	0	25	34	87	5	126	3	14	25	42	329
04:15 PM	3	96	3	102	5	6	4	15	26	95	9	130	5	16	32	53	300
04:30 PM	2	147	8	157	4	16	4	24	29	94	9	132	5	17	42	64	377
04:45 PM	1	126	5	132	12	15	9	36	22	73	13	108	2	9	24	35	311
Total	9	495	23	527	32	51	17	100	111	349	36	496	15	56	123	194	1317
05:00 PM	2	100	11	113	9	17	2	28	28	83	6	117	3	17	29	49	307
05:15 PM	4	124	8	136	8	18	3	29	30	73	4	107	2	16	30	48	320
05:30 PM	5	115	5	125	7	7	5	19	34	72	8	114	1	16	21	38	296
05:45 PM	7	107	4	118	7	16	3	26	36	59	5	100	2	18	31	51	295
Total	18	446	28	492	31	58	13	102	128	287	23	438	8	67	111	186	1218
Grand Total	27	941	51	1019	63	109	30	202	239	636	59	934	23	123	234	380	2535
Apprch %	2.6	92.3	5		31.2	54	14.9		25.6	68.1	6.3		6.1	32.4	61.6		
Total %	1.1	37.1	2	40.2	2.5	4.3	1.2	8	9.4	25.1	2.3	36.8	0.9	4.9	9.2	15	
Passenger Vehicles	26	770	51	847	58	104	28	190	235	547	58	840	22	120	230	372	2249
% Passenger Vehicles	96.3	81.8	100	83.1	92.1	95.4	93.3	94.1	98.3	86	98.3	89.9	95.7	97.6	98.3	97.9	88.7
Large 2 Axle Vehicles	0	15	0	15	3	5	0	8	4	7	0	11	1	3	4	8	42
% Large 2 Axle Vehicles	0	1.6	0	1.5	4.8	4.6	0	4	1.7	1.1	0	1.2	4.3	2.4	1.7	2.1	1.7
3 Axle Vehicles	0	16	0	16	1	0	0	1	0	1	1	2	0	0	0	0	19
% 3 Axle Vehicles	0	1.7	0	1.6	1.6	0	0	0.5	0	0.2	1.7	0.2	0	0	0	0	0.7
4+ Axle Trucks	1	140	0	141	1	0	2	3	0	81	0	81	0	0	0	0	225
% 4+ Axle Trucks	3.7	14.9	0	13.8	1.6	0	6.7	1.5	0	12.7	0	8.7	0	0	0	0	8.9

	US-395 Southbound				Bartlett Avenue Westbound				US-395 Northbound				Bartlett Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**3**	126	7	136	11	14	0	25	**34**	87	5	126	3	14	25	42	329
04:15 PM	3	96	3	102	5	6	4	15	26	**95**	9	130	**5**	16	32	53	300
04:30 PM	2	**147**	**8**	**157**	4	**16**	4	24	29	94	9	**132**	5	**17**	**42**	**64**	**377**
04:45 PM	1	126	5	132	**12**	15	**9**	**36**	22	73	**13**	108	2	9	24	35	311
Total Volume	9	495	23	527	32	51	17	100	111	349	36	496	15	56	123	194	1317
% App. Total	1.7	93.9	4.4		32	51	17		22.4	70.4	7.3		7.7	28.9	63.4		
PHF	.750	.842	.719	.839	.667	.797	.472	.694	.816	.918	.692	.939	.750	.824	.732	.758	.873

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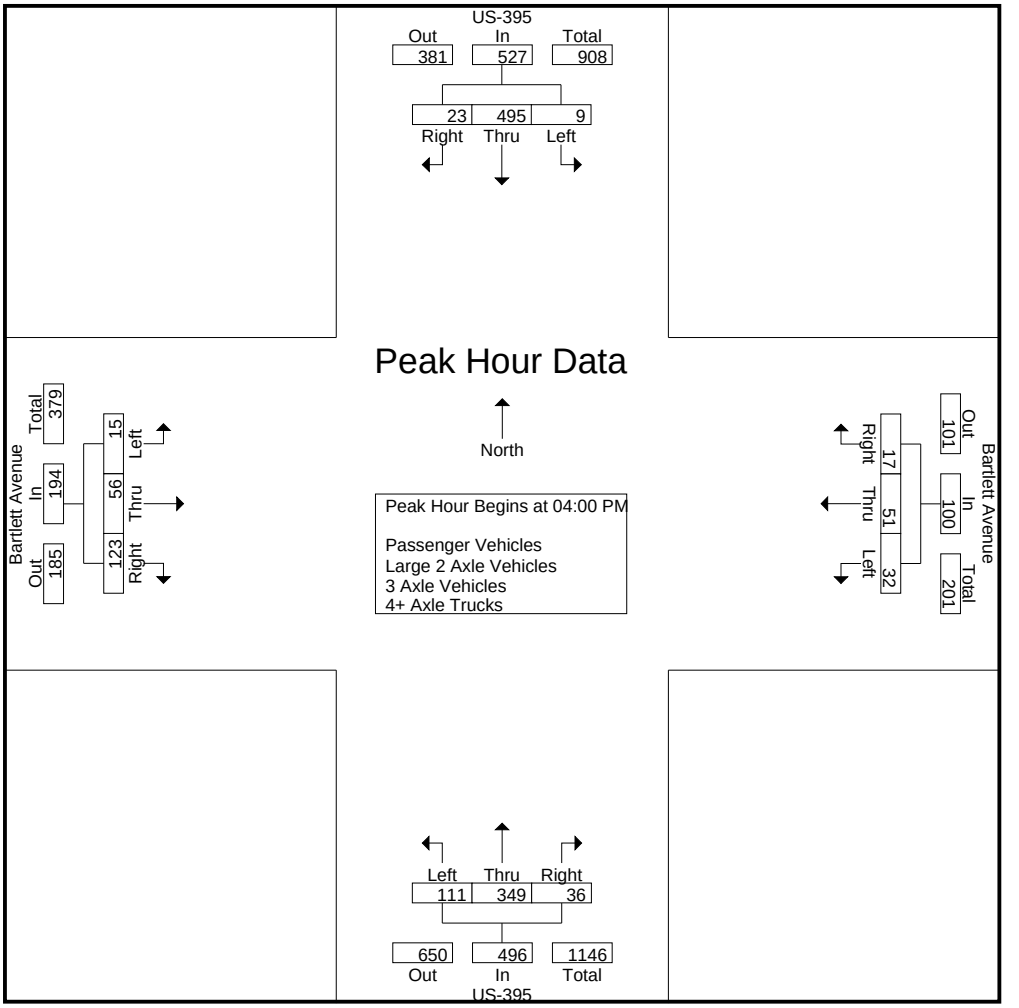
City of Adelanto
N/S: US-395
E/W: Bartlett Avenue
Weather: Clear

File Name : 03_ADL_US395_Bart PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	04:30 PM				04:30 PM				04:00 PM				04:15 PM			
+0 mins.	2	**147**	8	**157**	4	16	4	24	**34**	87	5	126	**5**	16	32	53
+15 mins.	1	126	5	132	**12**	15	**9**	**36**	26	**95**	9	130	5	**17**	**42**	**64**
+30 mins.	2	100	**11**	113	9	17	2	28	29	94	9	**132**	2	9	24	35
+45 mins.	**4**	124	8	136	8	**18**	3	29	22	73	**13**	108	3	17	29	49
Total Volume	9	497	32	538	33	66	18	117	111	349	36	496	15	59	127	201
% App. Total	1.7	92.4	5.9		28.2	56.4	15.4		22.4	70.4	7.3		7.5	29.4	63.2	
PHF	.563	.845	.727	.857	.688	.917	.500	.813	.816	.918	.692	.939	.750	.868	.756	.785

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
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City of Adelanto
N/S: US-395
E/W: Bartlett Avenue
Weather: Clear

File Name : 03_ADL_US395_Bart PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Passenger Vehicles

	US-395 Southbound				Bartlett Avenue Westbound				US-395 Northbound				Bartlett Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	105	7	115	11	14	0	25	33	77	5	115	3	14	24	41	296
04:15 PM	3	84	3	90	4	6	4	14	25	81	9	115	5	16	30	51	270
04:30 PM	2	116	8	126	3	15	4	22	29	82	9	120	5	16	42	63	331
04:45 PM	1	102	5	108	10	14	9	33	22	65	12	99	2	9	24	35	275
Total	9	407	23	439	28	49	17	94	109	305	35	449	15	55	120	190	1172
05:00 PM	2	82	11	95	9	17	2	28	27	72	6	105	2	17	29	48	276
05:15 PM	3	102	8	113	7	18	3	28	30	61	4	95	2	15	30	47	283
05:30 PM	5	97	5	107	7	5	4	16	33	58	8	99	1	16	20	37	259
05:45 PM	7	82	4	93	7	15	2	24	36	51	5	92	2	17	31	50	259
Total	17	363	28	408	30	55	11	96	126	242	23	391	7	65	110	182	1077
Grand Total	26	770	51	847	58	104	28	190	235	547	58	840	22	120	230	372	2249
Apprch %	3.1	90.9	6		30.5	54.7	14.7		28	65.1	6.9		5.9	32.3	61.8		
Total %	1.2	34.2	2.3	37.7	2.6	4.6	1.2	8.4	10.4	24.3	2.6	37.3	1	5.3	10.2	16.5	

	US-395 Southbound				Bartlett Avenue Westbound				US-395 Northbound				Bartlett Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**3**	105	7	115	**11**	14	0	25	**33**	77	5	115	3	14	24	41	296
04:15 PM	3	84	3	90	4	6	4	14	25	81	9	115	**5**	**16**	30	51	270
04:30 PM	2	**116**	**8**	**126**	3	**15**	4	22	29	**82**	9	**120**	5	16	**42**	**63**	**331**
04:45 PM	1	102	5	108	10	14	**9**	**33**	22	65	**12**	99	2	9	24	35	275
Total Volume	9	407	23	439	28	49	17	94	109	305	35	449	15	55	120	190	1172
% App. Total	2.1	92.7	5.2		29.8	52.1	18.1		24.3	67.9	7.8		7.9	28.9	63.2		
PHF	.750	.877	.719	.871	.636	.817	.472	.712	.826	.930	.729	.935	.750	.859	.714	.754	.885

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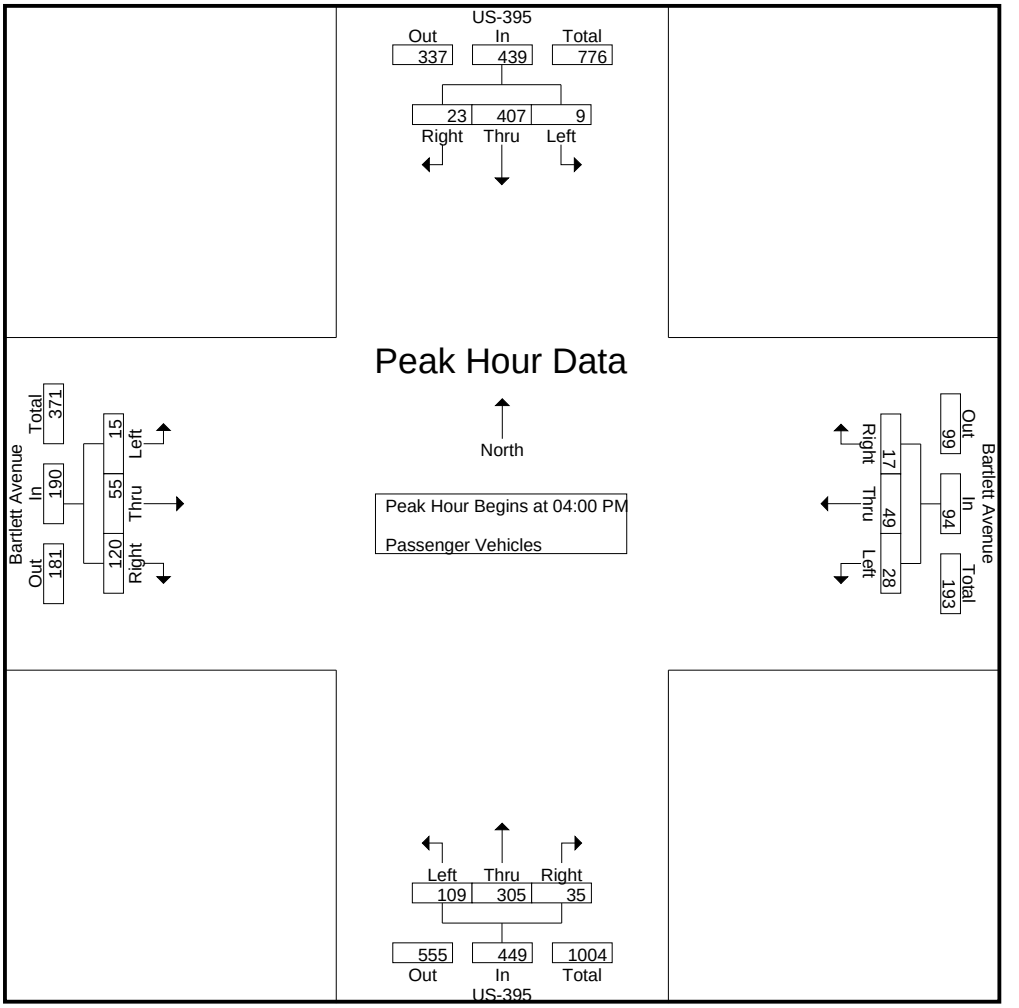
City of Adelanto
N/S: US-395
E/W: Bartlett Avenue
Weather: Clear

File Name : 03_ADL_US395_Bart PM
Site Code : 07523937
Start Date : 10/10/2023
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.	**3**	105	7	115	**11**	14	0	25	**33**	77	5	115	3	14	24	41
+15 mins.	3	84	3	90	4	6	4	14	25	81	9	115	**5**	**16**	30	51
+30 mins.	2	**116**	**8**	**126**	3	**15**	4	22	29	**82**	9	**120**	5	16	**42**	**63**
+45 mins.	1	102	5	108	10	14	**9**	**33**	22	65	**12**	99	2	9	24	35
Total Volume	9	407	23	439	28	49	17	94	109	305	35	449	15	55	120	190
% App. Total	2.1	92.7	5.2		29.8	52.1	18.1		24.3	67.9	7.8		7.9	28.9	63.2	
PHF	.750	.877	.719	.871	.636	.817	.472	.712	.826	.930	.729	.935	.750	.859	.714	.754

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City of Adelanto
N/S: US-395
E/W: Bartlett Avenue
Weather: Clear

File Name : 03_ADL_US395_Bart PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	US-395 Southbound				Bartlett Avenue Westbound				US-395 Northbound				Bartlett Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	1	3	0	4	0	0	1	1	7
04:15 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	2	2	4
04:30 PM	0	3	0	3	1	1	0	2	0	2	0	2	0	1	0	1	8
04:45 PM	0	4	0	4	1	1	0	2	0	0	0	0	0	0	0	0	6
Total	0	9	0	9	2	2	0	4	2	6	0	8	0	1	3	4	25
05:00 PM	0	2	0	2	0	0	0	0	1	0	0	1	1	0	0	1	4
05:15 PM	0	2	0	2	1	0	0	1	0	1	0	1	0	1	0	1	5
05:30 PM	0	1	0	1	0	2	0	2	1	0	0	1	0	0	1	1	5
05:45 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
Total	0	6	0	6	1	3	0	4	2	1	0	3	1	2	1	4	17
Grand Total	0	15	0	15	3	5	0	8	4	7	0	11	1	3	4	8	42
Apprch %	0	100	0		37.5	62.5	0		36.4	63.6	0		12.5	37.5	50		
Total %	0	35.7	0	35.7	7.1	11.9	0	19	9.5	16.7	0	26.2	2.4	7.1	9.5	19	

	US-395 Southbound				Bartlett Avenue Westbound				US-395 Northbound				Bartlett Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	2	0	2	0	0	0	0	**1**	**3**	0	**4**	0	0	1	1	7
04:15 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	**2**	**2**	4
04:30 PM	0	3	0	3	**1**	**1**	0	**2**	0	2	0	2	0	**1**	0	1	**8**
04:45 PM	0	**4**	0	**4**	1	1	0	2	0	0	0	0	0	0	0	0	6
Total Volume	0	9	0	9	2	2	0	4	2	6	0	8	0	1	3	4	25
% App. Total	0	100	0		50	50	0		25	75	0		0	25	75		
PHF	.000	.563	.000	.563	.500	.500	.000	.500	.500	.500	.000	.500	.000	.250	.375	.500	.781

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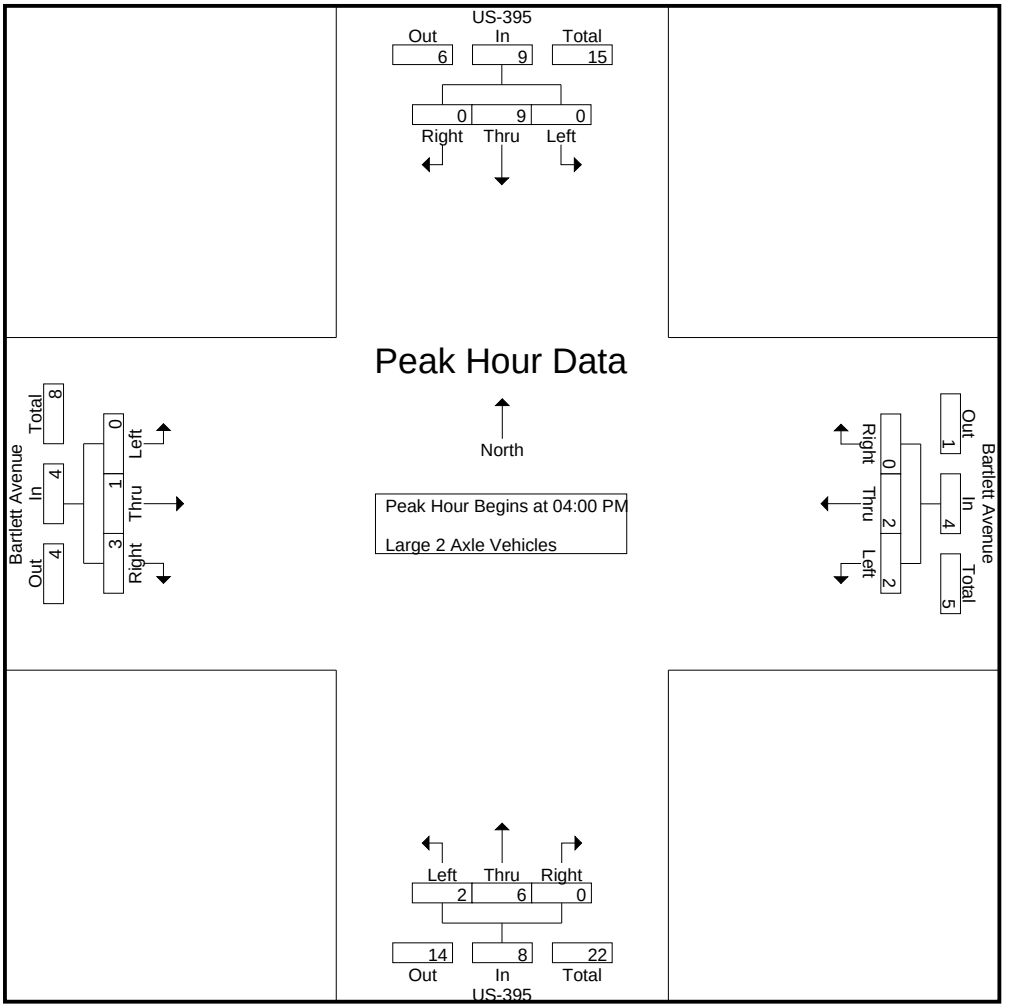
City of Adelanto
N/S: US-395
E/W: Bartlett Avenue
Weather: Clear

File Name : 03_ADL_US395_Bart PM
Site Code : 07523937
Start Date : 10/10/2023
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	2	0	2	0	0	0	0	**1**	**3**	0	**4**	0	0	1	1
+15 mins.	0	0	0	0	0	0	0	0	1	1	0	2	0	0	**2**	**2**
+30 mins.	0	3	0	3	**1**	**1**	0	**2**	0	2	0	2	0	**1**	0	1
+45 mins.	0	**4**	0	**4**	1	1	0	2	0	0	0	0	0	0	0	0
Total Volume	0	9	0	9	2	2	0	4	2	6	0	8	0	1	3	4
% App. Total	0	100	0		50	50	0		25	75	0		0	25	75	
PHF	.000	.563	.000	.563	.500	.500	.000	.500	.500	.500	.000	.500	.000	.250	.375	.500

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City of Adelanto
N/S: US-395
E/W: Bartlett Avenue
Weather: Clear

File Name : 03_ADL_US395_Bart PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	US-395 Southbound				Bartlett Avenue Westbound				US-395 Northbound				Bartlett Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
04:45 PM	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
Total	0	9	0	9	1	0	0	1	0	0	1	1	0	0	0	0	11
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:45 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	7	0	7	0	0	0	0	0	1	0	1	0	0	0	0	8
Grand Total	0	16	0	16	1	0	0	1	0	1	1	2	0	0	0	0	19
Apprch %	0	100	0		100	0	0		0	50	50		0	0	0		
Total %	0	84.2	0	84.2	5.3	0	0	5.3	0	5.3	5.3	10.5	0	0	0	0	

	US-395 Southbound				Bartlett Avenue Westbound				US-395 Northbound				Bartlett Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	**7**	0	**7**	0	0	0	0	0	0	0	0	0	0	0	0	**7**
04:45 PM	0	0	0	0	**1**	0	0	**1**	0	0	**1**	**1**	0	0	0	0	2
Total Volume	0	9	0	9	1	0	0	1	0	0	1	1	0	0	0	0	11
% App. Total	0	100	0		100	0	0		0	0	100		0	0	0		
PHF	.000	.321	.000	.321	.250	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000	.393

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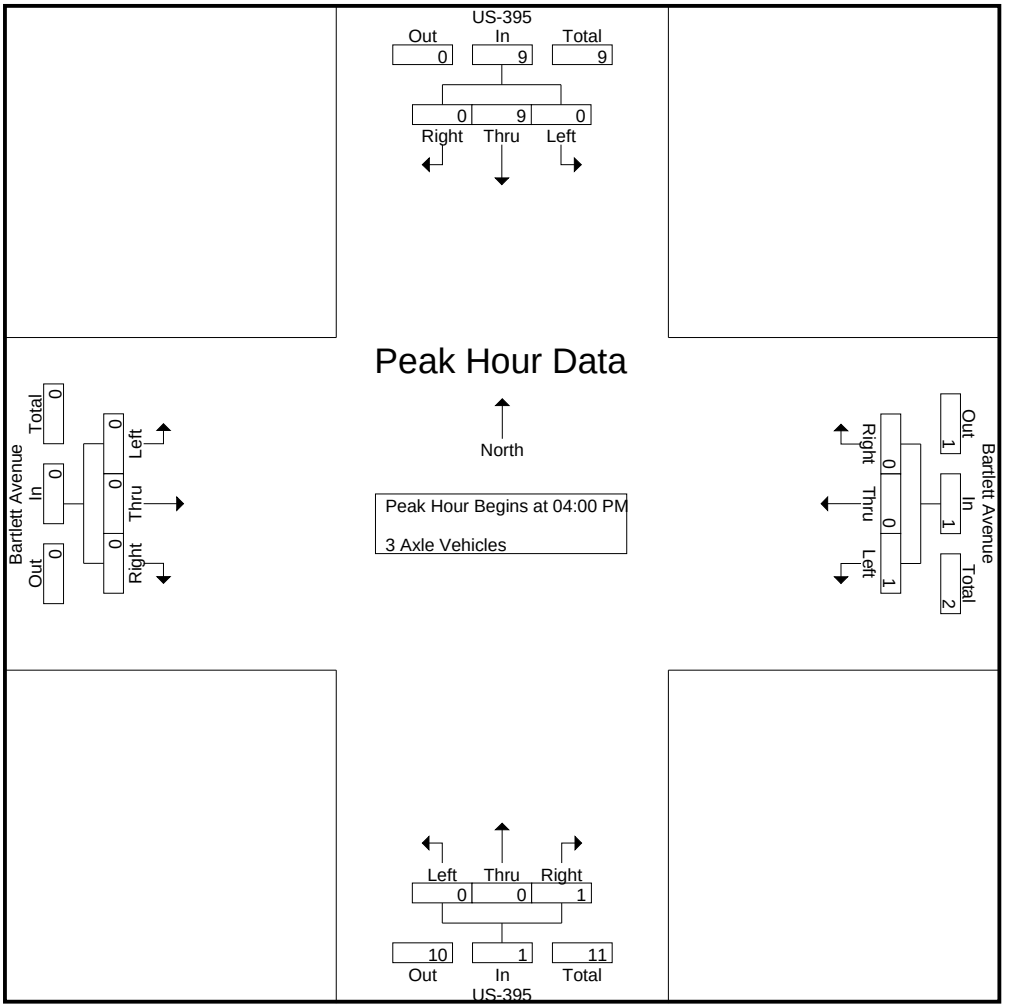
City of Adelanto
N/S: US-395
E/W: Bartlett Avenue
Weather: Clear

File Name : 03_ADL_US395_Bart PM
Site Code : 07523937
Start Date : 10/10/2023
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	1	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	0	0	0
+30 mins.	0	**7**	0	**7**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	**1**	0	0	**1**	0	0	**1**	**1**	0	0	0	0
Total Volume	0	9	0	9	1	0	0	1	0	0	1	1	0	0	0	0
% App. Total	0	100	0		100	0	0		0	0	100		0	0	0	
PHF	.000	.321	.000	.321	.250	.000	.000	.250	.000	.000	.250	.250	.000	.000	.000	.000

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City of Adelanto
N/S: US-395
E/W: Bartlett Avenue
Weather: Clear

File Name : 03_ADL_US395_Bart PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	US-395 Southbound				Bartlett Avenue Westbound				US-395 Northbound				Bartlett Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	18	0	18	0	0	0	0	0	7	0	7	0	0	0	0	25
04:15 PM	0	11	0	11	1	0	0	1	0	13	0	13	0	0	0	0	25
04:30 PM	0	21	0	21	0	0	0	0	0	10	0	10	0	0	0	0	31
04:45 PM	0	20	0	20	0	0	0	0	0	8	0	8	0	0	0	0	28
Total	0	70	0	70	1	0	0	1	0	38	0	38	0	0	0	0	109
05:00 PM	0	15	0	15	0	0	0	0	0	11	0	11	0	0	0	0	26
05:15 PM	1	18	0	19	0	0	0	0	0	11	0	11	0	0	0	0	30
05:30 PM	0	16	0	16	0	0	1	1	0	13	0	13	0	0	0	0	30
05:45 PM	0	21	0	21	0	0	1	1	0	8	0	8	0	0	0	0	30
Total	1	70	0	71	0	0	2	2	0	43	0	43	0	0	0	0	116
Grand Total	1	140	0	141	1	0	2	3	0	81	0	81	0	0	0	0	225
Apprch %	0.7	99.3	0		33.3	0	66.7		0	100	0		0	0	0		
Total %	0.4	62.2	0	62.7	0.4	0	0.9	1.3	0	36	0	36	0	0	0	0	

	US-395 Southbound				Bartlett Avenue Westbound				US-395 Northbound				Bartlett Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	18	0	18	0	0	0	0	0	7	0	7	0	0	0	0	25
04:15 PM	0	11	0	11	**1**	0	0	**1**	0	**13**	0	**13**	0	0	0	0	25
04:30 PM	0	**21**	0	**21**	0	0	0	0	0	10	0	10	0	0	0	0	**31**
04:45 PM	0	20	0	20	0	0	0	0	0	8	0	8	0	0	0	0	28
Total Volume	0	70	0	70	1	0	0	1	0	38	0	38	0	0	0	0	109
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0		
PHF	.000	.833	.000	.833	.250	.000	.000	.250	.000	.731	.000	.731	.000	.000	.000	.000	.879

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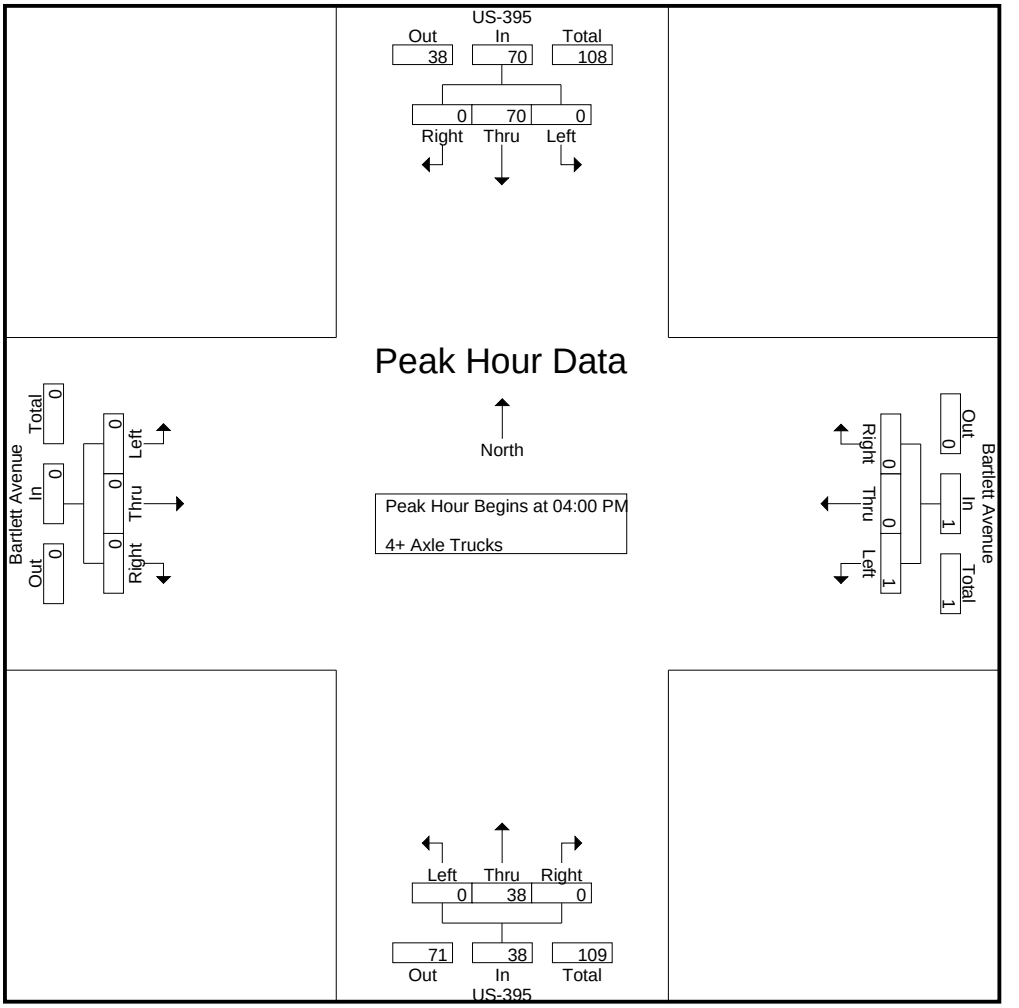
City of Adelanto
N/S: US-395
E/W: Bartlett Avenue
Weather: Clear

File Name : 03_ADL_US395_Bart PM
Site Code : 07523937
Start Date : 10/10/2023
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	18	0	18	0	0	0	0	0	7	0	7	0	0	0	0
+15 mins.	0	11	0	11	**1**	0	0	**1**	0	**13**	0	**13**	0	0	0	0
+30 mins.	0	**21**	0	**21**	0	0	0	0	0	10	0	10	0	0	0	0
+45 mins.	0	20	0	20	0	0	0	0	0	8	0	8	0	0	0	0
Total Volume	0	70	0	70	1	0	0	1	0	38	0	38	0	0	0	0
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0	
PHF	.000	.833	.000	.833	.250	.000	.000	.250	.000	.731	.000	.731	.000	.000	.000	.000

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City of Adelanto
N/S: US-395
E/W: Air Expressway
Weather: Clear

File Name : 04_ADL_US395_Air AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

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

	US-395 Southbound				Air Expressway Westbound				US-395 Northbound				Air Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	26	37	3	66	17	49	42	108	8	50	23	81	1	28	7	36	291
07:15 AM	31	38	1	70	18	52	34	104	7	57	17	81	0	35	8	43	298
07:30 AM	36	38	3	77	14	46	32	92	14	62	15	91	1	37	10	48	308
07:45 AM	34	50	3	87	7	49	38	94	7	84	21	112	1	47	5	53	346
Total	127	163	10	300	56	196	146	398	36	253	76	365	3	147	30	180	1243
08:00 AM	30	31	6	67	10	35	36	81	11	57	17	85	2	36	8	46	279
08:15 AM	33	40	2	75	17	35	39	91	3	52	22	77	2	38	6	46	289
08:30 AM	36	50	4	90	25	38	32	95	6	50	16	72	2	71	24	97	354
08:45 AM	33	49	0	82	22	27	44	93	7	48	19	74	2	35	6	43	292
Total	132	170	12	314	74	135	151	360	27	207	74	308	8	180	44	232	1214
Grand Total	259	333	22	614	130	331	297	758	63	460	150	673	11	327	74	412	2457
Apprch %	42.2	54.2	3.6		17.2	43.7	39.2		9.4	68.4	22.3		2.7	79.4	18		
Total %	10.5	13.6	0.9	25	5.3	13.5	12.1	30.9	2.6	18.7	6.1	27.4	0.4	13.3	3	16.8	
Passenger Vehicles	238	262	21	521	100	301	241	642	61	377	136	574	11	311	71	393	2130
% Passenger Vehicles	91.9	78.7	95.5	84.9	76.9	90.9	81.1	84.7	96.8	82	90.7	85.3	100	95.1	95.9	95.4	86.7
Large 2 Axle Vehicles	5	9	1	15	6	9	6	21	0	20	4	24	0	6	3	9	69
% Large 2 Axle Vehicles	1.9	2.7	4.5	2.4	4.6	2.7	2	2.8	0	4.3	2.7	3.6	0	1.8	4.1	2.2	2.8
3 Axle Vehicles	2	3	0	5	5	5	12	22	1	3	0	4	0	0	0	0	31
% 3 Axle Vehicles	0.8	0.9	0	0.8	3.8	1.5	4	2.9	1.6	0.7	0	0.6	0	0	0	0	1.3
4+ Axle Trucks	14	59	0	73	19	16	38	73	1	60	10	71	0	10	0	10	227
% 4+ Axle Trucks	5.4	17.7	0	11.9	14.6	4.8	12.8	9.6	1.6	13	6.7	10.5	0	3.1	0	2.4	9.2

	US-395 Southbound				Air Expressway Westbound				US-395 Northbound				Air Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	34	**50**	3	87	7	**49**	38	94	7	**84**	21	**112**	1	47	5	53	346
08:00 AM	30	31	**6**	67	10	35	36	81	**11**	57	17	85	**2**	36	8	46	279
08:15 AM	33	40	2	75	17	35	**39**	91	3	52	**22**	77	2	38	6	46	289
08:30 AM	**36**	50	4	**90**	**25**	38	32	**95**	6	50	16	72	2	**71**	**24**	**97**	**354**
Total Volume	133	171	15	319	59	157	145	361	27	243	76	346	7	192	43	242	1268
% App. Total	41.7	53.6	4.7		16.3	43.5	40.2		7.8	70.2	22		2.9	79.3	17.8		
PHF	.924	.855	.625	.886	.590	.801	.929	.950	.614	.723	.864	.772	.875	.676	.448	.624	.895

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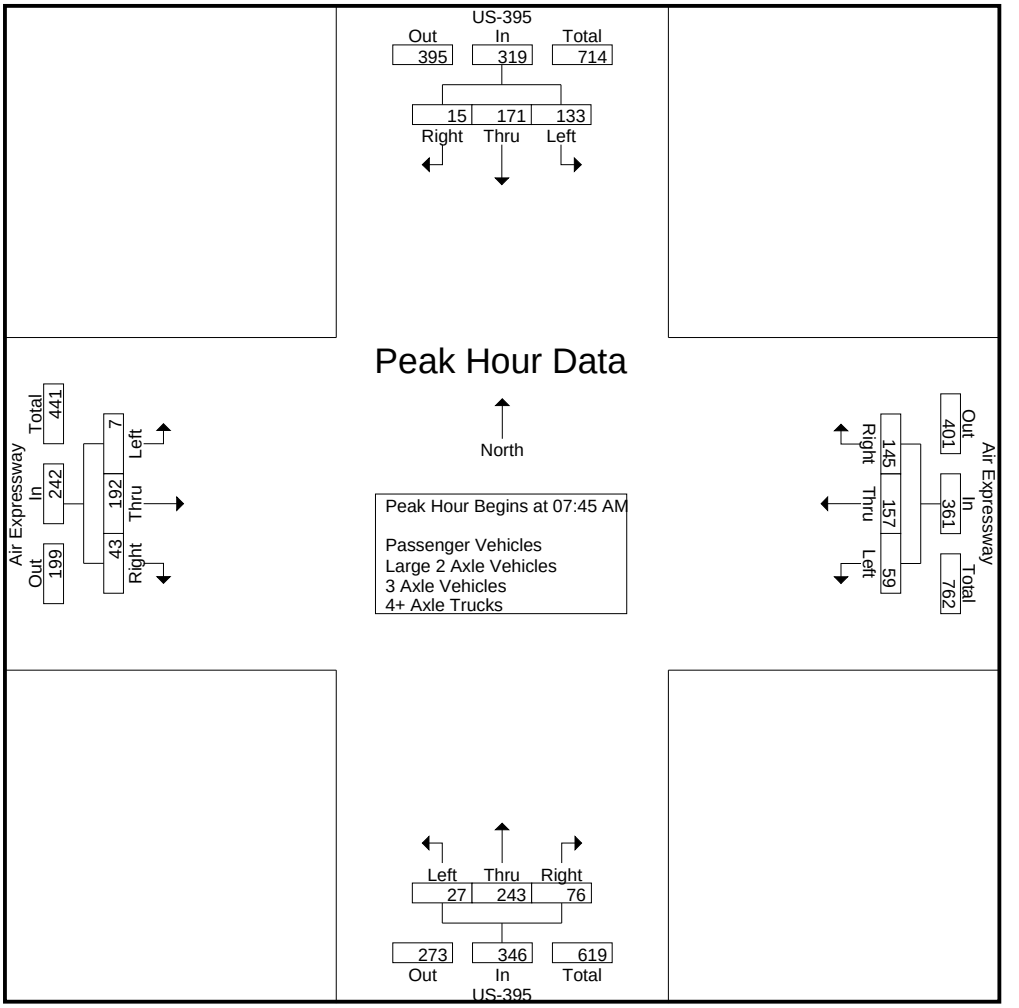
City of Adelanto
N/S: US-395
E/W: Air Expressway
Weather: Clear

File Name : 04_ADL_US395_Air AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	07:45 AM				07:00 AM				07:15 AM				07:45 AM			
+0 mins.	34	**50**	3	87	17	49	**42**	**108**	7	57	17	81	1	47	5	53
+15 mins.	30	31	**6**	67	**18**	**52**	34	104	**14**	62	15	91	**2**	36	8	46
+30 mins.	33	40	2	75	14	46	32	92	7	**84**	**21**	**112**	2	38	6	46
+45 mins.	**36**	50	4	**90**	7	49	38	94	11	57	17	85	2	**71**	**24**	**97**
Total Volume	133	171	15	319	56	196	146	398	39	260	70	369	7	192	43	242
% App. Total	41.7	53.6	4.7		14.1	49.2	36.7		10.6	70.5	19		2.9	79.3	17.8	
PHF	.924	.855	.625	.886	.778	.942	.869	.921	.696	.774	.833	.824	.875	.676	.448	.624

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City of Adelanto
N/S: US-395
E/W: Air Expressway
Weather: Clear

File Name : 04_ADL_US395_Air AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Passenger Vehicles

	US-395 Southbound				Air Expressway Westbound				US-395 Northbound				Air Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	25	31	3	59	13	45	38	96	7	44	23	74	1	26	7	34	263
07:15 AM	27	30	1	58	13	47	30	90	6	49	16	71	0	34	8	42	261
07:30 AM	34	31	3	68	10	41	26	77	14	53	15	82	1	34	10	45	272
07:45 AM	30	44	3	77	6	46	30	82	7	68	19	94	1	47	5	53	306
Total	116	136	10	262	42	179	124	345	34	214	73	321	3	141	30	174	1102
08:00 AM	26	22	6	54	8	31	25	64	11	47	15	73	2	34	7	43	234
08:15 AM	30	27	2	59	14	32	30	76	3	44	20	67	2	35	6	43	245
08:30 AM	34	38	3	75	18	35	26	79	6	34	14	54	2	68	23	93	301
08:45 AM	32	39	0	71	18	24	36	78	7	38	14	59	2	33	5	40	248
Total	122	126	11	259	58	122	117	297	27	163	63	253	8	170	41	219	1028
Grand Total	238	262	21	521	100	301	241	642	61	377	136	574	11	311	71	393	2130
Apprch %	45.7	50.3	4		15.6	46.9	37.5		10.6	65.7	23.7		2.8	79.1	18.1		
Total %	11.2	12.3	1	24.5	4.7	14.1	11.3	30.1	2.9	17.7	6.4	26.9	0.5	14.6	3.3	18.5	

	US-395 Southbound				Air Expressway Westbound				US-395 Northbound				Air Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	30	**44**	3	**77**	6	**46**	**30**	**82**	7	**68**	19	**94**	1	47	5	53	**306**
08:00 AM	26	22	**6**	54	8	31	25	64	**11**	47	15	73	**2**	34	7	43	234
08:15 AM	30	27	2	59	14	32	30	76	3	44	**20**	67	2	35	6	43	245
08:30 AM	**34**	38	3	75	**18**	35	26	79	6	34	14	54	2	**68**	**23**	**93**	301
Total Volume	120	131	14	265	46	144	111	301	27	193	68	288	7	184	41	232	1086
% App. Total	45.3	49.4	5.3		15.3	47.8	36.9		9.4	67	23.6		3	79.3	17.7		
PHF	.882	.744	.583	.860	.639	.783	.925	.918	.614	.710	.850	.766	.875	.676	.446	.624	.887

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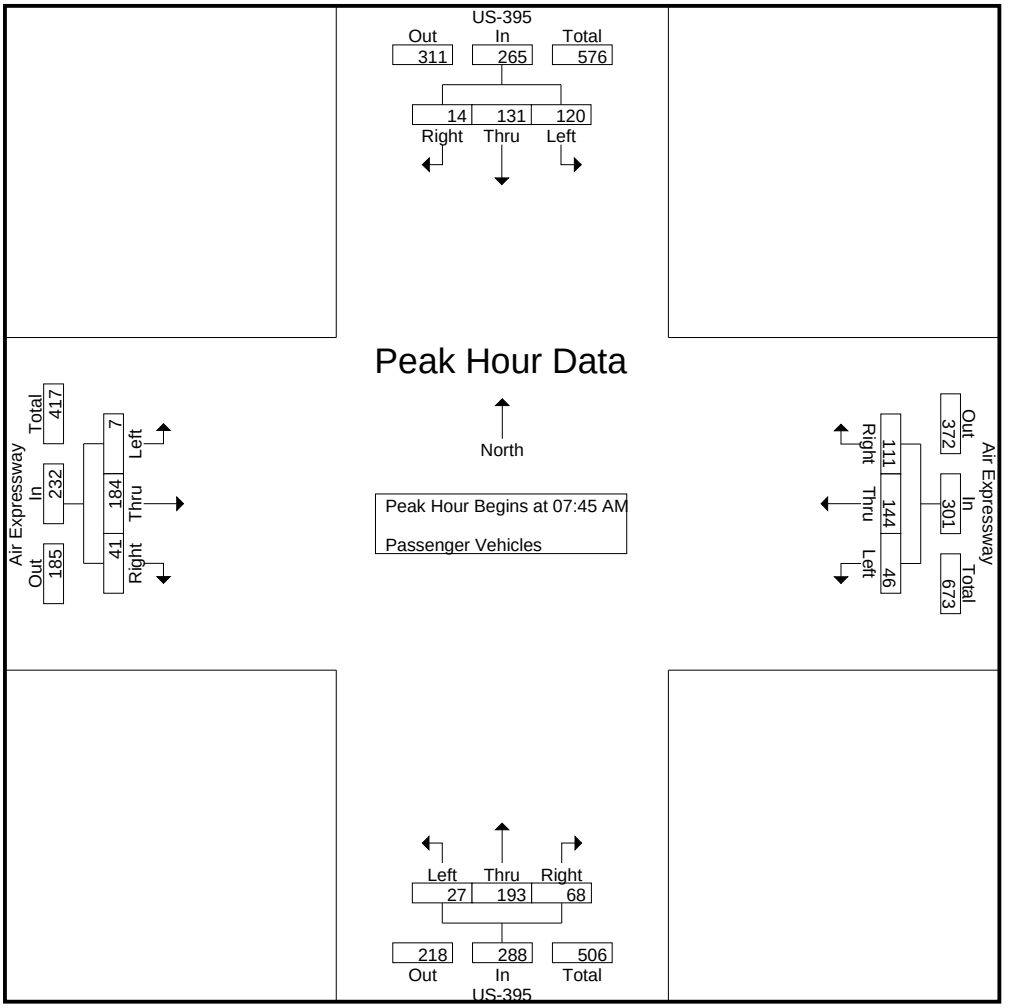
City of Adelanto
N/S: US-395
E/W: Air Expressway
Weather: Clear

File Name : 04_ADL_US395_Air AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	30	**44**	3	**77**	6	**46**	**30**	**82**	7	**68**	19	**94**	1	47	5	53
+15 mins.	26	22	**6**	54	8	31	25	64	**11**	47	15	73	**2**	34	7	43
+30 mins.	30	27	2	59	14	32	30	76	3	44	**20**	67	2	35	6	43
+45 mins.	**34**	38	3	75	**18**	35	26	79	6	34	14	54	2	**68**	**23**	**93**
Total Volume	120	131	14	265	46	144	111	301	27	193	68	288	7	184	41	232
% App. Total	45.3	49.4	5.3		15.3	47.8	36.9		9.4	67	23.6		3	79.3	17.7	
PHF	.882	.744	.583	.860	.639	.783	.925	.918	.614	.710	.850	.766	.875	.676	.446	.624

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City of Adelanto
N/S: US-395
E/W: Air Expressway
Weather: Clear

File Name : 04_ADL_US395_Air AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	US-395 Southbound				Air Expressway Westbound				US-395 Northbound				Air Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	2	1	0	3	0	1	0	1	0	0	0	0	6
07:15 AM	0	2	0	2	2	2	2	6	0	4	0	4	0	0	0	0	12
07:30 AM	1	1	0	2	1	2	0	3	0	1	0	1	0	0	0	0	6
07:45 AM	1	1	0	2	0	1	0	1	0	5	0	5	0	0	0	0	8
Total	2	6	0	8	5	6	2	13	0	11	0	11	0	0	0	0	32
08:00 AM	1	0	0	1	0	1	1	2	0	1	1	2	0	1	1	2	7
08:15 AM	0	1	0	1	0	1	1	2	0	3	1	4	0	1	0	1	8
08:30 AM	1	1	1	3	1	1	0	2	0	2	0	2	0	2	1	3	10
08:45 AM	1	1	0	2	0	0	2	2	0	3	2	5	0	2	1	3	12
Total	3	3	1	7	1	3	4	8	0	9	4	13	0	6	3	9	37
Grand Total	5	9	1	15	6	9	6	21	0	20	4	24	0	6	3	9	69
Apprch %	33.3	60	6.7		28.6	42.9	28.6		0	83.3	16.7		0	66.7	33.3		
Total %	7.2	13	1.4	21.7	8.7	13	8.7	30.4	0	29	5.8	34.8	0	8.7	4.3	13	

	US-395 Southbound				Air Expressway Westbound				US-395 Northbound				Air Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**1**	**1**	0	2	0	**1**	0	1	0	**5**	0	**5**	0	0	0	0	8
08:00 AM	1	0	0	1	0	1	**1**	**2**	0	1	**1**	2	0	1	**1**	2	7
08:15 AM	0	1	0	1	0	1	1	2	0	3	1	4	0	1	0	1	8
08:30 AM	1	1	**1**	**3**	**1**	1	0	2	0	2	0	2	0	**2**	1	**3**	**10**
Total Volume	3	3	1	7	1	4	2	7	0	11	2	13	0	4	2	6	33
% App. Total	42.9	42.9	14.3		14.3	57.1	28.6		0	84.6	15.4		0	66.7	33.3		
PHF	.750	.750	.250	.583	.250	1.00	.500	.875	.000	.550	.500	.650	.000	.500	.500	.500	.825

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City of Adelanto
N/S: US-395
E/W: Air Expressway
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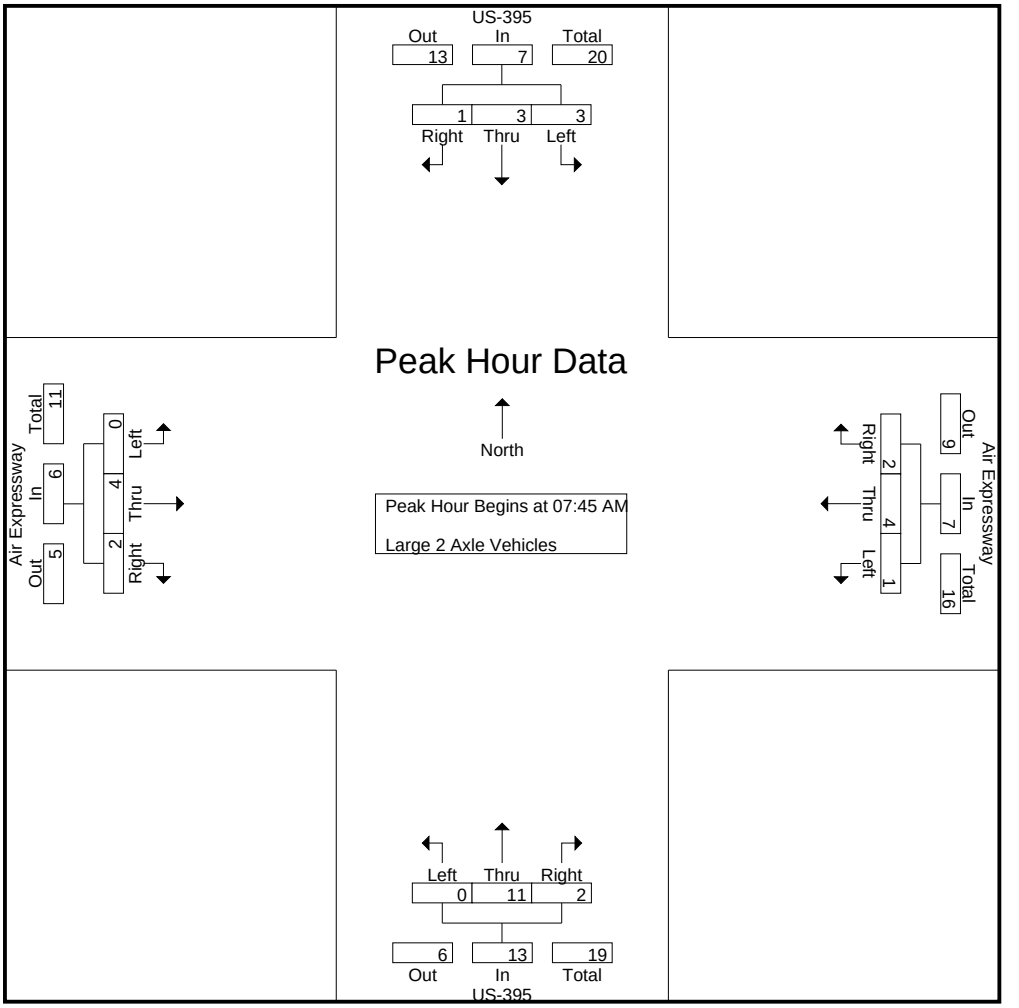
File Name : 04_ADL_US395_Air AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	**1**	**1**	0	2	0	**1**	0	1	0	**5**	0	**5**	0	0	0	0
+15 mins.	1	0	0	1	0	1	**1**	**2**	0	1	**1**	2	0	1	**1**	2
+30 mins.	0	1	0	1	0	1	1	2	0	3	1	4	0	1	0	1
+45 mins.	1	1	**1**	**3**	**1**	1	0	2	0	2	0	2	0	**2**	1	**3**
Total Volume	3	3	1	7	1	4	2	7	0	11	2	13	0	4	2	6
% App. Total	42.9	42.9	14.3		14.3	57.1	28.6		0	84.6	15.4		0	66.7	33.3	
PHF	.750	.750	.250	.583	.250	1.000	.500	.875	.000	.550	.500	.650	.000	.500	.500	.500

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City of Adelanto
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E/W: Air Expressway
Weather: Clear

File Name : 04_ADL_US395_Air AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	US-395 Southbound				Air Expressway Westbound				US-395 Northbound				Air Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	0	1	2	1	0	0	1	0	0	0	0	3
07:15 AM	1	2	0	3	1	0	2	3	0	0	0	0	0	0	0	0	6
07:30 AM	0	0	0	0	1	1	2	4	0	1	0	1	0	0	0	0	5
07:45 AM	0	0	0	0	1	2	5	8	0	0	0	0	0	0	0	0	8
Total	1	2	0	3	4	3	10	17	1	1	0	2	0	0	0	0	22
08:00 AM	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:45 AM	0	1	0	1	1	0	1	2	0	0	0	0	0	0	0	0	3
Total	1	1	0	2	1	2	2	5	0	2	0	2	0	0	0	0	9
Grand Total	2	3	0	5	5	5	12	22	1	3	0	4	0	0	0	0	31
Apprch %	40	60	0		22.7	22.7	54.5		25	75	0		0	0	0		
Total %	6.5	9.7	0	16.1	16.1	16.1	38.7	71	3.2	9.7	0	12.9	0	0	0	0	

	US-395 Southbound				Air Expressway Westbound				US-395 Northbound				Air Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	**1**	**2**	**5**	**8**	0	0	0	0	0	0	0	0	**8**
08:00 AM	**1**	0	0	**1**	0	0	1	1	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	2
Total Volume	1	0	0	1	1	4	6	11	0	2	0	2	0	0	0	0	14
% App. Total	100	0	0		9.1	36.4	54.5		0	100	0		0	0	0		
PHF	.250	.000	.000	.250	.250	.500	.300	.344	.000	.250	.000	.250	.000	.000	.000	.000	.438

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City of Adelanto
N/S: US-395
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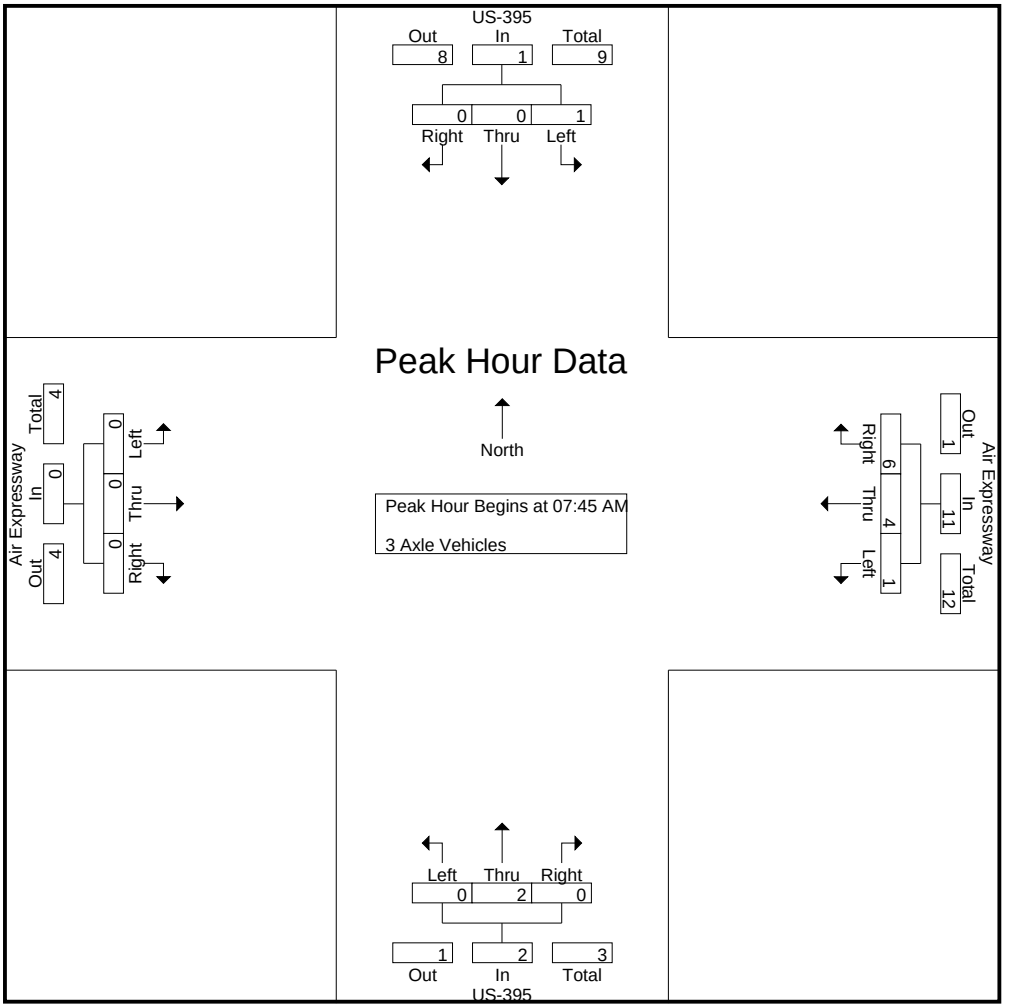
File Name : 04_ADL_US395_Air AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	**1**	**2**	**5**	**8**	0	0	0	0	0	0	0	0
+15 mins.	**1**	0	0	**1**	0	0	1	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0
Total Volume	1	0	0	1	1	4	6	11	0	2	0	2	0	0	0	0
% App. Total	100	0	0		9.1	36.4	54.5		0	100	0		0	0	0	
PHF	.250	.000	.000	.250	.250	.500	.300	.344	.000	.250	.000	.250	.000	.000	.000	.000

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City of Adelanto
N/S: US-395
E/W: Air Expressway
Weather: Clear

File Name : 04_ADL_US395_Air AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	US-395 Southbound				Air Expressway Westbound				US-395 Northbound				Air Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	4	0	5	1	3	3	7	0	5	0	5	0	2	0	2	19
07:15 AM	3	4	0	7	2	3	0	5	1	4	1	6	0	1	0	1	19
07:30 AM	1	6	0	7	2	2	4	8	0	7	0	7	0	3	0	3	25
07:45 AM	3	5	0	8	0	0	3	3	0	11	2	13	0	0	0	0	24
Total	8	19	0	27	5	8	10	23	1	27	3	31	0	6	0	6	87
08:00 AM	2	9	0	11	2	3	9	14	0	9	1	10	0	1	0	1	36
08:15 AM	3	12	0	15	3	0	8	11	0	5	1	6	0	2	0	2	34
08:30 AM	1	11	0	12	6	2	6	14	0	12	2	14	0	1	0	1	41
08:45 AM	0	8	0	8	3	3	5	11	0	7	3	10	0	0	0	0	29
Total	6	40	0	46	14	8	28	50	0	33	7	40	0	4	0	4	140
Grand Total	14	59	0	73	19	16	38	73	1	60	10	71	0	10	0	10	227
Apprch %	19.2	80.8	0		26	21.9	52.1		1.4	84.5	14.1		0	100	0		
Total %	6.2	26	0	32.2	8.4	7	16.7	32.2	0.4	26.4	4.4	31.3	0	4.4	0	4.4	

	US-395 Southbound				Air Expressway Westbound				US-395 Northbound				Air Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**3**	5	0	8	0	0	3	3	0	11	**2**	13	0	0	0	0	24
08:00 AM	2	9	0	11	2	**3**	**9**	**14**	0	9	1	10	0	1	0	1	36
08:15 AM	3	**12**	0	**15**	3	0	8	11	0	5	1	6	0	**2**	0	**2**	34
08:30 AM	1	11	0	12	**6**	2	6	14	0	**12**	2	**14**	0	1	0	1	**41**
Total Volume	9	37	0	46	11	5	26	42	0	37	6	43	0	4	0	4	135
% App. Total	19.6	80.4	0		26.2	11.9	61.9		0	86	14		0	100	0		
PHF	.750	.771	.000	.767	.458	.417	.722	.750	.000	.771	.750	.768	.000	.500	.000	.500	.823

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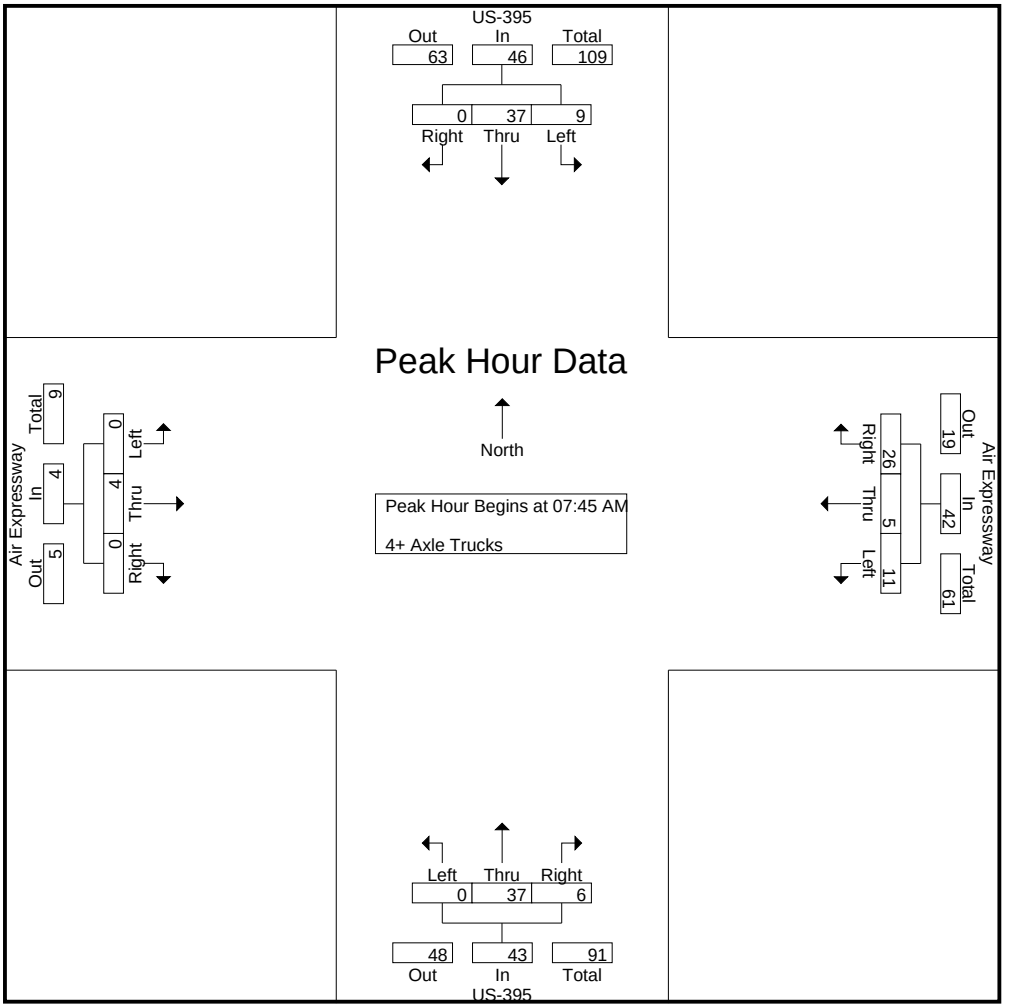
City of Adelanto
N/S: US-395
E/W: Air Expressway
Weather: Clear

File Name : 04_ADL_US395_Air AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	**3**	5	0	8	0	0	3	3	0	11	**2**	13	0	0	0	0
+15 mins.	2	9	0	11	2	**3**	**9**	**14**	0	9	1	10	0	1	0	1
+30 mins.	3	**12**	0	**15**	3	0	8	11	0	5	1	6	0	**2**	0	**2**
+45 mins.	1	11	0	12	**6**	2	6	14	0	**12**	2	**14**	0	1	0	1
Total Volume	9	37	0	46	11	5	26	42	0	37	6	43	0	4	0	4
% App. Total	19.6	80.4	0		26.2	11.9	61.9		0	86	14		0	100	0	
PHF	.750	.771	.000	.767	.458	.417	.722	.750	.000	.771	.750	.768	.000	.500	.000	.500

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File Name : 04_ADL_US395_Air PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

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

	US-395 Southbound				Air Expressway Westbound				US-395 Northbound				Air Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	70	82	6	158	40	41	57	138	14	62	16	92	4	60	11	75	463
04:15 PM	55	84	3	142	35	51	58	144	9	56	27	92	3	55	12	70	448
04:30 PM	69	113	9	191	53	45	62	160	15	66	15	96	2	58	13	73	520
04:45 PM	38	103	2	143	34	34	56	124	14	63	27	104	0	30	20	50	421
Total	232	382	20	634	162	171	233	566	52	247	85	384	9	203	56	268	1852
05:00 PM	68	79	2	149	38	37	52	127	16	67	28	111	1	52	10	63	450
05:15 PM	55	97	2	154	30	55	58	143	25	54	23	102	3	42	14	59	458
05:30 PM	58	95	3	156	42	56	61	159	24	84	21	129	2	53	11	66	510
05:45 PM	56	88	3	147	34	40	45	119	14	45	26	85	4	35	9	48	399
Total	237	359	10	606	144	188	216	548	79	250	98	427	10	182	44	236	1817
Grand Total	469	741	30	1240	306	359	449	1114	131	497	183	811	19	385	100	504	3669
Apprch %	37.8	59.8	2.4		27.5	32.2	40.3		16.2	61.3	22.6		3.8	76.4	19.8		
Total %	12.8	20.2	0.8	33.8	8.3	9.8	12.2	30.4	3.6	13.5	5	22.1	0.5	10.5	2.7	13.7	
Passenger Vehicles	424	611	30	1065	281	351	423	1055	129	437	177	743	18	383	99	500	3363
% Passenger Vehicles	90.4	82.5	100	85.9	91.8	97.8	94.2	94.7	98.5	87.9	96.7	91.6	94.7	99.5	99	99.2	91.7
Large 2 Axle Vehicles	5	13	0	18	0	5	3	8	0	5	2	7	0	1	0	1	34
% Large 2 Axle Vehicles	1.1	1.8	0	1.5	0	1.4	0.7	0.7	0	1	1.1	0.9	0	0.3	0	0.2	0.9
3 Axle Vehicles	14	4	0	18	6	0	0	6	0	2	0	2	0	0	1	1	27
% 3 Axle Vehicles	3	0.5	0	1.5	2	0	0	0.5	0	0.4	0	0.2	0	0	1	0.2	0.7
4+ Axle Trucks	26	113	0	139	19	3	23	45	2	53	4	59	1	1	0	2	245
% 4+ Axle Trucks	5.5	15.2	0	11.2	6.2	0.8	5.1	4	1.5	10.7	2.2	7.3	5.3	0.3	0	0.4	6.7

	US-395 Southbound				Air Expressway Westbound				US-395 Northbound				Air Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**70**	82	6	158	40	41	57	138	14	62	16	92	**4**	**60**	11	**75**	463
04:15 PM	55	84	3	142	35	**51**	58	144	9	56	**27**	92	3	55	12	70	448
04:30 PM	69	**113**	**9**	**191**	**53**	45	**62**	**160**	**15**	**66**	15	96	2	58	13	73	**520**
04:45 PM	38	103	2	143	34	34	56	124	14	63	27	**104**	0	30	**20**	50	421
Total Volume	232	382	20	634	162	171	233	566	52	247	85	384	9	203	56	268	1852
% App. Total	36.6	60.3	3.2		28.6	30.2	41.2		13.5	64.3	22.1		3.4	75.7	20.9		
PHF	.829	.845	.556	.830	.764	.838	.940	.884	.867	.936	.787	.923	.563	.846	.700	.893	.890

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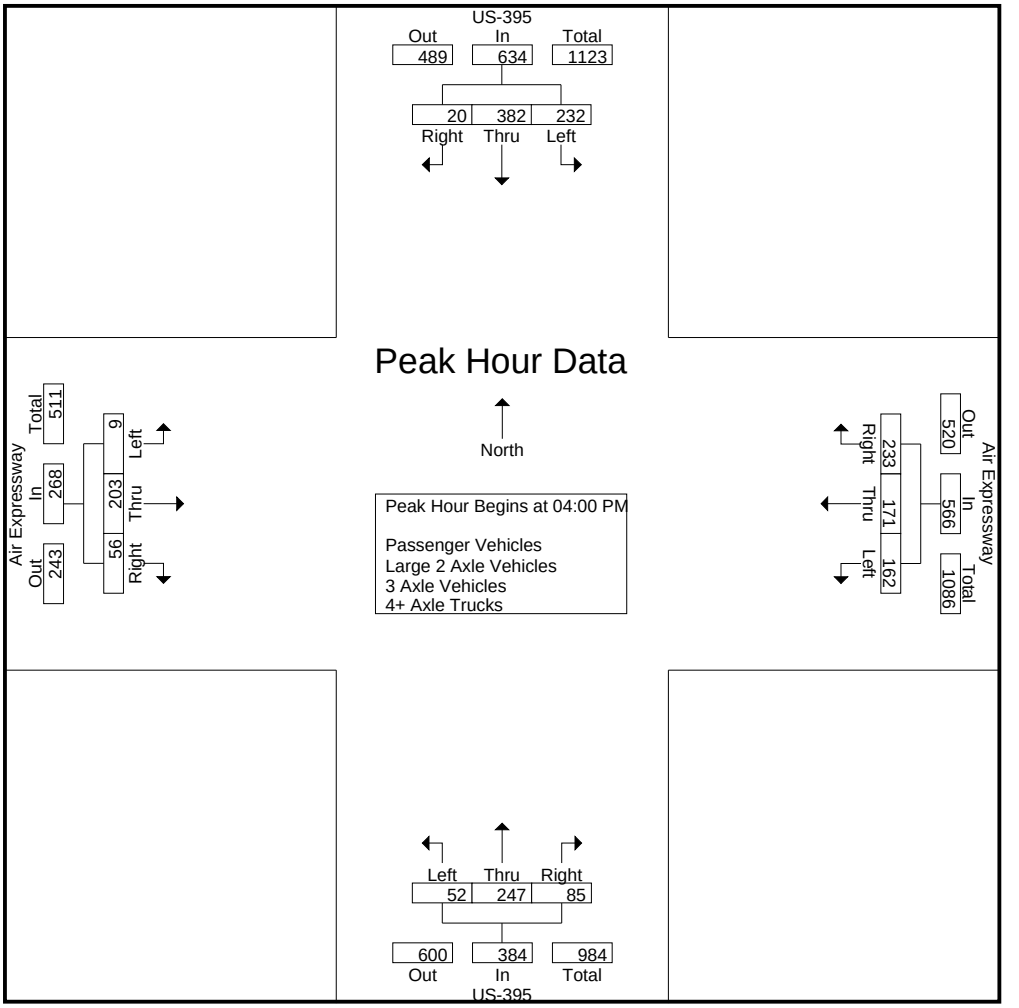
File Name : 04_ADL_US395_Air PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	04:30 PM				04:00 PM				04:45 PM				04:00 PM			
+0 mins.	**69**	**113**	**9**	**191**	40	41	57	138	14	63	27	104	**4**	**60**	11	**75**
+15 mins.	38	103	2	143	35	**51**	58	144	16	67	**28**	111	3	55	12	70
+30 mins.	68	79	2	149	**53**	45	**62**	**160**	**25**	54	23	102	2	58	13	73
+45 mins.	55	97	2	154	34	34	56	124	24	**84**	21	**129**	0	30	**20**	50
Total Volume	230	392	15	637	162	171	233	566	79	268	99	446	9	203	56	268
% App. Total	36.1	61.5	2.4		28.6	30.2	41.2		17.7	60.1	22.2		3.4	75.7	20.9	
PHF	.833	.867	.417	.834	.764	.838	.940	.884	.790	.798	.884	.864	.563	.846	.700	.893

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N/S: US-395
E/W: Air Expressway
Weather: Clear

File Name : 04_ADL_US395_Air PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Passenger Vehicles

	US-395 Southbound				Air Expressway Westbound				US-395 Northbound				Air Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	61	72	6	139	38	41	54	133	14	57	15	86	4	60	11	75	433
04:15 PM	49	74	3	126	32	50	55	137	9	46	25	80	3	54	12	69	412
04:30 PM	60	92	9	161	51	45	59	155	15	56	14	85	2	58	12	72	473
04:45 PM	34	82	2	118	29	33	51	113	14	58	25	97	0	30	20	50	378
Total	204	320	20	544	150	169	219	538	52	217	79	348	9	202	55	266	1696
05:00 PM	65	62	2	129	35	35	48	118	15	59	28	102	1	52	10	63	412
05:15 PM	51	79	2	132	26	53	55	134	25	47	23	95	2	41	14	57	418
05:30 PM	53	82	3	138	38	56	58	152	23	74	21	118	2	53	11	66	474
05:45 PM	51	68	3	122	32	38	43	113	14	40	26	80	4	35	9	48	363
Total	220	291	10	521	131	182	204	517	77	220	98	395	9	181	44	234	1667
Grand Total	424	611	30	1065	281	351	423	1055	129	437	177	743	18	383	99	500	3363
Apprch %	39.8	57.4	2.8		26.6	33.3	40.1		17.4	58.8	23.8		3.6	76.6	19.8		
Total %	12.6	18.2	0.9	31.7	8.4	10.4	12.6	31.4	3.8	13	5.3	22.1	0.5	11.4	2.9	14.9	

	US-395 Southbound				Air Expressway Westbound				US-395 Northbound				Air Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**61**	72	6	139	38	41	54	133	14	57	15	86	**4**	**60**	11	**75**	433
04:15 PM	49	74	3	126	32	**50**	55	137	9	46	**25**	80	3	54	12	69	412
04:30 PM	60	**92**	**9**	**161**	**51**	45	**59**	**155**	**15**	56	14	85	2	58	12	72	**473**
04:45 PM	34	82	2	118	29	33	51	113	14	**58**	25	**97**	0	30	**20**	50	378
Total Volume	204	320	20	544	150	169	219	538	52	217	79	348	9	202	55	266	1696
% App. Total	37.5	58.8	3.7		27.9	31.4	40.7		14.9	62.4	22.7		3.4	75.9	20.7		
PHF	.836	.870	.556	.845	.735	.845	.928	.868	.867	.935	.790	.897	.563	.842	.688	.887	.896

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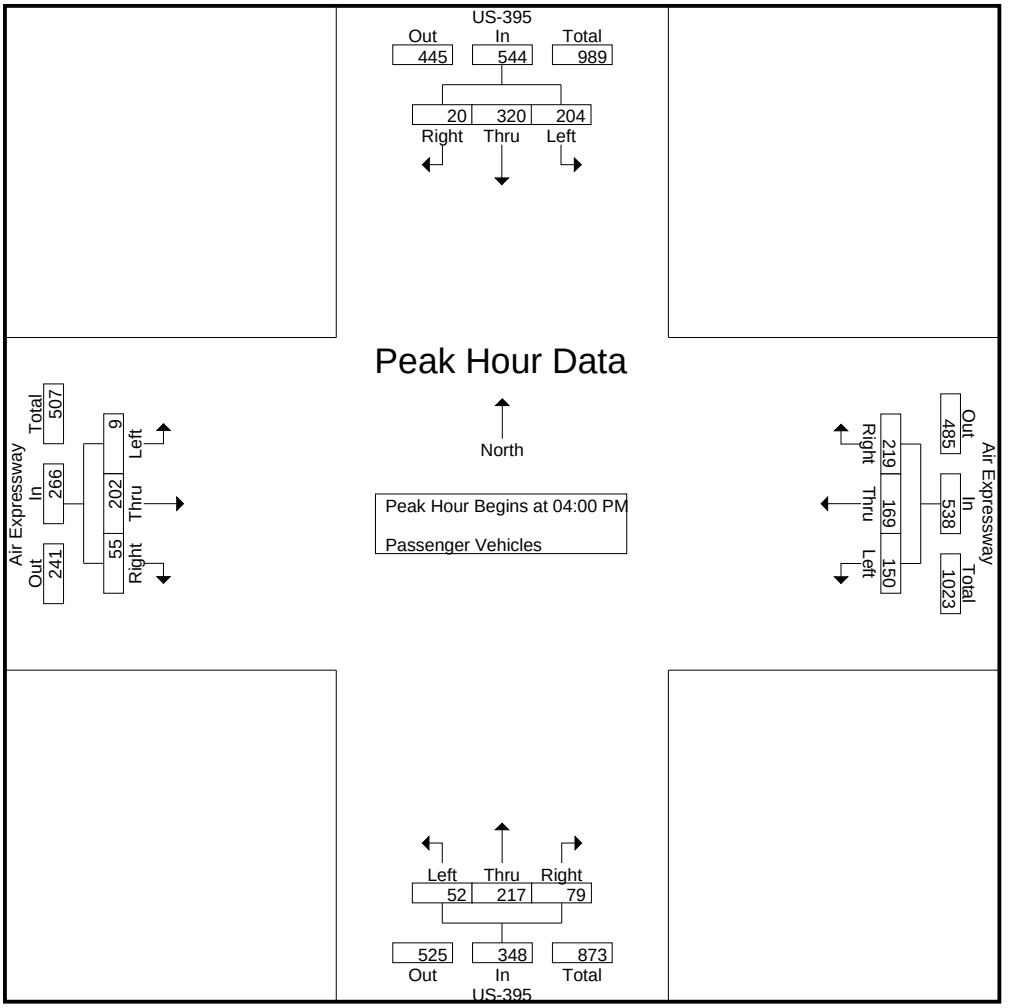
File Name : 04_ADL_US395_Air PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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.	**61**	72	6	139	38	41	54	133	14	57	15	86	**4**	**60**	11	**75**
+15 mins.	49	74	3	126	32	**50**	55	137	9	46	**25**	80	3	54	12	69
+30 mins.	60	**92**	**9**	**161**	**51**	45	**59**	**155**	**15**	56	14	85	2	58	12	72
+45 mins.	34	82	2	118	29	33	51	113	14	**58**	25	**97**	0	30	**20**	50
Total Volume	204	320	20	544	150	169	219	538	52	217	79	348	9	202	55	266
% App. Total	37.5	58.8	3.7		27.9	31.4	40.7		14.9	62.4	22.7		3.4	75.9	20.7	
PHF	.836	.870	.556	.845	.735	.845	.928	.868	.867	.935	.790	.897	.563	.842	.688	.887

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N/S: US-395
E/W: Air Expressway
Weather: Clear

File Name : 04_ADL_US395_Air PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	US-395 Southbound				Air Expressway Westbound				US-395 Northbound				Air Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	2	2	0	0	1	1	0	0	0	0	5
04:15 PM	2	0	0	2	0	1	0	1	0	0	1	1	0	0	0	0	4
04:30 PM	0	4	0	4	0	0	1	1	0	2	0	2	0	0	0	0	7
04:45 PM	2	2	0	4	0	1	0	1	0	0	0	0	0	0	0	0	5
Total	4	8	0	12	0	2	3	5	0	2	2	4	0	0	0	0	21
05:00 PM	0	1	0	1	0	1	0	1	0	1	0	1	0	0	0	0	3
05:15 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	1	0	1	5
05:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:45 PM	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
Total	1	5	0	6	0	3	0	3	0	3	0	3	0	1	0	1	13
Grand Total	5	13	0	18	0	5	3	8	0	5	2	7	0	1	0	1	34
Apprch %	27.8	72.2	0		0	62.5	37.5		0	71.4	28.6		0	100	0		
Total %	14.7	38.2	0	52.9	0	14.7	8.8	23.5	0	14.7	5.9	20.6	0	2.9	0	2.9	

	US-395 Southbound				Air Expressway Westbound				US-395 Northbound				Air Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	2	0	2	0	0	**2**	**2**	0	0	**1**	1	0	0	0	0	5
04:15 PM	**2**	0	0	2	0	**1**	0	1	0	0	1	1	0	0	0	0	4
04:30 PM	0	**4**	0	**4**	0	0	1	1	0	**2**	0	**2**	0	0	0	0	**7**
04:45 PM	2	2	0	4	0	1	0	1	0	0	0	0	0	0	0	0	5
Total Volume	4	8	0	12	0	2	3	5	0	2	2	4	0	0	0	0	21
% App. Total	33.3	66.7	0		0	40	60		0	50	50		0	0	0		
PHF	.500	.500	.000	.750	.000	.500	.375	.625	.000	.250	.500	.500	.000	.000	.000	.000	.750

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N/S: US-395
E/W: Air Expressway
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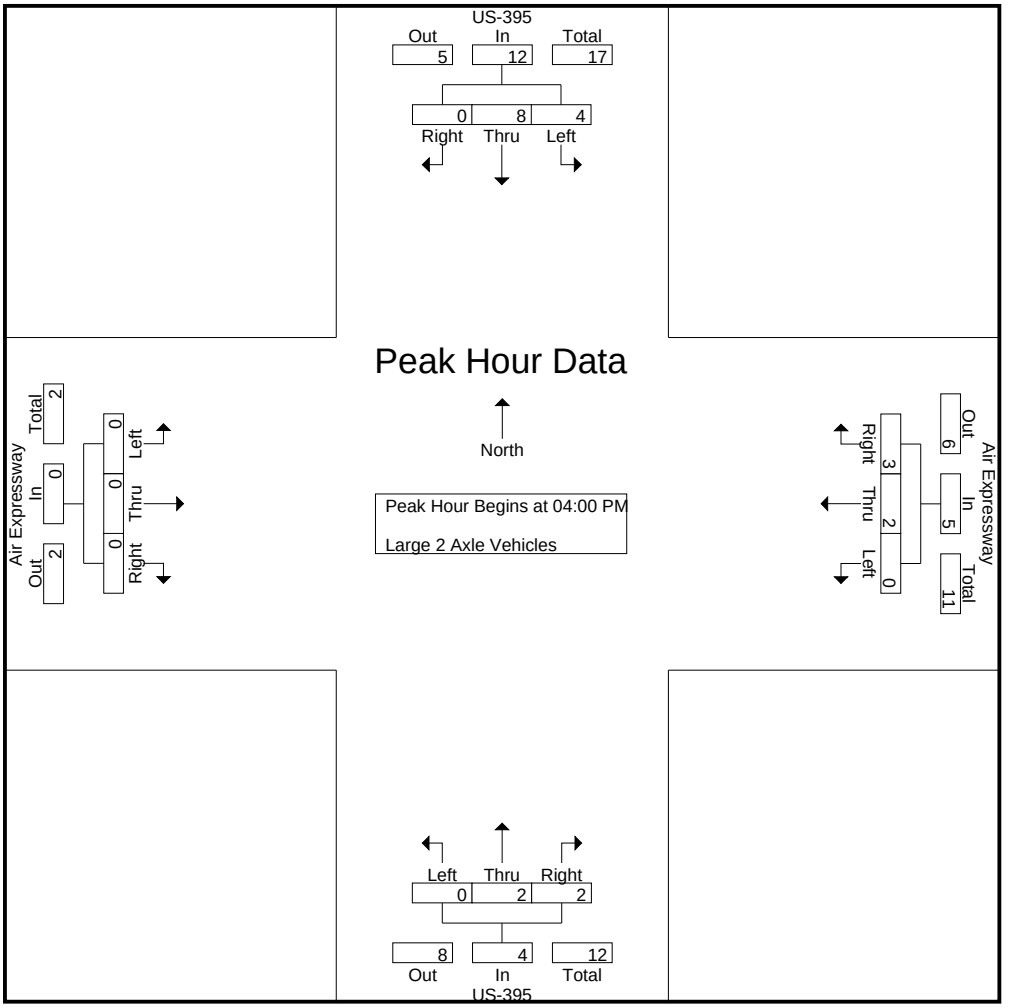
File Name : 04_ADL_US395_Air PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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	2	0	2	0	0	**2**	**2**	0	0	**1**	1	0	0	0	0
+15 mins.	**2**	0	0	2	0	**1**	0	1	0	0	1	1	0	0	0	0
+30 mins.	0	**4**	0	**4**	0	0	1	1	0	**2**	0	**2**	0	0	0	0
+45 mins.	2	2	0	4	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	4	8	0	12	0	2	3	5	0	2	2	4	0	0	0	0
% App. Total	33.3	66.7	0		0	40	60		0	50	50		0	0	0	
PHF	.500	.500	.000	.750	.000	.500	.375	.625	.000	.250	.500	.500	.000	.000	.000	.000

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City of Adelanto
N/S: US-395
E/W: Air Expressway
Weather: Clear

File Name : 04_ADL_US395_Air PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	US-395 Southbound				Air Expressway Westbound				US-395 Northbound				Air Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	4	1	0	5	1	0	0	1	0	0	0	0	0	0	1	1	7
04:45 PM	2	0	0	2	2	0	0	2	0	1	0	1	0	0	0	0	5
Total	8	2	0	10	3	0	0	3	0	1	0	1	0	0	1	1	15
05:00 PM	1	1	0	2	2	0	0	2	0	0	0	0	0	0	0	0	4
05:15 PM	2	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	3
05:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:45 PM	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	6	2	0	8	3	0	0	3	0	1	0	1	0	0	0	0	12
Grand Total	14	4	0	18	6	0	0	6	0	2	0	2	0	0	1	1	27
Apprch %	77.8	22.2	0		100	0	0		0	100	0		0	0	100		
Total %	51.9	14.8	0	66.7	22.2	0	0	22.2	0	7.4	0	7.4	0	0	3.7	3.7	

	US-395 Southbound				Air Expressway Westbound				US-395 Northbound				Air Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	**1**	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	**4**	1	0	**5**	1	0	0	1	0	0	0	0	0	0	**1**	**1**	**7**
04:45 PM	2	0	0	2	**2**	0	0	**2**	0	**1**	0	**1**	0	0	0	0	5
Total Volume	8	2	0	10	3	0	0	3	0	1	0	1	0	0	1	1	15
% App. Total	80	20	0		100	0	0		0	100	0		0	0	100		
PHF	.500	.500	.000	.500	.375	.000	.000	.375	.000	.250	.000	.250	.000	.000	.250	.250	.536

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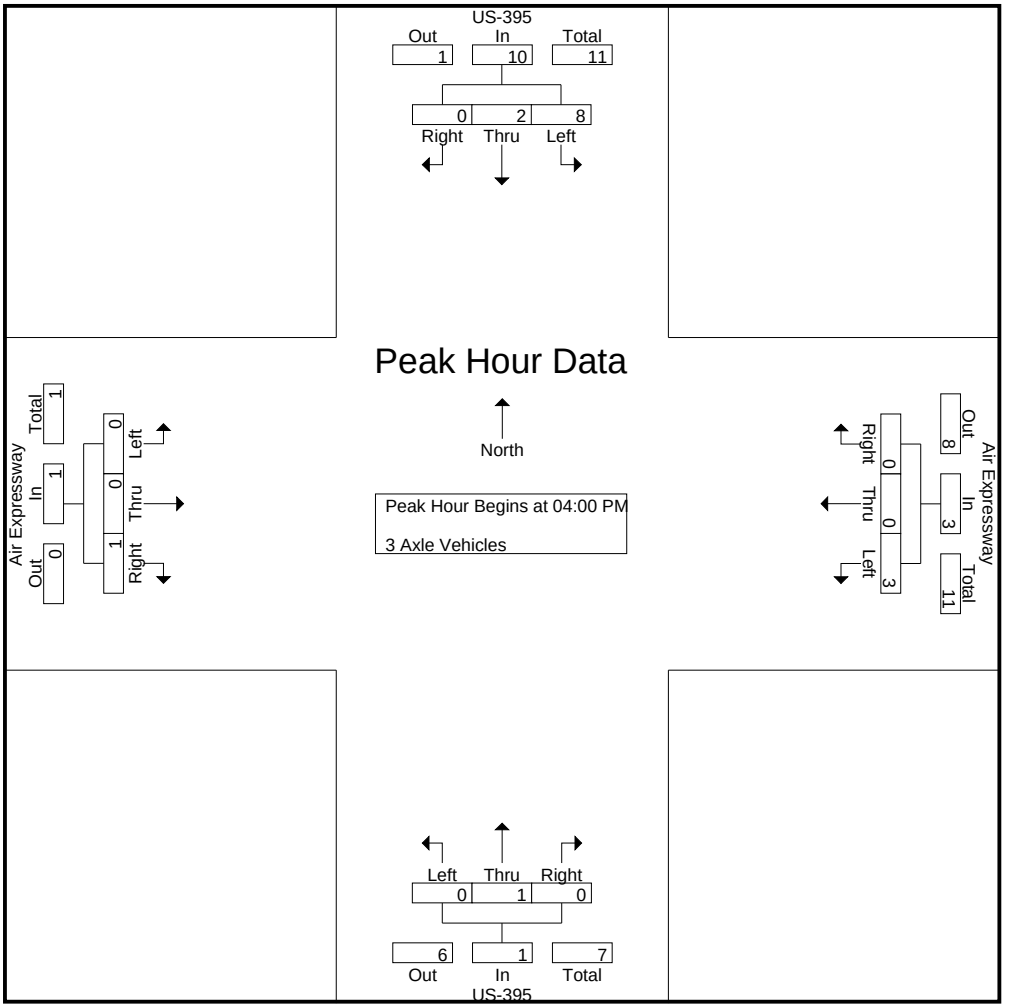
N/S: US-395
E/W: Air Expressway
Weather: Clear

File Name : 04_ADL_US395_Air PM
Site Code : 07523937
Start Date : 10/10/2023
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.	2	**1**	0	3	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.	**4**	1	0	**5**	1	0	0	1	0	0	0	0	0	0	**1**	**1**
+45 mins.	2	0	0	2	**2**	0	0	**2**	0	**1**	0	**1**	0	0	0	0
Total Volume	8	2	0	10	3	0	0	3	0	1	0	1	0	0	1	1
% App. Total	80	20	0		100	0	0		0	100	0		0	0	100	
PHF	.500	.500	.000	.500	.375	.000	.000	.375	.000	.250	.000	.250	.000	.000	.250	.250

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City of Adelanto
N/S: US-395
E/W: Air Expressway
Weather: Clear

File Name : 04_ADL_US395_Air PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	US-395 Southbound				Air Expressway Westbound				US-395 Northbound				Air Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	7	7	0	14	2	0	1	3	0	5	0	5	0	0	0	0	22
04:15 PM	4	10	0	14	3	0	3	6	0	10	1	11	0	1	0	1	32
04:30 PM	5	16	0	21	1	0	2	3	0	8	1	9	0	0	0	0	33
04:45 PM	0	19	0	19	3	0	5	8	0	4	2	6	0	0	0	0	33
Total	16	52	0	68	9	0	11	20	0	27	4	31	0	1	0	1	120
05:00 PM	2	15	0	17	1	1	4	6	1	7	0	8	0	0	0	0	31
05:15 PM	2	15	0	17	3	2	3	8	0	6	0	6	1	0	0	1	32
05:30 PM	3	13	0	16	4	0	3	7	1	8	0	9	0	0	0	0	32
05:45 PM	3	18	0	21	2	0	2	4	0	5	0	5	0	0	0	0	30
Total	10	61	0	71	10	3	12	25	2	26	0	28	1	0	0	1	125
Grand Total	26	113	0	139	19	3	23	45	2	53	4	59	1	1	0	2	245
Apprch %	18.7	81.3	0		42.2	6.7	51.1		3.4	89.8	6.8		50	50	0		
Total %	10.6	46.1	0	56.7	7.8	1.2	9.4	18.4	0.8	21.6	1.6	24.1	0.4	0.4	0	0.8	

	US-395 Southbound				Air Expressway Westbound				US-395 Northbound				Air Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**7**	7	0	14	2	0	1	3	0	5	0	5	0	0	0	0	22
04:15 PM	4	10	0	14	**3**	0	3	6	0	**10**	1	**11**	0	**1**	0	**1**	32
04:30 PM	5	16	0	**21**	1	0	2	3	0	8	1	9	0	0	0	0	**33**
04:45 PM	0	**19**	0	19	3	0	**5**	**8**	0	4	**2**	6	0	0	0	0	33
Total Volume	16	52	0	68	9	0	11	20	0	27	4	31	0	1	0	1	120
% App. Total	23.5	76.5	0		45	0	55		0	87.1	12.9		0	100	0		
PHF	.571	.684	.000	.810	.750	.000	.550	.625	.000	.675	.500	.705	.000	.250	.000	.250	.909

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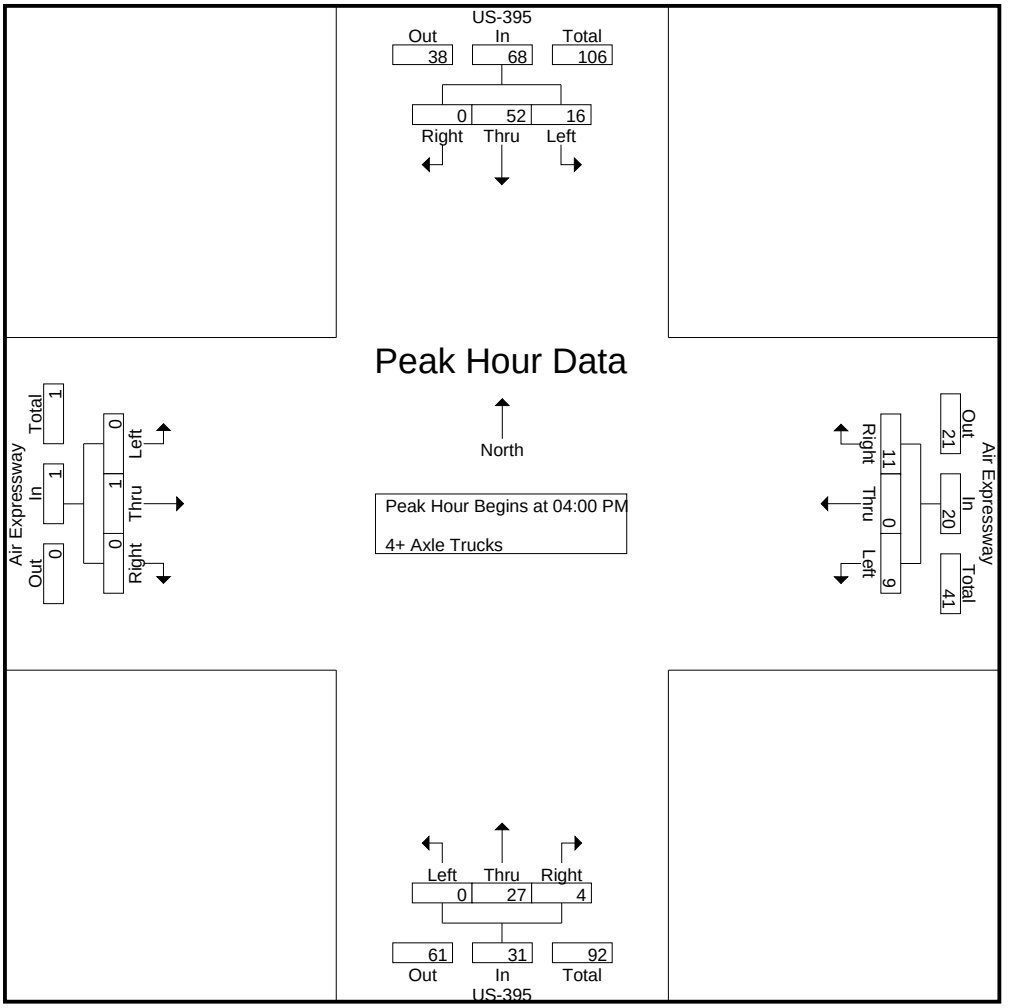
City of Adelanto
N/S: US-395
E/W: Air Expressway
Weather: Clear

File Name : 04_ADL_US395_Air PM
Site Code : 07523937
Start Date : 10/10/2023
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.	**7**	7	0	14	2	0	1	3	0	5	0	5	0	0	0	0
+15 mins.	4	10	0	14	**3**	0	3	6	0	**10**	1	**11**	0	**1**	0	**1**
+30 mins.	5	16	0	**21**	1	0	2	3	0	8	1	9	0	0	0	0
+45 mins.	0	**19**	0	19	3	0	**5**	**8**	0	4	**2**	6	0	0	0	0
Total Volume	16	52	0	68	9	0	11	20	0	27	4	31	0	1	0	1
% App. Total	23.5	76.5	0		45	0	55		0	87.1	12.9		0	100	0	
PHF	.571	.684	.000	.810	.750	.000	.550	.625	.000	.675	.500	.705	.000	.250	.000	.250

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City of Adelanto
N/S: US-395
E/W: Rancho Road
Weather: Clear

File Name : 06_ADL_US395_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

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

	US-395 Southbound				Rancho Road Westbound				US-395 Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	48	12	61	17	17	0	34	95	92	9	196	1	7	13	21	312
07:15 AM	4	56	5	65	9	6	1	16	68	71	2	141	2	10	16	28	250
07:30 AM	0	62	2	64	15	9	1	25	57	86	3	146	2	10	15	27	262
07:45 AM	1	63	4	68	8	17	0	25	77	104	7	188	1	6	25	32	313
Total	6	229	23	258	49	49	2	100	297	353	21	671	6	33	69	108	1137
08:00 AM	1	44	4	49	9	8	1	18	48	82	3	133	3	16	20	39	239
08:15 AM	4	58	6	68	8	14	0	22	33	70	3	106	11	15	30	56	252
08:30 AM	3	80	1	84	13	10	0	23	47	69	1	117	3	15	24	42	266
08:45 AM	0	81	9	90	14	9	3	26	35	69	7	111	1	15	21	37	264
Total	8	263	20	291	44	41	4	89	163	290	14	467	18	61	95	174	1021
Grand Total	14	492	43	549	93	90	6	189	460	643	35	1138	24	94	164	282	2158
Apprch %	2.6	89.6	7.8		49.2	47.6	3.2		40.4	56.5	3.1		8.5	33.3	58.2		
Total %	0.6	22.8	2	25.4	4.3	4.2	0.3	8.8	21.3	29.8	1.6	52.7	1.1	4.4	7.6	13.1	
Passenger Vehicles	13	392	40	445	56	81	5	142	445	550	35	1030	18	83	143	244	1861
% Passenger Vehicles	92.9	79.7	93	81.1	60.2	90	83.3	75.1	96.7	85.5	100	90.5	75	88.3	87.2	86.5	86.2
Large 2 Axle Vehicles	0	14	1	15	7	5	0	12	6	21	0	27	3	7	10	20	74
% Large 2 Axle Vehicles	0	2.8	2.3	2.7	7.5	5.6	0	6.3	1.3	3.3	0	2.4	12.5	7.4	6.1	7.1	3.4
3 Axle Vehicles	0	5	1	6	13	1	0	14	1	4	0	5	0	3	1	4	29
% 3 Axle Vehicles	0	1	2.3	1.1	14	1.1	0	7.4	0.2	0.6	0	0.4	0	3.2	0.6	1.4	1.3
4+ Axle Trucks	1	81	1	83	17	3	1	21	8	68	0	76	3	1	10	14	194
% 4+ Axle Trucks	7.1	16.5	2.3	15.1	18.3	3.3	16.7	11.1	1.7	10.6	0	6.7	12.5	1.1	6.1	5	9

	US-395 Southbound				Rancho Road Westbound				US-395 Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	48	**12**	61	**17**	**17**	0	**34**	**95**	92	**9**	**196**	1	7	13	21	312
07:15 AM	**4**	56	5	65	9	6	**1**	16	68	71	2	141	**2**	**10**	16	28	250
07:30 AM	0	62	2	64	15	9	1	25	57	86	3	146	2	10	15	27	262
07:45 AM	1	**63**	4	**68**	8	17	0	25	77	**104**	7	188	1	6	**25**	**32**	**313**
Total Volume	6	229	23	258	49	49	2	100	297	353	21	671	6	33	69	108	1137
% App. Total	2.3	88.8	8.9		49	49	2		44.3	52.6	3.1		5.6	30.6	63.9		
PHF	.375	.909	.479	.949	.721	.721	.500	.735	.782	.849	.583	.856	.750	.825	.690	.844	.908

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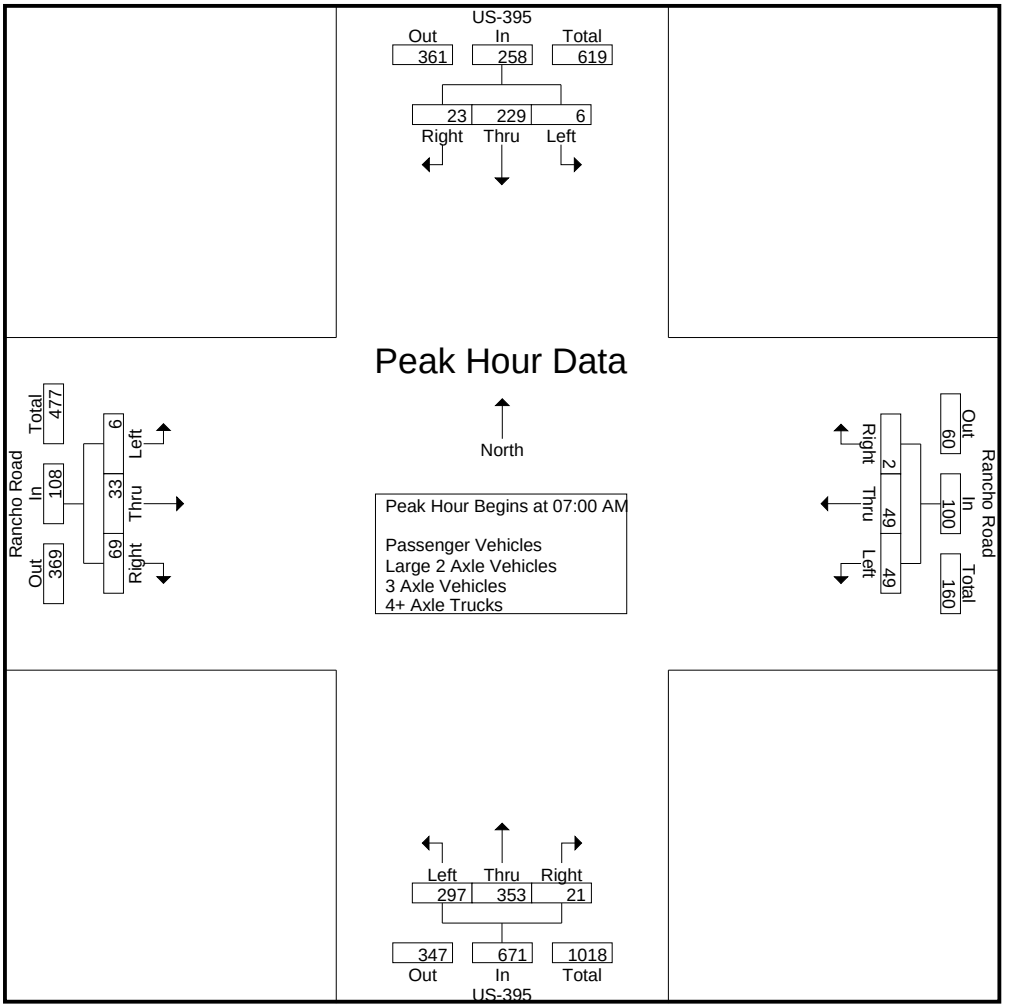
City of Adelanto
N/S: US-395
E/W: Rancho Road
Weather: Clear

File Name : 06_ADL_US395_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	08:00 AM				07:00 AM				07:00 AM				08:00 AM			
+0 mins.	1	44	4	49	**17**	**17**	0	**34**	**95**	92	**9**	**196**	3	**16**	20	39
+15 mins.	**4**	58	6	68	9	6	**1**	16	68	71	2	141	**11**	15	**30**	**56**
+30 mins.	3	80	1	84	15	9	1	25	57	86	3	146	3	15	24	42
+45 mins.	0	**81**	**9**	**90**	8	17	0	25	77	**104**	7	188	1	15	21	37
Total Volume	8	263	20	291	49	49	2	100	297	353	21	671	18	61	95	174
% App. Total	2.7	90.4	6.9		49	49	2		44.3	52.6	3.1		10.3	35.1	54.6	
PHF	.500	.812	.556	.808	.721	.721	.500	.735	.782	.849	.583	.856	.409	.953	.792	.777

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City of Adelanto
N/S: US-395
E/W: Rancho Road
Weather: Clear

File Name : 06_ADL_US395_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Passenger Vehicles

	US-395 Southbound				Rancho Road Westbound				US-395 Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	38	11	50	10	17	0	27	92	85	9	186	1	6	11	18	281
07:15 AM	4	46	5	55	6	5	1	12	67	64	2	133	1	8	12	21	221
07:30 AM	0	53	2	55	12	8	1	21	54	73	3	130	2	10	15	27	233
07:45 AM	1	52	4	57	3	13	0	16	76	89	7	172	1	5	23	29	274
Total	6	189	22	217	31	43	2	76	289	311	21	621	5	29	61	95	1009
08:00 AM	0	34	4	38	7	7	0	14	45	73	3	121	1	13	17	31	204
08:15 AM	4	44	5	53	3	13	0	16	33	60	3	96	9	13	26	48	213
08:30 AM	3	61	0	64	7	9	0	16	44	51	1	96	3	14	21	38	214
08:45 AM	0	64	9	73	8	9	3	20	34	55	7	96	0	14	18	32	221
Total	7	203	18	228	25	38	3	66	156	239	14	409	13	54	82	149	852
Grand Total	13	392	40	445	56	81	5	142	445	550	35	1030	18	83	143	244	1861
Apprch %	2.9	88.1	9		39.4	57	3.5		43.2	53.4	3.4		7.4	34	58.6		
Total %	0.7	21.1	2.1	23.9	3	4.4	0.3	7.6	23.9	29.6	1.9	55.3	1	4.5	7.7	13.1	

	US-395 Southbound				Rancho Road Westbound				US-395 Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	38	**11**	50	10	**17**	0	**27**	**92**	85	**9**	**186**	1	6	11	18	**281**
07:15 AM	**4**	46	5	55	6	5	**1**	12	67	64	2	133	1	8	12	21	221
07:30 AM	0	**53**	2	55	**12**	8	1	21	54	73	3	130	**2**	**10**	15	27	233
07:45 AM	1	52	4	**57**	3	13	0	16	76	**89**	7	172	1	5	**23**	**29**	274
Total Volume	6	189	22	217	31	43	2	76	289	311	21	621	5	29	61	95	1009
% App. Total	2.8	87.1	10.1		40.8	56.6	2.6		46.5	50.1	3.4		5.3	30.5	64.2		
PHF	.375	.892	.500	.952	.646	.632	.500	.704	.785	.874	.583	.835	.625	.725	.663	.819	.898

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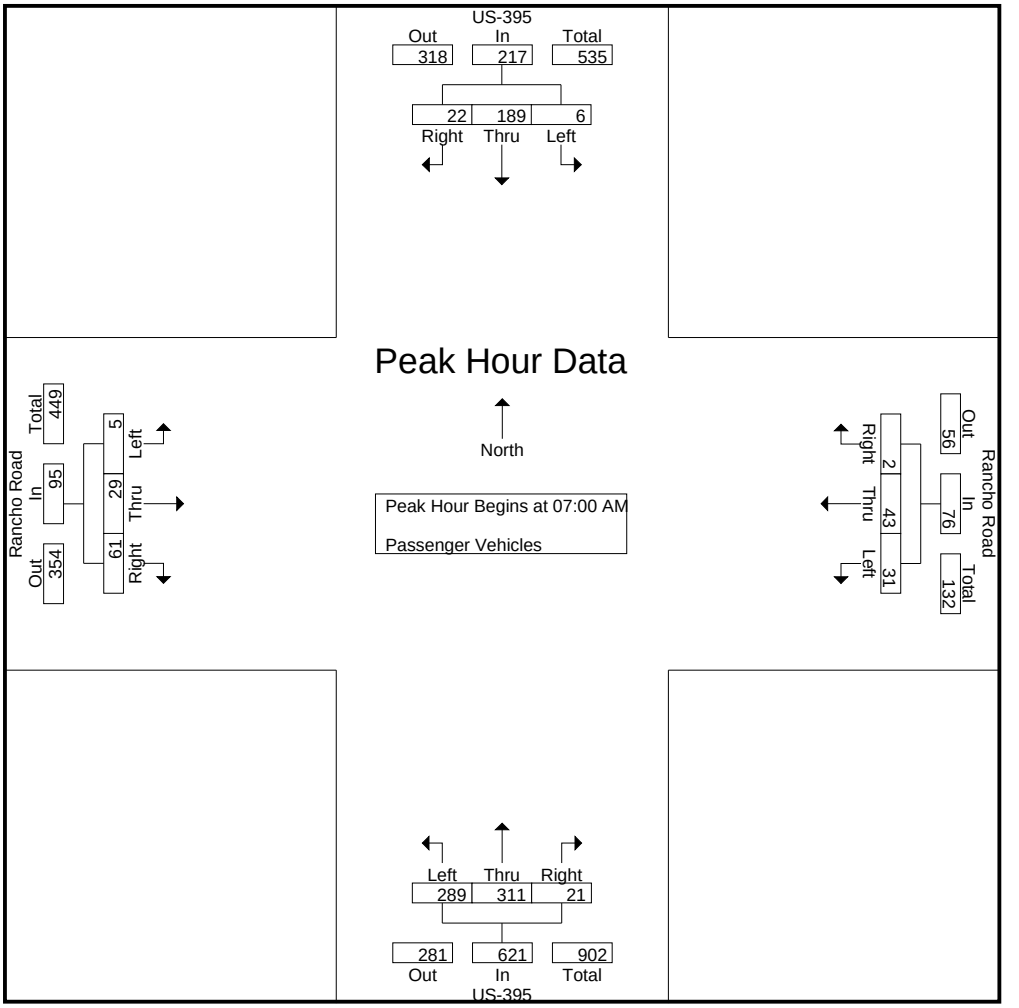
City of Adelanto
N/S: US-395
E/W: Rancho Road
Weather: Clear

File Name : 06_ADL_US395_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	38	**11**	50	10	**17**	0	**27**	**92**	85	**9**	**186**	1	6	11	18
+15 mins.	**4**	46	5	55	6	5	**1**	12	67	64	2	133	1	8	12	21
+30 mins.	0	**53**	2	55	**12**	8	1	21	54	73	3	130	**2**	**10**	15	27
+45 mins.	1	52	4	**57**	3	13	0	16	76	**89**	7	172	1	5	**23**	**29**
Total Volume	6	189	22	217	31	43	2	76	289	311	21	621	5	29	61	95
% App. Total	2.8	87.1	10.1		40.8	56.6	2.6		46.5	50.1	3.4		5.3	30.5	64.2	
PHF	.375	.892	.500	.952	.646	.632	.500	.704	.785	.874	.583	.835	.625	.725	.663	.819

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City of Adelanto
N/S: US-395
E/W: Rancho Road
Weather: Clear

File Name : 06_ADL_US395_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	US-395 Southbound				Rancho Road Westbound				US-395 Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	0	4	2	0	0	2	0	1	0	1	0	0	1	1	8
07:15 AM	0	3	0	3	1	0	0	1	0	2	0	2	1	0	1	2	8
07:30 AM	0	1	0	1	0	1	0	1	2	3	0	5	0	0	0	0	7
07:45 AM	0	0	0	0	1	1	0	2	1	4	0	5	0	1	2	3	10
Total	0	8	0	8	4	2	0	6	3	10	0	13	1	1	4	6	33
08:00 AM	0	1	0	1	1	1	0	2	2	1	0	3	0	3	1	4	10
08:15 AM	0	0	1	1	1	1	0	2	0	4	0	4	1	2	2	5	12
08:30 AM	0	3	0	3	1	1	0	2	1	2	0	3	0	1	1	2	10
08:45 AM	0	2	0	2	0	0	0	0	0	4	0	4	1	0	2	3	9
Total	0	6	1	7	3	3	0	6	3	11	0	14	2	6	6	14	41
Grand Total	0	14	1	15	7	5	0	12	6	21	0	27	3	7	10	20	74
Apprch %	0	93.3	6.7		58.3	41.7	0		22.2	77.8	0		15	35	50		
Total %	0	18.9	1.4	20.3	9.5	6.8	0	16.2	8.1	28.4	0	36.5	4.1	9.5	13.5	27	

	US-395 Southbound				Rancho Road Westbound				US-395 Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**4**	0	**4**	**2**	0	0	**2**	0	1	0	1	0	0	1	1	8
07:15 AM	0	3	0	3	1	0	0	1	0	2	0	2	**1**	0	1	2	8
07:30 AM	0	1	0	1	0	**1**	0	1	**2**	3	0	**5**	0	0	0	0	7
07:45 AM	0	0	0	0	1	1	0	2	1	**4**	0	5	0	**1**	**2**	**3**	**10**
Total Volume	0	8	0	8	4	2	0	6	3	10	0	13	1	1	4	6	33
% App. Total	0	100	0		66.7	33.3	0		23.1	76.9	0		16.7	16.7	66.7		
PHF	.000	.500	.000	.500	.500	.500	.000	.750	.375	.625	.000	.650	.250	.250	.500	.500	.825

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City of Adelanto
N/S: US-395
E/W: Rancho Road
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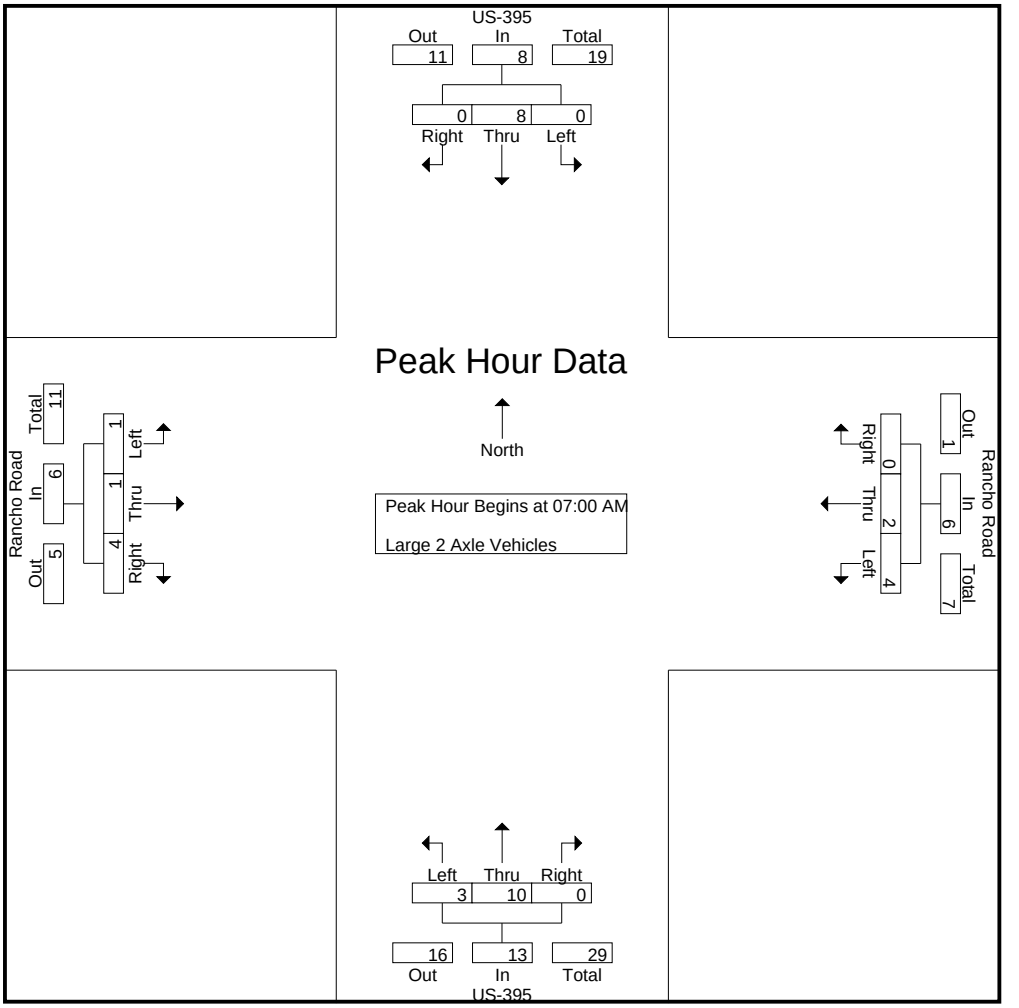
File Name : 06_ADL_US395_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**4**	0	**4**	**2**	0	0	**2**	0	1	0	1	0	0	1	1
+15 mins.	0	3	0	3	1	0	0	1	0	2	0	2	**1**	0	1	2
+30 mins.	0	1	0	1	0	**1**	0	1	**2**	3	0	**5**	0	0	0	0
+45 mins.	0	0	0	0	1	1	0	2	1	**4**	0	5	0	**1**	**2**	**3**
Total Volume	0	8	0	8	4	2	0	6	3	10	0	13	1	1	4	6
% App. Total	0	100	0		66.7	33.3	0		23.1	76.9	0		16.7	16.7	66.7	
PHF	.000	.500	.000	.500	.500	.500	.000	.750	.375	.625	.000	.650	.250	.250	.500	.500

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City of Adelanto
N/S: US-395
E/W: Rancho Road
Weather: Clear

File Name : 06_ADL_US395_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	US-395 Southbound				Rancho Road Westbound				US-395 Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	4	0	0	4	0	0	0	0	0	0	0	0	5
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
07:30 AM	0	2	0	2	1	0	0	1	0	1	0	1	0	0	0	0	4
07:45 AM	0	1	0	1	2	1	0	3	0	0	0	0	0	0	0	0	4
Total	0	4	1	5	7	1	0	8	0	1	0	1	0	2	0	2	16
08:00 AM	0	0	0	0	1	0	0	1	1	1	0	2	0	0	1	1	4
08:15 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	2	0	0	2	0	2	0	2	0	0	0	0	4
08:45 AM	0	1	0	1	1	0	0	1	0	0	0	0	0	1	0	1	3
Total	0	1	0	1	6	0	0	6	1	3	0	4	0	1	1	2	13
Grand Total	0	5	1	6	13	1	0	14	1	4	0	5	0	3	1	4	29
Apprch %	0	83.3	16.7		92.9	7.1	0		20	80	0		0	75	25		
Total %	0	17.2	3.4	20.7	44.8	3.4	0	48.3	3.4	13.8	0	17.2	0	10.3	3.4	13.8	

	US-395 Southbound				Rancho Road Westbound				US-395 Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	**1**	1	**4**	0	0	**4**	0	0	0	0	0	0	0	0	**5**
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**	0	**2**	3
07:30 AM	0	**2**	0	**2**	1	0	0	1	0	**1**	0	**1**	0	0	0	0	4
07:45 AM	0	1	0	1	2	**1**	0	3	0	0	0	0	0	0	0	0	4
Total Volume	0	4	1	5	7	1	0	8	0	1	0	1	0	2	0	2	16
% App. Total	0	80	20		87.5	12.5	0		0	100	0		0	100	0		
PHF	.000	.500	.250	.625	.438	.250	.000	.500	.000	.250	.000	.250	.000	.250	.000	.250	.800

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City of Adelanto
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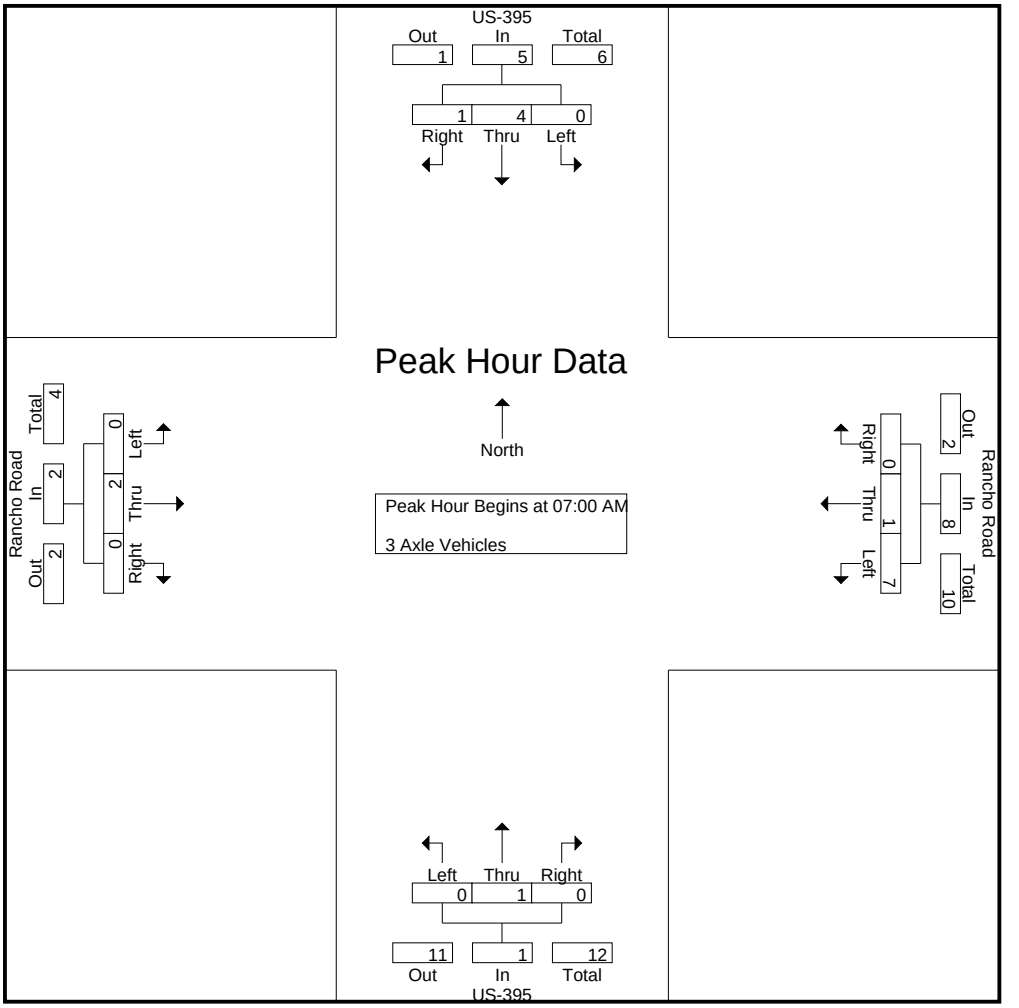
File Name : 06_ADL_US395_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	**1**	1	**4**	0	0	**4**	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	**2**	0	**2**	1	0	0	1	0	**1**	0	**1**	0	0	0	0
+45 mins.	0	1	0	1	2	**1**	0	3	0	0	0	0	0	0	0	0
Total Volume	0	4	1	5	7	1	0	8	0	1	0	1	0	2	0	2
% App. Total	0	80	20		87.5	12.5	0		0	100	0		0	100	0	
PHF	.000	.500	.250	.625	.438	.250	.000	.500	.000	.250	.000	.250	.000	.250	.000	.250

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City of Adelanto
N/S: US-395
E/W: Rancho Road
Weather: Clear

File Name : 06_ADL_US395_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	US-395 Southbound				Rancho Road Westbound				US-395 Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	6	0	6	1	0	0	1	3	6	0	9	0	1	1	2	18
07:15 AM	0	6	0	6	2	1	0	3	1	5	0	6	0	0	3	3	18
07:30 AM	0	6	0	6	2	0	0	2	1	9	0	10	0	0	0	0	18
07:45 AM	0	10	0	10	2	2	0	4	0	11	0	11	0	0	0	0	25
Total	0	28	0	28	7	3	0	10	5	31	0	36	0	1	4	5	79
08:00 AM	1	9	0	10	0	0	1	1	0	7	0	7	2	0	1	3	21
08:15 AM	0	14	0	14	2	0	0	2	0	6	0	6	1	0	2	3	25
08:30 AM	0	16	1	17	3	0	0	3	2	14	0	16	0	0	2	2	38
08:45 AM	0	14	0	14	5	0	0	5	1	10	0	11	0	0	1	1	31
Total	1	53	1	55	10	0	1	11	3	37	0	40	3	0	6	9	115
Grand Total	1	81	1	83	17	3	1	21	8	68	0	76	3	1	10	14	194
Apprch %	1.2	97.6	1.2		81	14.3	4.8		10.5	89.5	0		21.4	7.1	71.4		
Total %	0.5	41.8	0.5	42.8	8.8	1.5	0.5	10.8	4.1	35.1	0	39.2	1.5	0.5	5.2	7.2	

	US-395 Southbound				Rancho Road Westbound				US-395 Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	6	0	6	1	0	0	1	**3**	6	0	9	0	**1**	1	2	18
07:15 AM	0	6	0	6	**2**	1	0	3	1	5	0	6	0	0	**3**	**3**	18
07:30 AM	0	6	0	6	2	0	0	2	1	9	0	10	0	0	0	0	18
07:45 AM	0	**10**	0	**10**	2	**2**	0	**4**	0	**11**	0	**11**	0	0	0	0	**25**
Total Volume	0	28	0	28	7	3	0	10	5	31	0	36	0	1	4	5	79
% App. Total	0	100	0		70	30	0		13.9	86.1	0		0	20	80		
PHF	.000	.700	.000	.700	.875	.375	.000	.625	.417	.705	.000	.818	.000	.250	.333	.417	.790

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City of Adelanto
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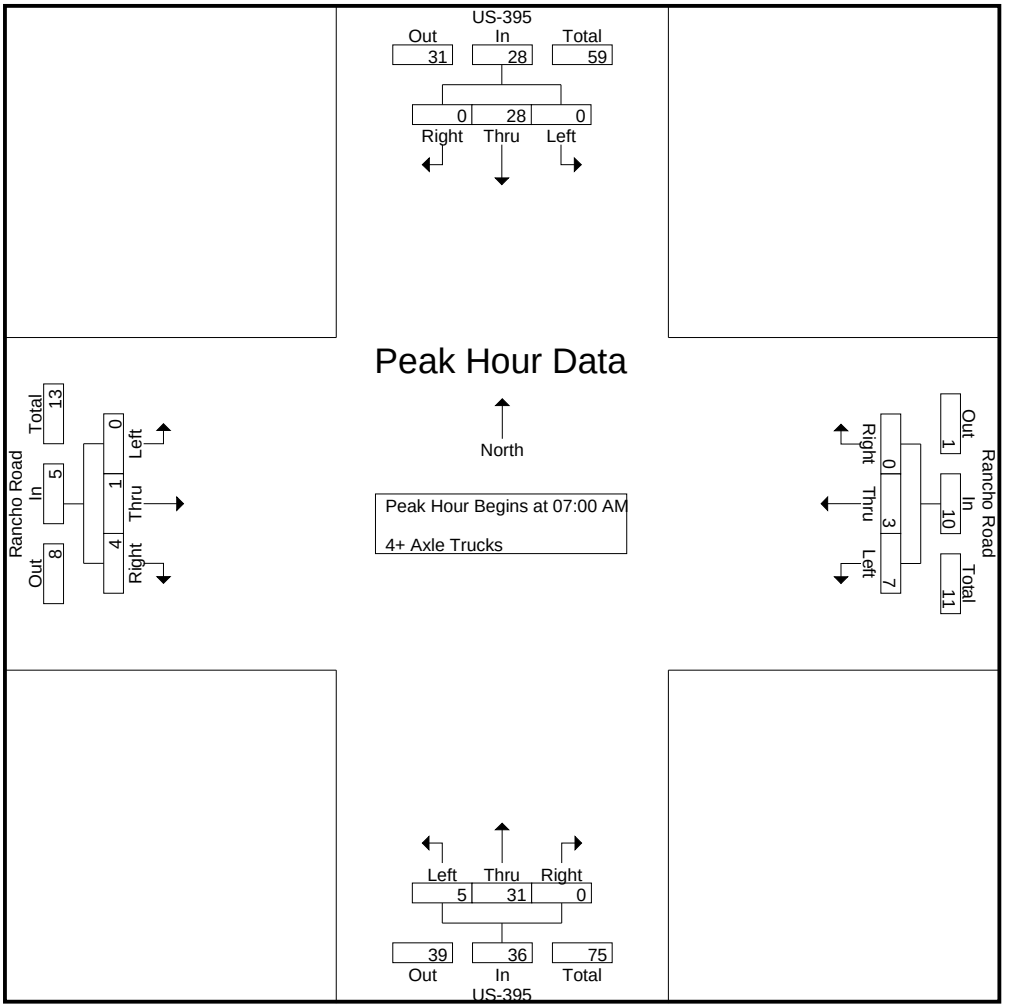
File Name : 06_ADL_US395_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	6	0	6	1	0	0	1	**3**	6	0	9	0	**1**	1	2
+15 mins.	0	6	0	6	**2**	1	0	3	1	5	0	6	0	0	**3**	**3**
+30 mins.	0	6	0	6	2	0	0	2	1	9	0	10	0	0	0	0
+45 mins.	0	**10**	0	**10**	2	**2**	0	**4**	0	**11**	0	**11**	0	0	0	0
Total Volume	0	28	0	28	7	3	0	10	5	31	0	36	0	1	4	5
% App. Total	0	100	0		70	30	0		13.9	86.1	0		0	20	80	
PHF	.000	.700	.000	.700	.875	.375	.000	.625	.417	.705	.000	.818	.000	.250	.333	.417

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City of Adelanto
N/S: US-395
E/W: Rancho Road
Weather: Clear

File Name : 06_ADL_US395_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

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

	US-395 Southbound				Rancho Road Westbound				US-395 Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	5	126	4	135	36	12	0	48	18	90	1	109	10	28	78	116	408
04:15 PM	1	132	4	137	20	3	4	27	26	95	1	122	4	18	51	73	359
04:30 PM	1	151	3	155	36	14	4	54	19	88	6	113	6	21	60	87	409
04:45 PM	2	124	6	132	24	12	4	40	25	87	3	115	6	13	41	60	347
Total	9	533	17	559	116	41	12	169	88	360	11	459	26	80	230	336	1523
05:00 PM	0	138	2	140	26	9	1	36	18	106	5	129	9	27	80	116	421
05:15 PM	5	133	2	140	18	6	0	24	27	85	4	116	2	12	31	45	325
05:30 PM	1	128	2	131	30	7	0	37	20	119	0	139	4	16	58	78	385
05:45 PM	1	135	3	139	20	1	2	23	22	87	5	114	2	8	25	35	311
Total	7	534	9	550	94	23	3	120	87	397	14	498	17	63	194	274	1442
Grand Total	16	1067	26	1109	210	64	15	289	175	757	25	957	43	143	424	610	2965
Apprch %	1.4	96.2	2.3		72.7	22.1	5.2		18.3	79.1	2.6		7	23.4	69.5		
Total %	0.5	36	0.9	37.4	7.1	2.2	0.5	9.7	5.9	25.5	0.8	32.3	1.5	4.8	14.3	20.6	
Passenger Vehicles	11	915	22	948	196	61	12	269	167	692	23	882	41	137	416	594	2693
% Passenger Vehicles	68.8	85.8	84.6	85.5	93.3	95.3	80	93.1	95.4	91.4	92	92.2	95.3	95.8	98.1	97.4	90.8
Large 2 Axle Vehicles	0	10	1	11	2	0	0	2	5	6	0	11	1	1	3	5	29
% Large 2 Axle Vehicles	0	0.9	3.8	1	1	0	0	0.7	2.9	0.8	0	1.1	2.3	0.7	0.7	0.8	1
3 Axle Vehicles	0	15	1	16	0	1	1	2	0	2	2	4	0	0	1	1	23
% 3 Axle Vehicles	0	1.4	3.8	1.4	0	1.6	6.7	0.7	0	0.3	8	0.4	0	0	0.2	0.2	0.8
4+ Axle Trucks	5	127	2	134	12	2	2	16	3	57	0	60	1	5	4	10	220
% 4+ Axle Trucks	31.2	11.9	7.7	12.1	5.7	3.1	13.3	5.5	1.7	7.5	0	6.3	2.3	3.5	0.9	1.6	7.4

	US-395 Southbound				Rancho Road Westbound				US-395 Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	132	4	137	20	3	**4**	27	**26**	95	1	122	4	18	51	73	359
04:30 PM	1	**151**	3	**155**	**36**	**14**	4	**54**	19	88	**6**	113	6	21	60	87	409
04:45 PM	**2**	124	**6**	132	24	12	4	40	25	87	3	115	6	13	41	60	347
05:00 PM	0	138	2	140	26	9	1	36	18	**106**	5	**129**	**9**	**27**	**80**	**116**	**421**
Total Volume	4	545	15	564	106	38	13	157	88	376	15	479	25	79	232	336	1536
% App. Total	0.7	96.6	2.7		67.5	24.2	8.3		18.4	78.5	3.1		7.4	23.5	69		
PHF	.500	.902	.625	.910	.736	.679	.813	.727	.846	.887	.625	.928	.694	.731	.725	.724	.912

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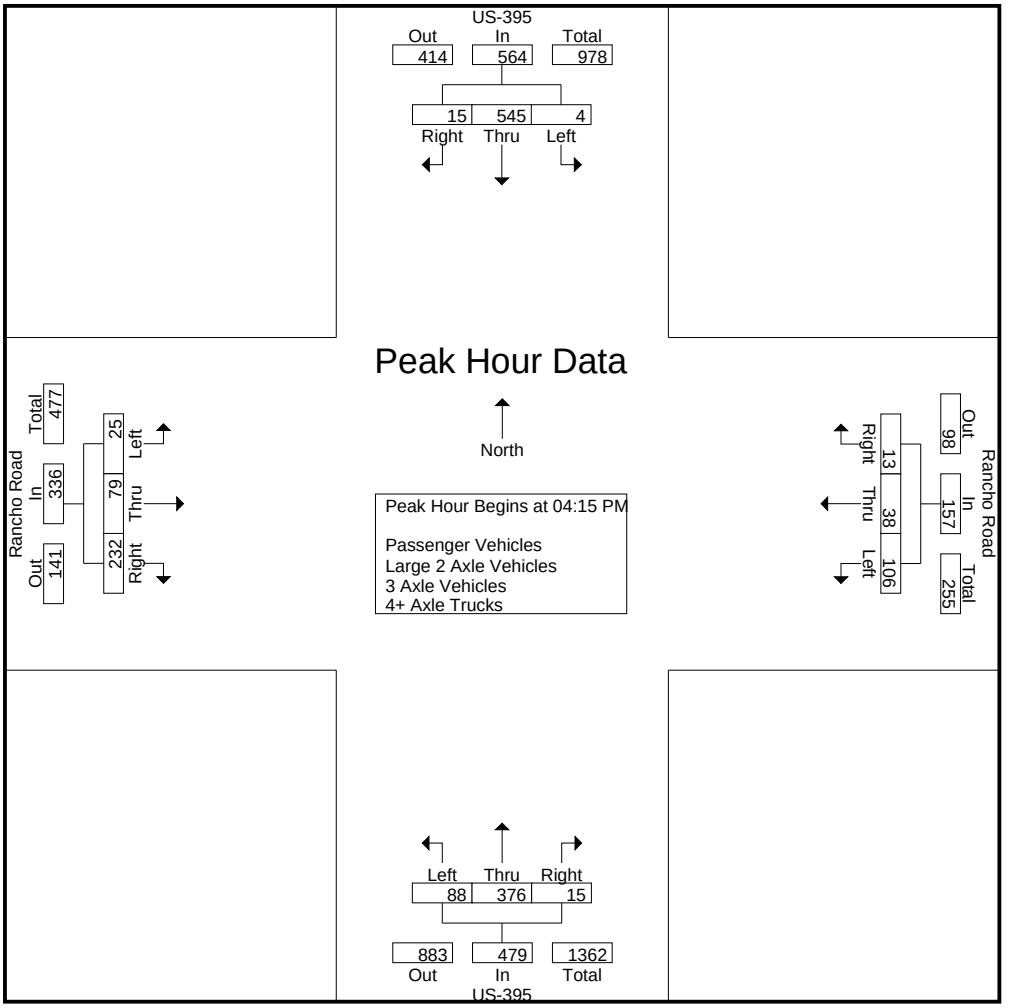
City of Adelanto
N/S: US-395
E/W: Rancho Road
Weather: Clear

File Name : 06_ADL_US395_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	04:30 PM				04:00 PM				04:45 PM				04:00 PM			
+0 mins.	1	**151**	3	**155**	**36**	12	0	48	25	87	3	115	**10**	**28**	**78**	**116**
+15 mins.	2	124	**6**	132	20	3	**4**	27	18	106	**5**	129	4	18	51	73
+30 mins.	0	138	2	140	36	**14**	4	**54**	**27**	85	4	116	6	21	60	87
+45 mins.	**5**	133	2	140	24	12	4	40	20	**119**	0	**139**	6	13	41	60
Total Volume	8	546	13	567	116	41	12	169	90	397	12	499	26	80	230	336
% App. Total	1.4	96.3	2.3		68.6	24.3	7.1		18	79.6	2.4		7.7	23.8	68.5	
PHF	.400	.904	.542	.915	.806	.732	.750	.782	.833	.834	.600	.897	.650	.714	.737	.724

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Weather: Clear

File Name : 06_ADL_US395_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Passenger Vehicles

	US-395 Southbound				Rancho Road Westbound				US-395 Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	107	4	114	32	10	0	42	18	83	1	102	9	27	77	113	371
04:15 PM	0	118	4	122	18	2	4	24	24	82	1	107	4	17	50	71	324
04:30 PM	1	132	2	135	36	14	4	54	18	79	6	103	6	19	58	83	375
04:45 PM	2	103	6	111	24	12	1	37	24	83	3	110	5	13	40	58	316
Total	6	460	16	482	110	38	9	157	84	327	11	422	24	76	225	325	1386
05:00 PM	0	117	2	119	23	9	1	33	18	97	3	118	9	26	80	115	385
05:15 PM	3	110	1	114	16	6	0	22	26	78	4	108	2	12	30	44	288
05:30 PM	1	112	2	115	28	7	0	35	17	108	0	125	4	15	56	75	350
05:45 PM	1	116	1	118	19	1	2	22	22	82	5	109	2	8	25	35	284
Total	5	455	6	466	86	23	3	112	83	365	12	460	17	61	191	269	1307
Grand Total	11	915	22	948	196	61	12	269	167	692	23	882	41	137	416	594	2693
Apprch %	1.2	96.5	2.3		72.9	22.7	4.5		18.9	78.5	2.6		6.9	23.1	70		
Total %	0.4	34	0.8	35.2	7.3	2.3	0.4	10	6.2	25.7	0.9	32.8	1.5	5.1	15.4	22.1	

	US-395 Southbound				Rancho Road Westbound				US-395 Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	118	4	122	18	2	**4**	24	**24**	82	1	107	4	17	50	71	324
04:30 PM	1	**132**	2	**135**	**36**	**14**	4	**54**	18	79	**6**	103	6	19	58	83	375
04:45 PM	**2**	103	**6**	111	24	12	1	37	24	83	3	110	5	13	40	58	316
05:00 PM	0	117	2	119	23	9	1	33	18	**97**	3	**118**	**9**	**26**	**80**	**115**	**385**
Total Volume	3	470	14	487	101	37	10	148	84	341	13	438	24	75	228	327	1400
% App. Total	0.6	96.5	2.9		68.2	25	6.8		19.2	77.9	3		7.3	22.9	69.7		
PHF	.375	.890	.583	.902	.701	.661	.625	.685	.875	.879	.542	.928	.667	.721	.713	.711	.909

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City of Adelanto
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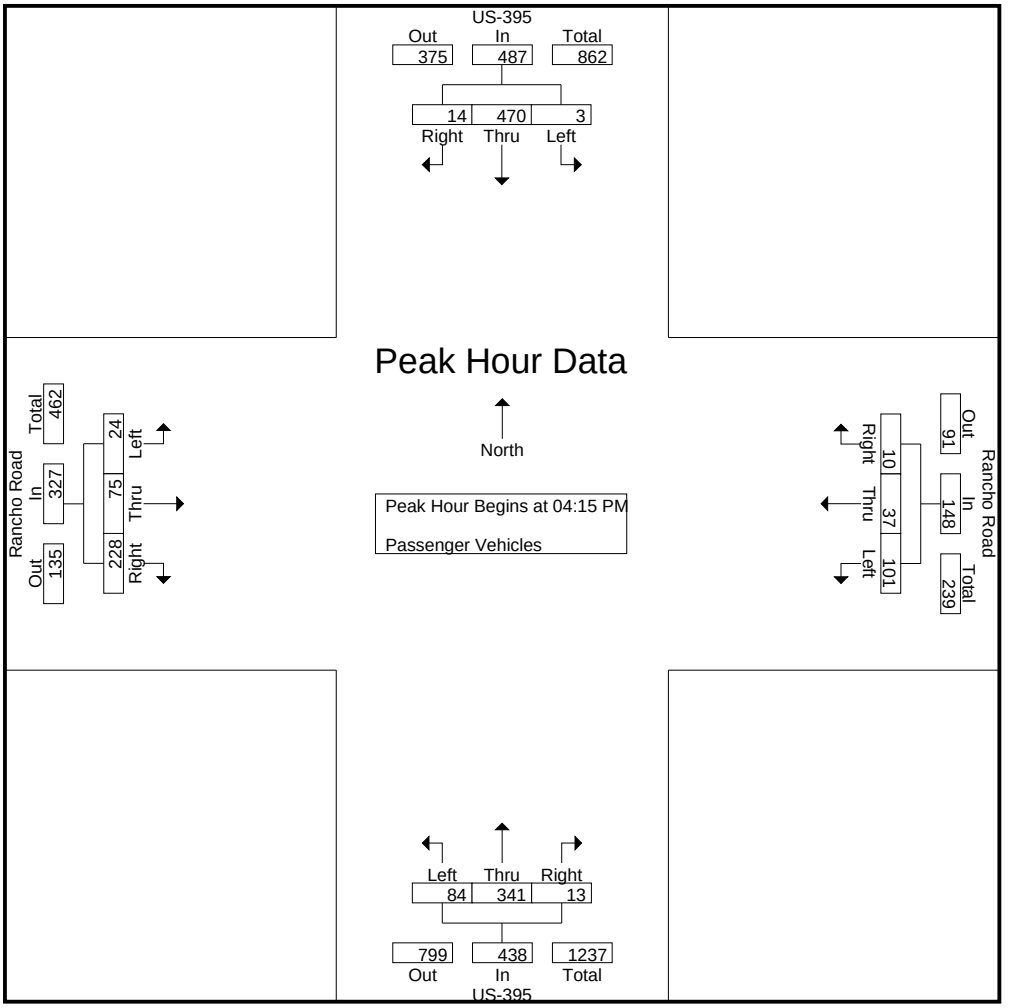
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	118	4	122	18	2	**4**	24	**24**	82	1	107	4	17	50	71
+15 mins.	1	**132**	2	**135**	**36**	**14**	4	**54**	18	79	**6**	103	6	19	58	83
+30 mins.	**2**	103	**6**	111	24	12	1	37	24	83	3	110	5	13	40	58
+45 mins.	0	117	2	119	23	9	1	33	18	**97**	3	**118**	**9**	**26**	**80**	**115**
Total Volume	3	470	14	487	101	37	10	148	84	341	13	438	24	75	228	327
% App. Total	0.6	96.5	2.9		68.2	25	6.8		19.2	77.9	3		7.3	22.9	69.7	
PHF	.375	.890	.583	.902	.701	.661	.625	.685	.875	.879	.542	.928	.667	.721	.713	.711

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City of Adelanto
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File Name : 06_ADL_US395_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	US-395 Southbound				Rancho Road Westbound				US-395 Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	2	0	0	2	1	3	0	4	0	0	0	0	6
04:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:45 PM	0	3	0	3	0	0	0	0	1	0	0	1	1	0	1	2	6
Total	0	6	0	6	2	0	0	2	2	4	0	6	1	0	1	2	16
05:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
05:15 PM	0	1	1	2	0	0	0	0	0	2	0	2	0	0	1	1	5
05:30 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	1	4
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	1	5	0	0	0	0	3	2	0	5	0	1	2	3	13
Grand Total	0	10	1	11	2	0	0	2	5	6	0	11	1	1	3	5	29
Apprch %	0	90.9	9.1		100	0	0		45.5	54.5	0		20	20	60		
Total %	0	34.5	3.4	37.9	6.9	0	0	6.9	17.2	20.7	0	37.9	3.4	3.4	10.3	17.2	

	US-395 Southbound				Rancho Road Westbound				US-395 Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	**2**	0	0	**2**	**1**	**3**	0	**4**	0	0	0	0	**6**
04:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:45 PM	0	**3**	0	**3**	0	0	0	0	1	0	0	1	**1**	0	**1**	**2**	6
05:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	**1**	0	1	3
Total Volume	0	7	0	7	2	0	0	2	2	4	0	6	1	1	1	3	18
% App. Total	0	100	0		100	0	0		33.3	66.7	0		33.3	33.3	33.3		
PHF	.000	.583	.000	.583	.250	.000	.000	.250	.500	.333	.000	.375	.250	.250	.250	.375	.750

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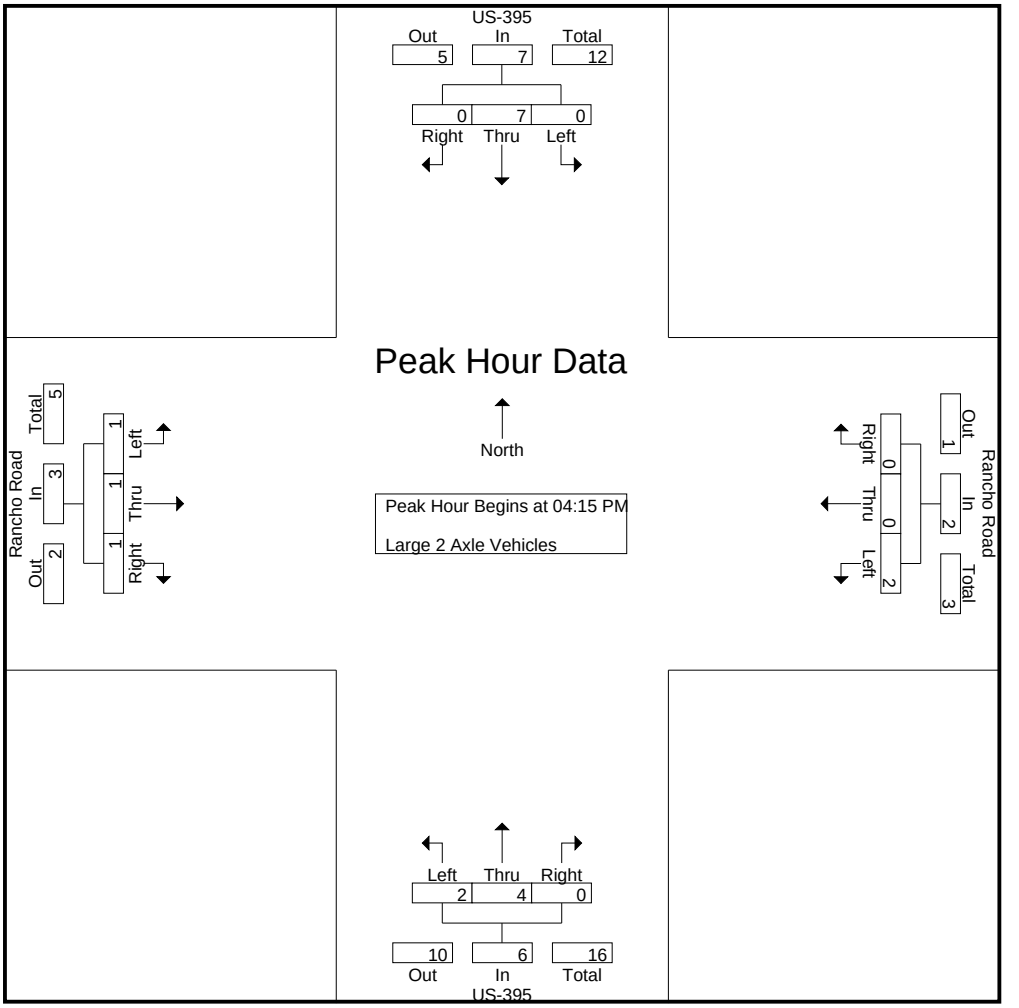
City of Adelanto
N/S: US-395
E/W: Rancho Road
Weather: Clear

File Name : 06_ADL_US395_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	**2**	0	0	**2**	**1**	**3**	0	**4**	0	0	0	0
+15 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	**3**	0	**3**	0	0	0	0	1	0	0	1	**1**	0	**1**	**2**
+45 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	**1**	0	1
Total Volume	0	7	0	7	2	0	0	2	2	4	0	6	1	1	1	3
% App. Total	0	100	0		100	0	0		33.3	66.7	0		33.3	33.3	33.3	
PHF	.000	.583	.000	.583	.250	.000	.000	.250	.500	.333	.000	.375	.250	.250	.250	.375

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City of Adelanto
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Weather: Clear

File Name : 06_ADL_US395_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	US-395 Southbound				Rancho Road Westbound				US-395 Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
04:30 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	3	0	3	0	0	1	1	0	0	0	0	0	0	0	0	4
Total	0	9	0	9	0	1	1	2	0	0	0	0	0	0	1	1	12
05:00 PM	0	3	0	3	0	0	0	0	0	1	2	3	0	0	0	0	6
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	6	1	7	0	0	0	0	0	2	2	4	0	0	0	0	11
Grand Total	0	15	1	16	0	1	1	2	0	2	2	4	0	0	1	1	23
Apprch %	0	93.8	6.2		0	50	50		0	50	50		0	0	100		
Total %	0	65.2	4.3	69.6	0	4.3	4.3	8.7	0	8.7	8.7	17.4	0	0	4.3	4.3	

	US-395 Southbound				Rancho Road Westbound				US-395 Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	**1**	**1**	2
04:30 PM	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	3	0	3	0	0	**1**	**1**	0	0	0	0	0	0	0	0	4
05:00 PM	0	3	0	3	0	0	0	0	0	**1**	**2**	**3**	0	0	0	0	**6**
Total Volume	0	10	0	10	0	0	1	1	0	1	2	3	0	0	1	1	15
% App. Total	0	100	0		0	0	100		0	33.3	66.7		0	0	100		
PHF	.000	.833	.000	.833	.000	.000	.250	.250	.000	.250	.250	.250	.000	.000	.250	.250	.625

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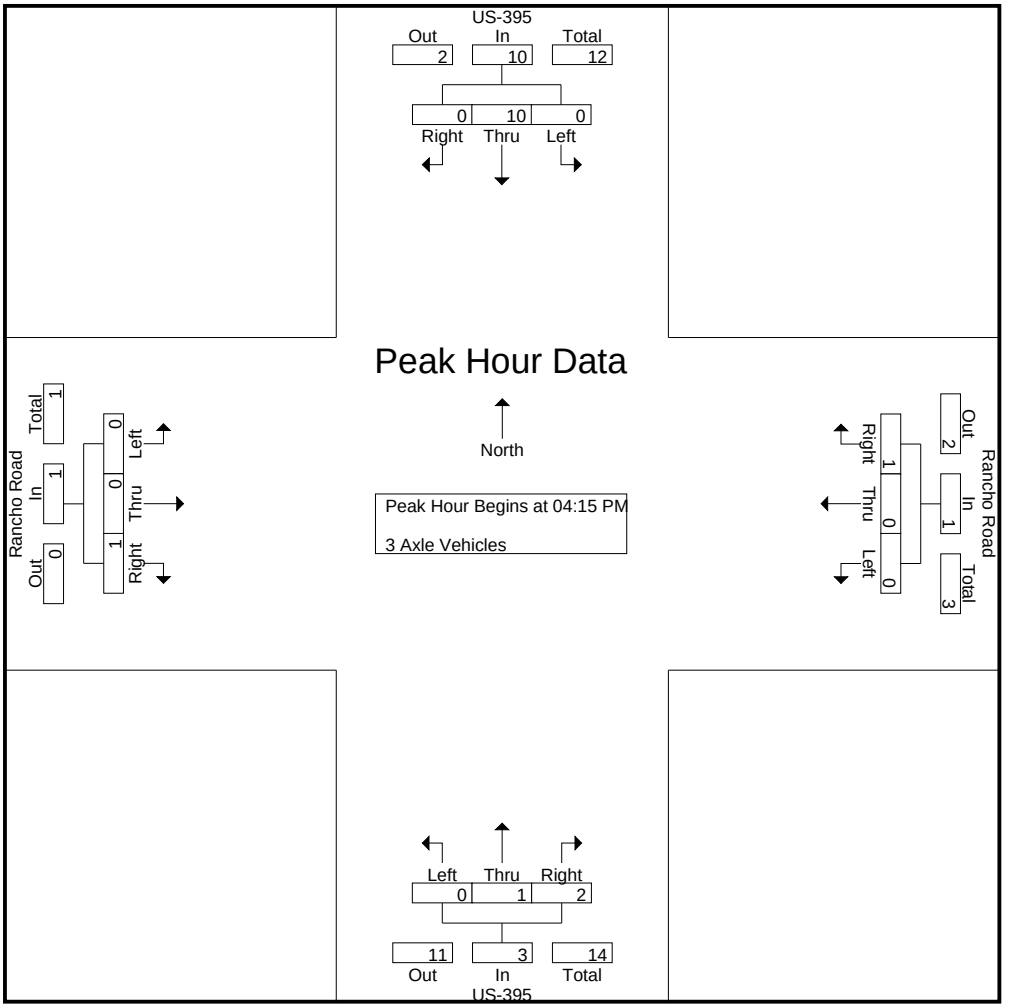
City of Adelanto
N/S: US-395
E/W: Rancho Road
Weather: Clear

File Name : 06_ADL_US395_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	**1**	**1**
+15 mins.	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	3	0	3	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+45 mins.	0	3	0	3	0	0	0	0	0	**1**	**2**	**3**	0	0	0	0
Total Volume	0	10	0	10	0	0	1	1	0	1	2	3	0	0	1	1
% App. Total	0	100	0		0	0	100		0	33.3	66.7		0	0	100	
PHF	.000	.833	.000	.833	.000	.000	.250	.250	.000	.250	.250	.250	.000	.000	.250	.250

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City of Adelanto
N/S: US-395
E/W: Rancho Road
Weather: Clear

File Name : 06_ADL_US395_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	US-395 Southbound				Rancho Road Westbound				US-395 Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	16	0	18	4	1	0	5	0	7	0	7	1	1	1	3	33
04:15 PM	1	13	0	14	0	1	0	1	1	10	0	11	0	1	0	1	27
04:30 PM	0	14	1	15	0	0	0	0	1	8	0	9	0	2	2	4	28
04:45 PM	0	15	0	15	0	0	2	2	0	4	0	4	0	0	0	0	21
Total	3	58	1	62	4	2	2	8	2	29	0	31	1	4	3	8	109
05:00 PM	0	16	0	16	3	0	0	3	0	8	0	8	0	0	0	0	27
05:15 PM	2	21	0	23	2	0	0	2	1	5	0	6	0	0	0	0	31
05:30 PM	0	16	0	16	2	0	0	2	0	10	0	10	0	1	1	2	30
05:45 PM	0	16	1	17	1	0	0	1	0	5	0	5	0	0	0	0	23
Total	2	69	1	72	8	0	0	8	1	28	0	29	0	1	1	2	111
Grand Total	5	127	2	134	12	2	2	16	3	57	0	60	1	5	4	10	220
Apprch %	3.7	94.8	1.5		75	12.5	12.5		5	95	0		10	50	40		
Total %	2.3	57.7	0.9	60.9	5.5	0.9	0.9	7.3	1.4	25.9	0	27.3	0.5	2.3	1.8	4.5	

	US-395 Southbound				Rancho Road Westbound				US-395 Northbound				Rancho Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**1**	13	0	14	0	**1**	0	1	**1**	**10**	0	**11**	0	1	0	1	27
04:30 PM	0	14	**1**	15	0	0	0	0	1	8	0	9	0	**2**	**2**	**4**	**28**
04:45 PM	0	15	0	15	0	0	**2**	2	0	4	0	4	0	0	0	0	21
05:00 PM	0	**16**	0	**16**	**3**	0	0	**3**	0	8	0	8	0	0	0	0	27
Total Volume	1	58	1	60	3	1	2	6	2	30	0	32	0	3	2	5	103
% App. Total	1.7	96.7	1.7		50	16.7	33.3		6.2	93.8	0		0	60	40		
PHF	.250	.906	.250	.938	.250	.250	.250	.500	.500	.750	.000	.727	.000	.375	.250	.313	.920

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City of Adelanto
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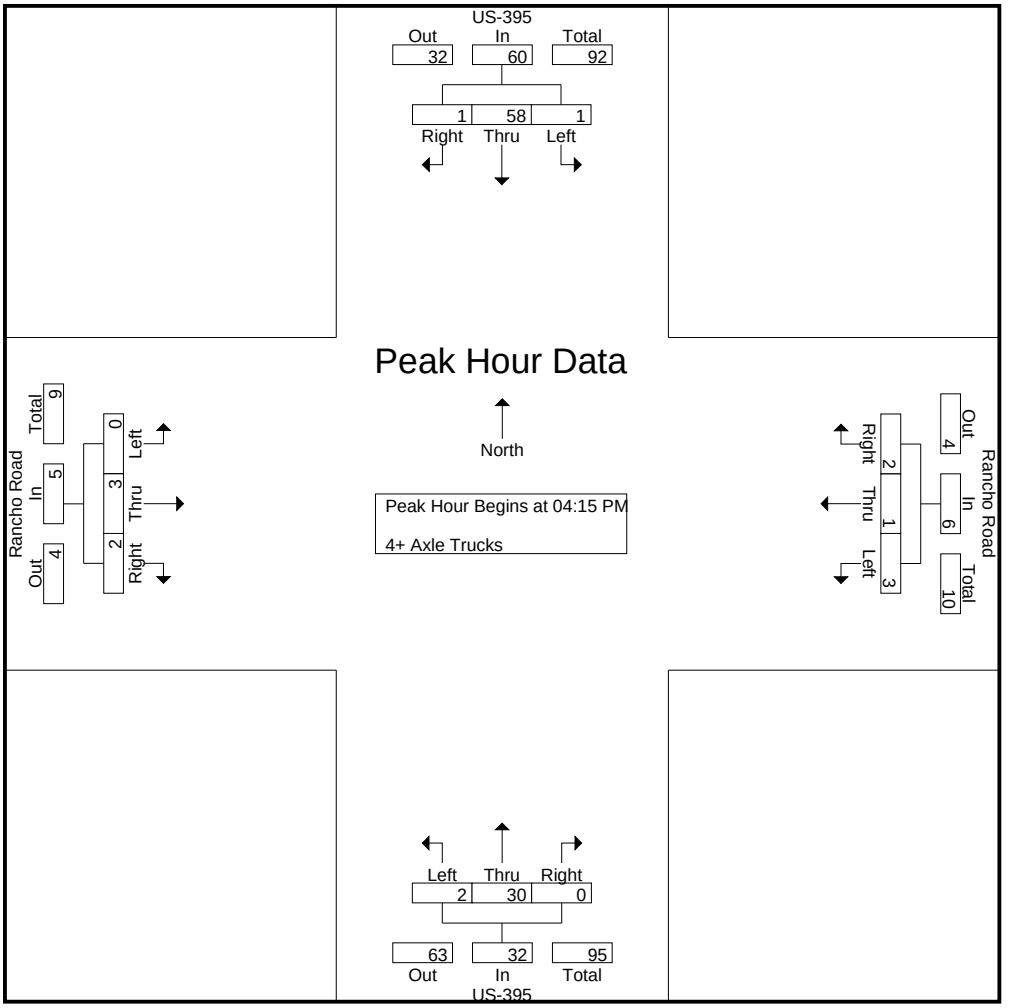
Weather: Clear

File Name : 06_ADL_US395_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	**1**	13	0	14	0	**1**	0	1	**1**	**10**	0	**11**	0	1	0	1
+15 mins.	0	14	**1**	15	0	0	0	0	1	8	0	9	0	**2**	**2**	**4**
+30 mins.	0	15	0	15	0	0	**2**	2	0	4	0	4	0	0	0	0
+45 mins.	0	**16**	0	**16**	**3**	0	0	**3**	0	8	0	8	0	0	0	0
Total Volume	1	58	1	60	3	1	2	6	2	30	0	32	0	3	2	5
% App. Total	1.7	96.7	1.7		50	16.7	33.3		6.2	93.8	0		0	60	40	
PHF	.250	.906	.250	.938	.250	.250	.250	.500	.500	.750	.000	.727	.000	.375	.250	.313

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City of Adelanto
N/S: US-395
E/W: Cactus Road
Weather: Clear

File Name : 07_ADL_US395_Cac AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

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

	US-395 Southbound				Cactus Road Westbound				US-395 Northbound				Cactus Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	71	1	73	3	2	3	8	6	204	5	215	6	3	8	17	313
07:15 AM	2	77	6	85	7	1	5	13	5	170	4	179	10	5	12	27	304
07:30 AM	3	84	3	90	5	4	7	16	4	170	14	188	8	3	10	21	315
07:45 AM	2	88	1	91	7	4	10	21	12	211	6	229	10	5	12	27	368
Total	8	320	11	339	22	11	25	58	27	755	29	811	34	16	42	92	1300
08:00 AM	0	73	2	75	8	1	5	14	5	140	5	150	9	8	9	26	265
08:15 AM	2	70	1	73	8	2	3	13	9	124	7	140	9	8	8	25	251
08:30 AM	3	137	1	141	5	1	4	10	6	128	2	136	3	4	16	23	310
08:45 AM	1	101	6	108	4	1	7	12	10	142	7	159	6	4	14	24	303
Total	6	381	10	397	25	5	19	49	30	534	21	585	27	24	47	98	1129
Grand Total	14	701	21	736	47	16	44	107	57	1289	50	1396	61	40	89	190	2429
Apprch %	1.9	95.2	2.9		43.9	15	41.1		4.1	92.3	3.6		32.1	21.1	46.8		
Total %	0.6	28.9	0.9	30.3	1.9	0.7	1.8	4.4	2.3	53.1	2.1	57.5	2.5	1.6	3.7	7.8	
Passenger Vehicles	9	551	20	580	34	16	35	85	57	1130	40	1227	60	40	88	188	2080
% Passenger Vehicles	64.3	78.6	95.2	78.8	72.3	100	79.5	79.4	100	87.7	80	87.9	98.4	100	98.9	98.9	85.6
Large 2 Axle Vehicles	0	29	0	29	0	0	1	1	0	37	0	37	1	0	0	1	68
% Large 2 Axle Vehicles	0	4.1	0	3.9	0	0	2.3	0.9	0	2.9	0	2.7	1.6	0	0	0.5	2.8
3 Axle Vehicles	0	8	1	9	0	0	2	2	0	19	3	22	0	0	0	0	33
% 3 Axle Vehicles	0	1.1	4.8	1.2	0	0	4.5	1.9	0	1.5	6	1.6	0	0	0	0	1.4
4+ Axle Trucks	5	113	0	118	13	0	6	19	0	103	7	110	0	0	1	1	248
% 4+ Axle Trucks	35.7	16.1	0	16	27.7	0	13.6	17.8	0	8	14	7.9	0	0	1.1	0.5	10.2

	US-395 Southbound				Cactus Road Westbound				US-395 Northbound				Cactus Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	71	1	73	3	2	3	8	6	204	5	215	6	3	8	17	313
07:15 AM	2	77	**6**	85	**7**	1	5	13	5	170	4	179	**10**	**5**	**12**	**27**	304
07:30 AM	**3**	84	3	90	5	**4**	7	16	4	170	**14**	188	8	3	10	21	315
07:45 AM	2	**88**	1	**91**	7	4	**10**	**21**	**12**	**211**	6	**229**	10	5	12	27	**368**
Total Volume	8	320	11	339	22	11	25	58	27	755	29	811	34	16	42	92	1300
% App. Total	2.4	94.4	3.2		37.9	19	43.1		3.3	93.1	3.6		37	17.4	45.7		
PHF	.667	.909	.458	.931	.786	.688	.625	.690	.563	.895	.518	.885	.850	.800	.875	.852	.883

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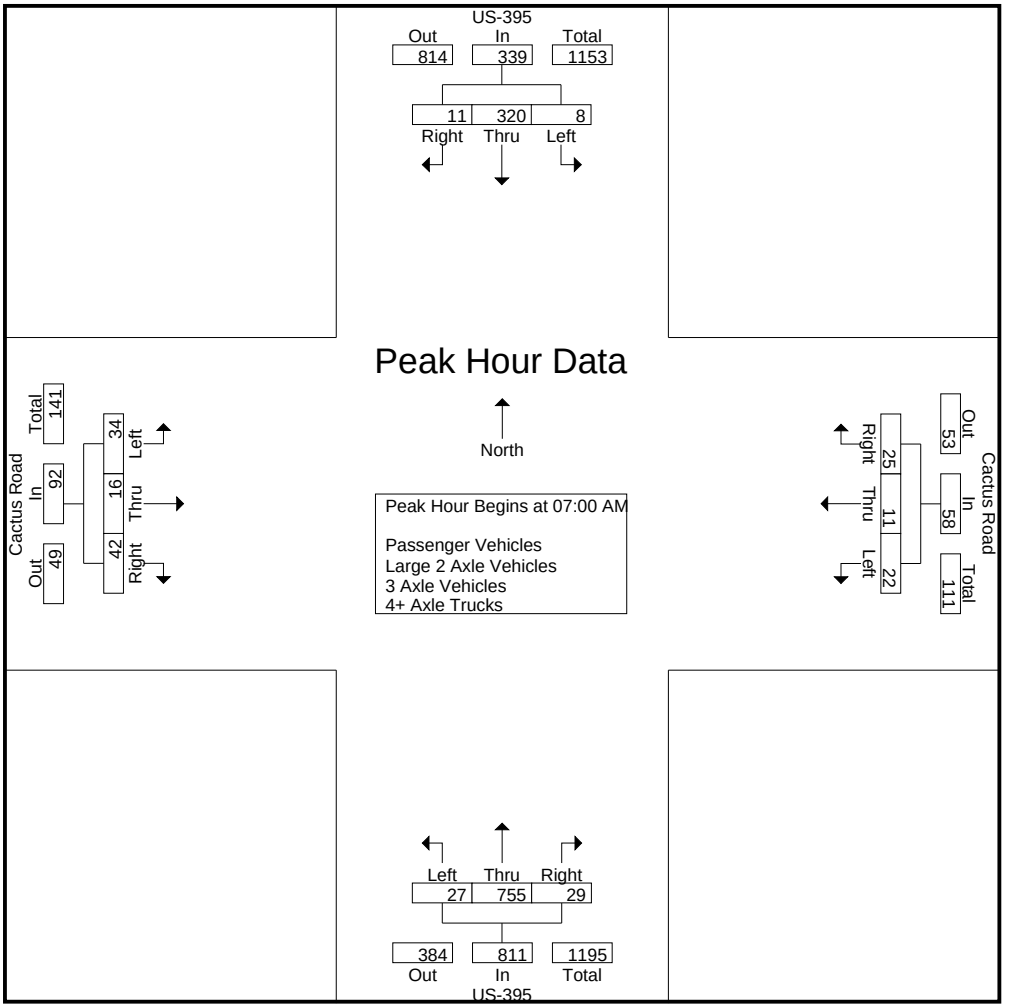
City of Adelanto
N/S: US-395
E/W: Cactus Road
Weather: Clear

File Name : 07_ADL_US395_Cac AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	08:00 AM				07:15 AM				07:00 AM				07:15 AM			
+0 mins.	0	73	2	75	7	1	5	13	6	204	5	215	**10**	5	**12**	**27**
+15 mins.	2	70	1	73	5	**4**	7	16	5	170	4	179	8	3	10	21
+30 mins.	**3**	**137**	1	**141**	7	4	**10**	**21**	4	170	**14**	188	10	5	12	27
+45 mins.	1	101	**6**	108	**8**	1	5	14	**12**	**211**	6	**229**	9	**8**	9	26
Total Volume	6	381	10	397	27	10	27	64	27	755	29	811	37	21	43	101
% App. Total	1.5	96	2.5		42.2	15.6	42.2		3.3	93.1	3.6		36.6	20.8	42.6	
PHF	.500	.695	.417	.704	.844	.625	.675	.762	.563	.895	.518	.885	.925	.656	.896	.935

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City of Adelanto
N/S: US-395
E/W: Cactus Road
Weather: Clear

File Name : 07_ADL_US395_Cac AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Passenger Vehicles

	US-395 Southbound				Cactus Road Westbound				US-395 Northbound				Cactus Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	54	0	55	2	2	2	6	6	193	4	203	6	3	8	17	281
07:15 AM	1	60	6	67	5	1	5	11	5	156	4	165	10	5	11	26	269
07:30 AM	2	73	3	78	4	4	6	14	4	148	12	164	8	3	10	21	277
07:45 AM	1	72	1	74	4	4	7	15	12	189	6	207	10	5	12	27	323
Total	5	259	10	274	15	11	20	46	27	686	26	739	34	16	41	91	1150
08:00 AM	0	55	2	57	6	1	4	11	5	122	4	131	8	8	9	25	224
08:15 AM	2	55	1	58	6	2	3	11	9	104	3	116	9	8	8	25	210
08:30 AM	2	107	1	110	5	1	2	8	6	98	1	105	3	4	16	23	246
08:45 AM	0	75	6	81	2	1	6	9	10	120	6	136	6	4	14	24	250
Total	4	292	10	306	19	5	15	39	30	444	14	488	26	24	47	97	930
Grand Total	9	551	20	580	34	16	35	85	57	1130	40	1227	60	40	88	188	2080
Apprch %	1.6	95	3.4		40	18.8	41.2		4.6	92.1	3.3		31.9	21.3	46.8		
Total %	0.4	26.5	1	27.9	1.6	0.8	1.7	4.1	2.7	54.3	1.9	59	2.9	1.9	4.2	9	

	US-395 Southbound				Cactus Road Westbound				US-395 Northbound				Cactus Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	54	0	55	2	2	2	6	6	**193**	4	203	6	3	8	17	281
07:15 AM	1	60	**6**	67	**5**	1	5	11	5	156	4	165	**10**	**5**	11	26	269
07:30 AM	**2**	**73**	3	**78**	4	**4**	6	14	4	148	**12**	164	8	3	10	21	277
07:45 AM	1	72	1	74	4	4	**7**	**15**	**12**	189	6	**207**	10	5	**12**	**27**	**323**
Total Volume	5	259	10	274	15	11	20	46	27	686	26	739	34	16	41	91	1150
% App. Total	1.8	94.5	3.6		32.6	23.9	43.5		3.7	92.8	3.5		37.4	17.6	45.1		
PHF	.625	.887	.417	.878	.750	.688	.714	.767	.563	.889	.542	.893	.850	.800	.854	.843	.890

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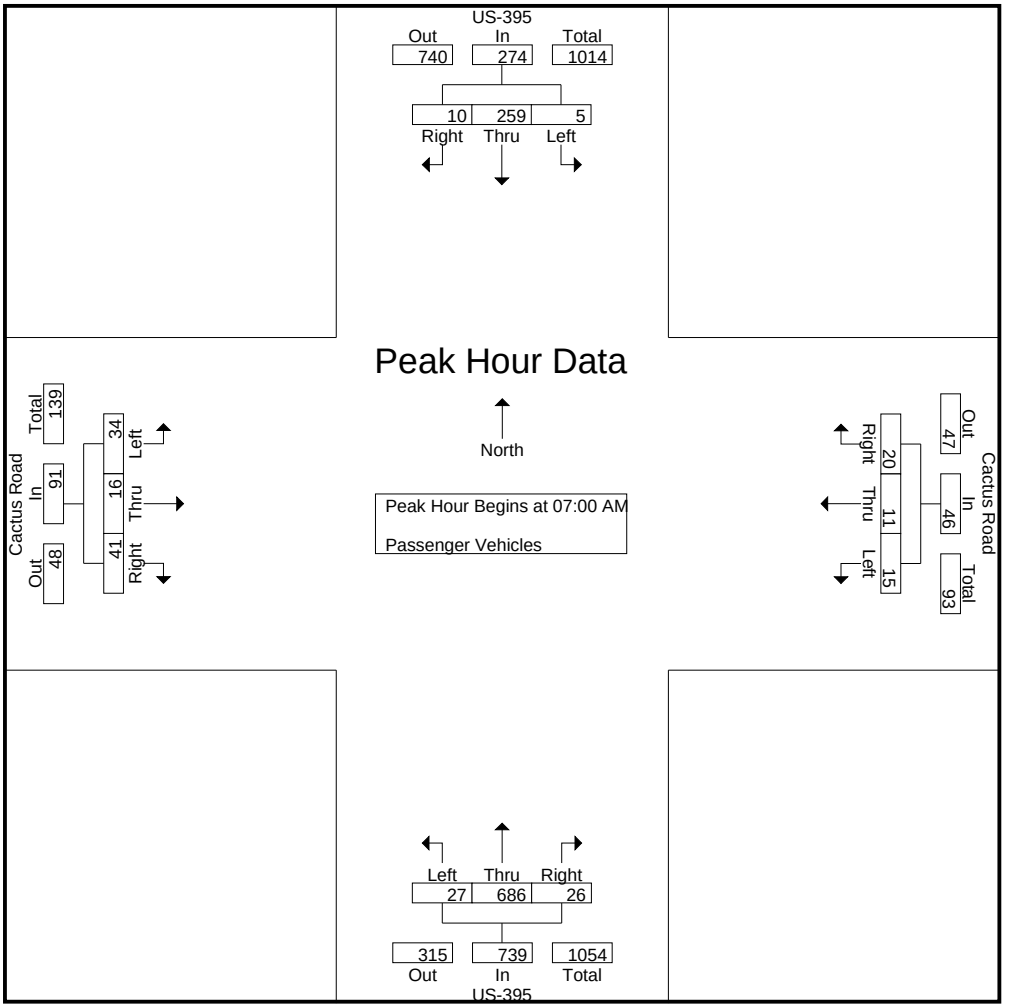
City of Adelanto
N/S: US-395
E/W: Cactus Road
Weather: Clear

File Name : 07_ADL_US395_Cac AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	54	0	55	2	2	2	6	6	**193**	4	203	6	3	8	17
+15 mins.	1	60	**6**	67	**5**	1	5	11	5	156	4	165	**10**	**5**	11	26
+30 mins.	**2**	**73**	3	**78**	4	**4**	6	14	4	148	**12**	164	8	3	10	21
+45 mins.	1	72	1	74	4	4	**7**	**15**	**12**	189	6	**207**	10	5	**12**	**27**
Total Volume	5	259	10	274	15	11	20	46	27	686	26	739	34	16	41	91
% App. Total	1.8	94.5	3.6		32.6	23.9	43.5		3.7	92.8	3.5		37.4	17.6	45.1	
PHF	.625	.887	.417	.878	.750	.688	.714	.767	.563	.889	.542	.893	.850	.800	.854	.843

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City of Adelanto
N/S: US-395
E/W: Cactus Road
Weather: Clear

File Name : 07_ADL_US395_Cac AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	US-395 Southbound				Cactus Road Westbound				US-395 Northbound				Cactus Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	6	0	6	0	0	1	1	0	3	0	3	0	0	0	0	10
07:15 AM	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
07:30 AM	0	2	0	2	0	0	0	0	0	6	0	6	0	0	0	0	8
07:45 AM	0	5	0	5	0	0	0	0	0	6	0	6	0	0	0	0	11
Total	0	17	0	17	0	0	1	1	0	19	0	19	0	0	0	0	37
08:00 AM	0	2	0	2	0	0	0	0	0	3	0	3	1	0	0	1	6
08:15 AM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
08:30 AM	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9
08:45 AM	0	3	0	3	0	0	0	0	0	7	0	7	0	0	0	0	10
Total	0	12	0	12	0	0	0	0	0	18	0	18	1	0	0	1	31
Grand Total	0	29	0	29	0	0	1	1	0	37	0	37	1	0	0	1	68
Apprch %	0	100	0		0	0	100		0	100	0		100	0	0		
Total %	0	42.6	0	42.6	0	0	1.5	1.5	0	54.4	0	54.4	1.5	0	0	1.5	

	US-395 Southbound				Cactus Road Westbound				US-395 Northbound				Cactus Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**6**	0	**6**	0	0	**1**	**1**	0	3	0	3	0	0	0	0	10
07:15 AM	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
07:30 AM	0	2	0	2	0	0	0	0	0	**6**	0	**6**	0	0	0	0	8
07:45 AM	0	5	0	5	0	0	0	0	0	6	0	6	0	0	0	0	**11**
Total Volume	0	17	0	17	0	0	1	1	0	19	0	19	0	0	0	0	37
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.708	.000	.708	.000	.000	.250	.250	.000	.792	.000	.792	.000	.000	.000	.000	.841

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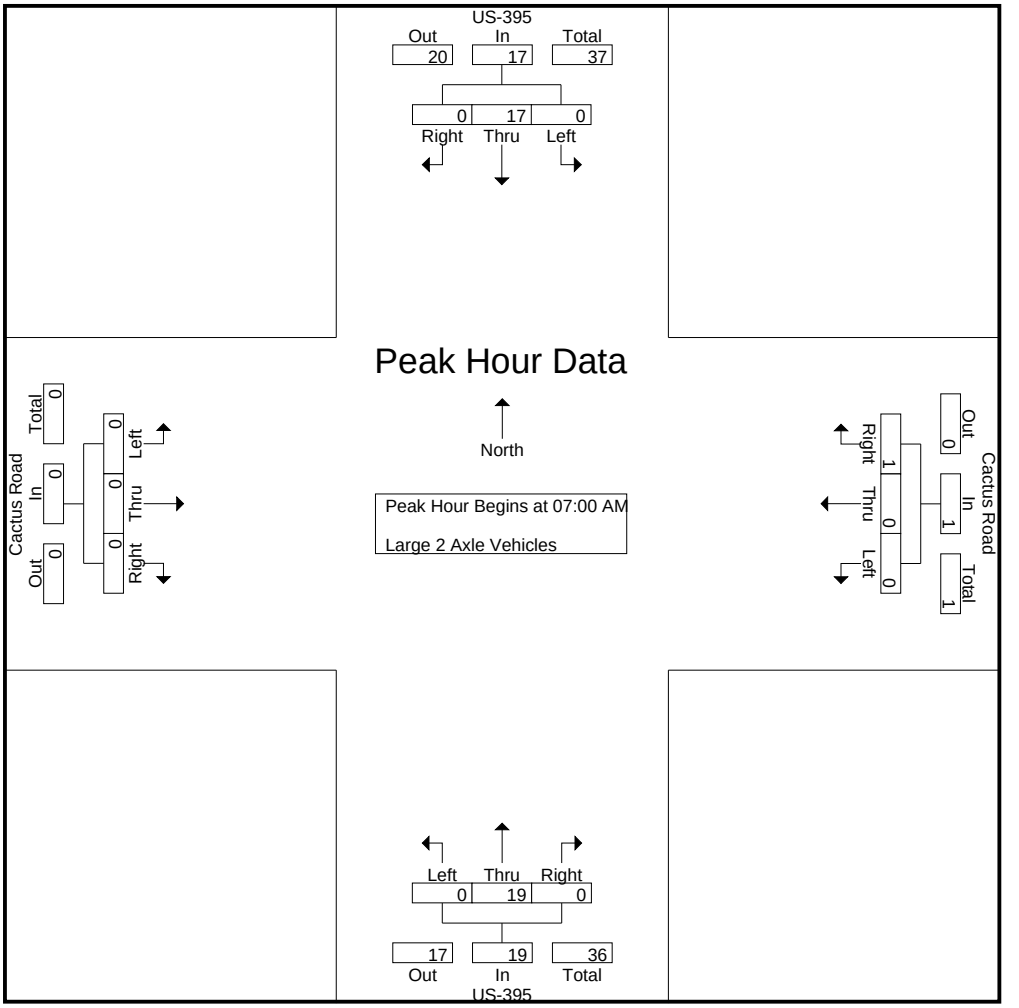
City of Adelanto
N/S: US-395
E/W: Cactus Road
Weather: Clear

File Name : 07_ADL_US395_Cac AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**6**	0	**6**	0	0	**1**	**1**	0	3	0	3	0	0	0	0
+15 mins.	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	**6**	0	**6**	0	0	0	0
+45 mins.	0	5	0	5	0	0	0	0	0	6	0	6	0	0	0	0
Total Volume	0	17	0	17	0	0	1	1	0	19	0	19	0	0	0	0
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0	
PHF	.000	.708	.000	.708	.000	.000	.250	.250	.000	.792	.000	.792	.000	.000	.000	.000

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City of Adelanto
N/S: US-395
E/W: Cactus Road
Weather: Clear

File Name : 07_ADL_US395_Cac AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	US-395 Southbound				Cactus Road Westbound				US-395 Northbound				Cactus Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	2	0	2	0	0	0	0	0	2	1	3	0	0	0	0	5
07:45 AM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
Total	0	5	1	6	0	0	1	1	0	2	1	3	0	0	0	0	10
08:00 AM	0	1	0	1	0	0	1	1	0	5	1	6	0	0	0	0	8
08:15 AM	0	1	0	1	0	0	0	0	0	3	1	4	0	0	0	0	5
08:30 AM	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	0	7
08:45 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	3	0	3	0	0	1	1	0	17	2	19	0	0	0	0	23
Grand Total	0	8	1	9	0	0	2	2	0	19	3	22	0	0	0	0	33
Apprch %	0	88.9	11.1		0	0	100		0	86.4	13.6		0	0	0		
Total %	0	24.2	3	27.3	0	0	6.1	6.1	0	57.6	9.1	66.7	0	0	0	0	

	US-395 Southbound				Cactus Road Westbound				US-395 Northbound				Cactus Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	**1**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	**2**	0	2	0	0	0	0	0	**2**	**1**	**3**	0	0	0	0	**5**
07:45 AM	0	1	0	1	0	0	**1**	**1**	0	0	0	0	0	0	0	0	2
Total Volume	0	5	1	6	0	0	1	1	0	2	1	3	0	0	0	0	10
% App. Total	0	83.3	16.7		0	0	100		0	66.7	33.3		0	0	0		
PHF	.000	.625	.250	.750	.000	.000	.250	.250	.000	.250	.250	.250	.000	.000	.000	.000	.500

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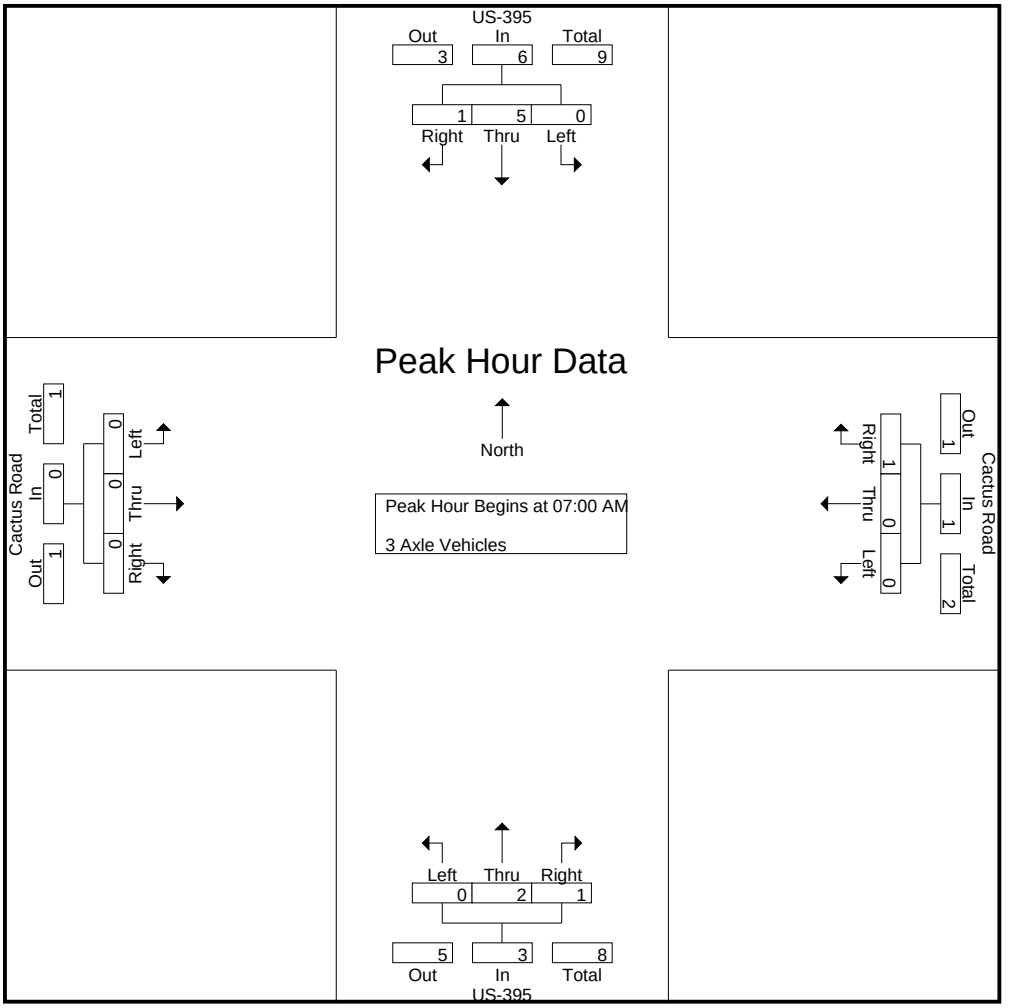
City of Adelanto
N/S: US-395
E/W: Cactus Road
Weather: Clear

File Name : 07_ADL_US395_Cac AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	1	**1**	**2**	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	0	0	0
+30 mins.	0	**2**	0	2	0	0	0	0	0	**2**	**1**	**3**	0	0	0	0
+45 mins.	0	1	0	1	0	0	**1**	**1**	0	0	0	0	0	0	0	0
Total Volume	0	5	1	6	0	0	1	1	0	2	1	3	0	0	0	0
% App. Total	0	83.3	16.7		0	0	100		0	66.7	33.3		0	0	0	
PHF	.000	.625	.250	.750	.000	.000	.250	.250	.000	.250	.250	.250	.000	.000	.000	.000

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City of Adelanto
N/S: US-395
E/W: Cactus Road
Weather: Clear

File Name : 07_ADL_US395_Cac AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	US-395 Southbound				Cactus Road Westbound				US-395 Northbound				Cactus Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	10	0	10	1	0	0	1	0	8	1	9	0	0	0	0	20
07:15 AM	1	12	0	13	2	0	0	2	0	10	0	10	0	0	1	1	26
07:30 AM	1	7	0	8	1	0	1	2	0	14	1	15	0	0	0	0	25
07:45 AM	1	10	0	11	3	0	2	5	0	16	0	16	0	0	0	0	32
Total	3	39	0	42	7	0	3	10	0	48	2	50	0	0	1	1	103
08:00 AM	0	15	0	15	2	0	0	2	0	10	0	10	0	0	0	0	27
08:15 AM	0	12	0	12	2	0	0	2	0	13	3	16	0	0	0	0	30
08:30 AM	1	25	0	26	0	0	2	2	0	19	1	20	0	0	0	0	48
08:45 AM	1	22	0	23	2	0	1	3	0	13	1	14	0	0	0	0	40
Total	2	74	0	76	6	0	3	9	0	55	5	60	0	0	0	0	145
Grand Total	5	113	0	118	13	0	6	19	0	103	7	110	0	0	1	1	248
Apprch %	4.2	95.8	0		68.4	0	31.6		0	93.6	6.4		0	0	100		
Total %	2	45.6	0	47.6	5.2	0	2.4	7.7	0	41.5	2.8	44.4	0	0	0.4	0.4	

	US-395 Southbound				Cactus Road Westbound				US-395 Northbound				Cactus Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	10	0	10	1	0	0	1	0	8	**1**	9	0	0	0	0	20
07:15 AM	**1**	**12**	0	**13**	2	0	0	2	0	10	0	10	0	0	**1**	**1**	26
07:30 AM	1	7	0	8	1	0	1	2	0	14	1	15	0	0	0	0	25
07:45 AM	1	10	0	11	**3**	0	**2**	**5**	0	**16**	0	**16**	0	0	0	0	**32**
Total Volume	3	39	0	42	7	0	3	10	0	48	2	50	0	0	1	1	103
% App. Total	7.1	92.9	0		70	0	30		0	96	4		0	0	100		
PHF	.750	.813	.000	.808	.583	.000	.375	.500	.000	.750	.500	.781	.000	.000	.250	.250	.805

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City of Adelanto
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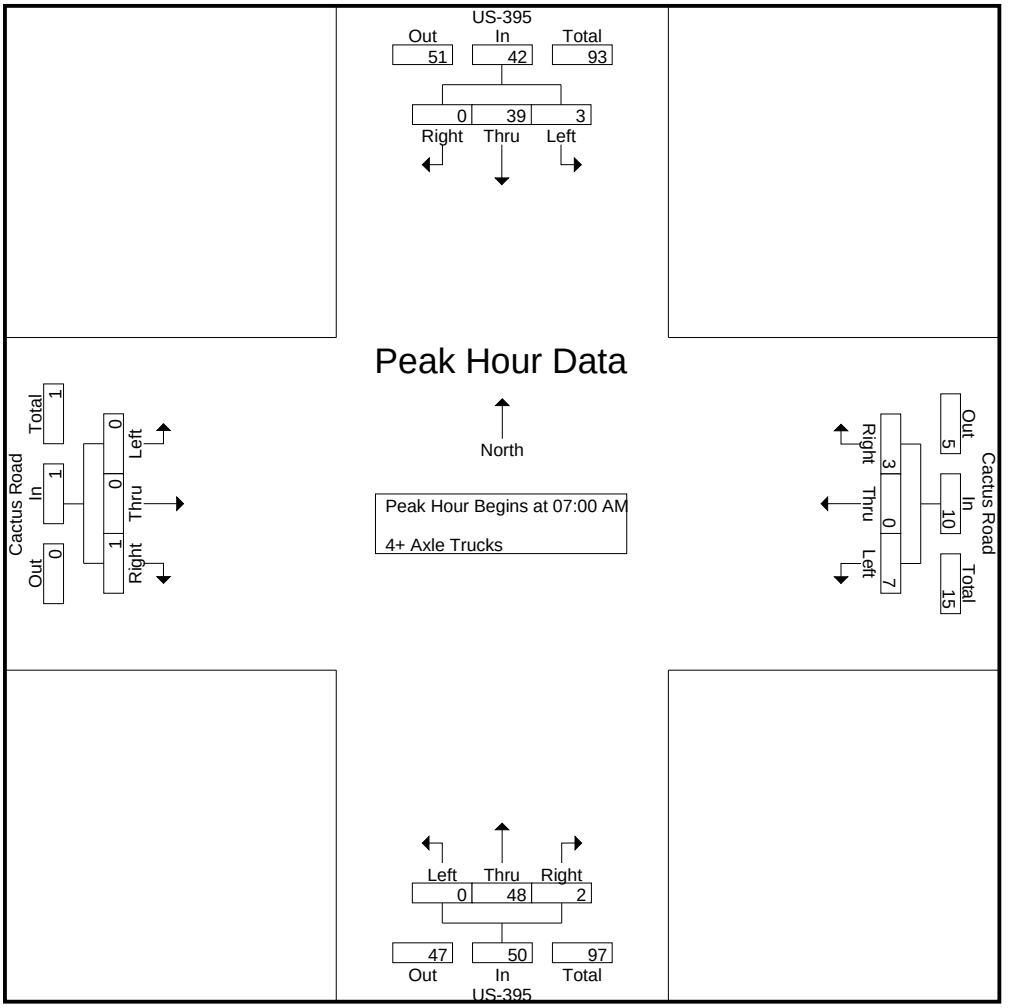
File Name : 07_ADL_US395_Cac AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	10	0	10	1	0	0	1	0	8	**1**	9	0	0	0	0
+15 mins.	**1**	**12**	0	**13**	2	0	0	2	0	10	0	10	0	0	**1**	**1**
+30 mins.	1	7	0	8	1	0	1	2	0	14	1	15	0	0	0	0
+45 mins.	1	10	0	11	**3**	0	**2**	**5**	0	**16**	0	**16**	0	0	0	0
Total Volume	3	39	0	42	7	0	3	10	0	48	2	50	0	0	1	1
% App. Total	7.1	92.9	0		70	0	30		0	96	4		0	0	100	
PHF	.750	.813	.000	.808	.583	.000	.375	.500	.000	.750	.500	.781	.000	.000	.250	.250

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City of Adelanto
N/S: US-395
E/W: Cactus Road
Weather: Clear

File Name : 07_ADL_US395_Cac PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

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

	US-395 Southbound				Cactus Road Westbound				US-395 Northbound				Cactus Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	10	227	8	245	10	4	6	20	18	105	11	134	6	1	11	18	417
04:15 PM	10	188	6	204	15	4	3	22	30	136	6	172	7	2	5	14	412
04:30 PM	4	225	16	245	11	5	1	17	19	135	7	161	10	7	14	31	454
04:45 PM	6	193	12	211	12	3	5	20	22	129	12	163	5	1	12	18	412
Total	30	833	42	905	48	16	15	79	89	505	36	630	28	11	42	81	1695
05:00 PM	7	225	4	236	8	3	4	15	22	120	4	146	12	4	13	29	426
05:15 PM	5	172	11	188	11	1	3	15	27	133	6	166	4	9	18	31	400
05:30 PM	9	222	8	239	8	4	6	18	31	144	6	181	11	6	16	33	471
05:45 PM	4	163	5	172	9	8	1	18	19	130	7	156	7	1	10	18	364
Total	25	782	28	835	36	16	14	66	99	527	23	649	34	20	57	111	1661
Grand Total	55	1615	70	1740	84	32	29	145	188	1032	59	1279	62	31	99	192	3356
Apprch %	3.2	92.8	4		57.9	22.1	20		14.7	80.7	4.6		32.3	16.1	51.6		
Total %	1.6	48.1	2.1	51.8	2.5	1	0.9	4.3	5.6	30.8	1.8	38.1	1.8	0.9	2.9	5.7	
Passenger Vehicles	47	1443	69	1559	73	32	25	130	187	941	52	1180	59	30	98	187	3056
% Passenger Vehicles	85.5	89.3	98.6	89.6	86.9	100	86.2	89.7	99.5	91.2	88.1	92.3	95.2	96.8	99	97.4	91.1
Large 2 Axle Vehicles	1	17	1	19	2	0	0	2	0	12	2	14	3	0	1	4	39
% Large 2 Axle Vehicles	1.8	1.1	1.4	1.1	2.4	0	0	1.4	0	1.2	3.4	1.1	4.8	0	1	2.1	1.2
3 Axle Vehicles	3	16	0	19	4	0	1	5	0	5	1	6	0	0	0	0	30
% 3 Axle Vehicles	5.5	1	0	1.1	4.8	0	3.4	3.4	0	0.5	1.7	0.5	0	0	0	0	0.9
4+ Axle Trucks	4	139	0	143	5	0	3	8	1	74	4	79	0	1	0	1	231
% 4+ Axle Trucks	7.3	8.6	0	8.2	6	0	10.3	5.5	0.5	7.2	6.8	6.2	0	3.2	0	0.5	6.9

	US-395 Southbound				Cactus Road Westbound				US-395 Northbound				Cactus Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	6	193	**12**	211	**12**	3	5	**20**	22	129	**12**	163	5	1	12	18	412
05:00 PM	7	**225**	4	236	8	3	4	15	22	120	4	146	**12**	4	13	29	426
05:15 PM	5	172	11	188	11	1	3	15	27	133	6	166	4	**9**	**18**	31	400
05:30 PM	**9**	222	8	**239**	8	**4**	**6**	18	**31**	**144**	6	**181**	11	6	16	**33**	**471**
Total Volume	27	812	35	874	39	11	18	68	102	526	28	656	32	20	59	111	1709
% App. Total	3.1	92.9	4		57.4	16.2	26.5		15.5	80.2	4.3		28.8	18	53.2		
PHF	.750	.902	.729	.914	.813	.688	.750	.850	.823	.913	.583	.906	.667	.556	.819	.841	.907

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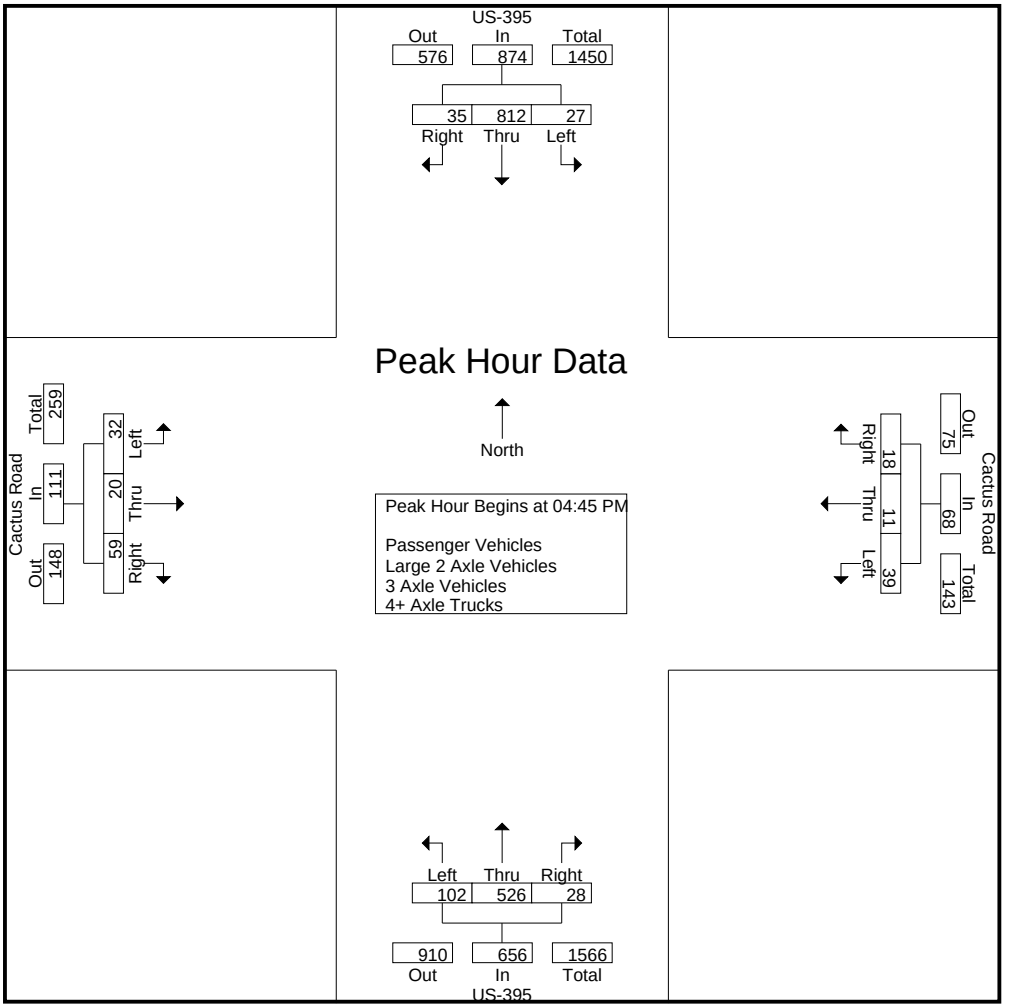
City of Adelanto
N/S: US-395
E/W: Cactus Road
Weather: Clear

File Name : 07_ADL_US395_Cac PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	04:00 PM				04:00 PM				04:45 PM				04:45 PM			
+0 mins.	**10**	**227**	8	**245**	10	4	**6**	20	22	129	**12**	163	5	1	12	18
+15 mins.	10	188	6	204	**15**	4	3	**22**	22	120	4	146	**12**	4	13	29
+30 mins.	4	225	**16**	245	11	**5**	1	17	27	133	6	166	4	**9**	**18**	31
+45 mins.	6	193	12	211	12	3	5	20	**31**	**144**	6	**181**	11	6	16	**33**
Total Volume	30	833	42	905	48	16	15	79	102	526	28	656	32	20	59	111
% App. Total	3.3	92	4.6		60.8	20.3	19		15.5	80.2	4.3		28.8	18	53.2	
PHF	.750	.917	.656	.923	.800	.800	.625	.898	.823	.913	.583	.906	.667	.556	.819	.841

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City of Adelanto
N/S: US-395
E/W: Cactus Road
Weather: Clear

File Name : 07_ADL_US395_Cac PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Passenger Vehicles

	US-395 Southbound				Cactus Road Westbound				US-395 Northbound				Cactus Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	202	8	219	10	4	6	20	17	93	10	120	6	1	11	18	377
04:15 PM	9	174	6	189	13	4	2	19	30	121	6	157	5	2	5	12	377
04:30 PM	3	201	16	220	11	5	0	16	19	121	5	145	10	7	14	31	412
04:45 PM	4	173	11	188	8	3	5	16	22	122	10	154	5	1	12	18	376
Total	25	750	41	816	42	16	13	71	88	457	31	576	26	11	42	79	1542
05:00 PM	6	203	4	213	6	3	3	12	22	109	4	135	12	3	12	27	387
05:15 PM	3	151	11	165	11	1	2	14	27	121	5	153	4	9	18	31	363
05:30 PM	9	197	8	214	6	4	6	16	31	129	5	165	10	6	16	32	427
05:45 PM	4	142	5	151	8	8	1	17	19	125	7	151	7	1	10	18	337
Total	22	693	28	743	31	16	12	59	99	484	21	604	33	19	56	108	1514
Grand Total	47	1443	69	1559	73	32	25	130	187	941	52	1180	59	30	98	187	3056
Apprch %	3	92.6	4.4		56.2	24.6	19.2		15.8	79.7	4.4		31.6	16	52.4		
Total %	1.5	47.2	2.3	51	2.4	1	0.8	4.3	6.1	30.8	1.7	38.6	1.9	1	3.2	6.1	

	US-395 Southbound				Cactus Road Westbound				US-395 Northbound				Cactus Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	4	173	**11**	188	8	3	5	**16**	22	122	**10**	154	5	1	12	18	376
05:00 PM	6	**203**	4	213	6	3	3	12	22	109	4	135	**12**	3	12	27	387
05:15 PM	3	151	11	165	**11**	1	2	14	27	121	5	153	4	**9**	**18**	31	363
05:30 PM	**9**	197	8	**214**	6	**4**	**6**	16	**31**	**129**	5	**165**	10	6	16	**32**	**427**
Total Volume	22	724	34	780	31	11	16	58	102	481	24	607	31	19	58	108	1553
% App. Total	2.8	92.8	4.4		53.4	19	27.6		16.8	79.2	4		28.7	17.6	53.7		
PHF	.611	.892	.773	.911	.705	.688	.667	.906	.823	.932	.600	.920	.646	.528	.806	.844	.909

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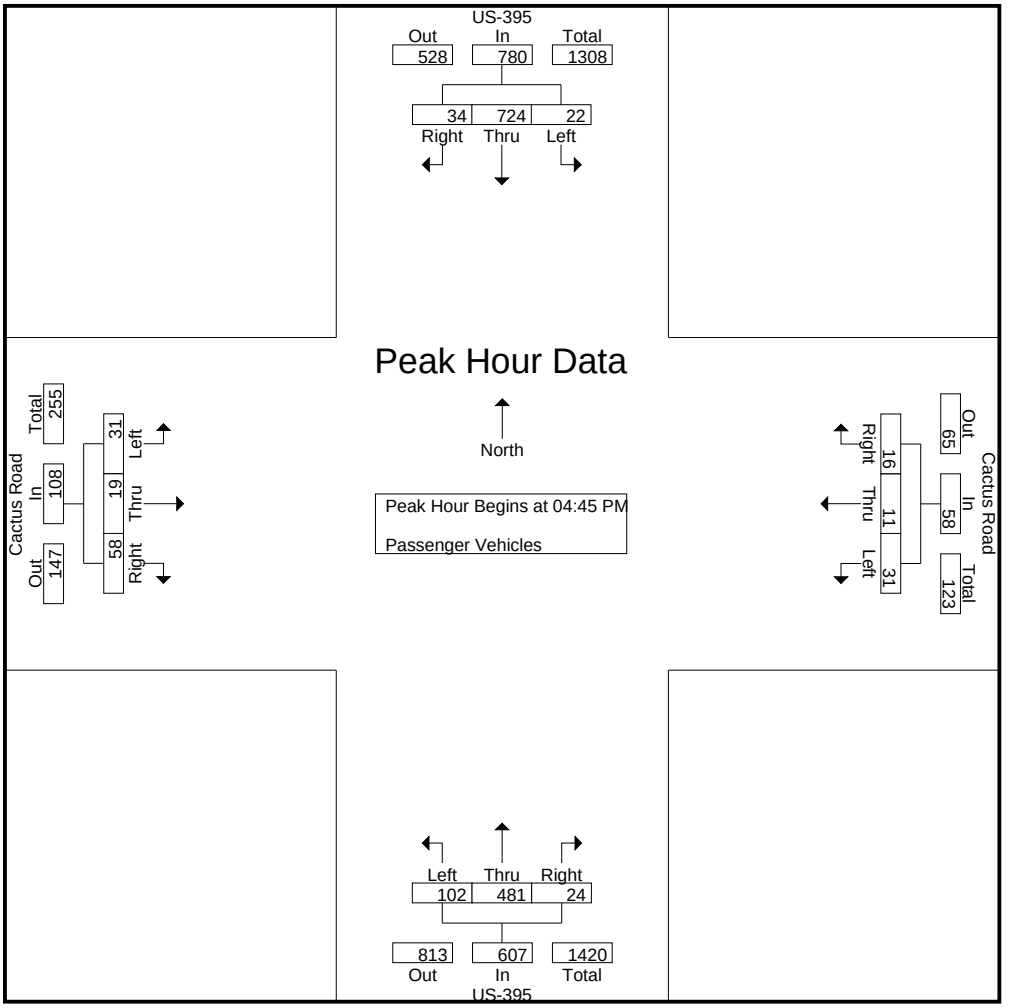
City of Adelanto
N/S: US-395
E/W: Cactus Road
Weather: Clear

File Name : 07_ADL_US395_Cac PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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.	4	173	**11**	188	8	3	5	**16**	22	122	**10**	154	5	1	12	18
+15 mins.	6	**203**	4	213	6	3	3	12	22	109	4	135	**12**	3	12	27
+30 mins.	3	151	11	165	**11**	1	2	14	27	121	5	153	4	**9**	**18**	31
+45 mins.	**9**	197	8	**214**	6	**4**	**6**	16	**31**	**129**	5	**165**	10	6	16	**32**
Total Volume	22	724	34	780	31	11	16	58	102	481	24	607	31	19	58	108
% App. Total	2.8	92.8	4.4		53.4	19	27.6		16.8	79.2	4		28.7	17.6	53.7	
PHF	.611	.892	.773	.911	.705	.688	.667	.906	.823	.932	.600	.920	.646	.528	.806	.844

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City of Adelanto
N/S: US-395
E/W: Cactus Road
Weather: Clear

File Name : 07_ADL_US395_Cac PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	US-395 Southbound				Cactus Road Westbound				US-395 Northbound				Cactus Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	1	1	2	0	0	0	0	4
04:15 PM	0	2	0	2	1	0	0	1	0	1	0	1	2	0	0	2	6
04:30 PM	1	2	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
04:45 PM	0	4	1	5	1	0	0	1	0	3	1	4	0	0	0	0	10
Total	1	10	1	12	2	0	0	2	0	7	2	9	2	0	0	2	25
05:00 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	1	1	4
05:15 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
05:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	1	0	0	1	4
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	7	0	7	0	0	0	0	0	5	0	5	1	0	1	2	14
Grand Total	1	17	1	19	2	0	0	2	0	12	2	14	3	0	1	4	39
Apprch %	5.3	89.5	5.3		100	0	0		0	85.7	14.3		75	0	25		
Total %	2.6	43.6	2.6	48.7	5.1	0	0	5.1	0	30.8	5.1	35.9	7.7	0	2.6	10.3	

	US-395 Southbound				Cactus Road Westbound				US-395 Northbound				Cactus Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**4**	**1**	**5**	**1**	0	0	**1**	0	**3**	**1**	**4**	0	0	0	0	**10**
05:00 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	**1**	**1**	4
05:15 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
05:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	**1**	0	0	1	4
Total Volume	0	10	1	11	1	0	0	1	0	8	1	9	1	0	1	2	23
% App. Total	0	90.9	9.1		100	0	0		0	88.9	11.1		50	0	50		
PHF	.000	.625	.250	.550	.250	.000	.000	.250	.000	.667	.250	.563	.250	.000	.250	.500	.575

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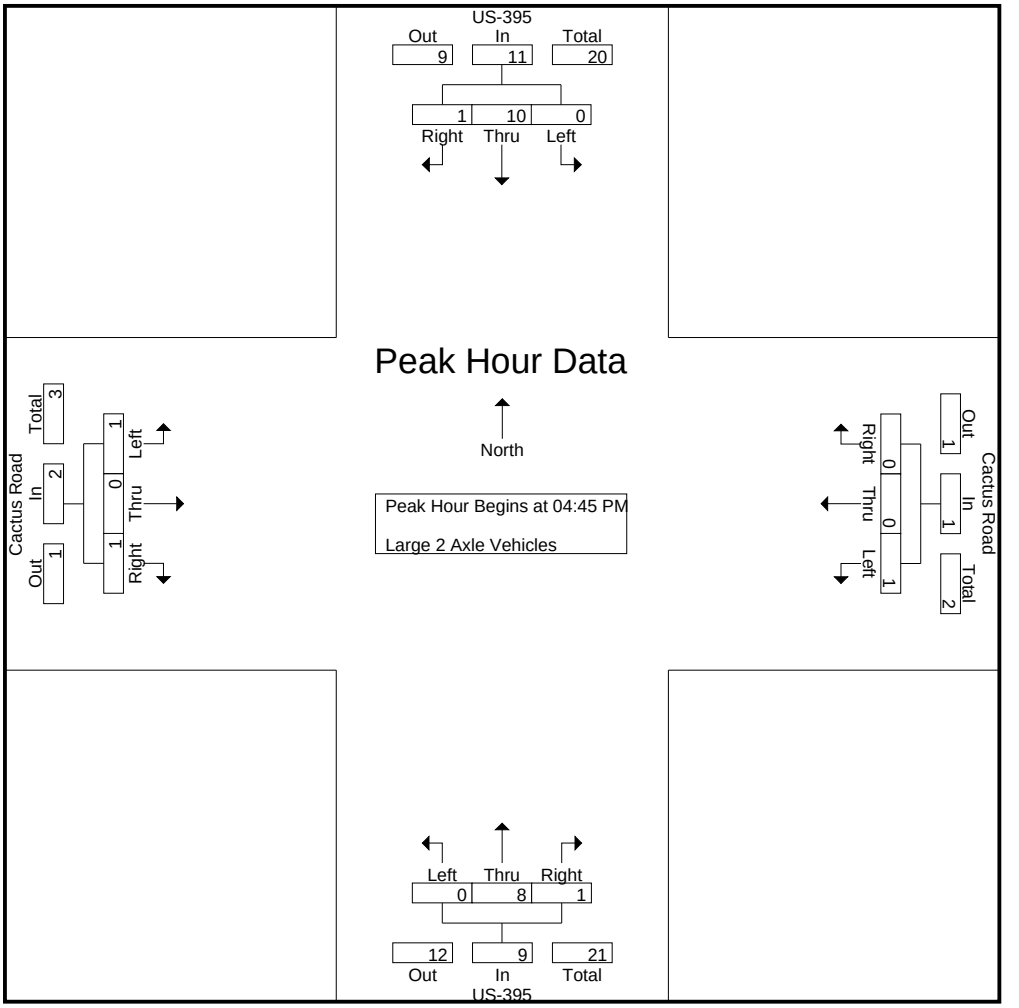
City of Adelanto
N/S: US-395
E/W: Cactus Road
Weather: Clear

File Name : 07_ADL_US395_Cac PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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	**4**	**1**	**5**	**1**	0	0	**1**	0	**3**	**1**	**4**	0	0	0	0
+15 mins.	0	3	0	3	0	0	0	0	0	0	0	0	0	0	**1**	**1**
+30 mins.	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	2	0	2	**1**	0	0	1
Total Volume	0	10	1	11	1	0	0	1	0	8	1	9	1	0	1	2
% App. Total	0	90.9	9.1		100	0	0		0	88.9	11.1		50	0	50	
PHF	.000	.625	.250	.550	.250	.000	.000	.250	.000	.667	.250	.563	.250	.000	.250	.500

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City of Adelanto
N/S: US-395
E/W: Cactus Road
Weather: Clear

File Name : 07_ADL_US395_Cac PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	US-395 Southbound				Cactus Road Westbound				US-395 Northbound				Cactus Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	1	1	0	2	1	0	0	1	0	1	0	1	0	0	0	0	4
04:30 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	1	2	0	3	2	0	0	2	0	0	0	0	0	0	0	0	5
Total	2	9	0	11	3	0	0	3	0	1	0	1	0	0	0	0	15
05:00 PM	1	2	0	3	0	0	1	1	0	2	0	2	0	0	0	0	6
05:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	1	0	1	1	0	0	1	0	2	1	3	0	0	0	0	5
05:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	7	0	8	1	0	1	2	0	4	1	5	0	0	0	0	15
Grand Total	3	16	0	19	4	0	1	5	0	5	1	6	0	0	0	0	30
Apprch %	15.8	84.2	0		80	0	20		0	83.3	16.7		0	0	0		
Total %	10	53.3	0	63.3	13.3	0	3.3	16.7	0	16.7	3.3	20	0	0	0	0	

	US-395 Southbound				Cactus Road Westbound				US-395 Northbound				Cactus Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**1**	**2**	0	**3**	**2**	0	0	**2**	0	0	0	0	0	0	0	0	5
05:00 PM	1	2	0	3	0	0	**1**	1	0	**2**	0	2	0	0	0	0	**6**
05:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	1	0	1	1	0	0	1	0	2	**1**	**3**	0	0	0	0	5
Total Volume	2	7	0	9	3	0	1	4	0	4	1	5	0	0	0	0	18
% App. Total	22.2	77.8	0		75	0	25		0	80	20		0	0	0		
PHF	.500	.875	.000	.750	.375	.000	.250	.500	.000	.500	.250	.417	.000	.000	.000	.000	.750

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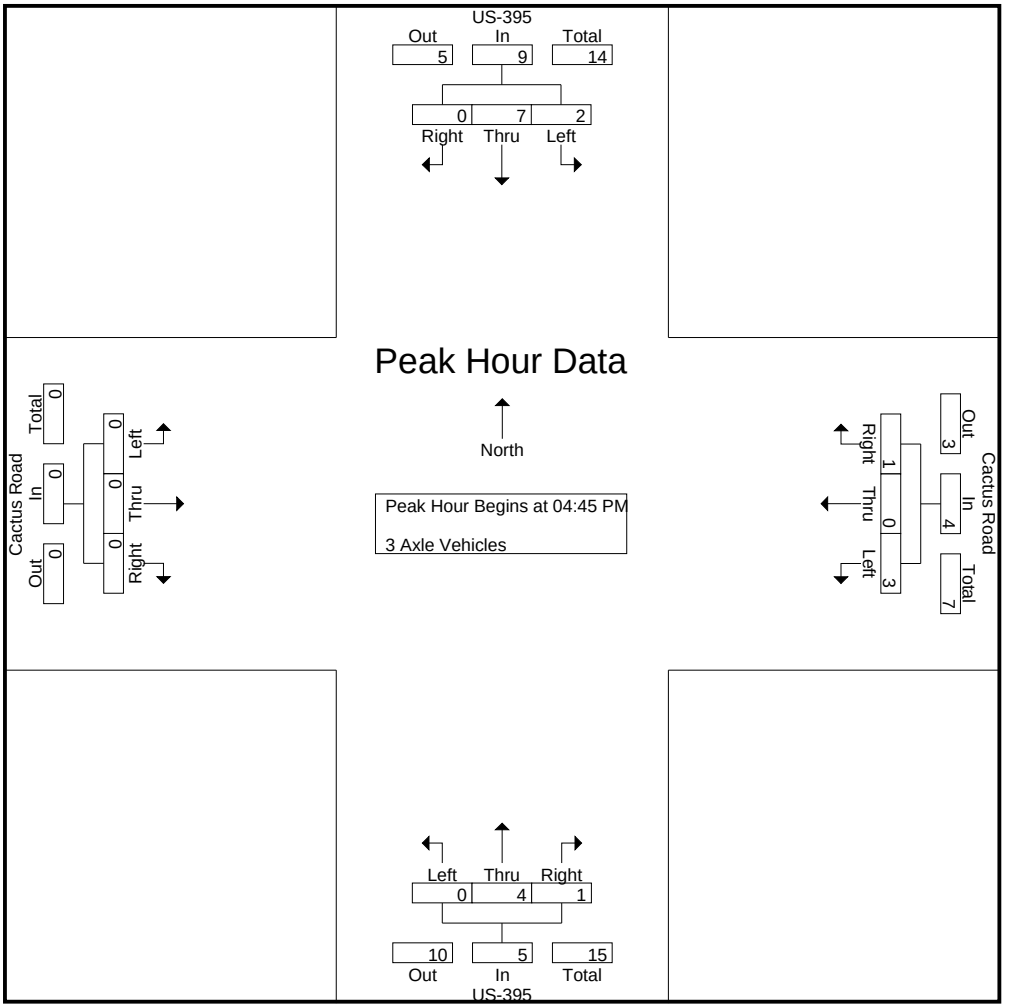
City of Adelanto
N/S: US-395
E/W: Cactus Road
Weather: Clear

File Name : 07_ADL_US395_Cac PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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**	**2**	0	**3**	**2**	0	0	**2**	0	0	0	0	0	0	0	0
+15 mins.	1	2	0	3	0	0	**1**	1	0	**2**	0	2	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	1	0	0	1	0	2	**1**	**3**	0	0	0	0
Total Volume	2	7	0	9	3	0	1	4	0	4	1	5	0	0	0	0
% App. Total	22.2	77.8	0		75	0	25		0	80	20		0	0	0	
PHF	.500	.875	.000	.750	.375	.000	.250	.500	.000	.500	.250	.417	.000	.000	.000	.000

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City of Adelanto
N/S: US-395
E/W: Cactus Road
Weather: Clear

File Name : 07_ADL_US395_Cac PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	US-395 Southbound				Cactus Road Westbound				US-395 Northbound				Cactus Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	20	0	21	0	0	0	0	1	11	0	12	0	0	0	0	33
04:15 PM	0	11	0	11	0	0	1	1	0	13	0	13	0	0	0	0	25
04:30 PM	0	19	0	19	0	0	1	1	0	12	2	14	0	0	0	0	34
04:45 PM	1	14	0	15	1	0	0	1	0	4	1	5	0	0	0	0	21
Total	2	64	0	66	1	0	2	3	1	40	3	44	0	0	0	0	113
05:00 PM	0	17	0	17	2	0	0	2	0	9	0	9	0	1	0	1	29
05:15 PM	2	17	0	19	0	0	1	1	0	9	1	10	0	0	0	0	30
05:30 PM	0	23	0	23	1	0	0	1	0	11	0	11	0	0	0	0	35
05:45 PM	0	18	0	18	1	0	0	1	0	5	0	5	0	0	0	0	24
Total	2	75	0	77	4	0	1	5	0	34	1	35	0	1	0	1	118
Grand Total	4	139	0	143	5	0	3	8	1	74	4	79	0	1	0	1	231
Apprch %	2.8	97.2	0		62.5	0	37.5		1.3	93.7	5.1		0	100	0		
Total %	1.7	60.2	0	61.9	2.2	0	1.3	3.5	0.4	32	1.7	34.2	0	0.4	0	0.4	

	US-395 Southbound				Cactus Road Westbound				US-395 Northbound				Cactus Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	14	0	15	1	0	0	1	0	4	**1**	5	0	0	0	0	21
05:00 PM	0	17	0	17	**2**	0	0	**2**	0	9	0	9	0	**1**	0	**1**	29
05:15 PM	**2**	17	0	19	0	0	**1**	1	0	9	1	10	0	0	0	0	30
05:30 PM	0	**23**	0	**23**	1	0	0	1	0	**11**	0	**11**	0	0	0	0	**35**
Total Volume	3	71	0	74	4	0	1	5	0	33	2	35	0	1	0	1	115
% App. Total	4.1	95.9	0		80	0	20		0	94.3	5.7		0	100	0		
PHF	.375	.772	.000	.804	.500	.000	.250	.625	.000	.750	.500	.795	.000	.250	.000	.250	.821

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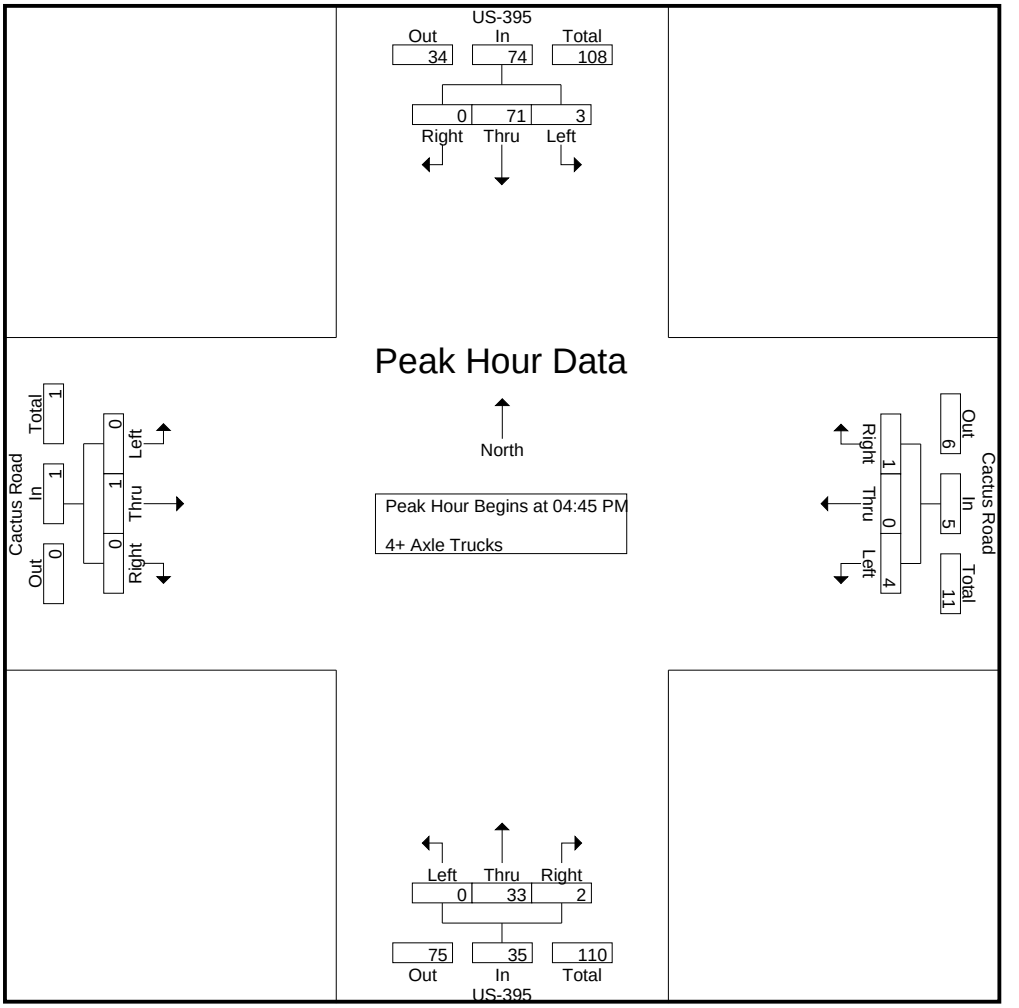
City of Adelanto
N/S: US-395
E/W: Cactus Road
Weather: Clear

File Name : 07_ADL_US395_Cac PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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	14	0	15	1	0	0	1	0	4	**1**	5	0	0	0	0
+15 mins.	0	17	0	17	**2**	0	0	**2**	0	9	0	9	0	**1**	0	**1**
+30 mins.	**2**	17	0	19	0	0	**1**	1	0	9	1	10	0	0	0	0
+45 mins.	0	**23**	0	**23**	1	0	0	1	0	**11**	0	**11**	0	0	0	0
Total Volume	3	71	0	74	4	0	1	5	0	33	2	35	0	1	0	1
% App. Total	4.1	95.9	0		80	0	20		0	94.3	5.7		0	100	0	
PHF	.375	.772	.000	.804	.500	.000	.250	.625	.000	.750	.500	.795	.000	.250	.000	.250

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City of Adelanto
N/S: US-395
E/W: Mojave Drive
Weather: Clear

File Name : 08_ADL_US395_Moj AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

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

	US-395 Southbound				Mojave Drive Westbound				US-395 Northbound				Mojave Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	27	63	2	92	17	16	65	98	3	136	19	158	5	52	15	72	420
07:15 AM	22	59	4	85	21	27	51	99	5	126	24	155	5	65	9	79	418
07:30 AM	33	62	4	99	26	16	55	97	3	134	26	163	3	106	12	121	480
07:45 AM	35	69	2	106	36	29	71	136	3	154	32	189	12	85	14	111	542
Total	117	253	12	382	100	88	242	430	14	550	101	665	25	308	50	383	1860
08:00 AM	22	59	0	81	27	31	44	102	5	99	32	136	6	62	16	84	403
08:15 AM	23	68	2	93	26	33	33	92	6	111	28	145	4	68	13	85	415
08:30 AM	45	114	1	160	31	31	26	88	8	100	34	142	4	81	17	102	492
08:45 AM	20	92	1	113	34	39	33	106	4	111	27	142	9	66	12	87	448
Total	110	333	4	447	118	134	136	388	23	421	121	565	23	277	58	358	1758
Grand Total	227	586	16	829	218	222	378	818	37	971	222	1230	48	585	108	741	3618
Apprch %	27.4	70.7	1.9		26.7	27.1	46.2		3	78.9	18		6.5	78.9	14.6		
Total %	6.3	16.2	0.4	22.9	6	6.1	10.4	22.6	1	26.8	6.1	34	1.3	16.2	3	20.5	
Passenger Vehicles	206	448	15	669	210	207	362	779	35	824	220	1079	42	570	107	719	3246
% Passenger Vehicles	90.7	76.5	93.8	80.7	96.3	93.2	95.8	95.2	94.6	84.9	99.1	87.7	87.5	97.4	99.1	97	89.7
Large 2 Axle Vehicles	9	21	1	31	5	3	4	12	1	26	1	28	4	5	0	9	80
% Large 2 Axle Vehicles	4	3.6	6.2	3.7	2.3	1.4	1.1	1.5	2.7	2.7	0.5	2.3	8.3	0.9	0	1.2	2.2
3 Axle Vehicles	3	11	0	14	0	12	4	16	0	17	1	18	1	10	0	11	59
% 3 Axle Vehicles	1.3	1.9	0	1.7	0	5.4	1.1	2	0	1.8	0.5	1.5	2.1	1.7	0	1.5	1.6
4+ Axle Trucks	9	106	0	115	3	0	8	11	1	104	0	105	1	0	1	2	233
% 4+ Axle Trucks	4	18.1	0	13.9	1.4	0	2.1	1.3	2.7	10.7	0	8.5	2.1	0	0.9	0.3	6.4

	US-395 Southbound				Mojave Drive Westbound				US-395 Northbound				Mojave Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	27	63	2	92	17	16	65	98	3	136	19	158	5	52	**15**	72	420
07:15 AM	22	59	**4**	85	21	27	51	99	**5**	126	24	155	5	65	9	79	418
07:30 AM	33	62	4	99	26	16	55	97	3	134	26	163	3	**106**	12	**121**	480
07:45 AM	**35**	**69**	2	**106**	**36**	**29**	**71**	**136**	3	**154**	**32**	**189**	**12**	85	14	111	**542**
Total Volume	117	253	12	382	100	88	242	430	14	550	101	665	25	308	50	383	1860
% App. Total	30.6	66.2	3.1		23.3	20.5	56.3		2.1	82.7	15.2		6.5	80.4	13.1		
PHF	.836	.917	.750	.901	.694	.759	.852	.790	.700	.893	.789	.880	.521	.726	.833	.791	.858

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City of Adelanto
N/S: US-395
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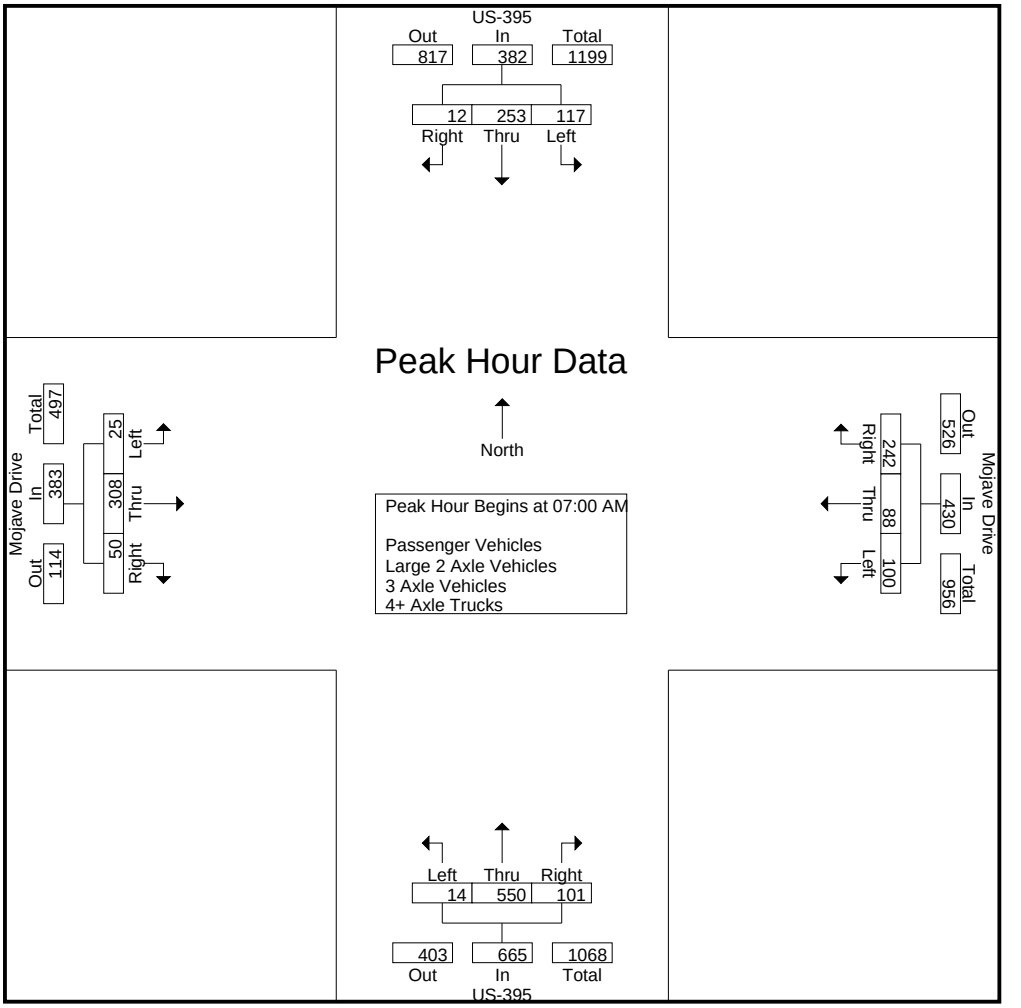
Weather: Clear

File Name : 08_ADL_US395_Moj AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	08:00 AM				07:15 AM				07:00 AM				07:30 AM			
+0 mins.	22	59	0	81	21	27	51	99	3	136	19	158	3	**106**	12	**121**
+15 mins.	23	68	**2**	93	26	16	55	97	**5**	126	24	155	**12**	85	14	111
+30 mins.	**45**	**114**	1	**160**	**36**	29	**71**	**136**	3	134	26	163	6	62	**16**	84
+45 mins.	20	92	1	113	27	**31**	44	102	3	**154**	**32**	**189**	4	68	13	85
Total Volume	110	333	4	447	110	103	221	434	14	550	101	665	25	321	55	401
% App. Total	24.6	74.5	0.9		25.3	23.7	50.9		2.1	82.7	15.2		6.2	80	13.7	
PHF	.611	.730	.500	.698	.764	.831	.778	.798	.700	.893	.789	.880	.521	.757	.859	.829

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File Name : 08_ADL_US395_Moj AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Passenger Vehicles

	US-395 Southbound				Mojave Drive Westbound				US-395 Northbound				Mojave Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	24	47	2	73	17	16	64	97	3	127	19	149	5	51	15	71	390
07:15 AM	20	43	4	67	21	25	49	95	4	113	24	141	5	64	9	78	381
07:30 AM	31	52	3	86	25	16	54	95	2	114	26	142	2	101	12	115	438
07:45 AM	32	55	2	89	33	26	69	128	3	136	32	171	10	83	14	107	495
Total	107	197	11	315	96	83	236	415	12	490	101	603	22	299	50	371	1704
08:00 AM	18	42	0	60	27	28	39	94	5	86	32	123	5	60	16	81	358
08:15 AM	21	52	2	75	24	31	31	86	6	83	28	117	3	66	13	82	360
08:30 AM	41	87	1	129	29	29	25	83	8	76	33	117	3	79	16	98	427
08:45 AM	19	70	1	90	34	36	31	101	4	89	26	119	9	66	12	87	397
Total	99	251	4	354	114	124	126	364	23	334	119	476	20	271	57	348	1542
Grand Total	206	448	15	669	210	207	362	779	35	824	220	1079	42	570	107	719	3246
Apprch %	30.8	67	2.2		27	26.6	46.5		3.2	76.4	20.4		5.8	79.3	14.9		
Total %	6.3	13.8	0.5	20.6	6.5	6.4	11.2	24	1.1	25.4	6.8	33.2	1.3	17.6	3.3	22.2	

	US-395 Southbound				Mojave Drive Westbound				US-395 Northbound				Mojave Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	24	47	2	73	17	16	64	97	3	127	19	149	5	51	**15**	71	390
07:15 AM	20	43	**4**	67	21	25	49	95	**4**	113	24	141	5	64	9	78	381
07:30 AM	31	52	3	86	25	16	54	95	2	114	26	142	2	**101**	12	**115**	438
07:45 AM	**32**	**55**	2	**89**	**33**	**26**	**69**	**128**	3	**136**	**32**	**171**	**10**	83	14	107	**495**
Total Volume	107	197	11	315	96	83	236	415	12	490	101	603	22	299	50	371	1704
% App. Total	34	62.5	3.5		23.1	20	56.9		2	81.3	16.7		5.9	80.6	13.5		
PHF	.836	.895	.688	.885	.727	.798	.855	.811	.750	.901	.789	.882	.550	.740	.833	.807	.861

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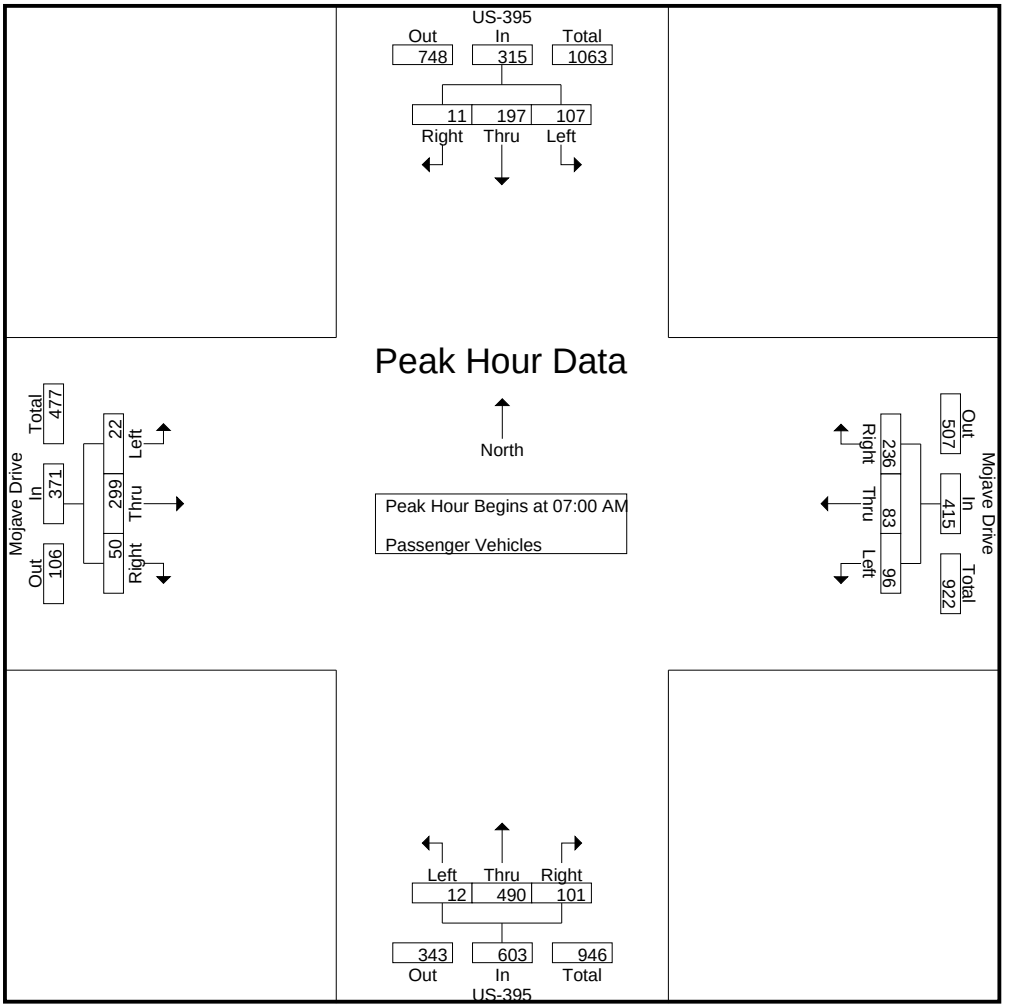
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	24	47	2	73	17	16	64	97	3	127	19	149	5	51	**15**	71
+15 mins.	20	43	**4**	67	21	25	49	95	**4**	113	24	141	5	64	9	78
+30 mins.	31	52	3	86	25	16	54	95	2	114	26	142	2	**101**	12	**115**
+45 mins.	**32**	**55**	2	**89**	**33**	**26**	**69**	**128**	3	**136**	**32**	**171**	**10**	83	14	107
Total Volume	107	197	11	315	96	83	236	415	12	490	101	603	22	299	50	371
% App. Total	34	62.5	3.5		23.1	20	56.9		2	81.3	16.7		5.9	80.6	13.5	
PHF	.836	.895	.688	.885	.727	.798	.855	.811	.750	.901	.789	.882	.550	.740	.833	.807

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File Name : 08_ADL_US395_Moj AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	US-395 Southbound				Mojave Drive Westbound				US-395 Northbound				Mojave Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	5	0	7	0	0	0	0	0	1	0	1	0	0	0	0	8
07:15 AM	1	4	0	5	0	0	0	0	1	4	0	5	0	1	0	1	11
07:30 AM	0	1	1	2	1	0	0	1	0	5	0	5	0	3	0	3	11
07:45 AM	1	2	0	3	1	1	2	4	0	3	0	3	1	0	0	1	11
Total	4	12	1	17	2	1	2	5	1	13	0	14	1	4	0	5	41
08:00 AM	1	2	0	3	0	0	0	0	0	2	0	2	1	1	0	2	7
08:15 AM	1	2	0	3	2	1	0	3	0	4	0	4	1	0	0	1	11
08:30 AM	2	3	0	5	1	0	1	2	0	3	0	3	1	0	0	1	11
08:45 AM	1	2	0	3	0	1	1	2	0	4	1	5	0	0	0	0	10
Total	5	9	0	14	3	2	2	7	0	13	1	14	3	1	0	4	39
Grand Total	9	21	1	31	5	3	4	12	1	26	1	28	4	5	0	9	80
Apprch %	29	67.7	3.2		41.7	25	33.3		3.6	92.9	3.6		44.4	55.6	0		
Total %	11.2	26.2	1.2	38.8	6.2	3.8	5	15	1.2	32.5	1.2	35	5	6.2	0	11.2	

	US-395 Southbound				Mojave Drive Westbound				US-395 Northbound				Mojave Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**2**	**5**	0	**7**	0	0	0	0	0	1	0	1	0	0	0	0	8
07:15 AM	1	4	0	5	0	0	0	0	**1**	4	0	**5**	0	1	0	1	**11**
07:30 AM	0	1	**1**	2	**1**	0	0	1	0	**5**	0	5	0	**3**	0	**3**	11
07:45 AM	1	2	0	3	1	**1**	**2**	**4**	0	3	0	3	**1**	0	0	1	11
Total Volume	4	12	1	17	2	1	2	5	1	13	0	14	1	4	0	5	41
% App. Total	23.5	70.6	5.9		40	20	40		7.1	92.9	0		20	80	0		
PHF	.500	.600	.250	.607	.500	.250	.250	.313	.250	.650	.000	.700	.250	.333	.000	.417	.932

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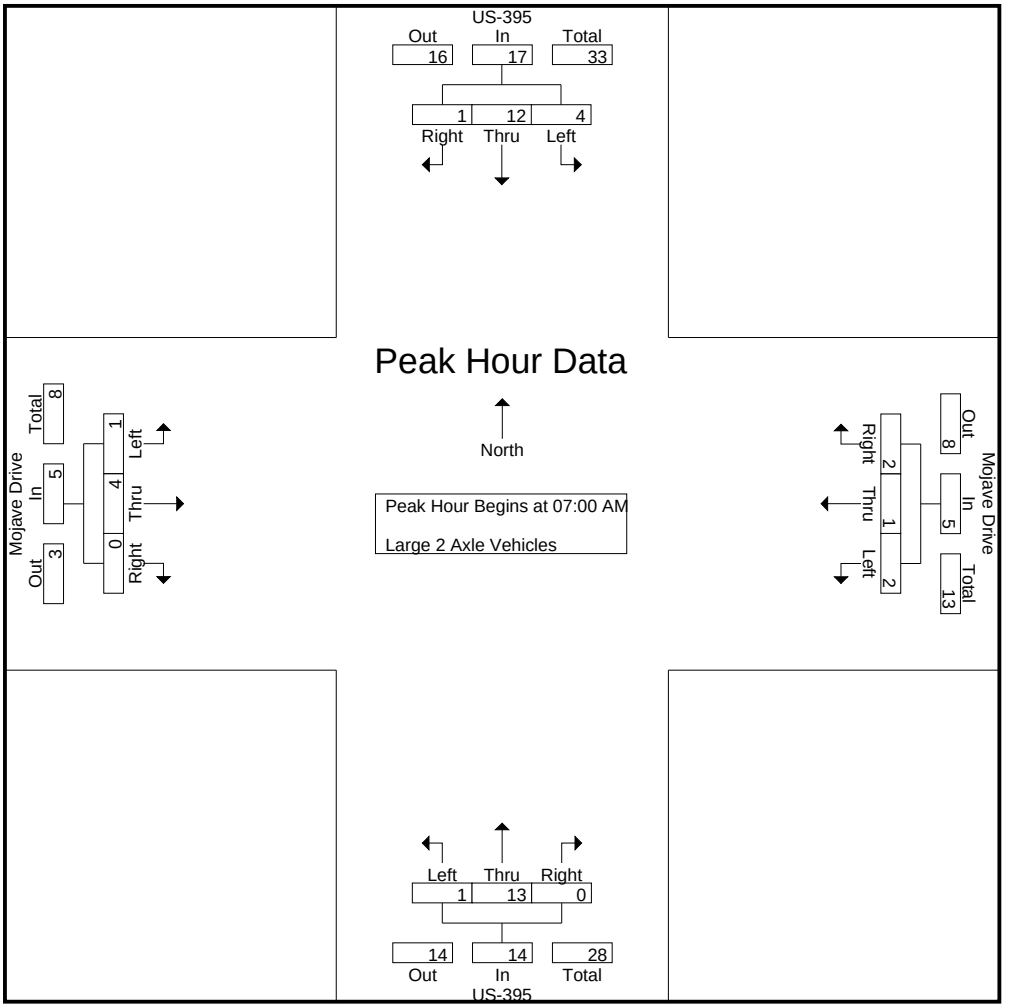
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**2**	**5**	0	**7**	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	1	4	0	5	0	0	0	0	**1**	4	0	**5**	0	1	0	1
+30 mins.	0	1	**1**	2	**1**	0	0	1	0	**5**	0	5	0	**3**	0	**3**
+45 mins.	1	2	0	3	1	**1**	**2**	**4**	0	3	0	3	**1**	0	0	1
Total Volume	4	12	1	17	2	1	2	5	1	13	0	14	1	4	0	5
% App. Total	23.5	70.6	5.9		40	20	40		7.1	92.9	0		20	80	0	
PHF	.500	.600	.250	.607	.500	.250	.250	.313	.250	.650	.000	.700	.250	.333	.000	.417

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N/S: US-395
E/W: Mojave Drive
Weather: Clear

File Name : 08_ADL_US395_Moj AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	US-395 Southbound				Mojave Drive Westbound				US-395 Northbound				Mojave Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	2	0	3	0	0	0	0	0	0	0	0	0	1	0	1	4
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
07:30 AM	0	3	0	3	0	0	0	0	0	2	0	2	1	2	0	3	8
07:45 AM	0	1	0	1	0	2	0	2	0	0	0	0	0	2	0	2	5
Total	1	6	0	7	0	4	0	4	0	2	0	2	1	5	0	6	19
08:00 AM	1	1	0	2	0	3	3	6	0	3	0	3	0	1	0	1	12
08:15 AM	0	2	0	2	0	1	1	2	0	5	0	5	0	2	0	2	11
08:30 AM	1	1	0	2	0	2	0	2	0	5	1	6	0	2	0	2	12
08:45 AM	0	1	0	1	0	2	0	2	0	2	0	2	0	0	0	0	5
Total	2	5	0	7	0	8	4	12	0	15	1	16	0	5	0	5	40
Grand Total	3	11	0	14	0	12	4	16	0	17	1	18	1	10	0	11	59
Apprch %	21.4	78.6	0		0	75	25		0	94.4	5.6		9.1	90.9	0		
Total %	5.1	18.6	0	23.7	0	20.3	6.8	27.1	0	28.8	1.7	30.5	1.7	16.9	0	18.6	

	US-395 Southbound				Mojave Drive Westbound				US-395 Northbound				Mojave Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	2	0	**3**	0	0	0	0	0	0	0	0	0	1	0	1	4
07:15 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	2
07:30 AM	0	**3**	0	3	0	0	0	0	0	**2**	0	**2**	**1**	**2**	0	**3**	**8**
07:45 AM	0	1	0	1	0	2	0	2	0	0	0	0	0	2	0	2	5
Total Volume	1	6	0	7	0	4	0	4	0	2	0	2	1	5	0	6	19
% App. Total	14.3	85.7	0		0	100	0		0	100	0		16.7	83.3	0		
PHF	.250	.500	.000	.583	.000	.500	.000	.500	.000	.250	.000	.250	.250	.625	.000	.500	.594

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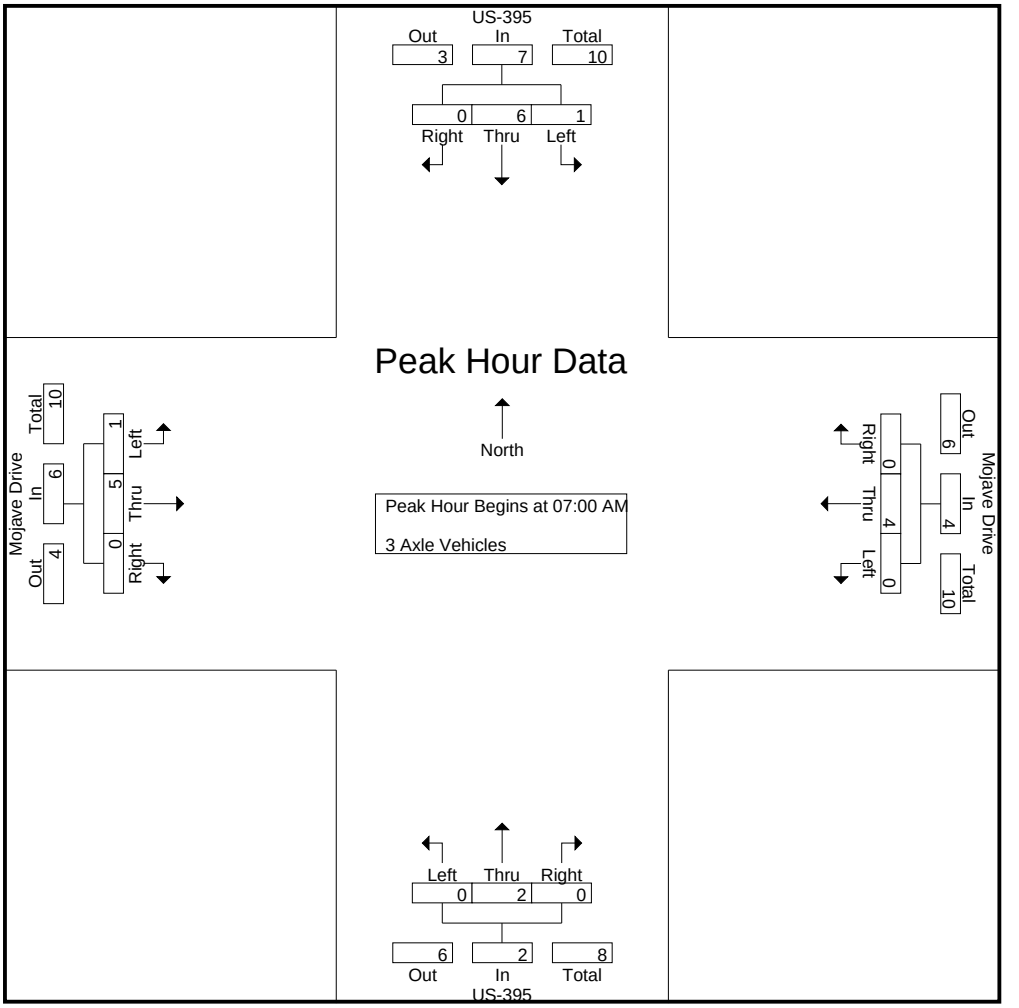
Start Date : 10/10/2023
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**1**	2	0	**3**	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0
+30 mins.	0	**3**	0	3	0	0	0	0	0	**2**	0	**2**	**1**	**2**	0	**3**
+45 mins.	0	1	0	1	0	2	0	2	0	0	0	0	0	2	0	2
Total Volume	1	6	0	7	0	4	0	4	0	2	0	2	1	5	0	6
% App. Total	14.3	85.7	0		0	100	0		0	100	0		16.7	83.3	0	
PHF	.250	.500	.000	.583	.000	.500	.000	.500	.000	.250	.000	.250	.250	.625	.000	.500

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File Name : 08_ADL_US395_Moj AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	US-395 Southbound				Mojave Drive Westbound				US-395 Northbound				Mojave Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	9	0	9	0	0	1	1	0	8	0	8	0	0	0	0	18
07:15 AM	1	12	0	13	0	0	2	2	0	9	0	9	0	0	0	0	24
07:30 AM	2	6	0	8	0	0	1	1	1	13	0	14	0	0	0	0	23
07:45 AM	2	11	0	13	2	0	0	2	0	15	0	15	1	0	0	1	31
Total	5	38	0	43	2	0	4	6	1	45	0	46	1	0	0	1	96
08:00 AM	2	14	0	16	0	0	2	2	0	8	0	8	0	0	0	0	26
08:15 AM	1	12	0	13	0	0	1	1	0	19	0	19	0	0	0	0	33
08:30 AM	1	23	0	24	1	0	0	1	0	16	0	16	0	0	1	1	42
08:45 AM	0	19	0	19	0	0	1	1	0	16	0	16	0	0	0	0	36
Total	4	68	0	72	1	0	4	5	0	59	0	59	0	0	1	1	137
Grand Total	9	106	0	115	3	0	8	11	1	104	0	105	1	0	1	2	233
Apprch %	7.8	92.2	0		27.3	0	72.7		1	99	0		50	0	50		
Total %	3.9	45.5	0	49.4	1.3	0	3.4	4.7	0.4	44.6	0	45.1	0.4	0	0.4	0.9	

	US-395 Southbound				Mojave Drive Westbound				US-395 Northbound				Mojave Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	9	0	9	0	0	1	1	0	8	0	8	0	0	0	0	18
07:15 AM	1	**12**	0	**13**	0	0	**2**	**2**	0	9	0	9	0	0	0	0	24
07:30 AM	**2**	6	0	8	0	0	1	1	**1**	13	0	14	0	0	0	0	23
07:45 AM	2	11	0	13	**2**	0	0	2	0	**15**	0	**15**	**1**	0	0	**1**	**31**
Total Volume	5	38	0	43	2	0	4	6	1	45	0	46	1	0	0	1	96
% App. Total	11.6	88.4	0		33.3	0	66.7		2.2	97.8	0		100	0	0		
PHF	.625	.792	.000	.827	.250	.000	.500	.750	.250	.750	.000	.767	.250	.000	.000	.250	.774

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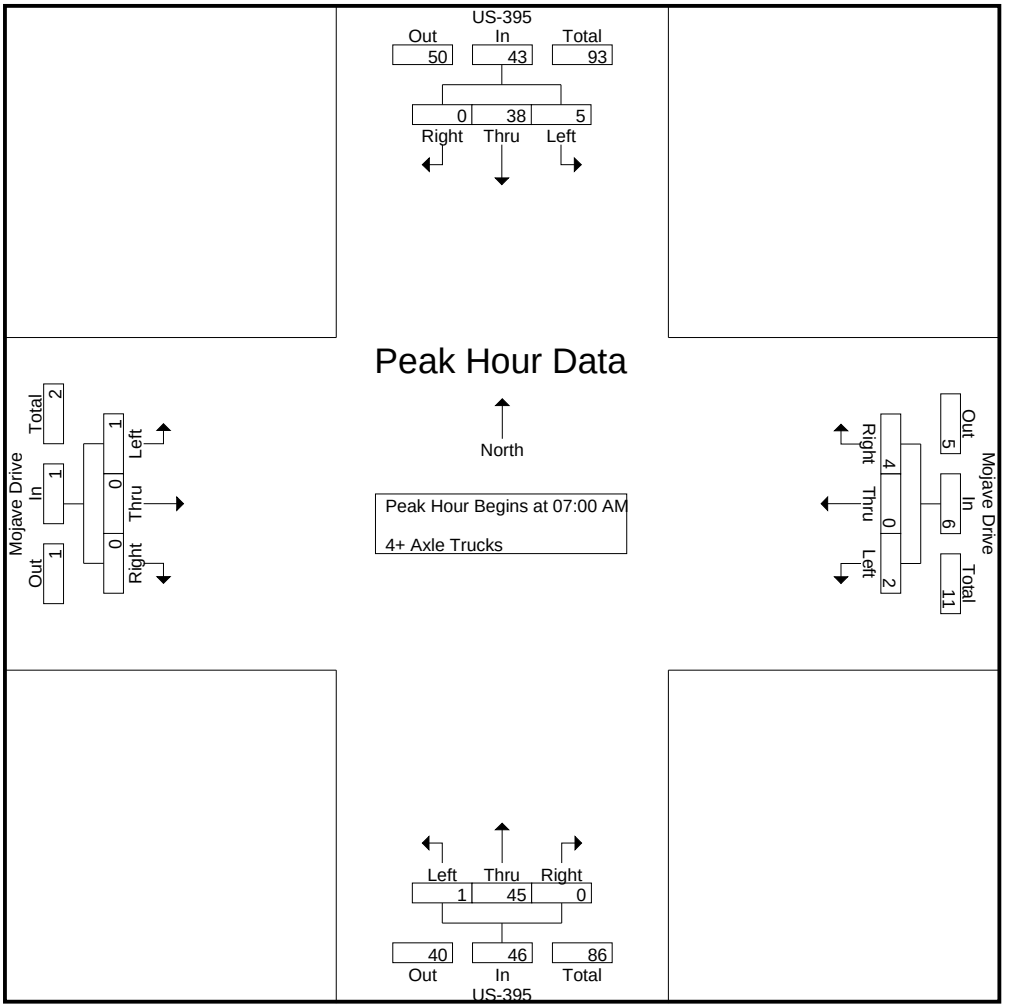
Weather: Clear

File Name : 08_ADL_US395_Moj AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	9	0	9	0	0	1	1	0	8	0	8	0	0	0	0
+15 mins.	1	**12**	0	**13**	0	0	**2**	**2**	0	9	0	9	0	0	0	0
+30 mins.	**2**	6	0	8	0	0	1	1	**1**	13	0	14	0	0	0	0
+45 mins.	2	11	0	13	**2**	0	0	2	0	**15**	0	**15**	**1**	0	0	**1**
Total Volume	5	38	0	43	2	0	4	6	1	45	0	46	1	0	0	1
% App. Total	11.6	88.4	0		33.3	0	66.7		2.2	97.8	0		100	0	0	
PHF	.625	.792	.000	.827	.250	.000	.500	.750	.250	.750	.000	.767	.250	.000	.000	.250

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File Name : 08_ADL_US395_Moj PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

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

	US-395 Southbound				Mojave Drive Westbound				US-395 Northbound				Mojave Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	76	137	10	223	36	99	34	169	32	89	50	171	3	68	19	90	653
04:15 PM	60	159	7	226	38	89	47	174	25	109	59	193	5	70	22	97	690
04:30 PM	69	165	3	237	37	62	50	149	28	114	42	184	4	67	17	88	658
04:45 PM	54	164	8	226	39	85	63	187	33	96	61	190	12	75	23	110	713
Total	259	625	28	912	150	335	194	679	118	408	212	738	24	280	81	385	2714
05:00 PM	69	166	5	240	44	102	35	181	23	96	56	175	4	78	20	102	698
05:15 PM	68	140	7	215	42	95	58	195	21	123	48	192	3	73	20	96	698
05:30 PM	67	156	7	230	29	110	38	177	19	122	56	197	6	83	23	112	716
05:45 PM	37	146	7	190	28	85	52	165	21	101	56	178	9	55	24	88	621
Total	241	608	26	875	143	392	183	718	84	442	216	742	22	289	87	398	2733
Grand Total	500	1233	54	1787	293	727	377	1397	202	850	428	1480	46	569	168	783	5447
Apprch %	28	69	3		21	52	27		13.6	57.4	28.9		5.9	72.7	21.5		
Total %	9.2	22.6	1	32.8	5.4	13.3	6.9	25.6	3.7	15.6	7.9	27.2	0.8	10.4	3.1	14.4	
Passenger Vehicles	490	1060	54	1604	285	719	367	1371	199	769	423	1391	40	557	167	764	5130
% Passenger Vehicles	98	86	100	89.8	97.3	98.9	97.3	98.1	98.5	90.5	98.8	94	87	97.9	99.4	97.6	94.2
Large 2 Axle Vehicles	5	14	0	19	4	7	5	16	1	2	2	5	5	7	1	13	53
% Large 2 Axle Vehicles	1	1.1	0	1.1	1.4	1	1.3	1.1	0.5	0.2	0.5	0.3	10.9	1.2	0.6	1.7	1
3 Axle Vehicles	4	14	0	18	2	0	2	4	0	5	1	6	0	5	0	5	33
% 3 Axle Vehicles	0.8	1.1	0	1	0.7	0	0.5	0.3	0	0.6	0.2	0.4	0	0.9	0	0.6	0.6
4+ Axle Trucks	1	145	0	146	2	1	3	6	2	74	2	78	1	0	0	1	231
% 4+ Axle Trucks	0.2	11.8	0	8.2	0.7	0.1	0.8	0.4	1	8.7	0.5	5.3	2.2	0	0	0.1	4.2

	US-395 Southbound				Mojave Drive Westbound				US-395 Northbound				Mojave Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	54	164	**8**	226	39	85	**63**	187	**33**	96	**61**	190	**12**	75	**23**	110	713
05:00 PM	**69**	**166**	5	**240**	**44**	102	35	181	23	96	56	175	4	78	20	102	698
05:15 PM	68	140	7	215	42	95	58	**195**	21	**123**	48	192	3	73	20	96	698
05:30 PM	67	156	7	230	29	**110**	38	177	19	122	56	**197**	6	**83**	23	**112**	**716**
Total Volume	258	626	27	911	154	392	194	740	96	437	221	754	25	309	86	420	2825
% App. Total	28.3	68.7	3		20.8	53	26.2		12.7	58	29.3		6	73.6	20.5		
PHF	.935	.943	.844	.949	.875	.891	.770	.949	.727	.888	.906	.957	.521	.931	.935	.938	.986

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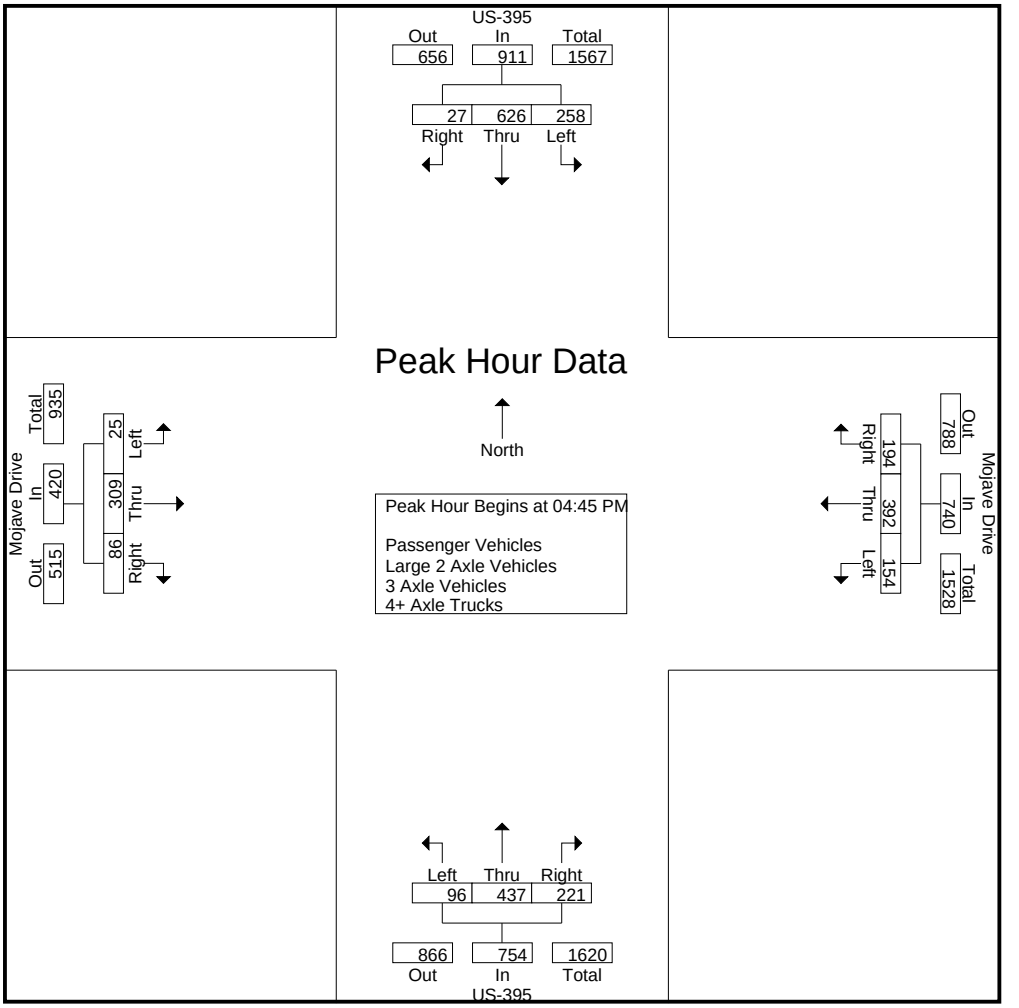
File Name : 08_ADL_US395_Moj PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	04:15 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	60	159	7	226	39	85	**63**	187	**33**	96	**61**	190	**12**	75	**23**	110
+15 mins.	**69**	165	3	237	**44**	102	35	181	23	96	56	175	4	78	20	102
+30 mins.	54	164	**8**	226	42	95	58	**195**	21	**123**	48	192	3	73	20	96
+45 mins.	69	**166**	5	**240**	29	**110**	38	177	19	122	56	**197**	6	**83**	23	**112**
Total Volume	252	654	23	929	154	392	194	740	96	437	221	754	25	309	86	420
% App. Total	27.1	70.4	2.5		20.8	53	26.2		12.7	58	29.3		6	73.6	20.5	
PHF	.913	.985	.719	.968	.875	.891	.770	.949	.727	.888	.906	.957	.521	.931	.935	.938

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File Name : 08_ADL_US395_Moj PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Passenger Vehicles

	US-395 Southbound				Mojave Drive Westbound				US-395 Northbound				Mojave Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	74	115	10	199	32	97	32	161	31	78	50	159	2	66	19	87	606
04:15 PM	58	143	7	208	38	87	46	171	25	96	57	178	4	69	22	95	652
04:30 PM	69	147	3	219	35	61	48	144	28	101	41	170	3	64	17	84	617
04:45 PM	52	141	8	201	38	84	62	184	33	89	60	182	10	72	23	105	672
Total	253	546	28	827	143	329	188	660	117	364	208	689	19	271	81	371	2547
05:00 PM	69	141	5	215	43	102	35	180	23	87	56	166	4	78	20	102	663
05:15 PM	67	118	7	192	42	94	56	192	21	112	48	181	3	72	20	95	660
05:30 PM	64	134	7	205	29	110	36	175	18	110	55	183	5	83	22	110	673
05:45 PM	37	121	7	165	28	84	52	164	20	96	56	172	9	53	24	86	587
Total	237	514	26	777	142	390	179	711	82	405	215	702	21	286	86	393	2583
Grand Total	490	1060	54	1604	285	719	367	1371	199	769	423	1391	40	557	167	764	5130
Apprch %	30.5	66.1	3.4		20.8	52.4	26.8		14.3	55.3	30.4		5.2	72.9	21.9		
Total %	9.6	20.7	1.1	31.3	5.6	14	7.2	26.7	3.9	15	8.2	27.1	0.8	10.9	3.3	14.9	

	US-395 Southbound				Mojave Drive Westbound				US-395 Northbound				Mojave Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	52	**141**	**8**	201	38	84	**62**	184	**33**	89	**60**	182	**10**	72	**23**	105	672
05:00 PM	**69**	141	5	**215**	**43**	102	35	180	23	87	56	166	4	78	20	102	663
05:15 PM	67	118	7	192	42	94	56	**192**	21	**112**	48	181	3	72	20	95	660
05:30 PM	64	134	7	205	29	**110**	36	175	18	110	55	**183**	5	**83**	22	**110**	**673**
Total Volume	252	534	27	813	152	390	189	731	95	398	219	712	22	305	85	412	2668
% App. Total	31	65.7	3.3		20.8	53.4	25.9		13.3	55.9	30.8		5.3	74	20.6		
PHF	.913	.947	.844	.945	.884	.886	.762	.952	.720	.888	.913	.973	.550	.919	.924	.936	.991

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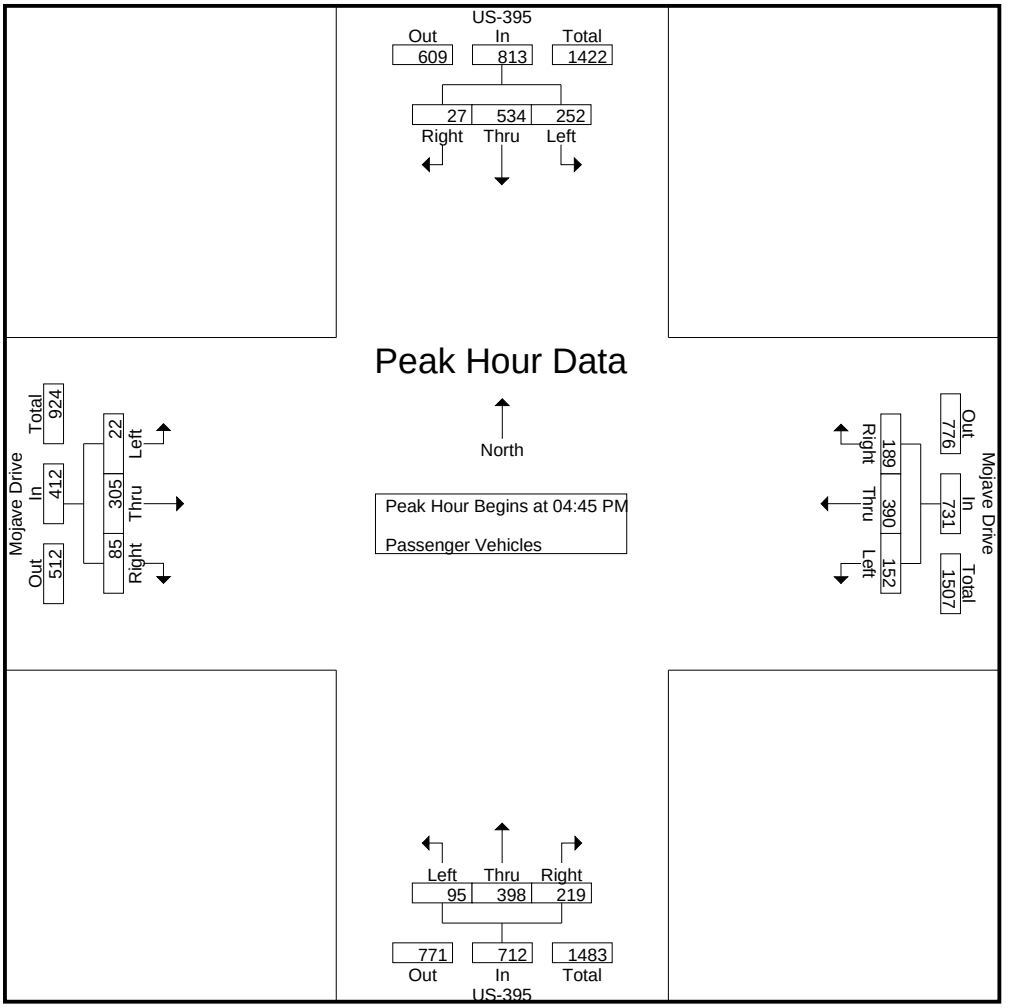
Weather: Clear

File Name : 08_ADL_US395_Moj PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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	**141**	**8**	201	38	84	**62**	184	**33**	89	**60**	182	**10**	72	**23**	105
+15 mins.	**69**	141	5	**215**	**43**	102	35	180	23	87	56	166	4	78	20	102
+30 mins.	67	118	7	192	42	94	56	**192**	21	**112**	48	181	3	72	20	95
+45 mins.	64	134	7	205	29	**110**	36	175	18	110	55	**183**	5	**83**	22	**110**
Total Volume	252	534	27	813	152	390	189	731	95	398	219	712	22	305	85	412
% App. Total	31	65.7	3.3		20.8	53.4	25.9		13.3	55.9	30.8		5.3	74	20.6	
PHF	.913	.947	.844	.945	.884	.886	.762	.952	.720	.888	.913	.973	.550	.919	.924	.936

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N/S: US-395
E/W: Mojave Drive
Weather: Clear

File Name : 08_ADL_US395_Moj PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	US-395 Southbound				Mojave Drive Westbound				US-395 Northbound				Mojave Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	3	2	1	6	0	0	0	0	1	1	0	2	9
04:15 PM	1	3	0	4	0	1	1	2	0	0	0	0	1	0	0	1	7
04:30 PM	0	1	0	1	0	1	1	2	0	0	1	1	1	1	0	2	6
04:45 PM	1	4	0	5	1	1	1	3	0	0	1	1	2	2	0	4	13
Total	2	9	0	11	4	5	4	13	0	0	2	2	5	4	0	9	35
05:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	1	2	0	3	0	1	1	2	0	1	0	1	0	1	0	1	7
05:30 PM	2	0	0	2	0	0	0	0	0	1	0	1	0	0	1	1	4
05:45 PM	0	1	0	1	0	1	0	1	1	0	0	1	0	2	0	2	5
Total	3	5	0	8	0	2	1	3	1	2	0	3	0	3	1	4	18
Grand Total	5	14	0	19	4	7	5	16	1	2	2	5	5	7	1	13	53
Apprch %	26.3	73.7	0		25	43.8	31.2		20	40	40		38.5	53.8	7.7		
Total %	9.4	26.4	0	35.8	7.5	13.2	9.4	30.2	1.9	3.8	3.8	9.4	9.4	13.2	1.9	24.5	

	US-395 Southbound				Mojave Drive Westbound				US-395 Northbound				Mojave Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	**4**	0	**5**	**1**	**1**	**1**	**3**	0	0	**1**	**1**	**2**	**2**	0	**4**	**13**
05:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	1	2	0	3	0	1	1	2	0	**1**	0	1	0	1	0	1	7
05:30 PM	**2**	0	0	2	0	0	0	0	0	1	0	1	0	0	**1**	1	4
Total Volume	4	8	0	12	1	2	2	5	0	2	1	3	2	3	1	6	26
% App. Total	33.3	66.7	0		20	40	40		0	66.7	33.3		33.3	50	16.7		
PHF	.500	.500	.000	.600	.250	.500	.500	.417	.000	.500	.250	.750	.250	.375	.250	.375	.500

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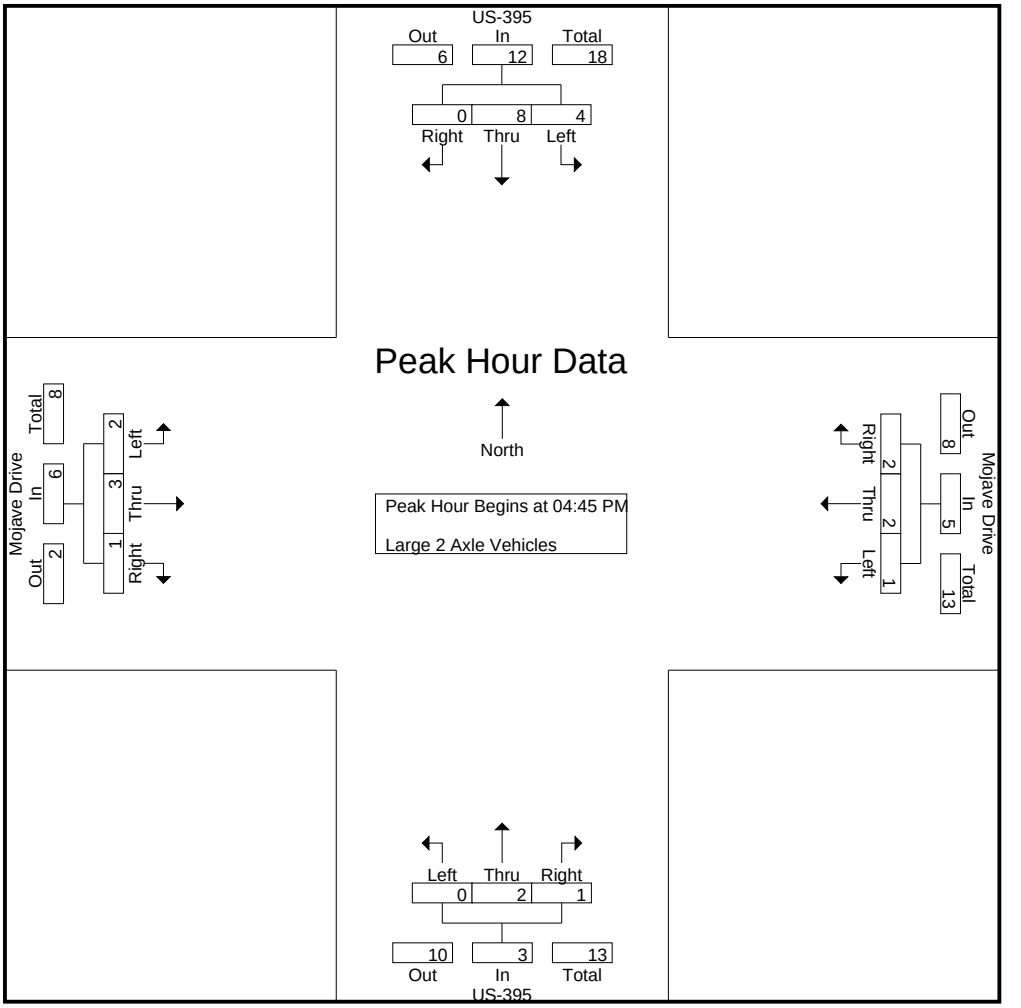
File Name : 08_ADL_US395_Moj PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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	**4**	0	**5**	**1**	**1**	**1**	**3**	0	0	**1**	**1**	**2**	**2**	0	**4**
+15 mins.	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	1	2	0	3	0	1	1	2	0	**1**	0	1	0	1	0	1
+45 mins.	**2**	0	0	2	0	0	0	0	0	1	0	1	0	0	**1**	1
Total Volume	4	8	0	12	1	2	2	5	0	2	1	3	2	3	1	6
% App. Total	33.3	66.7	0		20	40	40		0	66.7	33.3		33.3	50	16.7	
PHF	.500	.500	.000	.600	.250	.500	.500	.417	.000	.500	.250	.750	.250	.375	.250	.375

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N/S: US-395
E/W: Mojave Drive
Weather: Clear

File Name : 08_ADL_US395_Moj PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	US-395 Southbound				Mojave Drive Westbound				US-395 Northbound				Mojave Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	1	0	3	0	0	0	0	0	0	0	0	0	1	0	1	4
04:15 PM	0	2	0	2	0	0	0	0	0	1	1	2	0	1	0	1	5
04:30 PM	0	2	0	2	2	0	0	2	0	0	0	0	0	2	0	2	6
04:45 PM	1	4	0	5	0	0	0	0	0	1	0	1	0	1	0	1	7
Total	3	9	0	12	2	0	0	2	0	2	1	3	0	5	0	5	22
05:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	1	0	0	1	0	0	2	2	0	2	0	2	0	0	0	0	5
05:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	5	0	6	0	0	2	2	0	3	0	3	0	0	0	0	11
Grand Total	4	14	0	18	2	0	2	4	0	5	1	6	0	5	0	5	33
Apprch %	22.2	77.8	0		50	0	50		0	83.3	16.7		0	100	0		
Total %	12.1	42.4	0	54.5	6.1	0	6.1	12.1	0	15.2	3	18.2	0	15.2	0	15.2	

	US-395 Southbound				Mojave Drive Westbound				US-395 Northbound				Mojave Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**1**	**4**	0	**5**	0	0	0	0	0	1	0	1	0	**1**	0	**1**	**7**
05:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	1	0	0	1	0	0	**2**	**2**	0	**2**	0	**2**	0	0	0	0	5
Total Volume	2	7	0	9	0	0	2	2	0	4	0	4	0	1	0	1	16
% App. Total	22.2	77.8	0		0	0	100		0	100	0		0	100	0		
PHF	.500	.438	.000	.450	.000	.000	.250	.250	.000	.500	.000	.500	.000	.250	.000	.250	.571

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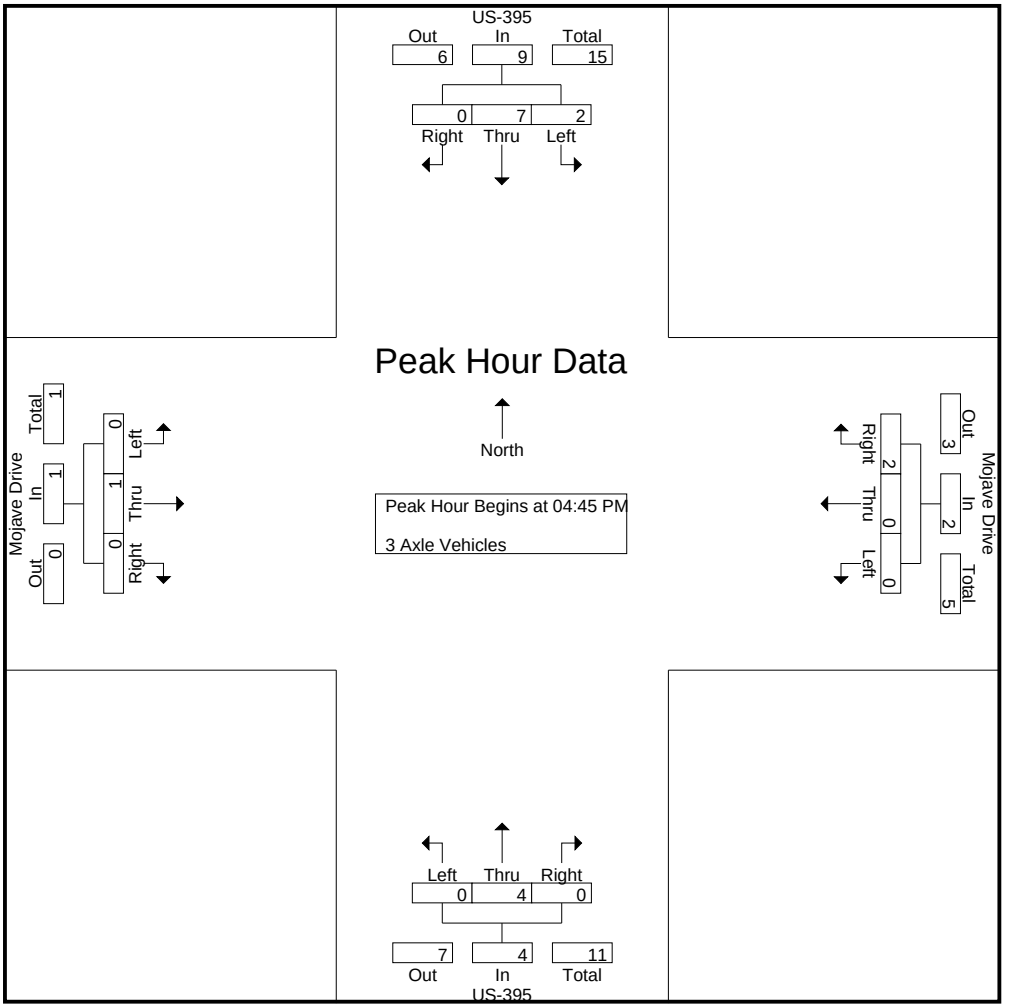
City of Adelanto
N/S: US-395
E/W: Mojave Drive
Weather: Clear

File Name : 08_ADL_US395_Moj PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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**	**4**	0	**5**	0	0	0	0	0	1	0	1	0	**1**	0	**1**
+15 mins.	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	0	0	**2**	**2**	0	**2**	0	**2**	0	0	0	0
Total Volume	2	7	0	9	0	0	2	2	0	4	0	4	0	1	0	1
% App. Total	22.2	77.8	0		0	0	100		0	100	0		0	100	0	
PHF	.500	.438	.000	.450	.000	.000	.250	.250	.000	.500	.000	.500	.000	.250	.000	.250

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City of Adelanto
N/S: US-395
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Weather: Clear

File Name : 08_ADL_US395_Moj PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	US-395 Southbound				Mojave Drive Westbound				US-395 Northbound				Mojave Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	20	0	20	1	0	1	2	1	11	0	12	0	0	0	0	34
04:15 PM	1	11	0	12	0	1	0	1	0	12	1	13	0	0	0	0	26
04:30 PM	0	15	0	15	0	0	1	1	0	13	0	13	0	0	0	0	29
04:45 PM	0	15	0	15	0	0	0	0	0	6	0	6	0	0	0	0	21
Total	1	61	0	62	1	1	2	4	1	42	1	44	0	0	0	0	110
05:00 PM	0	21	0	21	1	0	0	1	0	8	0	8	0	0	0	0	30
05:15 PM	0	19	0	19	0	0	1	1	0	10	0	10	0	0	0	0	30
05:30 PM	0	22	0	22	0	0	0	0	1	9	1	11	1	0	0	1	34
05:45 PM	0	22	0	22	0	0	0	0	0	5	0	5	0	0	0	0	27
Total	0	84	0	84	1	0	1	2	1	32	1	34	1	0	0	1	121
Grand Total	1	145	0	146	2	1	3	6	2	74	2	78	1	0	0	1	231
Apprch %	0.7	99.3	0		33.3	16.7	50		2.6	94.9	2.6		100	0	0		
Total %	0.4	62.8	0	63.2	0.9	0.4	1.3	2.6	0.9	32	0.9	33.8	0.4	0	0	0.4	

	US-395 Southbound				Mojave Drive Westbound				US-395 Northbound				Mojave Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	15	0	15	0	0	0	0	0	6	0	6	0	0	0	0	21
05:00 PM	0	21	0	21	**1**	0	0	**1**	0	8	0	8	0	0	0	0	30
05:15 PM	0	19	0	19	0	0	**1**	1	0	**10**	0	10	0	0	0	0	30
05:30 PM	0	**22**	0	**22**	0	0	0	0	**1**	9	**1**	**11**	**1**	0	0	**1**	**34**
Total Volume	0	77	0	77	1	0	1	2	1	33	1	35	1	0	0	1	115
% App. Total	0	100	0		50	0	50		2.9	94.3	2.9		100	0	0		
PHF	.000	.875	.000	.875	.250	.000	.250	.500	.250	.825	.250	.795	.250	.000	.000	.250	.846

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City of Adelanto
N/S: US-395
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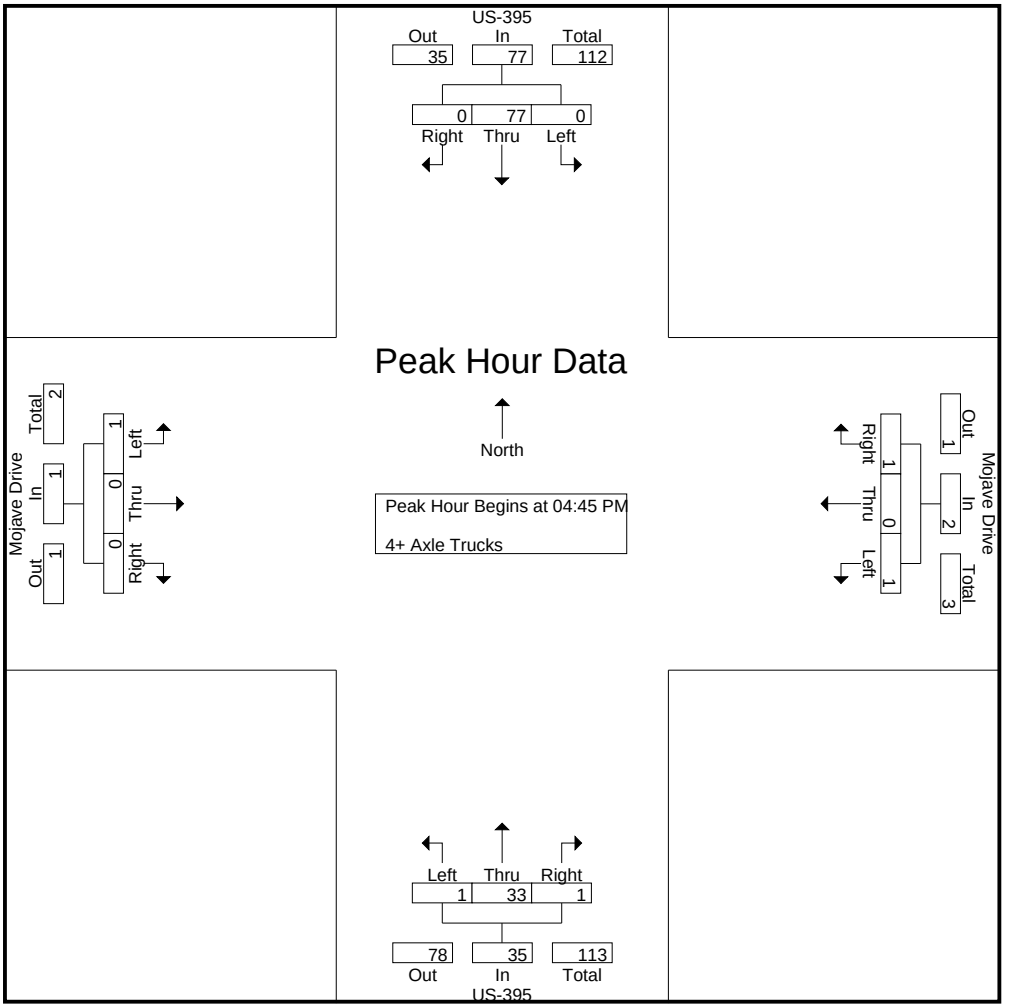
Weather: Clear

File Name : 08_ADL_US395_Moj PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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	15	0	15	0	0	0	0	0	6	0	6	0	0	0	0
+15 mins.	0	21	0	21	**1**	0	0	**1**	0	8	0	8	0	0	0	0
+30 mins.	0	19	0	19	0	0	**1**	1	0	**10**	0	10	0	0	0	0
+45 mins.	0	**22**	0	**22**	0	0	0	0	**1**	9	**1**	**11**	**1**	0	0	**1**
Total Volume	0	77	0	77	1	0	1	2	1	33	1	35	1	0	0	1
% App. Total	0	100	0		50	0	50		2.9	94.3	2.9		100	0	0	
PHF	.000	.875	.000	.875	.250	.000	.250	.500	.250	.825	.250	.795	.250	.000	.000	.250

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City of Adelanto
N/S: US-395
E/W: Palmdale Road (SR-18)
Weather: Clear

File Name : 09_ADL_US395_Palmd AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

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

	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	74	6	92	11	68	17	96	40	124	10	174	8	75	35	118	480
07:15 AM	13	63	11	87	10	67	15	92	43	113	18	174	4	109	47	160	513
07:30 AM	23	82	3	108	11	62	15	88	39	159	13	211	11	101	60	172	579
07:45 AM	24	83	11	118	23	89	19	131	51	129	25	205	23	90	54	167	621
Total	72	302	31	405	55	286	66	407	173	525	66	764	46	375	196	617	2193
08:00 AM	22	71	14	107	19	62	16	97	34	94	18	146	19	92	57	168	518
08:15 AM	21	83	9	113	26	67	12	105	24	110	18	152	15	91	46	152	522
08:30 AM	27	119	10	156	14	68	16	98	36	112	24	172	17	78	40	135	561
08:45 AM	26	81	7	114	32	59	7	98	53	104	18	175	16	103	48	167	554
Total	96	354	40	490	91	256	51	398	147	420	78	645	67	364	191	622	2155
Grand Total	168	656	71	895	146	542	117	805	320	945	144	1409	113	739	387	1239	4348
Apprch %	18.8	73.3	7.9		18.1	67.3	14.5		22.7	67.1	10.2		9.1	59.6	31.2		
Total %	3.9	15.1	1.6	20.6	3.4	12.5	2.7	18.5	7.4	21.7	3.3	32.4	2.6	17	8.9	28.5	
Passenger Vehicles	159	542	55	756	141	500	107	748	305	825	143	1273	93	710	382	1185	3962
% Passenger Vehicles	94.6	82.6	77.5	84.5	96.6	92.3	91.5	92.9	95.3	87.3	99.3	90.3	82.3	96.1	98.7	95.6	91.1
Large 2 Axle Vehicles	4	14	3	21	2	10	0	12	6	29	0	35	1	12	2	15	83
% Large 2 Axle Vehicles	2.4	2.1	4.2	2.3	1.4	1.8	0	1.5	1.9	3.1	0	2.5	0.9	1.6	0.5	1.2	1.9
3 Axle Vehicles	1	4	0	5	0	7	2	9	6	10	0	16	6	2	1	9	39
% 3 Axle Vehicles	0.6	0.6	0	0.6	0	1.3	1.7	1.1	1.9	1.1	0	1.1	5.3	0.3	0.3	0.7	0.9
4+ Axle Trucks	4	96	13	113	3	25	8	36	3	81	1	85	13	15	2	30	264
% 4+ Axle Trucks	2.4	14.6	18.3	12.6	2.1	4.6	6.8	4.5	0.9	8.6	0.7	6	11.5	2	0.5	2.4	6.1

	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	23	82	3	108	11	62	15	88	39	**159**	13	**211**	11	**101**	**60**	**172**	579
07:45 AM	**24**	**83**	11	**118**	23	**89**	**19**	**131**	**51**	129	**25**	205	**23**	90	54	167	**621**
08:00 AM	22	71	**14**	107	19	62	16	97	34	94	18	146	19	92	57	168	518
08:15 AM	21	83	9	113	**26**	67	12	105	24	110	18	152	15	91	46	152	522
Total Volume	90	319	37	446	79	280	62	421	148	492	74	714	68	374	217	659	2240
% App. Total	20.2	71.5	8.3		18.8	66.5	14.7		20.7	68.9	10.4		10.3	56.8	32.9		
PHF	.938	.961	.661	.945	.760	.787	.816	.803	.725	.774	.740	.846	.739	.926	.904	.958	.902

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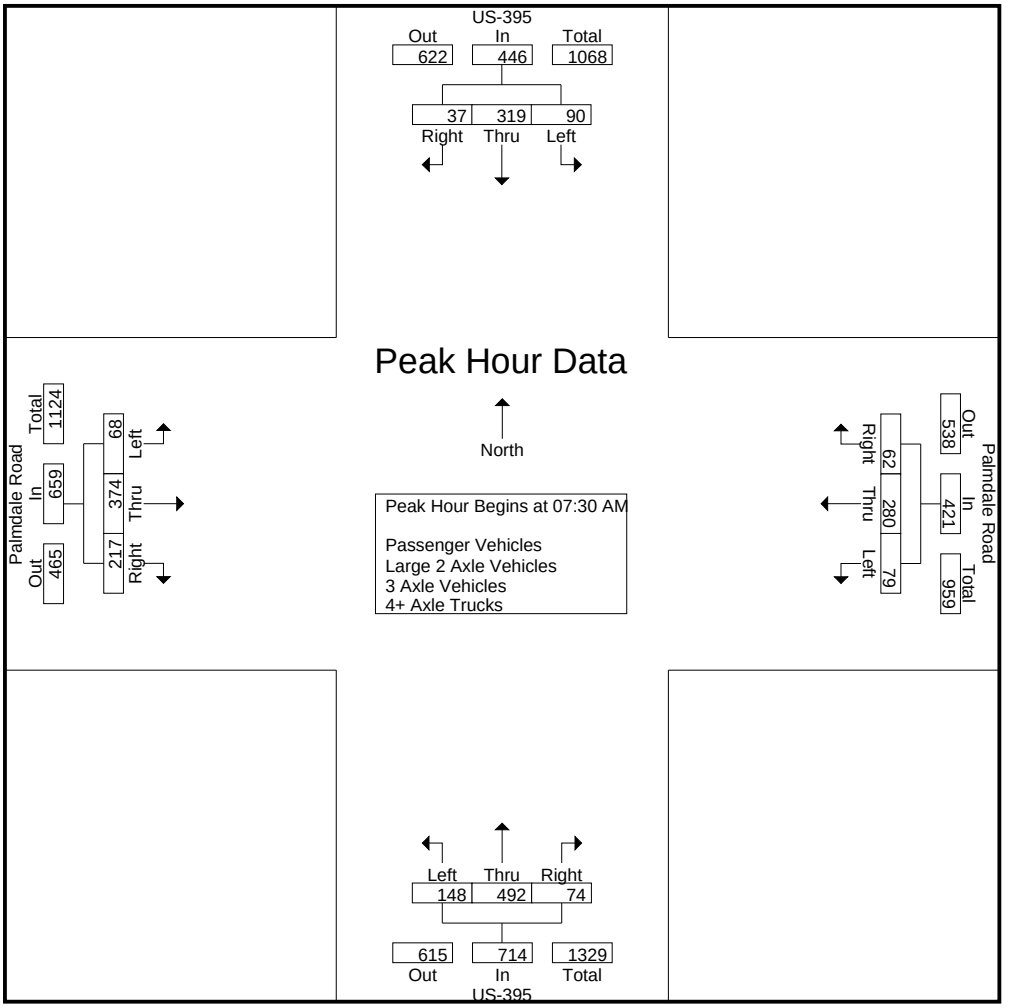
City of Adelanto
N/S: US-395
E/W: Palmdale Road (SR-18)
Weather: Clear

File Name : 09_ADL_US395_Palmd AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	07:45 AM				07:45 AM				07:00 AM				07:15 AM			
+0 mins.	24	83	11	118	23	**89**	**19**	**131**	40	124	10	174	4	**109**	47	160
+15 mins.	22	71	**14**	107	19	62	16	97	43	113	18	174	11	101	**60**	**172**
+30 mins.	21	83	9	113	**26**	67	12	105	39	**159**	13	**211**	**23**	90	54	167
+45 mins.	**27**	**119**	10	**156**	14	68	16	98	**51**	129	**25**	205	19	92	57	168
Total Volume	94	356	44	494	82	286	63	431	173	525	66	764	57	392	218	667
% App. Total	19	72.1	8.9		19	66.4	14.6		22.6	68.7	8.6		8.5	58.8	32.7	
PHF	.870	.748	.786	.792	.788	.803	.829	.823	.848	.825	.660	.905	.620	.899	.908	.969

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City of Adelanto
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Weather: Clear

File Name : 09_ADL_US395_Palmd AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Passenger Vehicles

	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	61	4	77	11	63	16	90	39	117	10	166	7	68	35	110	443
07:15 AM	12	54	8	74	10	64	14	88	42	100	18	160	4	101	47	152	474
07:30 AM	22	71	2	95	10	56	12	78	38	137	13	188	11	97	59	167	528
07:45 AM	22	70	8	100	20	82	18	120	47	117	25	189	20	87	53	160	569
Total	68	256	22	346	51	265	60	376	166	471	66	703	42	353	194	589	2014
08:00 AM	21	57	14	92	19	56	16	91	31	88	18	137	15	91	56	162	482
08:15 AM	20	69	7	96	26	64	11	101	22	84	18	124	7	88	45	140	461
08:30 AM	25	92	9	126	14	62	13	89	35	97	23	155	13	75	40	128	498
08:45 AM	25	68	3	96	31	53	7	91	51	85	18	154	16	103	47	166	507
Total	91	286	33	410	90	235	47	372	139	354	77	570	51	357	188	596	1948
Grand Total	159	542	55	756	141	500	107	748	305	825	143	1273	93	710	382	1185	3962
Apprch %	21	71.7	7.3		18.9	66.8	14.3		24	64.8	11.2		7.8	59.9	32.2		
Total %	4	13.7	1.4	19.1	3.6	12.6	2.7	18.9	7.7	20.8	3.6	32.1	2.3	17.9	9.6	29.9	

	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**22**	**71**	2	95	10	56	12	78	38	**137**	13	188	11	**97**	**59**	**167**	528
07:45 AM	22	70	8	**100**	20	**82**	**18**	**120**	**47**	117	**25**	**189**	**20**	87	53	160	**569**
08:00 AM	21	57	**14**	92	19	56	16	91	31	88	18	137	15	91	56	162	482
08:15 AM	20	69	7	96	**26**	64	11	101	22	84	18	124	7	88	45	140	461
Total Volume	85	267	31	383	75	258	57	390	138	426	74	638	53	363	213	629	2040
% App. Total	22.2	69.7	8.1		19.2	66.2	14.6		21.6	66.8	11.6		8.4	57.7	33.9		
PHF	.966	.940	.554	.958	.721	.787	.792	.813	.734	.777	.740	.844	.663	.936	.903	.942	.896

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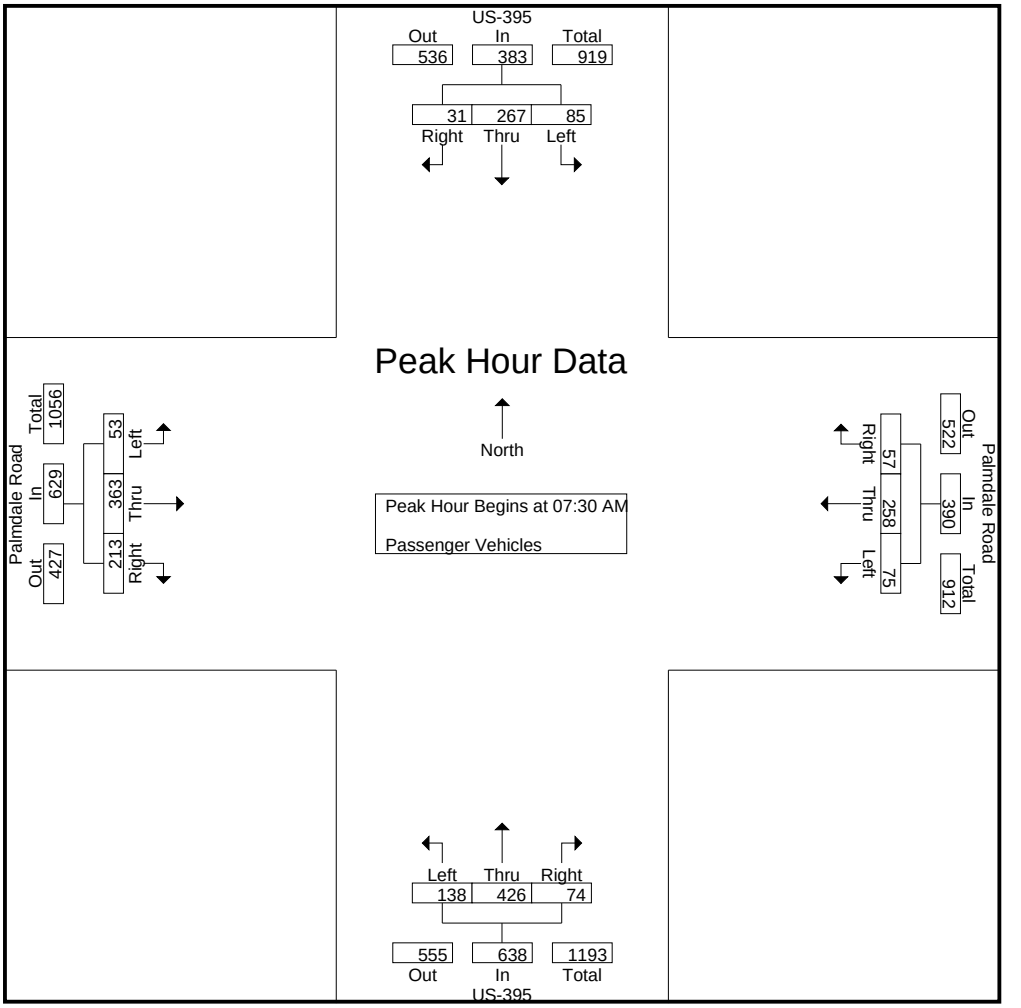
Start Date : 10/10/2023
Page No : 2



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				07:30 AM			
+0 mins.	**22**	**71**	2	95	10	56	12	78	38	**137**	13	188	11	**97**	**59**	**167**
+15 mins.	22	70	8	**100**	20	**82**	**18**	**120**	**47**	117	**25**	**189**	**20**	87	53	160
+30 mins.	21	57	**14**	92	19	56	16	91	31	88	18	137	15	91	56	162
+45 mins.	20	69	7	96	**26**	64	11	101	22	84	18	124	7	88	45	140
Total Volume	85	267	31	383	75	258	57	390	138	426	74	638	53	363	213	629
% App. Total	22.2	69.7	8.1		19.2	66.2	14.6		21.6	66.8	11.6		8.4	57.7	33.9	
PHF	.966	.940	.554	.958	.721	.787	.792	.813	.734	.777	.740	.844	.663	.936	.903	.942

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City of Adelanto
N/S: US-395
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Weather: Clear

File Name : 09_ADL_US395_Palmd AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	0	3	0	0	0	0	0	3	0	3	0	3	0	3	9
07:15 AM	0	0	1	1	0	1	0	1	1	3	0	4	0	5	0	5	11
07:30 AM	1	2	0	3	0	1	0	1	1	8	0	9	0	2	1	3	16
07:45 AM	0	1	1	2	2	1	0	3	0	3	0	3	1	1	0	2	10
Total	1	6	2	9	2	3	0	5	2	17	0	19	1	11	1	13	46
08:00 AM	1	2	0	3	0	2	0	2	0	1	0	1	0	0	0	0	6
08:15 AM	0	1	1	2	0	1	0	1	2	3	0	5	0	0	1	1	9
08:30 AM	1	3	0	4	0	1	0	1	0	3	0	3	0	1	0	1	9
08:45 AM	1	2	0	3	0	3	0	3	2	5	0	7	0	0	0	0	13
Total	3	8	1	12	0	7	0	7	4	12	0	16	0	1	1	2	37
Grand Total	4	14	3	21	2	10	0	12	6	29	0	35	1	12	2	15	83
Apprch %	19	66.7	14.3		16.7	83.3	0		17.1	82.9	0		6.7	80	13.3		
Total %	4.8	16.9	3.6	25.3	2.4	12	0	14.5	7.2	34.9	0	42.2	1.2	14.5	2.4	18.1	

	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**1**	**2**	0	**3**	0	1	0	1	1	**8**	0	**9**	0	**2**	**1**	**3**	**16**
07:45 AM	0	1	**1**	2	**2**	1	0	**3**	0	3	0	3	**1**	1	0	2	10
08:00 AM	1	2	0	3	0	**2**	0	2	0	1	0	1	0	0	0	0	6
08:15 AM	0	1	1	2	0	1	0	1	**2**	3	0	5	0	0	1	1	9
Total Volume	2	6	2	10	2	5	0	7	3	15	0	18	1	3	2	6	41
% App. Total	20	60	20		28.6	71.4	0		16.7	83.3	0		16.7	50	33.3		
PHF	.500	.750	.500	.833	.250	.625	.000	.583	.375	.469	.000	.500	.250	.375	.500	.500	.641

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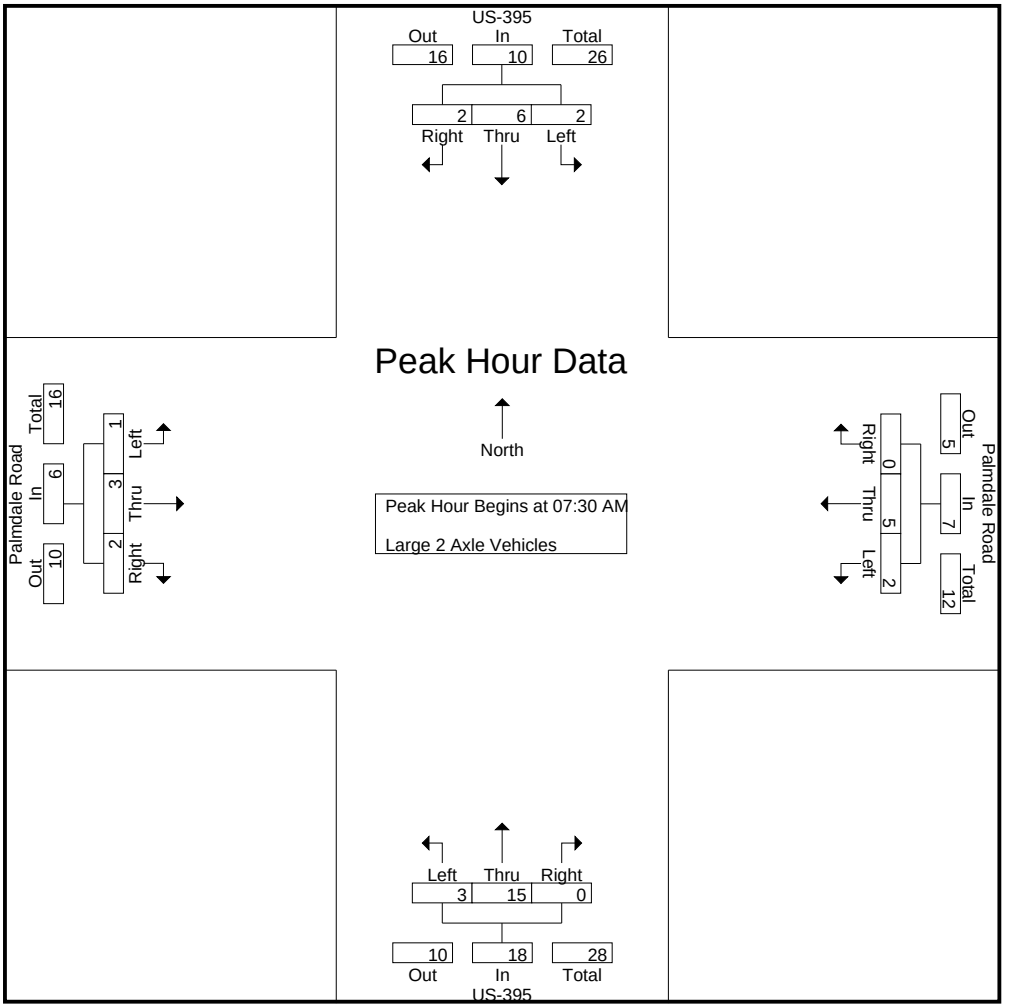
City of Adelanto
N/S: US-395
E/W: Palmdale Road (SR-18)
Weather: Clear

File Name : 09_ADL_US395_Palmd AM
Site Code : 07523937
Start Date : 10/10/2023
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				07:30 AM			
+0 mins.	**1**	**2**	0	**3**	0	1	0	1	1	**8**	0	**9**	0	**2**	**1**	**3**
+15 mins.	0	1	**1**	2	**2**	1	0	**3**	0	3	0	3	**1**	1	0	2
+30 mins.	1	2	0	3	0	**2**	0	2	0	1	0	1	0	0	0	0
+45 mins.	0	1	1	2	0	1	0	1	**2**	3	0	5	0	0	1	1
Total Volume	2	6	2	10	2	5	0	7	3	15	0	18	1	3	2	6
% App. Total	20	60	20		28.6	71.4	0		16.7	83.3	0		16.7	50	33.3	
PHF	.500	.750	.500	.833	.250	.625	.000	.583	.375	.469	.000	.500	.250	.375	.500	.500

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City of Adelanto
N/S: US-395
E/W: Palmdale Road (SR-18)
Weather: Clear

File Name : 09_ADL_US395_Palmd AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	1	0	2	1	3	0	1	0	1	0	0	0	0	5
07:45 AM	1	1	0	2	0	4	0	4	4	0	0	4	0	0	0	0	10
Total	1	2	0	3	0	6	1	7	5	1	0	6	0	1	0	1	17
08:00 AM	0	1	0	1	0	0	0	0	1	1	0	2	2	0	0	2	5
08:15 AM	0	1	0	1	0	0	0	0	0	6	0	6	3	1	0	4	11
08:30 AM	0	0	0	0	0	1	1	2	0	1	0	1	1	0	0	1	4
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
Total	0	2	0	2	0	1	1	2	1	9	0	10	6	1	1	8	22
Grand Total	1	4	0	5	0	7	2	9	6	10	0	16	6	2	1	9	39
Apprch %	20	80	0		0	77.8	22.2		37.5	62.5	0		66.7	22.2	11.1		
Total %	2.6	10.3	0	12.8	0	17.9	5.1	23.1	15.4	25.6	0	41	15.4	5.1	2.6	23.1	

	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**1**	0	1	0	2	**1**	3	0	1	0	1	0	0	0	0	5
07:45 AM	**1**	1	0	**2**	0	**4**	0	**4**	**4**	0	0	4	0	0	0	0	10
08:00 AM	0	1	0	1	0	0	0	0	1	1	0	2	2	0	0	2	5
08:15 AM	0	1	0	1	0	0	0	0	0	**6**	0	**6**	**3**	**1**	0	**4**	**11**
Total Volume	1	4	0	5	0	6	1	7	5	8	0	13	5	1	0	6	31
% App. Total	20	80	0		0	85.7	14.3		38.5	61.5	0		83.3	16.7	0		
PHF	.250	1.00	.000	.625	.000	.375	.250	.438	.313	.333	.000	.542	.417	.250	.000	.375	.705

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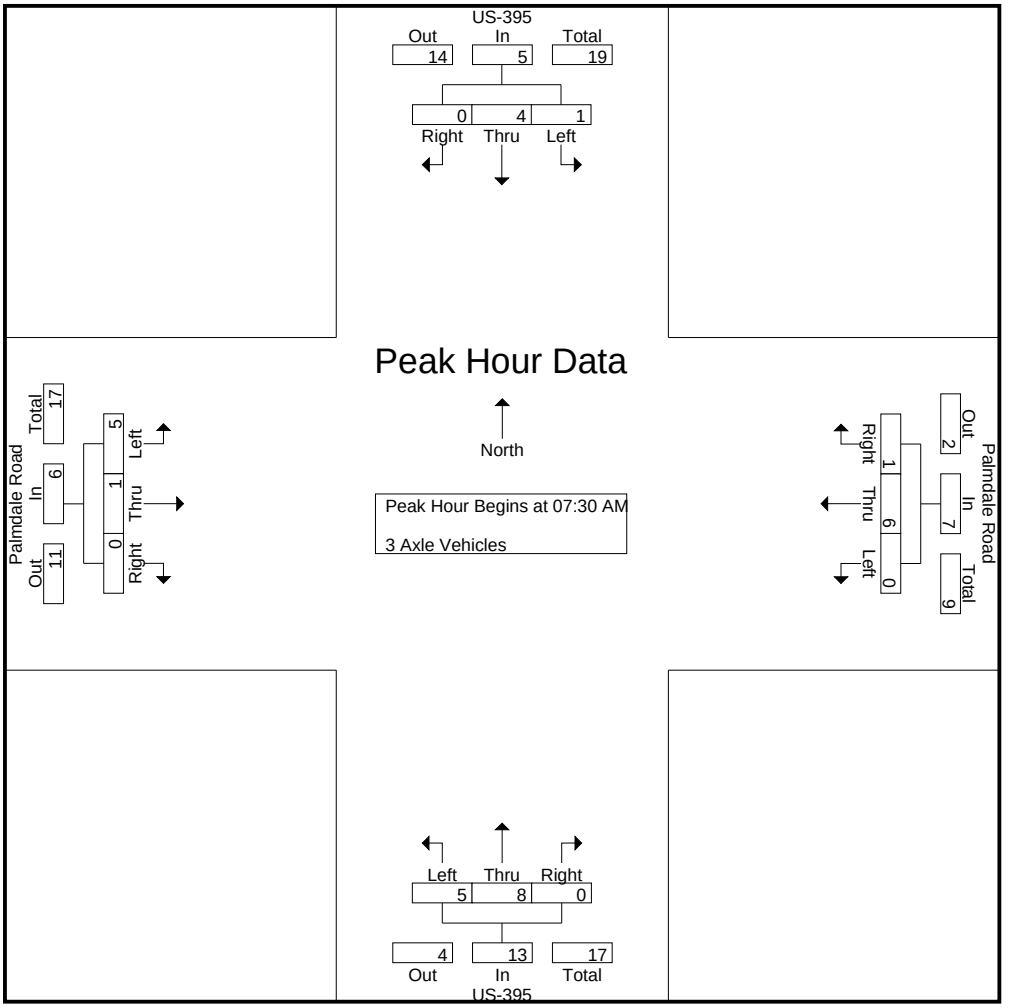
City of Adelanto
N/S: US-395
E/W: Palmdale Road (SR-18)
Weather: Clear

File Name : 09_ADL_US395_Palmd AM
Site Code : 07523937
Start Date : 10/10/2023
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				07:30 AM			
+0 mins.	0	**1**	0	1	0	2	**1**	3	0	1	0	1	0	0	0	0
+15 mins.	**1**	1	0	**2**	0	**4**	0	**4**	**4**	0	0	4	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	1	1	0	2	2	0	0	2
+45 mins.	0	1	0	1	0	0	0	0	0	**6**	0	**6**	**3**	**1**	0	**4**
Total Volume	1	4	0	5	0	6	1	7	5	8	0	13	5	1	0	6
% App. Total	20	80	0		0	85.7	14.3		38.5	61.5	0		83.3	16.7	0	
PHF	.250	1.000	.000	.625	.000	.375	.250	.438	.313	.333	.000	.542	.417	.250	.000	.375

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City of Adelanto
N/S: US-395
E/W: Palmdale Road (SR-18)
Weather: Clear

File Name : 09_ADL_US395_Palmd AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	10	2	12	0	5	1	6	0	4	0	4	1	3	0	4	26
07:15 AM	1	9	2	12	0	2	1	3	0	10	0	10	0	3	0	3	28
07:30 AM	0	8	1	9	1	3	2	6	0	13	0	13	0	2	0	2	30
07:45 AM	1	11	2	14	1	2	1	4	0	9	0	9	2	2	1	5	32
Total	2	38	7	47	2	12	5	19	0	36	0	36	3	10	1	14	116
08:00 AM	0	11	0	11	0	4	0	4	2	4	0	6	2	1	1	4	25
08:15 AM	1	12	1	14	0	2	1	3	0	17	0	17	5	2	0	7	41
08:30 AM	1	24	1	26	0	4	2	6	1	11	1	13	3	2	0	5	50
08:45 AM	0	11	4	15	1	3	0	4	0	13	0	13	0	0	0	0	32
Total	2	58	6	66	1	13	3	17	3	45	1	49	10	5	1	16	148
Grand Total	4	96	13	113	3	25	8	36	3	81	1	85	13	15	2	30	264
Apprch %	3.5	85	11.5		8.3	69.4	22.2		3.5	95.3	1.2		43.3	50	6.7		
Total %	1.5	36.4	4.9	42.8	1.1	9.5	3	13.6	1.1	30.7	0.4	32.2	4.9	5.7	0.8	11.4	

	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	8	1	9	**1**	3	**2**	**6**	0	13	0	13	0	**2**	0	2	30
07:45 AM	**1**	11	**2**	**14**	1	2	1	4	0	9	0	9	2	2	**1**	5	32
08:00 AM	0	11	0	11	0	**4**	0	4	**2**	4	0	6	2	1	1	4	25
08:15 AM	1	**12**	1	14	0	2	1	3	0	**17**	0	**17**	**5**	2	0	**7**	**41**
Total Volume	2	42	4	48	2	11	4	17	2	43	0	45	9	7	2	18	128
% App. Total	4.2	87.5	8.3		11.8	64.7	23.5		4.4	95.6	0		50	38.9	11.1		
PHF	.500	.875	.500	.857	.500	.688	.500	.708	.250	.632	.000	.662	.450	.875	.500	.643	.780

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City of Adelanto
N/S: US-395
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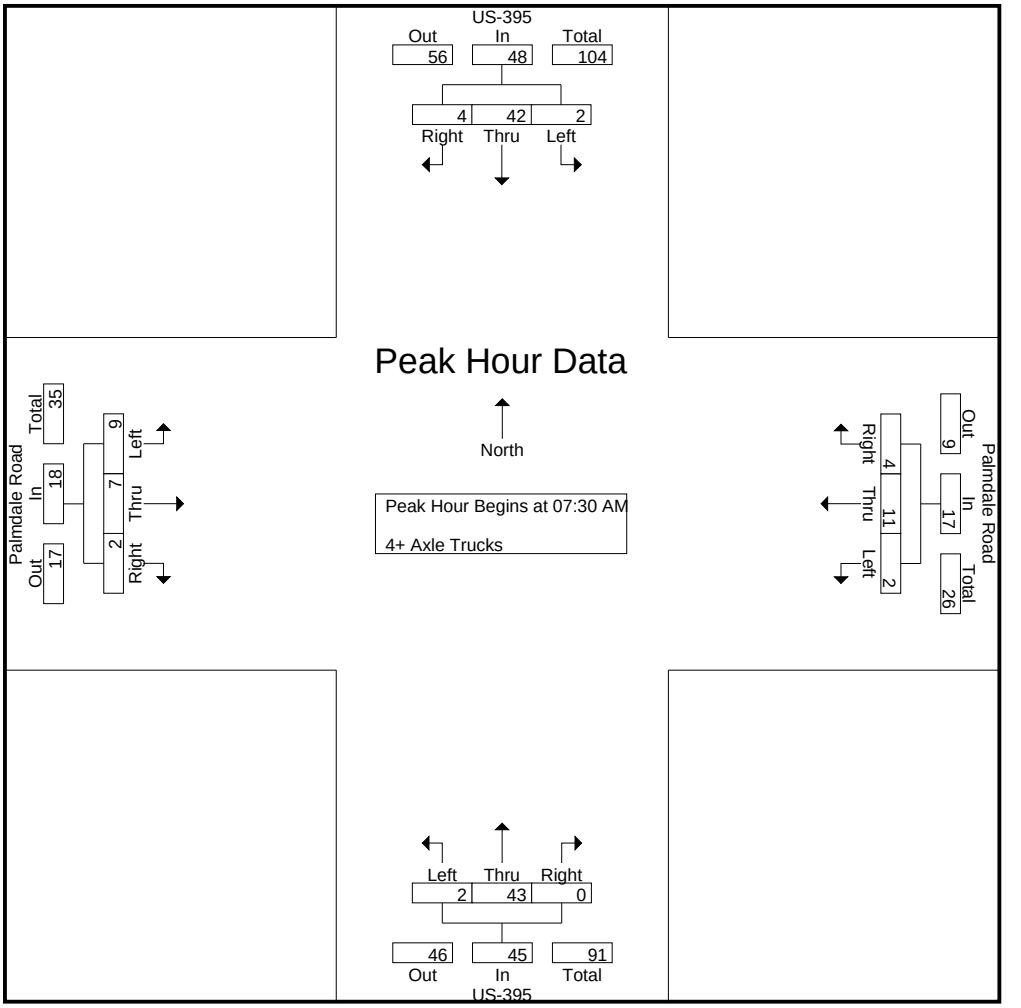
Weather: Clear

File Name : 09_ADL_US395_Palmd AM
Site Code : 07523937
Start Date : 10/10/2023
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				07:30 AM			
+0 mins.	0	8	1	9	**1**	3	**2**	**6**	0	13	0	13	0	**2**	0	2
+15 mins.	**1**	11	**2**	**14**	1	2	1	4	0	9	0	9	2	2	**1**	5
+30 mins.	0	11	0	11	0	**4**	0	4	**2**	4	0	6	2	1	1	4
+45 mins.	1	**12**	1	14	0	2	1	3	0	**17**	0	**17**	**5**	2	0	**7**
Total Volume	2	42	4	48	2	11	4	17	2	43	0	45	9	7	2	18
% App. Total	4.2	87.5	8.3		11.8	64.7	23.5		4.4	95.6	0		50	38.9	11.1	
PHF	.500	.875	.500	.857	.500	.688	.500	.708	.250	.632	.000	.662	.450	.875	.500	.643

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City of Adelanto
N/S: US-395
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Weather: Clear

File Name : 09_ADL_US395_Palmd PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

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

	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	34	129	10	173	55	126	25	206	54	158	19	231	31	124	53	208	818
04:15 PM	38	153	7	198	51	156	24	231	57	153	24	234	23	110	85	218	881
04:30 PM	35	116	13	164	70	121	20	211	62	140	20	222	23	137	74	234	831
04:45 PM	33	165	16	214	49	165	33	247	51	151	19	221	26	119	68	213	895
Total	140	563	46	749	225	568	102	895	224	602	82	908	103	490	280	873	3425
05:00 PM	34	147	10	191	58	150	28	236	73	188	13	274	30	97	65	192	893
05:15 PM	27	158	6	191	52	149	28	229	68	159	22	249	30	117	77	224	893
05:30 PM	31	142	11	184	54	141	19	214	64	166	14	244	23	111	64	198	840
05:45 PM	33	142	11	186	53	145	20	218	59	167	16	242	21	137	70	228	874
Total	125	589	38	752	217	585	95	897	264	680	65	1009	104	462	276	842	3500
Grand Total	265	1152	84	1501	442	1153	197	1792	488	1282	147	1917	207	952	556	1715	6925
Apprch %	17.7	76.7	5.6		24.7	64.3	11		25.5	66.9	7.7		12.1	55.5	32.4		
Total %	3.8	16.6	1.2	21.7	6.4	16.6	2.8	25.9	7	18.5	2.1	27.7	3	13.7	8	24.8	
Passenger Vehicles	255	995	73	1323	439	1110	194	1743	478	1201	141	1820	205	922	550	1677	6563
% Passenger Vehicles	96.2	86.4	86.9	88.1	99.3	96.3	98.5	97.3	98	93.7	95.9	94.9	99	96.8	98.9	97.8	94.8
Large 2 Axle Vehicles	3	17	3	23	2	16	0	18	7	2	1	10	0	7	2	9	60
% Large 2 Axle Vehicles	1.1	1.5	3.6	1.5	0.5	1.4	0	1	1.4	0.2	0.7	0.5	0	0.7	0.4	0.5	0.9
3 Axle Vehicles	0	11	1	12	0	6	0	6	0	5	0	5	1	4	3	8	31
% 3 Axle Vehicles	0	1	1.2	0.8	0	0.5	0	0.3	0	0.4	0	0.3	0.5	0.4	0.5	0.5	0.4
4+ Axle Trucks	7	129	7	143	1	21	3	25	3	74	5	82	1	19	1	21	271
% 4+ Axle Trucks	2.6	11.2	8.3	9.5	0.2	1.8	1.5	1.4	0.6	5.8	3.4	4.3	0.5	2	0.2	1.2	3.9

	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	33	**165**	**16**	**214**	49	**165**	**33**	**247**	51	151	19	221	26	**119**	68	213	**895**
05:00 PM	**34**	147	10	191	**58**	150	28	236	**73**	**188**	13	**274**	**30**	97	65	192	893
05:15 PM	27	158	6	191	52	149	28	229	68	159	**22**	249	30	117	**77**	**224**	893
05:30 PM	31	142	11	184	54	141	19	214	64	166	14	244	23	111	64	198	840
Total Volume	125	612	43	780	213	605	108	926	256	664	68	988	109	444	274	827	3521
% App. Total	16	78.5	5.5		23	65.3	11.7		25.9	67.2	6.9		13.2	53.7	33.1		
PHF	.919	.927	.672	.911	.918	.917	.818	.937	.877	.883	.773	.901	.908	.933	.890	.923	.984

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City of Adelanto
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Weather: Clear

File Name : 09_ADL_US395_Palmd PM
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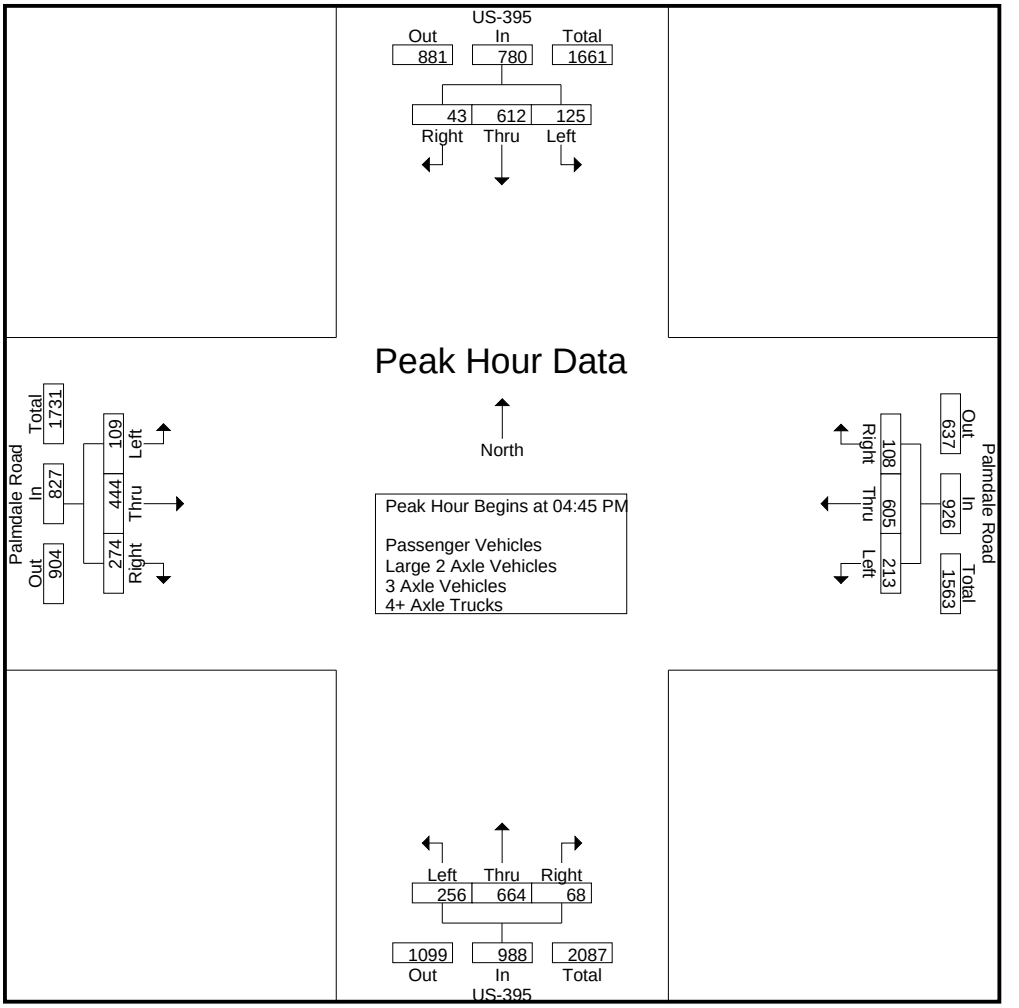
Start Date : 10/10/2023
Page No : 2



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

	04:45 PM				04:45 PM				05:00 PM				04:00 PM			
+0 mins.	33	**165**	**16**	**214**	49	**165**	**33**	**247**	**73**	**188**	13	**274**	**31**	124	53	208
+15 mins.	**34**	147	10	191	**58**	150	28	236	68	159	**22**	249	23	110	**85**	218
+30 mins.	27	158	6	191	52	149	28	229	64	166	14	244	23	**137**	74	**234**
+45 mins.	31	142	11	184	54	141	19	214	59	167	16	242	26	119	68	213
Total Volume	125	612	43	780	213	605	108	926	264	680	65	1009	103	490	280	873
% App. Total	16	78.5	5.5		23	65.3	11.7		26.2	67.4	6.4		11.8	56.1	32.1	
PHF	.919	.927	.672	.911	.918	.917	.818	.937	.904	.904	.739	.921	.831	.894	.824	.933

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City of Adelanto
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Weather: Clear

File Name : 09_ADL_US395_Palmd PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Passenger Vehicles

	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	31	106	8	145	54	119	23	196	52	142	18	212	31	121	53	205	758
04:15 PM	38	140	6	184	51	149	24	224	53	142	24	219	23	105	85	213	840
04:30 PM	34	102	12	148	70	114	20	204	60	129	20	209	23	134	74	231	792
04:45 PM	32	145	15	192	48	155	32	235	50	143	18	211	25	111	66	202	840
Total	135	493	41	669	223	537	99	859	215	556	80	851	102	471	278	851	3230
05:00 PM	32	121	8	161	58	145	28	231	73	181	11	265	29	94	64	187	844
05:15 PM	27	131	5	163	52	146	28	226	68	146	22	236	30	113	76	219	844
05:30 PM	28	126	11	165	54	139	19	212	63	155	13	231	23	111	63	197	805
05:45 PM	33	124	8	165	52	143	20	215	59	163	15	237	21	133	69	223	840
Total	120	502	32	654	216	573	95	884	263	645	61	969	103	451	272	826	3333
Grand Total	255	995	73	1323	439	1110	194	1743	478	1201	141	1820	205	922	550	1677	6563
Apprch %	19.3	75.2	5.5		25.2	63.7	11.1		26.3	66	7.7		12.2	55	32.8		
Total %	3.9	15.2	1.1	20.2	6.7	16.9	3	26.6	7.3	18.3	2.1	27.7	3.1	14	8.4	25.6	

	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**32**	**145**	**15**	**192**	48	**155**	**32**	**235**	50	143	18	211	25	111	66	202	840
05:00 PM	32	121	8	161	**58**	145	28	231	**73**	**181**	11	**265**	29	94	64	187	**844**
05:15 PM	27	131	5	163	52	146	28	226	68	146	**22**	236	**30**	**113**	**76**	**219**	844
05:30 PM	28	126	11	165	54	139	19	212	63	155	13	231	23	111	63	197	805
Total Volume	119	523	39	681	212	585	107	904	254	625	64	943	107	429	269	805	3333
% App. Total	17.5	76.8	5.7		23.5	64.7	11.8		26.9	66.3	6.8		13.3	53.3	33.4		
PHF	.930	.902	.650	.887	.914	.944	.836	.962	.870	.863	.727	.890	.892	.949	.885	.919	.987

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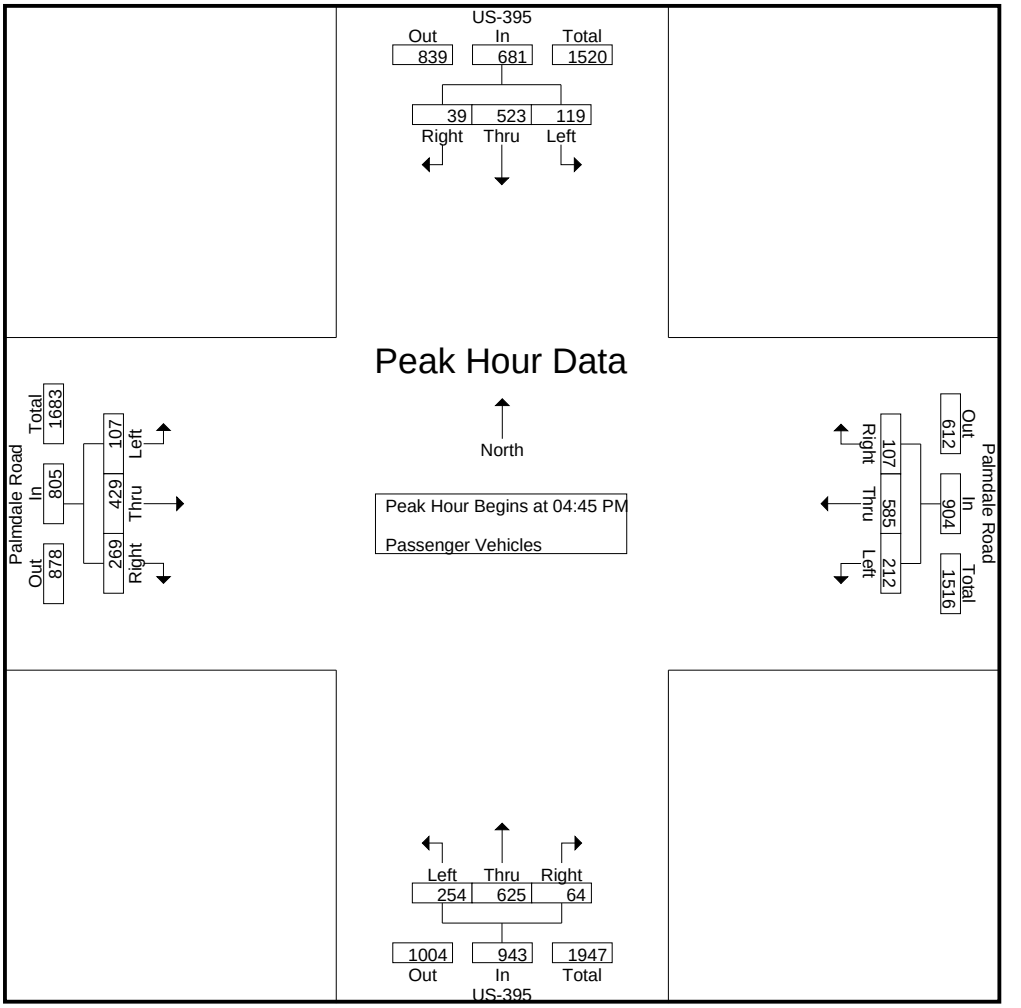
City of Adelanto
N/S: US-395
E/W: Palmdale Road (SR-18)
Weather: Clear

File Name : 09_ADL_US395_Palmd PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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.	**32**	**145**	**15**	**192**	48	**155**	**32**	**235**	50	143	18	211	25	111	66	202
+15 mins.	32	121	8	161	**58**	145	28	231	**73**	**181**	11	**265**	29	94	64	187
+30 mins.	27	131	5	163	52	146	28	226	68	146	**22**	236	**30**	**113**	**76**	**219**
+45 mins.	28	126	11	165	54	139	19	212	63	155	13	231	23	111	63	197
Total Volume	119	523	39	681	212	585	107	904	254	625	64	943	107	429	269	805
% App. Total	17.5	76.8	5.7		23.5	64.7	11.8		26.9	66.3	6.8		13.3	53.3	33.4	
PHF	.930	.902	.650	.887	.914	.944	.836	.962	.870	.863	.727	.890	.892	.949	.885	.919

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City of Adelanto
N/S: US-395
E/W: Palmdale Road (SR-18)
Weather: Clear

File Name : 09_ADL_US395_Palmd PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	3	1	5	0	3	0	3	1	0	0	1	0	1	0	1	10
04:15 PM	0	1	0	1	0	3	0	3	3	0	0	3	0	1	0	1	8
04:30 PM	1	2	0	3	0	4	0	4	2	1	0	3	0	2	0	2	12
04:45 PM	0	4	1	5	1	3	0	4	0	0	0	0	0	1	0	1	10
Total	2	10	2	14	1	13	0	14	6	1	0	7	0	5	0	5	40
05:00 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	2	0	2	5
05:15 PM	0	2	1	3	0	1	0	1	0	0	0	0	0	0	0	0	4
05:30 PM	1	1	0	2	0	0	0	0	1	1	1	3	0	0	1	1	6
05:45 PM	0	1	0	1	1	2	0	3	0	0	0	0	0	0	1	1	5
Total	1	7	1	9	1	3	0	4	1	1	1	3	0	2	2	4	20
Grand Total	3	17	3	23	2	16	0	18	7	2	1	10	0	7	2	9	60
Apprch %	13	73.9	13		11.1	88.9	0		70	20	10		0	77.8	22.2		
Total %	5	28.3	5	38.3	3.3	26.7	0	30	11.7	3.3	1.7	16.7	0	11.7	3.3	15	

	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**4**	**1**	**5**	**1**	**3**	0	**4**	0	0	0	0	0	1	0	1	**10**
05:00 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	**2**	0	**2**	5
05:15 PM	0	2	1	3	0	1	0	1	0	0	0	0	0	0	0	0	4
05:30 PM	**1**	1	0	2	0	0	0	0	**1**	**1**	**1**	**3**	0	0	**1**	1	6
Total Volume	1	10	2	13	1	4	0	5	1	1	1	3	0	3	1	4	25
% App. Total	7.7	76.9	15.4		20	80	0		33.3	33.3	33.3		0	75	25		
PHF	.250	.625	.500	.650	.250	.333	.000	.313	.250	.250	.250	.250	.000	.375	.250	.500	.625

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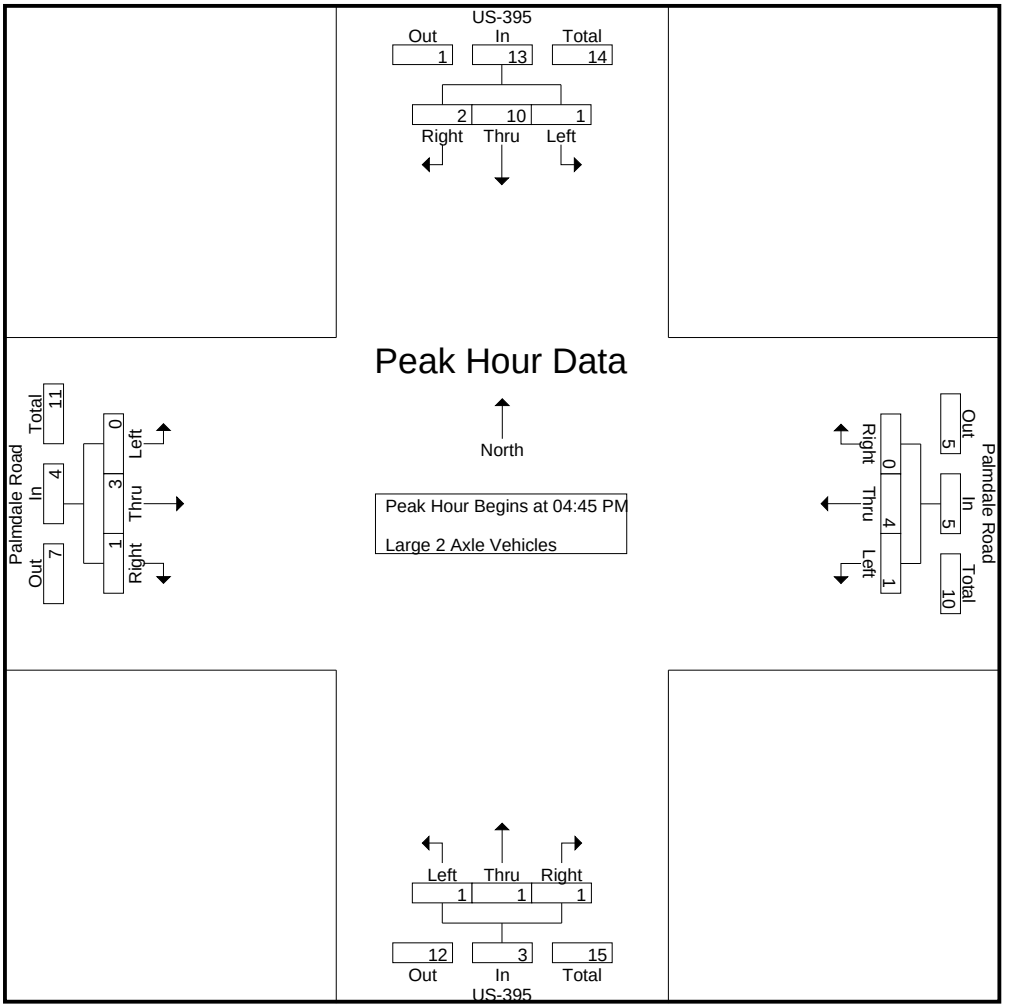
City of Adelanto
N/S: US-395
E/W: Palmdale Road (SR-18)
Weather: Clear

File Name : 09_ADL_US395_Palmd PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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	**4**	**1**	**5**	**1**	**3**	0	**4**	0	0	0	0	0	1	0	1
+15 mins.	0	3	0	3	0	0	0	0	0	0	0	0	0	**2**	0	**2**
+30 mins.	0	2	1	3	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	**1**	1	0	2	0	0	0	0	**1**	**1**	**1**	**3**	0	0	**1**	1
Total Volume	1	10	2	13	1	4	0	5	1	1	1	3	0	3	1	4
% App. Total	7.7	76.9	15.4		20	80	0		33.3	33.3	33.3		0	75	25	
PHF	.250	.625	.500	.650	.250	.333	.000	.313	.250	.250	.250	.250	.000	.375	.250	.500

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City of Adelanto
N/S: US-395
E/W: Palmdale Road (SR-18)
Weather: Clear

File Name : 09_ADL_US395_Palmd PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	1	0	1	4
04:15 PM	0	2	0	2	0	1	0	1	0	0	0	0	0	1	0	1	4
04:30 PM	0	2	1	3	0	1	0	1	0	0	0	0	0	0	0	0	4
04:45 PM	0	2	0	2	0	2	0	2	0	1	0	1	0	1	2	3	8
Total	0	7	1	8	0	4	0	4	0	3	0	3	0	3	2	5	20
05:00 PM	0	3	0	3	0	1	0	1	0	0	0	0	1	0	0	1	5
05:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	1	1	3
05:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	4	0	4	0	2	0	2	0	2	0	2	1	1	1	3	11
Grand Total	0	11	1	12	0	6	0	6	0	5	0	5	1	4	3	8	31
Apprch %	0	91.7	8.3		0	100	0		0	100	0		12.5	50	37.5		
Total %	0	35.5	3.2	38.7	0	19.4	0	19.4	0	16.1	0	16.1	3.2	12.9	9.7	25.8	

	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	2	0	2	0	**2**	0	**2**	0	1	0	1	0	**1**	**2**	**3**	**8**
05:00 PM	0	**3**	0	**3**	0	1	0	1	0	0	0	0	**1**	0	0	1	5
05:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	1	1	3
05:30 PM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	2
Total Volume	0	6	0	6	0	4	0	4	0	3	0	3	1	1	3	5	18
% App. Total	0	100	0		0	100	0		0	100	0		20	20	60		
PHF	.000	.500	.000	.500	.000	.500	.000	.500	.000	.375	.000	.375	.250	.250	.375	.417	.563

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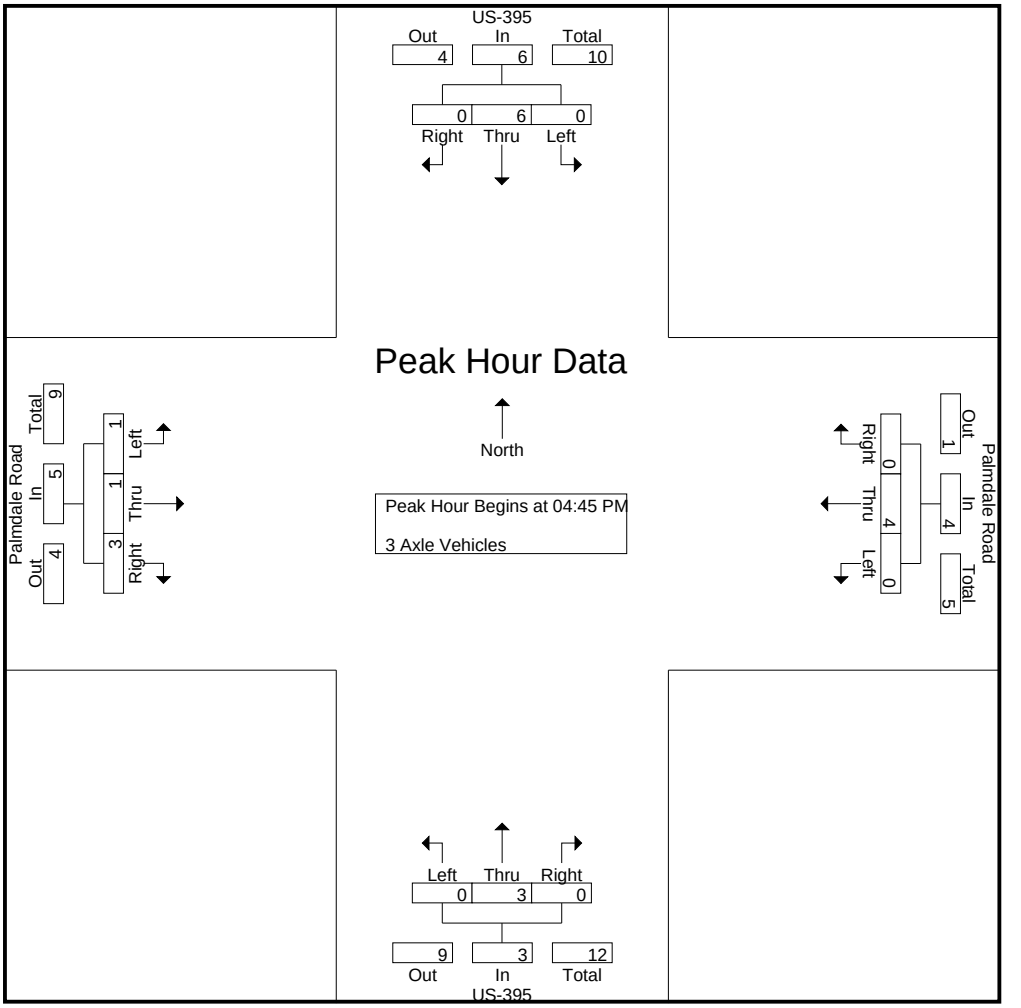
City of Adelanto
N/S: US-395
E/W: Palmdale Road (SR-18)
Weather: Clear

File Name : 09_ADL_US395_Palmd PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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	2	0	2	0	**2**	0	**2**	0	1	0	1	0	**1**	**2**	**3**
+15 mins.	0	**3**	0	**3**	0	1	0	1	0	0	0	0	**1**	0	0	1
+30 mins.	0	1	0	1	0	1	0	1	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0
Total Volume	0	6	0	6	0	4	0	4	0	3	0	3	1	1	3	5
% App. Total	0	100	0		0	100	0		0	100	0		20	20	60	
PHF	.000	.500	.000	.500	.000	.500	.000	.500	.000	.375	.000	.375	.250	.250	.375	.417

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City of Adelanto
N/S: US-395
E/W: Palmdale Road (SR-18)
Weather: Clear

File Name : 09_ADL_US395_Palmd PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	19	1	22	1	4	2	7	1	14	1	16	0	1	0	1	46
04:15 PM	0	10	1	11	0	3	0	3	1	11	0	12	0	3	0	3	29
04:30 PM	0	10	0	10	0	2	0	2	0	10	0	10	0	1	0	1	23
04:45 PM	1	14	0	15	0	5	1	6	1	7	1	9	1	6	0	7	37
Total	3	53	2	58	1	14	3	18	3	42	2	47	1	11	0	12	135
05:00 PM	2	20	2	24	0	4	0	4	0	7	2	9	0	1	1	2	39
05:15 PM	0	24	0	24	0	1	0	1	0	13	0	13	0	4	0	4	42
05:30 PM	2	15	0	17	0	2	0	2	0	8	0	8	0	0	0	0	27
05:45 PM	0	17	3	20	0	0	0	0	0	4	1	5	0	3	0	3	28
Total	4	76	5	85	0	7	0	7	0	32	3	35	0	8	1	9	136
Grand Total	7	129	7	143	1	21	3	25	3	74	5	82	1	19	1	21	271
Apprch %	4.9	90.2	4.9		4	84	12		3.7	90.2	6.1		4.8	90.5	4.8		
Total %	2.6	47.6	2.6	52.8	0.4	7.7	1.1	9.2	1.1	27.3	1.8	30.3	0.4	7	0.4	7.7	

	US-395 Southbound				Palmdale Road Westbound				US-395 Northbound				Palmdale Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	14	0	15	0	**5**	**1**	**6**	**1**	7	1	9	**1**	**6**	0	**7**	37
05:00 PM	**2**	20	**2**	**24**	0	4	0	4	0	7	**2**	9	0	1	**1**	2	39
05:15 PM	0	**24**	0	24	0	1	0	1	0	**13**	0	**13**	0	4	0	4	**42**
05:30 PM	2	15	0	17	0	2	0	2	0	8	0	8	0	0	0	0	27
Total Volume	5	73	2	80	0	12	1	13	1	35	3	39	1	11	1	13	145
% App. Total	6.2	91.2	2.5		0	92.3	7.7		2.6	89.7	7.7		7.7	84.6	7.7		
PHF	.625	.760	.250	.833	.000	.600	.250	.542	.250	.673	.375	.750	.250	.458	.250	.464	.863

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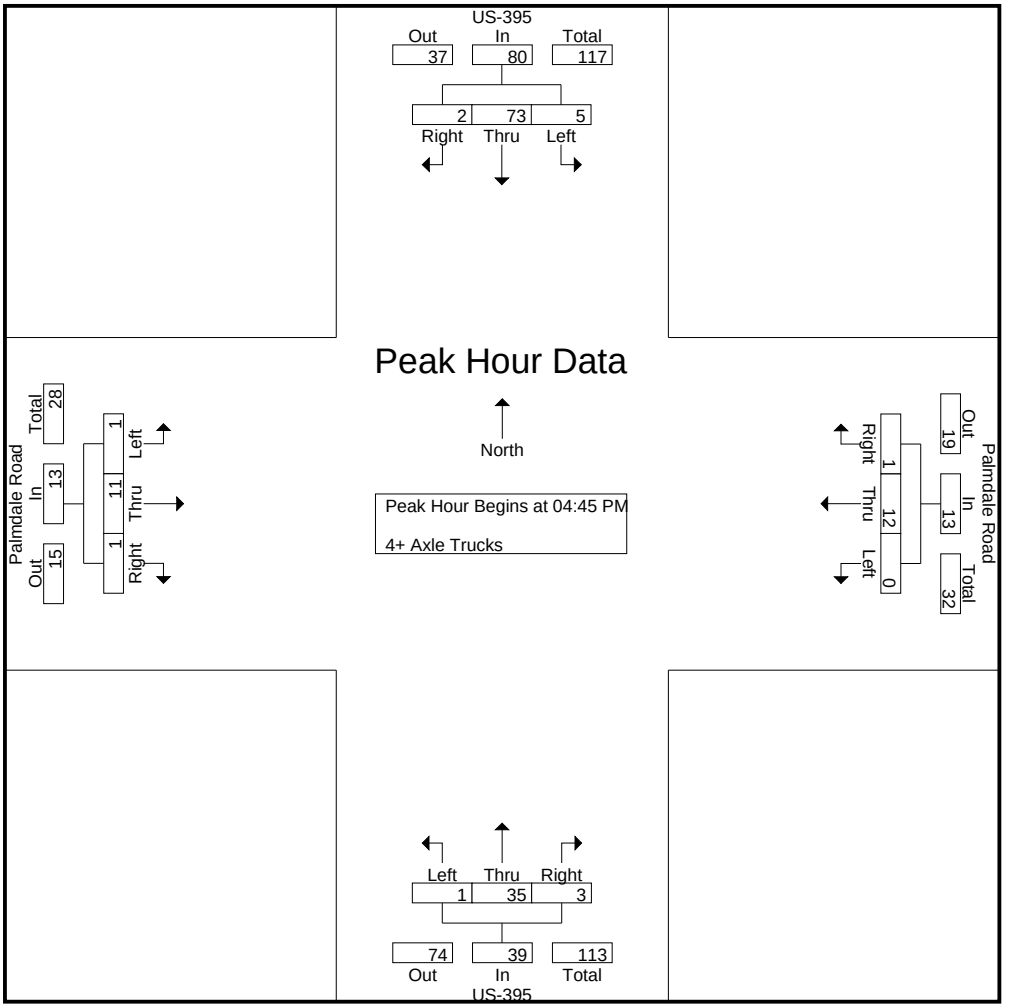
City of Adelanto
N/S: US-395
E/W: Palmdale Road (SR-18)
Weather: Clear

File Name : 09_ADL_US395_Palmd PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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	14	0	15	0	**5**	**1**	**6**	**1**	7	1	9	**1**	**6**	0	**7**
+15 mins.	**2**	20	**2**	**24**	0	4	0	4	0	7	**2**	9	0	1	**1**	2
+30 mins.	0	**24**	0	24	0	1	0	1	0	**13**	0	**13**	0	4	0	4
+45 mins.	2	15	0	17	0	2	0	2	0	8	0	8	0	0	0	0
Total Volume	5	73	2	80	0	12	1	13	1	35	3	39	1	11	1	13
% App. Total	6.2	91.2	2.5		0	92.3	7.7		2.6	89.7	7.7		7.7	84.6	7.7	
PHF	.625	.760	.250	.833	.000	.600	.250	.542	.250	.673	.375	.750	.250	.458	.250	.464

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City of Adelanto
N/S: Sportsman Center
E/W: Rancho Road
Weather: Clear

File Name : 12_ADL_Sport_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

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

	Rancho Road Westbound			Sportsman Center Northbound			Rancho Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	4	17	21	7	0	7	6	4	10	38
07:15 AM	2	11	13	6	2	8	9	6	15	36
07:30 AM	1	20	21	4	0	4	10	3	13	38
07:45 AM	2	17	19	4	1	5	6	4	10	34
Total	9	65	74	21	3	24	31	17	48	146
08:00 AM	4	15	19	4	5	9	12	8	20	48
08:15 AM	0	19	19	6	2	8	11	10	21	48
08:30 AM	5	14	19	6	2	8	14	6	20	47
08:45 AM	6	18	24	8	5	13	10	14	24	61
Total	15	66	81	24	14	38	47	38	85	204
Grand Total	24	131	155	45	17	62	78	55	133	350
Apprch %	15.5	84.5		72.6	27.4		58.6	41.4		
Total %	6.9	37.4	44.3	12.9	4.9	17.7	22.3	15.7	38	
Passenger Vehicles	23	87	110	41	14	55	71	50	121	286
% Passenger Vehicles	95.8	66.4	71	91.1	82.4	88.7	91	90.9	91	81.7
Large 2 Axle Vehicles	0	7	7	3	2	5	2	5	7	19
% Large 2 Axle Vehicles	0	5.3	4.5	6.7	11.8	8.1	2.6	9.1	5.3	5.4
3 Axle Vehicles	0	4	4	1	0	1	3	0	3	8
% 3 Axle Vehicles	0	3.1	2.6	2.2	0	1.6	3.8	0	2.3	2.3
4+ Axle Trucks	1	33	34	0	1	1	2	0	2	37
% 4+ Axle Trucks	4.2	25.2	21.9	0	5.9	1.6	2.6	0	1.5	10.6

	Rancho Road Westbound			Sportsman Center Northbound			Rancho Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	4	15	19	4	**5**	9	12	8	20	48
08:15 AM	0	**19**	19	6	2	8	11	10	21	48
08:30 AM	5	14	19	6	2	8	**14**	6	20	47
08:45 AM	**6**	18	**24**	**8**	5	**13**	10	**14**	**24**	**61**
Total Volume	15	66	81	24	14	38	47	38	85	204
% App. Total	18.5	81.5		63.2	36.8		55.3	44.7		
PHF	.625	.868	.844	.750	.700	.731	.839	.679	.885	.836

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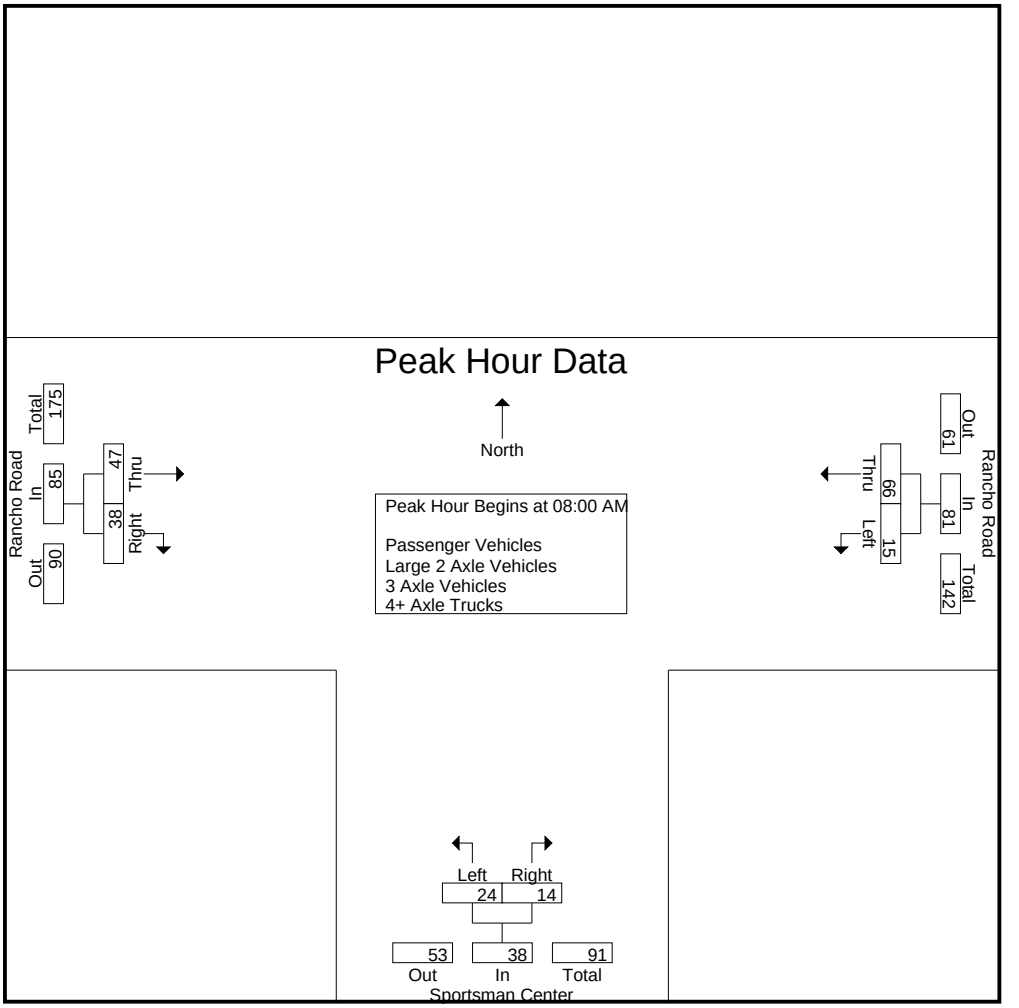
City of Adelanto
N/S: Sportsman Center
E/W: Rancho Road
Weather: Clear

File Name : 12_ADL_Sport_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	4	15	19	4	**5**	9	12	8	20
+15 mins.	0	**19**	19	6	2	8	11	10	21
+30 mins.	5	14	19	6	2	8	**14**	6	20
+45 mins.	**6**	18	**24**	**8**	5	**13**	10	**14**	**24**
Total Volume	15	66	81	24	14	38	47	38	85
% App. Total	18.5	81.5		63.2	36.8		55.3	44.7	
PHF	.625	.868	.844	.750	.700	.731	.839	.679	.885

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City of Adelanto
N/S: Sportsman Center
E/W: Rancho Road
Weather: Clear

File Name : 12_ADL_Sport_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Passenger Vehicles

	Rancho Road Westbound			Sportsman Center Northbound			Rancho Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	4	11	15	6	0	6	5	4	9	30
07:15 AM	2	7	9	6	2	8	7	6	13	30
07:30 AM	1	16	17	4	0	4	10	3	13	34
07:45 AM	2	9	11	4	1	5	6	3	9	25
Total	9	43	52	20	3	23	28	16	44	119
08:00 AM	4	12	16	3	4	7	10	6	16	39
08:15 AM	0	12	12	5	2	7	11	8	19	38
08:30 AM	4	9	13	5	0	5	13	6	19	37
08:45 AM	6	11	17	8	5	13	9	14	23	53
Total	14	44	58	21	11	32	43	34	77	167
Grand Total	23	87	110	41	14	55	71	50	121	286
Apprch %	20.9	79.1		74.5	25.5		58.7	41.3		
Total %	8	30.4	38.5	14.3	4.9	19.2	24.8	17.5	42.3	

	Rancho Road Westbound			Sportsman Center Northbound			Rancho Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	4	**12**	16	3	4	7	10	6	16	39
08:15 AM	0	12	12	5	2	7	11	8	19	38
08:30 AM	4	9	13	5	0	5	**13**	6	19	37
08:45 AM	**6**	11	**17**	**8**	**5**	**13**	9	**14**	**23**	**53**
Total Volume	14	44	58	21	11	32	43	34	77	167
% App. Total	24.1	75.9		65.6	34.4		55.8	44.2		
PHF	.583	.917	.853	.656	.550	.615	.827	.607	.837	.788

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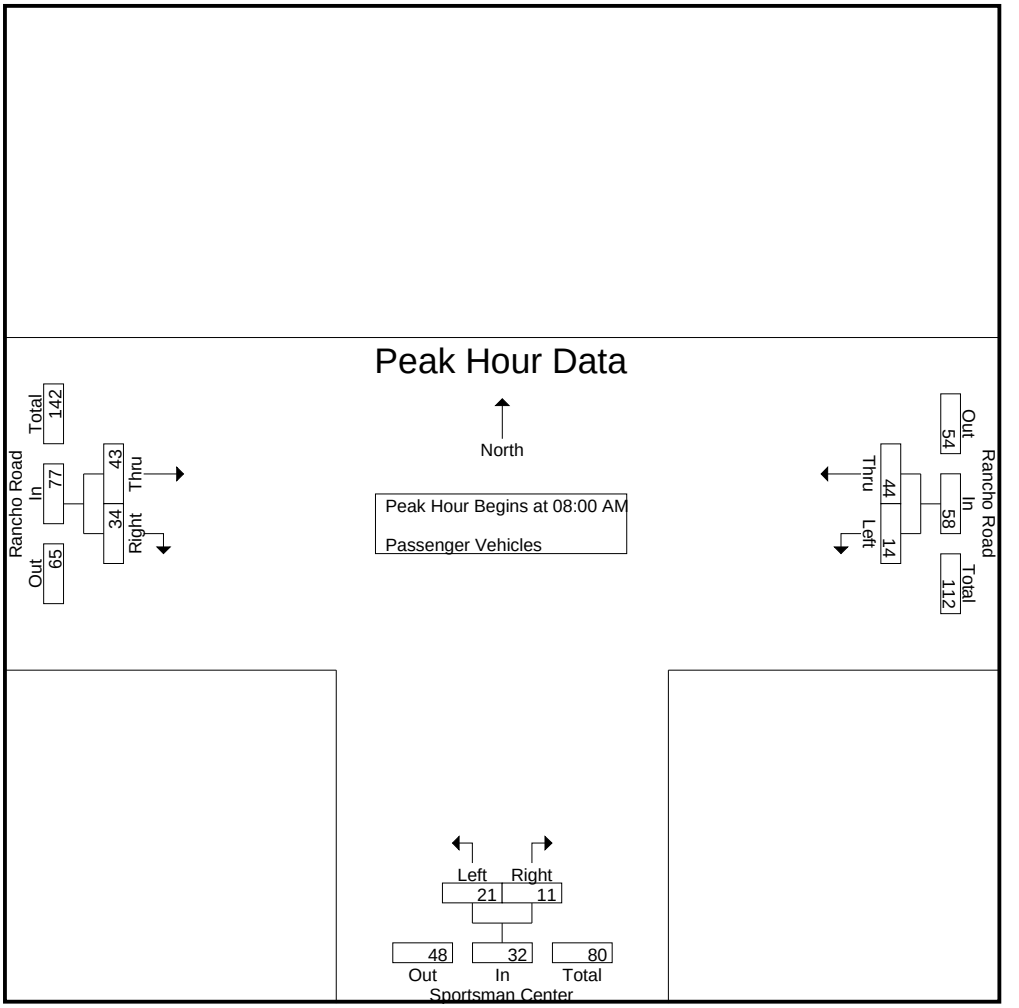
E/W: Rancho Road
Weather: Clear

File Name : 12_ADL_Sport_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023



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

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	4	**12**	16	3	4	7	10	6	16
+15 mins.	0	12	12	5	2	7	11	8	19
+30 mins.	4	9	13	5	0	5	**13**	6	19
+45 mins.	**6**	11	**17**	**8**	**5**	**13**	9	**14**	**23**
Total Volume	14	44	58	21	11	32	43	34	77
% App. Total	24.1	75.9		65.6	34.4		55.8	44.2	
PHF	.583	.917	.853	.656	.550	.615	.827	.607	.837

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Weather: Clear

File Name : 12_ADL_Sport_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Rancho Road Westbound			Sportsman Center Northbound			Rancho Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	2	0	0	0	0	0	0	2
07:15 AM	0	1	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	1	0	0	0	0	1	1	2
Total	0	4	4	0	0	0	0	1	1	5
08:00 AM	0	1	1	1	1	2	1	2	3	6
08:15 AM	0	2	2	1	0	1	0	2	2	5
08:30 AM	0	0	0	1	1	2	1	0	1	3
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	3	3	3	2	5	2	4	6	14
Grand Total	0	7	7	3	2	5	2	5	7	19
Apprch %	0	100		60	40		28.6	71.4		
Total %	0	36.8	36.8	15.8	10.5	26.3	10.5	26.3	36.8	

	Rancho Road Westbound			Sportsman Center Northbound			Rancho Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	1	1	**1**	**1**	**2**	**1**	**2**	**3**	**6**
08:15 AM	0	**2**	**2**	1	0	1	0	2	2	5
08:30 AM	0	0	0	1	1	2	1	0	1	3
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	3	3	2	5	2	4	6	14
% App. Total	0	100		60	40		33.3	66.7		
PHF	.000	.375	.375	.750	.500	.625	.500	.500	.500	.583

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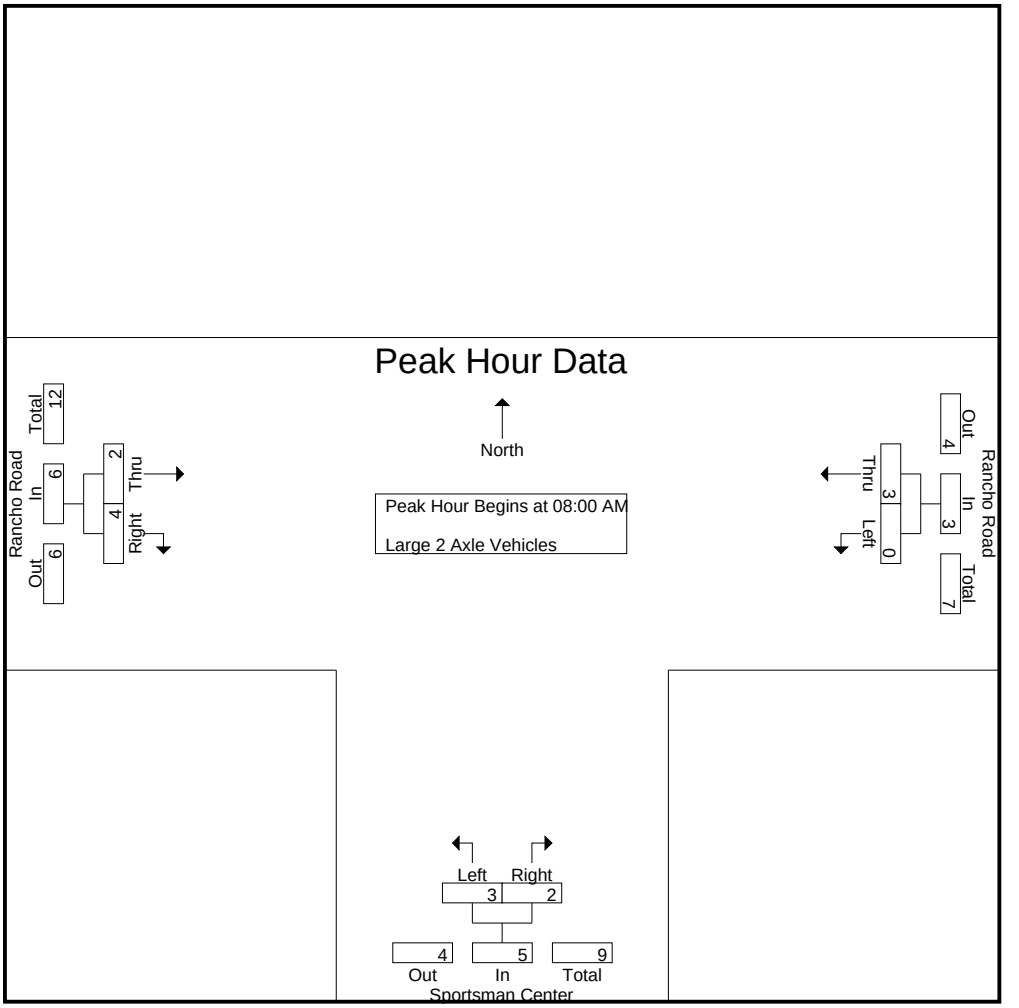
File Name : 12_ADL_Sport_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	1	1	**1**	**1**	**2**	**1**	**2**	**3**
+15 mins.	0	**2**	**2**	1	0	1	0	2	2
+30 mins.	0	0	0	1	1	2	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	3	3	3	2	5	2	4	6
% App. Total	0	100		60	40		33.3	66.7	
PHF	.000	.375	.375	.750	.500	.625	.500	.500	.500

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File Name : 12_ADL_Sport_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	Rancho Road Westbound			Sportsman Center Northbound			Rancho Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	1	0	1	0	0	0	2
07:15 AM	0	0	0	0	0	0	2	0	2	2
07:30 AM	0	1	1	0	0	0	0	0	0	1
07:45 AM	0	1	1	0	0	0	0	0	0	1
Total	0	3	3	1	0	1	2	0	2	6
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	1	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	1	0	1	1
Total	0	1	1	0	0	0	1	0	1	2
Grand Total	0	4	4	1	0	1	3	0	3	8
Apprch %	0	100		100	0		100	0		
Total %	0	50	50	12.5	0	12.5	37.5	0	37.5	

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

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N/S: Sportsman Center
E/W: Rancho Road
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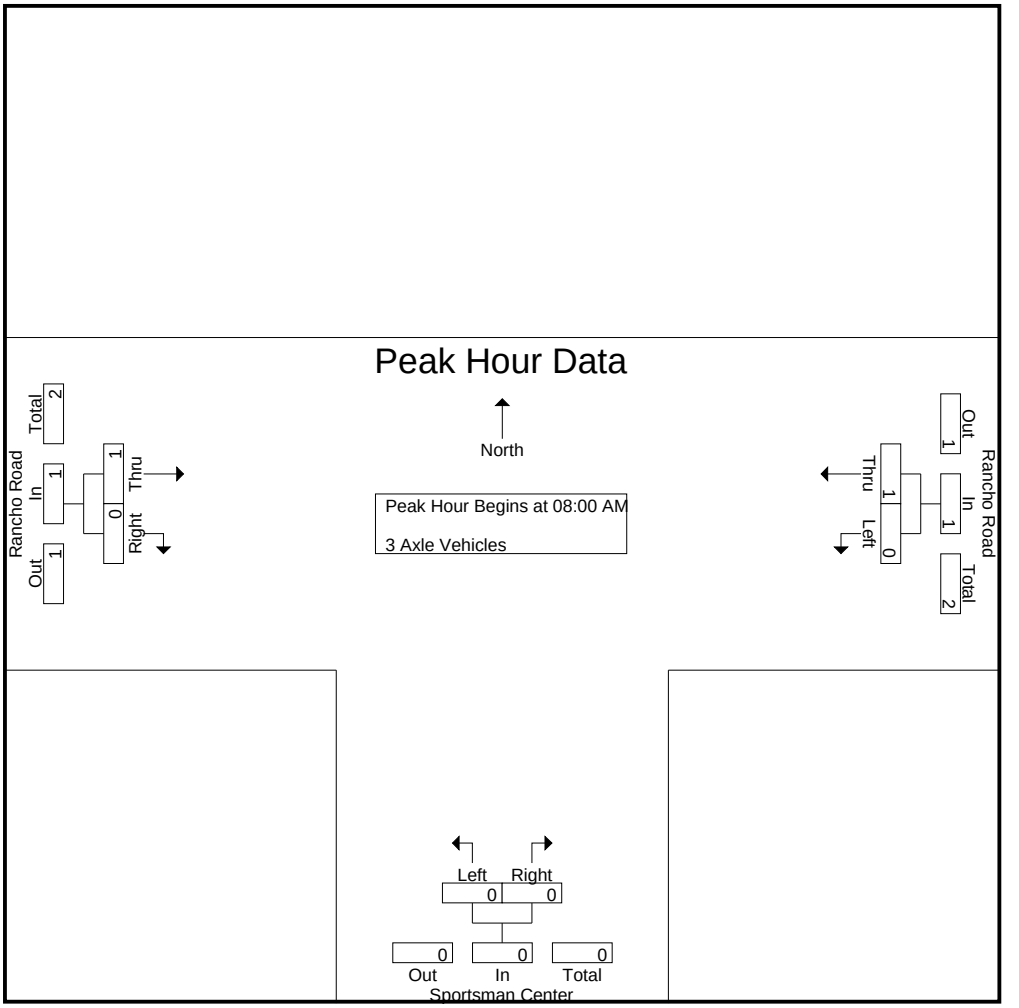
File Name : 12_ADL_Sport_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

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

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N/S: Sportsman Center
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File Name : 12_ADL_Sport_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	Rancho Road Westbound			Sportsman Center Northbound			Rancho Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	3	0	0	0	1	0	1	4
07:15 AM	0	3	3	0	0	0	0	0	0	3
07:30 AM	0	3	3	0	0	0	0	0	0	3
07:45 AM	0	6	6	0	0	0	0	0	0	6
Total	0	15	15	0	0	0	1	0	1	16
08:00 AM	0	2	2	0	0	0	1	0	1	3
08:15 AM	0	4	4	0	0	0	0	0	0	4
08:30 AM	1	5	6	0	1	1	0	0	0	7
08:45 AM	0	7	7	0	0	0	0	0	0	7
Total	1	18	19	0	1	1	1	0	1	21
Grand Total	1	33	34	0	1	1	2	0	2	37
Apprch %	2.9	97.1		0	100		100	0		
Total %	2.7	89.2	91.9	0	2.7	2.7	5.4	0	5.4	

	Rancho Road Westbound			Sportsman Center Northbound			Rancho Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	2	2	0	0	0	**1**	0	**1**	3
08:15 AM	0	4	4	0	0	0	0	0	0	4
08:30 AM	**1**	5	6	0	**1**	**1**	0	0	0	**7**
08:45 AM	0	**7**	**7**	0	0	0	0	0	0	7
Total Volume	1	18	19	0	1	1	1	0	1	21
% App. Total	5.3	94.7		0	100		100	0		
PHF	.250	.643	.679	.000	.250	.250	.250	.000	.250	.750

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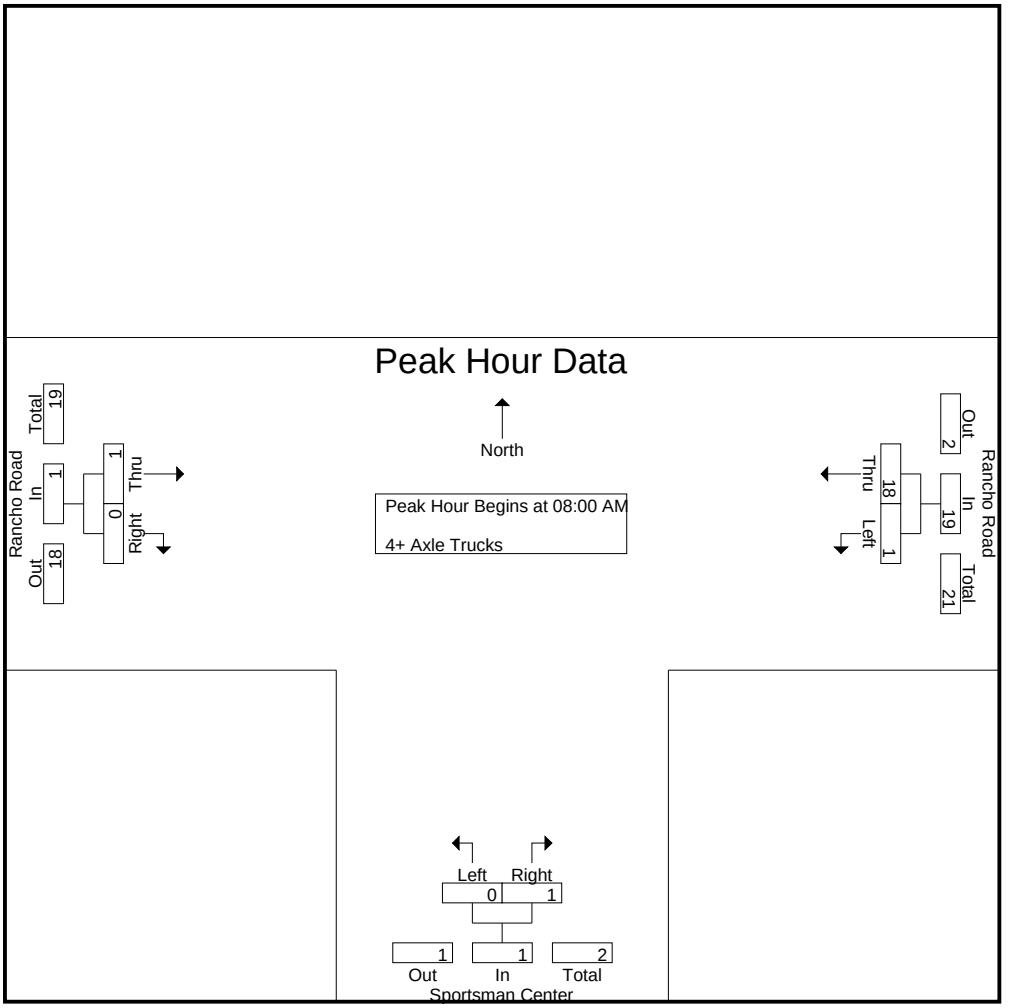
File Name : 12_ADL_Sport_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	0	2	2	0	0	0	**1**	0	**1**
+15 mins.	0	4	4	0	0	0	0	0	0
+30 mins.	**1**	5	6	0	**1**	**1**	0	0	0
+45 mins.	0	**7**	**7**	0	0	0	0	0	0
Total Volume	1	18	19	0	1	1	1	0	1
% App. Total	5.3	94.7		0	100		100	0	
PHF	.250	.643	.679	.000	.250	.250	.250	.000	.250

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City of Adelanto
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File Name : 12_ADL_Sport_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

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

	Rancho Road Westbound			Sportsman Center Northbound			Rancho Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	2	43	45	5	1	6	26	8	34	85
04:15 PM	3	25	28	6	4	10	13	7	20	58
04:30 PM	6	43	49	8	3	11	21	9	30	90
04:45 PM	1	28	29	11	1	12	13	6	19	60
Total	12	139	151	30	9	39	73	30	103	293
05:00 PM	3	27	30	10	3	13	28	7	35	78
05:15 PM	1	20	21	4	2	6	14	6	20	47
05:30 PM	2	31	33	6	2	8	13	4	17	58
05:45 PM	4	18	22	4	3	7	9	5	14	43
Total	10	96	106	24	10	34	64	22	86	226
Grand Total	22	235	257	54	19	73	137	52	189	519
Apprch %	8.6	91.4		74	26		72.5	27.5		
Total %	4.2	45.3	49.5	10.4	3.7	14.1	26.4	10	36.4	
Passenger Vehicles	20	215	235	53	18	71	124	52	176	482
% Passenger Vehicles	90.9	91.5	91.4	98.1	94.7	97.3	90.5	100	93.1	92.9
Large 2 Axle Vehicles	0	2	2	0	0	0	1	0	1	3
% Large 2 Axle Vehicles	0	0.9	0.8	0	0	0	0.7	0	0.5	0.6
3 Axle Vehicles	1	1	2	1	0	1	3	0	3	6
% 3 Axle Vehicles	4.5	0.4	0.8	1.9	0	1.4	2.2	0	1.6	1.2
4+ Axle Trucks	1	17	18	0	1	1	9	0	9	28
% 4+ Axle Trucks	4.5	7.2	7	0	5.3	1.4	6.6	0	4.8	5.4

	Rancho Road Westbound			Sportsman Center Northbound			Rancho Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	2	**43**	45	5	1	6	**26**	8	**34**	85
04:15 PM	3	25	28	6	**4**	10	13	7	20	58
04:30 PM	**6**	43	**49**	8	3	11	21	**9**	30	**90**
04:45 PM	1	28	29	**11**	1	**12**	13	6	19	60
Total Volume	12	139	151	30	9	39	73	30	103	293
% App. Total	7.9	92.1		76.9	23.1		70.9	29.1		
PHF	.500	.808	.770	.682	.563	.813	.702	.833	.757	.814

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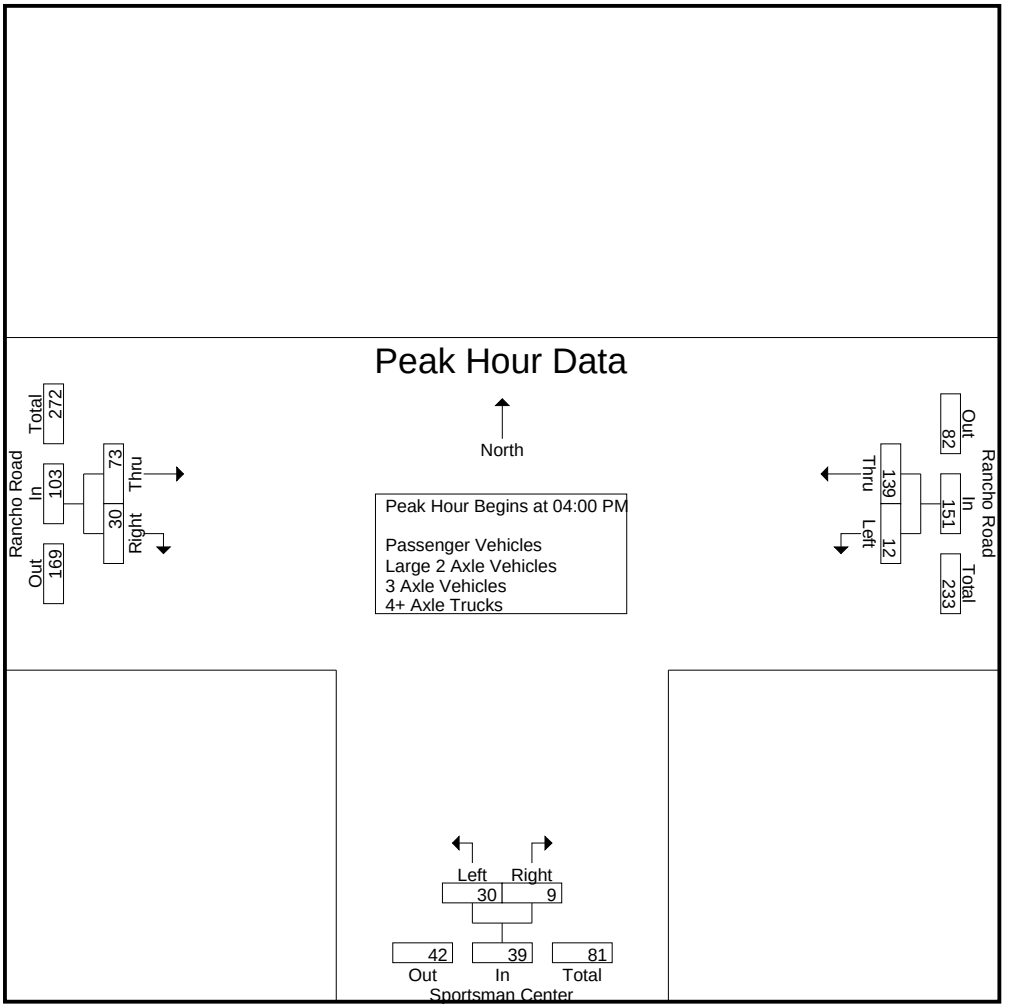
N/S: Sportsman Center
E/W: Rancho Road
Weather: Clear

File Name : 12_ADL_Sport_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	04:00 PM			04:15 PM			04:15 PM		
+0 mins.	2	**43**	45	6	**4**	10	13	7	20
+15 mins.	3	25	28	8	3	11	21	**9**	30
+30 mins.	**6**	43	**49**	**11**	1	12	13	6	19
+45 mins.	1	28	29	10	3	**13**	**28**	7	**35**
Total Volume	12	139	151	35	11	46	75	29	104
% App. Total	7.9	92.1		76.1	23.9		72.1	27.9	
PHF	.500	.808	.770	.795	.688	.885	.670	.806	.743

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N/S: Sportsman Center
E/W: Rancho Road
Weather: Clear

File Name : 12_ADL_Sport_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Passenger Vehicles

	Rancho Road Westbound			Sportsman Center Northbound			Rancho Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	37	38	5	1	6	23	8	31	75
04:15 PM	2	22	24	6	4	10	11	7	18	52
04:30 PM	6	43	49	8	3	11	20	9	29	89
04:45 PM	1	26	27	10	0	10	12	6	18	55
Total	10	128	138	29	8	37	66	30	96	271
05:00 PM	3	23	26	10	3	13	25	7	32	71
05:15 PM	1	18	19	4	2	6	12	6	18	43
05:30 PM	2	29	31	6	2	8	12	4	16	55
05:45 PM	4	17	21	4	3	7	9	5	14	42
Total	10	87	97	24	10	34	58	22	80	211
Grand Total	20	215	235	53	18	71	124	52	176	482
Apprch %	8.5	91.5		74.6	25.4		70.5	29.5		
Total %	4.1	44.6	48.8	11	3.7	14.7	25.7	10.8	36.5	

	Rancho Road Westbound			Sportsman Center Northbound			Rancho Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	1	37	38	5	1	6	**23**	8	**31**	75
04:15 PM	2	22	24	6	**4**	10	11	7	18	52
04:30 PM	**6**	**43**	**49**	8	3	**11**	20	**9**	29	**89**
04:45 PM	1	26	27	**10**	0	10	12	6	18	55
Total Volume	10	128	138	29	8	37	66	30	96	271
% App. Total	7.2	92.8		78.4	21.6		68.8	31.2		
PHF	.417	.744	.704	.725	.500	.841	.717	.833	.774	.761

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N/S: Sportsman Center
E/W: Rancho Road
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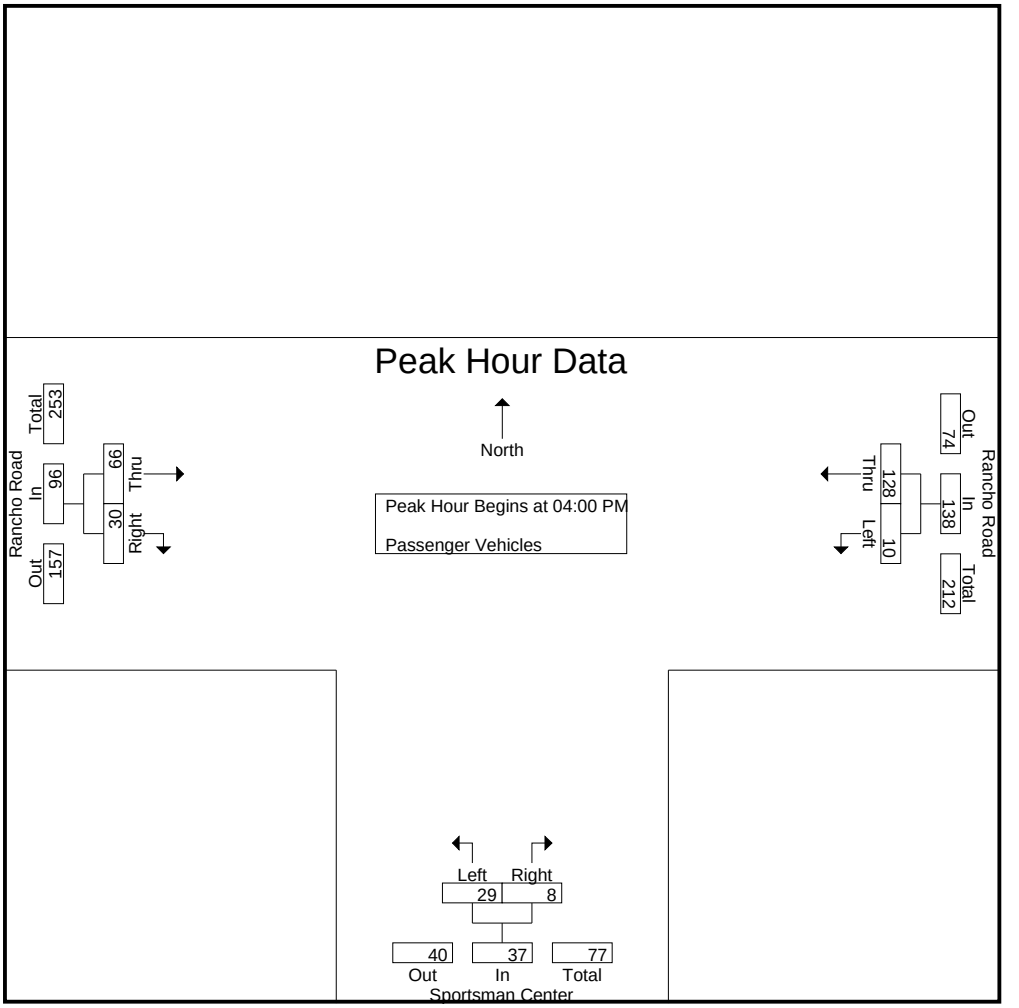
File Name : 12_ADL_Sport_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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.	1	37	38	5	1	6	**23**	8	**31**
+15 mins.	2	22	24	6	**4**	10	11	7	18
+30 mins.	**6**	**43**	**49**	8	3	**11**	20	**9**	29
+45 mins.	1	26	27	**10**	0	10	12	6	18
Total Volume	10	128	138	29	8	37	66	30	96
% App. Total	7.2	92.8		78.4	21.6		68.8	31.2	
PHF	.417	.744	.704	.725	.500	.841	.717	.833	.774

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N/S: Sportsman Center
E/W: Rancho Road
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File Name : 12_ADL_Sport_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Rancho Road Westbound			Sportsman Center Northbound			Rancho Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	2	2	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	2	2	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	1
Grand Total	0	2	2	0	0	0	1	0	1	3
Apprch %	0	100		0	0		100	0		
Total %	0	66.7	66.7	0	0	0	33.3	0	33.3	

	Rancho Road Westbound			Sportsman Center Northbound			Rancho Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	**2**	**2**	0	0	0	0	0	0	**2**
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	2	2	0	0	0	0	0	0	2
% App. Total	0	100		0	0		0	0		
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000	.250

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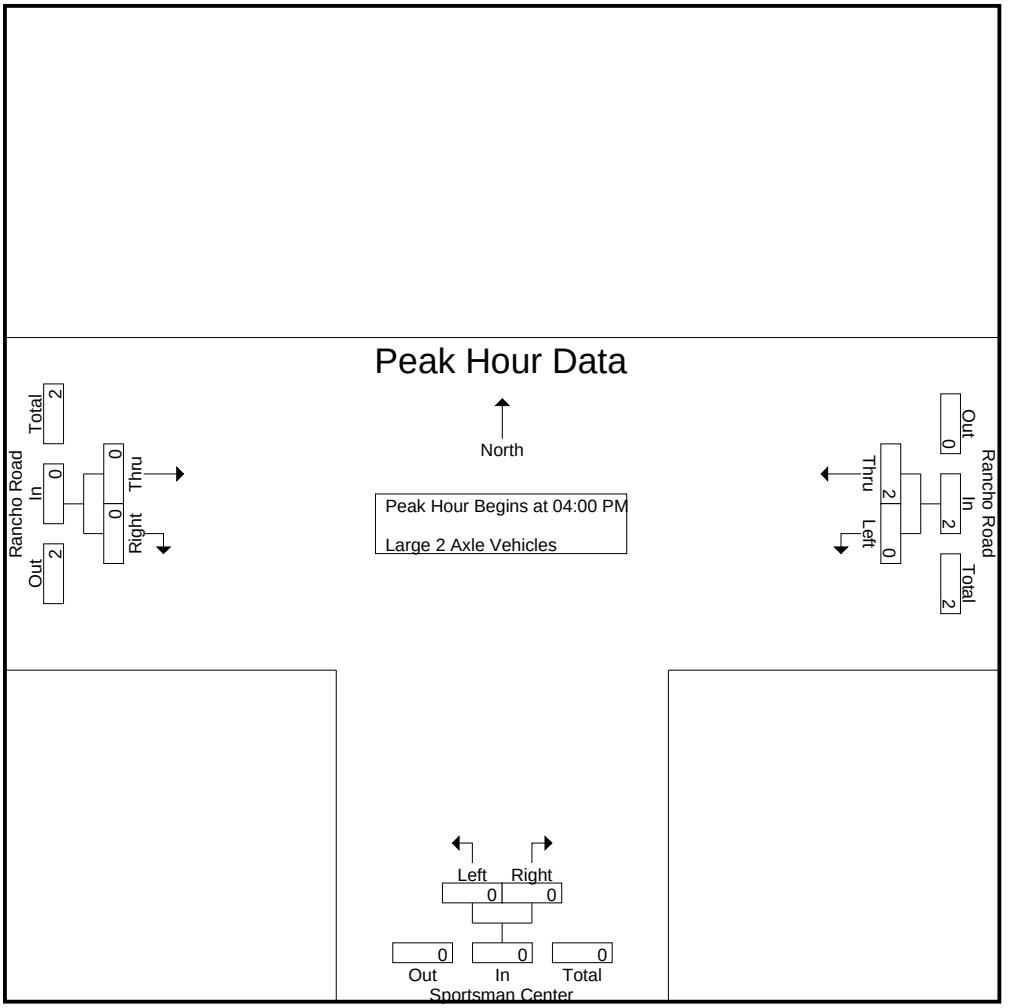
City of Adelanto
N/S: Sportsman Center
E/W: Rancho Road
Weather: Clear

File Name : 12_ADL_Sport_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
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	**2**	**2**	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	2	2	0	0	0	0	0	0
% App. Total	0	100		0	0		0	0	
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000

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City of Adelanto
N/S: Sportsman Center
E/W: Rancho Road
Weather: Clear

File Name : 12_ADL_Sport_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	Rancho Road Westbound			Sportsman Center Northbound			Rancho Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	1	2	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	1	0	1	0	0	0	1
Total	1	1	2	1	0	1	1	0	1	4
05:00 PM	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	2	2
Grand Total	1	1	2	1	0	1	3	0	3	6
Apprch %	50	50		100	0		100	0		
Total %	16.7	16.7	33.3	16.7	0	16.7	50	0	50	

	Rancho Road Westbound			Sportsman Center Northbound			Rancho Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**1**	**1**	**2**	0	0	0	0	0	0	**2**
04:15 PM	0	0	0	0	0	0	**1**	0	**1**	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	**1**	0	**1**	0	0	0	1
Total Volume	1	1	2	1	0	1	1	0	1	4
% App. Total	50	50		100	0		100	0		
PHF	.250	.250	.250	.250	.000	.250	.250	.000	.250	.500

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City of Adelanto
N/S: Sportsman Center
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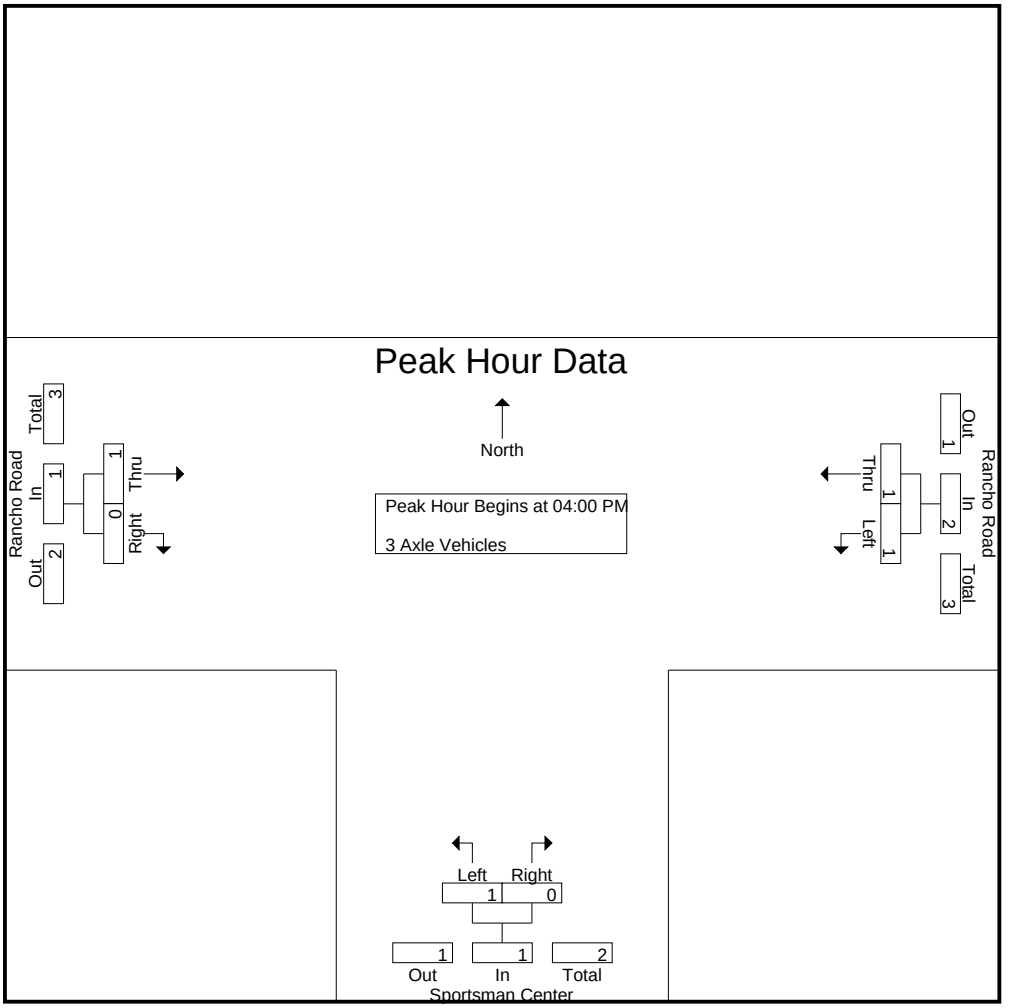
File Name : 12_ADL_Sport_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

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City of Adelanto
N/S: Sportsman Center
E/W: Rancho Road
Weather: Clear

File Name : 12_ADL_Sport_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	Rancho Road Westbound			Sportsman Center Northbound			Rancho Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	5	5	0	0	0	3	0	3	8
04:15 PM	1	1	2	0	0	0	1	0	1	3
04:30 PM	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	2	2	0	1	1	1	0	1	4
Total	1	8	9	0	1	1	6	0	6	16
05:00 PM	0	4	4	0	0	0	0	0	0	4
05:15 PM	0	2	2	0	0	0	2	0	2	4
05:30 PM	0	2	2	0	0	0	1	0	1	3
05:45 PM	0	1	1	0	0	0	0	0	0	1
Total	0	9	9	0	0	0	3	0	3	12
Grand Total	1	17	18	0	1	1	9	0	9	28
Apprch %	5.6	94.4		0	100		100	0		
Total %	3.6	60.7	64.3	0	3.6	3.6	32.1	0	32.1	

	Rancho Road Westbound			Sportsman Center Northbound			Rancho Road Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**5**	**5**	0	0	0	**3**	0	**3**	**8**
04:15 PM	**1**	1	2	0	0	0	1	0	1	3
04:30 PM	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	2	2	0	**1**	**1**	1	0	1	4
Total Volume	1	8	9	0	1	1	6	0	6	16
% App. Total	11.1	88.9		0	100		100	0		
PHF	.250	.400	.450	.000	.250	.250	.500	.000	.500	.500

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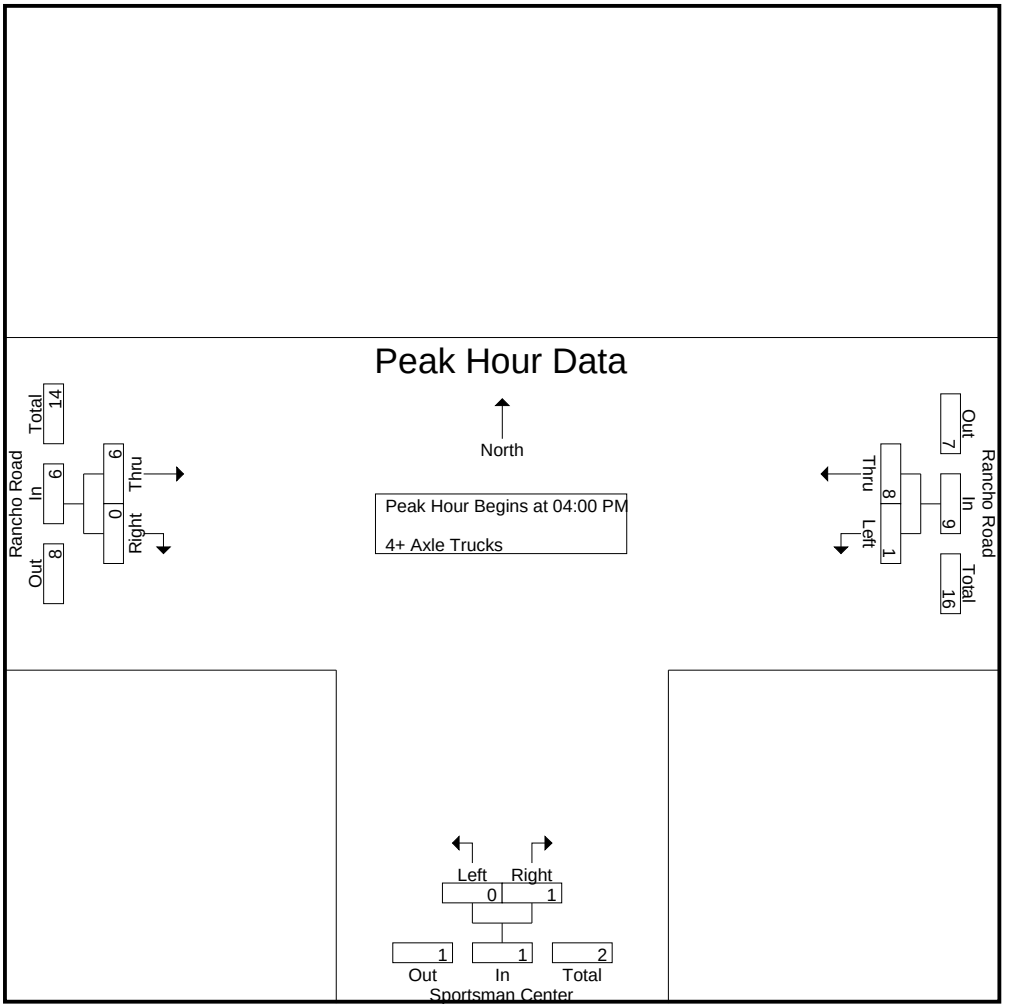
City of Adelanto
N/S: Sportsman Center
E/W: Rancho Road
Weather: Clear

File Name : 12_ADL_Sport_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
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	**5**	**5**	0	0	0	**3**	0	**3**
+15 mins.	**1**	1	2	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	1	0	1
+45 mins.	0	2	2	0	**1**	**1**	1	0	1
Total Volume	1	8	9	0	1	1	6	0	6
% App. Total	11.1	88.9		0	100		100	0	
PHF	.250	.400	.450	.000	.250	.250	.500	.000	.500

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City of Adelanto
N/S: Adelanto Road
E/W: Violet Road
Weather: Clear

File Name : 16_ADL_Adel_Violet AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

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

	Adelanto Road Southbound			Violet Road Westbound			Adelanto Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	15	16	5	0	5	42	4	46	67
07:15 AM	3	13	16	2	0	2	40	3	43	61
07:30 AM	0	18	18	0	3	3	49	4	53	74
07:45 AM	2	17	19	2	1	3	43	7	50	72
Total	6	63	69	9	4	13	174	18	192	274
08:00 AM	3	17	20	5	2	7	51	1	52	79
08:15 AM	1	13	14	1	0	1	38	6	44	59
08:30 AM	1	15	16	4	1	5	36	6	42	63
08:45 AM	1	20	21	2	1	3	40	3	43	67
Total	6	65	71	12	4	16	165	16	181	268
Grand Total	12	128	140	21	8	29	339	34	373	542
Apprch %	8.6	91.4		72.4	27.6		90.9	9.1		
Total %	2.2	23.6	25.8	3.9	1.5	5.4	62.5	6.3	68.8	
Passenger Vehicles	8	101	109	10	5	15	284	27	311	435
% Passenger Vehicles	66.7	78.9	77.9	47.6	62.5	51.7	83.8	79.4	83.4	80.3
Large 2 Axle Vehicles	0	8	8	1	0	1	8	1	9	18
% Large 2 Axle Vehicles	0	6.2	5.7	4.8	0	3.4	2.4	2.9	2.4	3.3
3 Axle Vehicles	2	2	4	0	2	2	9	6	15	21
% 3 Axle Vehicles	16.7	1.6	2.9	0	25	6.9	2.7	17.6	4	3.9
4+ Axle Trucks	2	17	19	10	1	11	38	0	38	68
% 4+ Axle Trucks	16.7	13.3	13.6	47.6	12.5	37.9	11.2	0	10.2	12.5

	Adelanto Road Southbound			Violet Road Westbound			Adelanto Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**3**	13	16	2	0	2	40	3	43	61
07:30 AM	0	**18**	18	0	**3**	3	49	4	**53**	74
07:45 AM	2	17	19	2	1	3	43	**7**	50	72
08:00 AM	3	17	**20**	**5**	2	**7**	**51**	1	52	**79**
Total Volume	8	65	73	9	6	15	183	15	198	286
% App. Total	11	89		60	40		92.4	7.6		
PHF	.667	.903	.913	.450	.500	.536	.897	.536	.934	.905

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City of Adelanto
N/S: Adelanto Road
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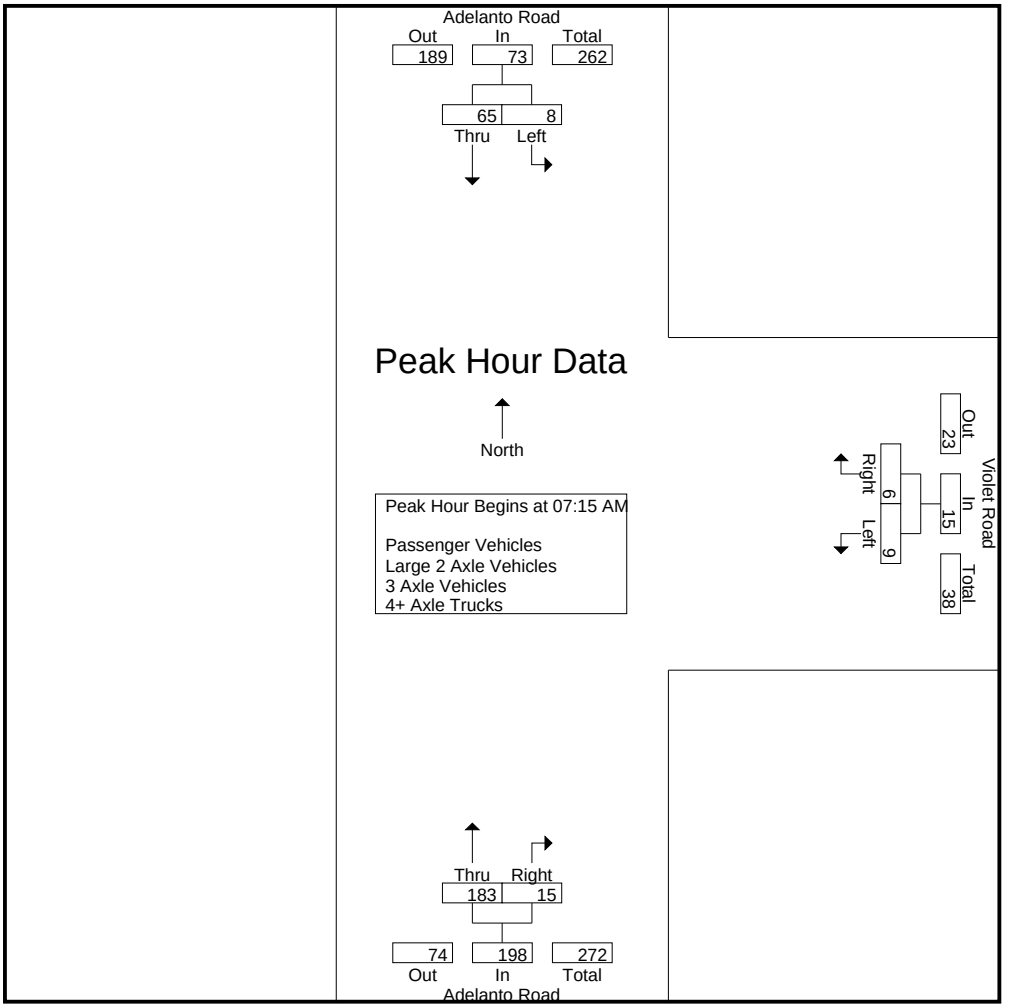
Weather: Clear

File Name : 16_ADL_Adel_Violet AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	07:15 AM			07:45 AM			07:30 AM		
+0 mins.	**3**	13	16	2	1	3	49	4	**53**
+15 mins.	0	**18**	18	**5**	**2**	**7**	43	**7**	50
+30 mins.	2	17	19	1	0	1	**51**	1	52
+45 mins.	3	17	**20**	4	1	5	38	6	44
Total Volume	8	65	73	12	4	16	181	18	199
% App. Total	11	89		75	25		91	9	
PHF	.667	.903	.913	.600	.500	.571	.887	.643	.939

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City of Adelanto
N/S: Adelanto Road
E/W: Violet Road
Weather: Clear

File Name : 16_ADL_Adel_Violet AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Passenger Vehicles

	Adelanto Road Southbound			Violet Road Westbound			Adelanto Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	13	14	2	0	2	37	4	41	57
07:15 AM	2	9	11	2	0	2	37	3	40	53
07:30 AM	0	16	16	0	0	0	44	2	46	62
07:45 AM	1	10	11	0	1	1	37	7	44	56
Total	4	48	52	4	1	5	155	16	171	228
08:00 AM	3	14	17	4	2	6	41	0	41	64
08:15 AM	0	9	9	0	0	0	31	5	36	45
08:30 AM	1	13	14	2	1	3	23	4	27	44
08:45 AM	0	17	17	0	1	1	34	2	36	54
Total	4	53	57	6	4	10	129	11	140	207
Grand Total	8	101	109	10	5	15	284	27	311	435
Apprch %	7.3	92.7		66.7	33.3		91.3	8.7		
Total %	1.8	23.2	25.1	2.3	1.1	3.4	65.3	6.2	71.5	

	Adelanto Road Southbound			Violet Road Westbound			Adelanto Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	2	9	11	2	0	2	37	3	40	53
07:30 AM	0	**16**	16	0	0	0	**44**	2	**46**	62
07:45 AM	1	10	11	0	1	1	37	**7**	44	56
08:00 AM	**3**	14	**17**	**4**	**2**	**6**	41	0	41	**64**
Total Volume	6	49	55	6	3	9	159	12	171	235
% App. Total	10.9	89.1		66.7	33.3		93	7		
PHF	.500	.766	.809	.375	.375	.375	.903	.429	.929	.918

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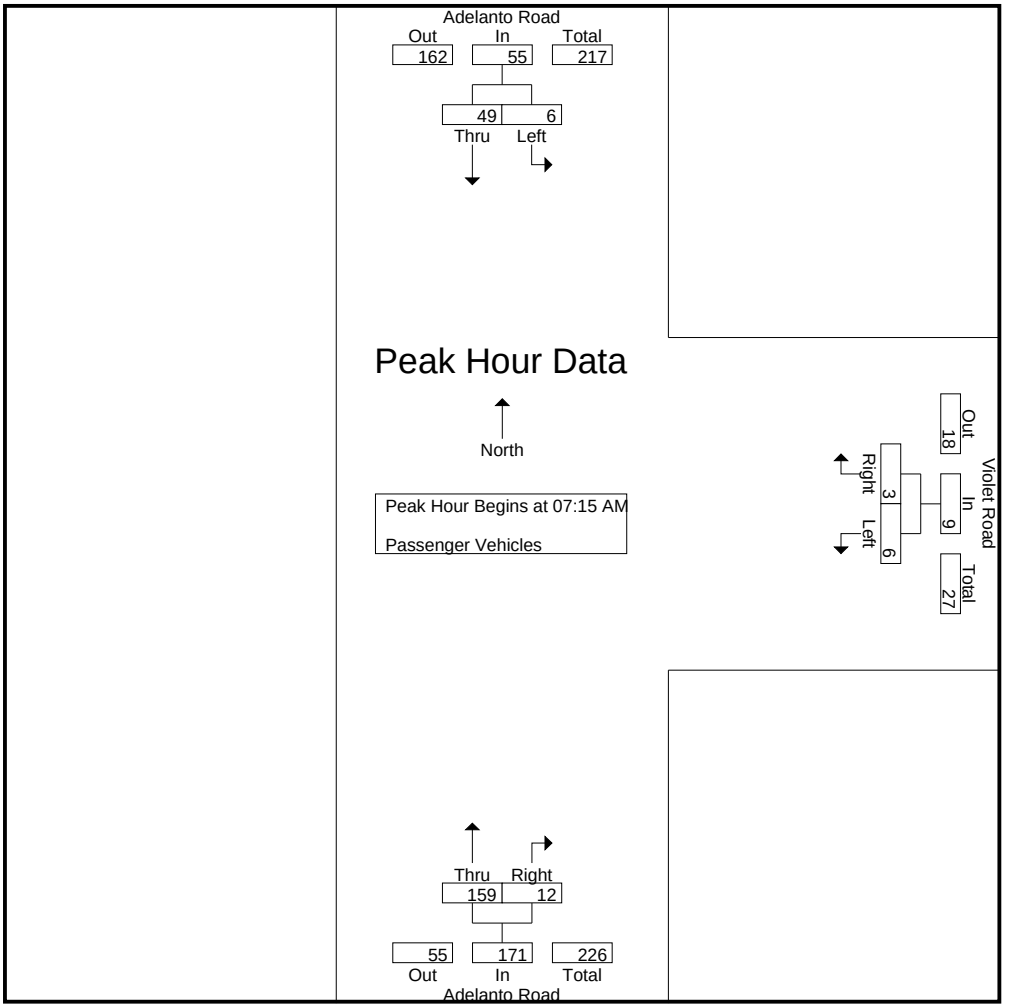
City of Adelanto
N/S: Adelanto Road
E/W: Violet Road
Weather: Clear

File Name : 16_ADL_Adel_Violet AM
Site Code : 07523937
Start Date : 10/10/2023
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.	2	9	11	2	0	2	37	3	40
+15 mins.	0	**16**	16	0	0	0	**44**	2	**46**
+30 mins.	1	10	11	0	1	1	37	**7**	44
+45 mins.	**3**	14	**17**	**4**	**2**	**6**	41	0	41
Total Volume	6	49	55	6	3	9	159	12	171
% App. Total	10.9	89.1		66.7	33.3		93	7	
PHF	.500	.766	.809	.375	.375	.375	.903	.429	.929

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City of Adelanto
N/S: Adelanto Road
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Weather: Clear

File Name : 16_ADL_Adel_Violet AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Adelanto Road Southbound			Violet Road Westbound			Adelanto Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	2	0	0	0	0	0	0	2
07:15 AM	0	1	1	0	0	0	0	0	0	1
07:30 AM	0	1	1	0	0	0	0	1	1	2
07:45 AM	0	2	2	0	0	0	0	0	0	2
Total	0	6	6	0	0	0	0	1	1	7
08:00 AM	0	0	0	1	0	1	3	0	3	4
08:15 AM	0	2	2	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	0	0	2	0	2	2
08:45 AM	0	0	0	0	0	0	2	0	2	2
Total	0	2	2	1	0	1	8	0	8	11
Grand Total	0	8	8	1	0	1	8	1	9	18
Apprch %	0	100		100	0		88.9	11.1		
Total %	0	44.4	44.4	5.6	0	5.6	44.4	5.6	50	

	Adelanto Road Southbound			Violet Road Westbound			Adelanto Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	1	1	0	0	0	0	0	0	1
07:30 AM	0	1	1	0	0	0	0	**1**	1	2
07:45 AM	0	**2**	**2**	0	0	0	0	0	0	2
08:00 AM	0	0	0	**1**	0	**1**	**3**	0	**3**	**4**
Total Volume	0	4	4	1	0	1	3	1	4	9
% App. Total	0	100		100	0		75	25		
PHF	.000	.500	.500	.250	.000	.250	.250	.250	.333	.563

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City of Adelanto
N/S: Adelanto Road
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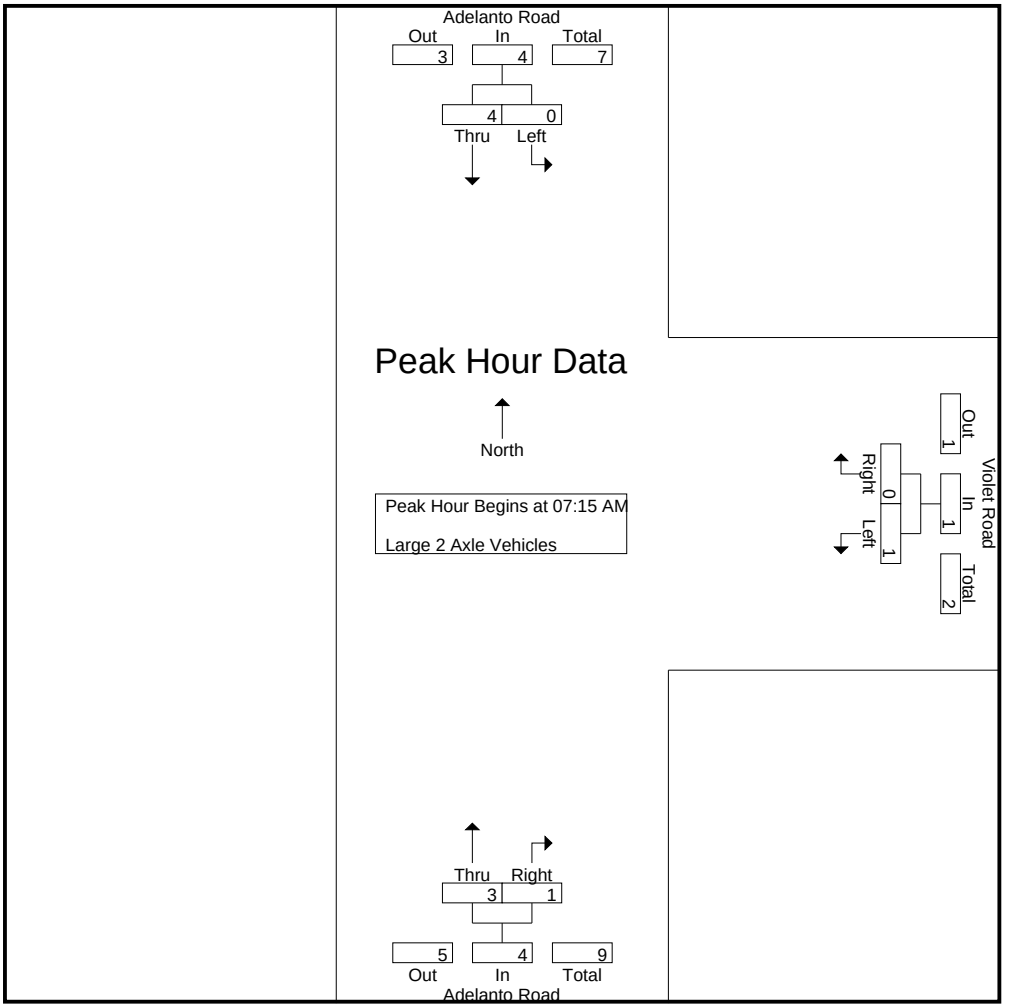
Weather: Clear

File Name : 16_ADL_Adel_Violet AM
Site Code : 07523937
Start Date : 10/10/2023
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	1	1	0	0	0	0	0	0
+15 mins.	0	1	1	0	0	0	0	**1**	1
+30 mins.	0	**2**	**2**	0	0	0	0	0	0
+45 mins.	0	0	0	**1**	0	**1**	**3**	0	**3**
Total Volume	0	4	4	1	0	1	3	1	4
% App. Total	0	100		100	0		75	25	
PHF	.000	.500	.500	.250	.000	.250	.250	.250	.333

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City of Adelanto
N/S: Adelanto Road
E/W: Violet Road
Weather: Clear

File Name : 16_ADL_Adel_Violet AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	Adelanto Road Southbound			Violet Road Westbound			Adelanto Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	2	2	1	1	2	4
07:45 AM	1	1	2	0	0	0	0	0	0	2
Total	1	1	2	0	2	2	2	1	3	7
08:00 AM	0	0	0	0	0	0	2	1	3	3
08:15 AM	0	1	1	0	0	0	3	1	4	5
08:30 AM	0	0	0	0	0	0	2	2	4	4
08:45 AM	1	0	1	0	0	0	0	1	1	2
Total	1	1	2	0	0	0	7	5	12	14
Grand Total	2	2	4	0	2	2	9	6	15	21
Apprch %	50	50		0	100		60	40		
Total %	9.5	9.5	19	0	9.5	9.5	42.9	28.6	71.4	

	Adelanto Road Southbound			Violet Road Westbound			Adelanto Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	0	**2**	**2**	1	**1**	2	**4**
07:45 AM	**1**	**1**	**2**	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	**2**	1	**3**	3
Total Volume	1	1	2	0	2	2	4	2	6	10
% App. Total	50	50		0	100		66.7	33.3		
PHF	.250	.250	.250	.000	.250	.250	.500	.500	.500	.625

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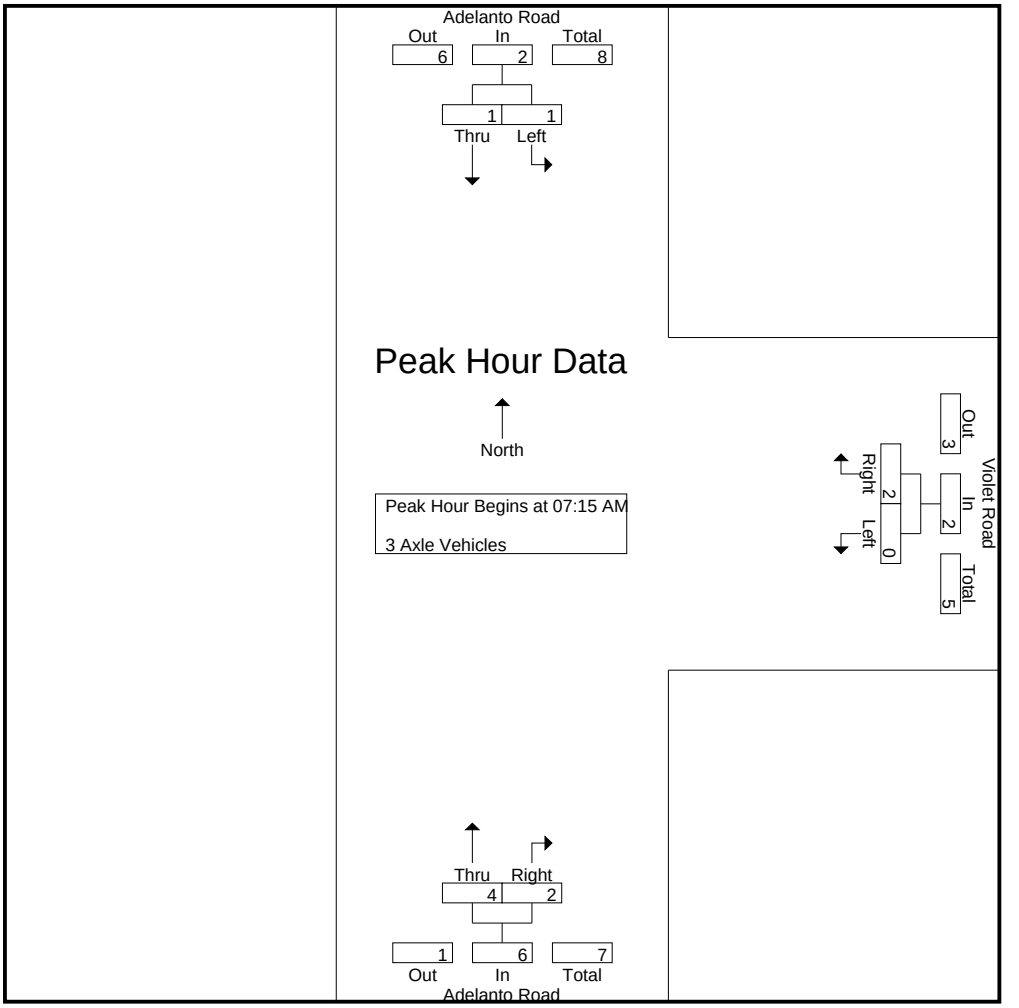
City of Adelanto
N/S: Adelanto Road
E/W: Violet Road
Weather: Clear

File Name : 16_ADL_Adel_Violet AM
Site Code : 07523937
Start Date : 10/10/2023
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	0	0	0	1	0	1
+15 mins.	0	0	0	0	**2**	**2**	1	**1**	2
+30 mins.	**1**	**1**	**2**	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	**2**	1	**3**
Total Volume	1	1	2	0	2	2	4	2	6
% App. Total	50	50		0	100		66.7	33.3	
PHF	.250	.250	.250	.000	.250	.250	.500	.500	.500

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City of Adelanto
N/S: Adelanto Road
E/W: Violet Road
Weather: Clear

File Name : 16_ADL_Adel_Violet AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	Adelanto Road Southbound			Violet Road Westbound			Adelanto Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	3	0	3	5	0	5	8
07:15 AM	1	3	4	0	0	0	2	0	2	6
07:30 AM	0	1	1	0	1	1	4	0	4	6
07:45 AM	0	4	4	2	0	2	6	0	6	12
Total	1	8	9	5	1	6	17	0	17	32
08:00 AM	0	3	3	0	0	0	5	0	5	8
08:15 AM	1	1	2	1	0	1	3	0	3	6
08:30 AM	0	2	2	2	0	2	9	0	9	13
08:45 AM	0	3	3	2	0	2	4	0	4	9
Total	1	9	10	5	0	5	21	0	21	36
Grand Total	2	17	19	10	1	11	38	0	38	68
Apprch %	10.5	89.5		90.9	9.1		100	0		
Total %	2.9	25	27.9	14.7	1.5	16.2	55.9	0	55.9	

	Adelanto Road Southbound			Violet Road Westbound			Adelanto Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**1**	3	**4**	0	0	0	2	0	2	6
07:30 AM	0	1	1	0	**1**	1	4	0	4	6
07:45 AM	0	**4**	4	**2**	0	**2**	**6**	0	**6**	**12**
08:00 AM	0	3	3	0	0	0	5	0	5	8
Total Volume	1	11	12	2	1	3	17	0	17	32
% App. Total	8.3	91.7		66.7	33.3		100	0		
PHF	.250	.688	.750	.250	.250	.375	.708	.000	.708	.667

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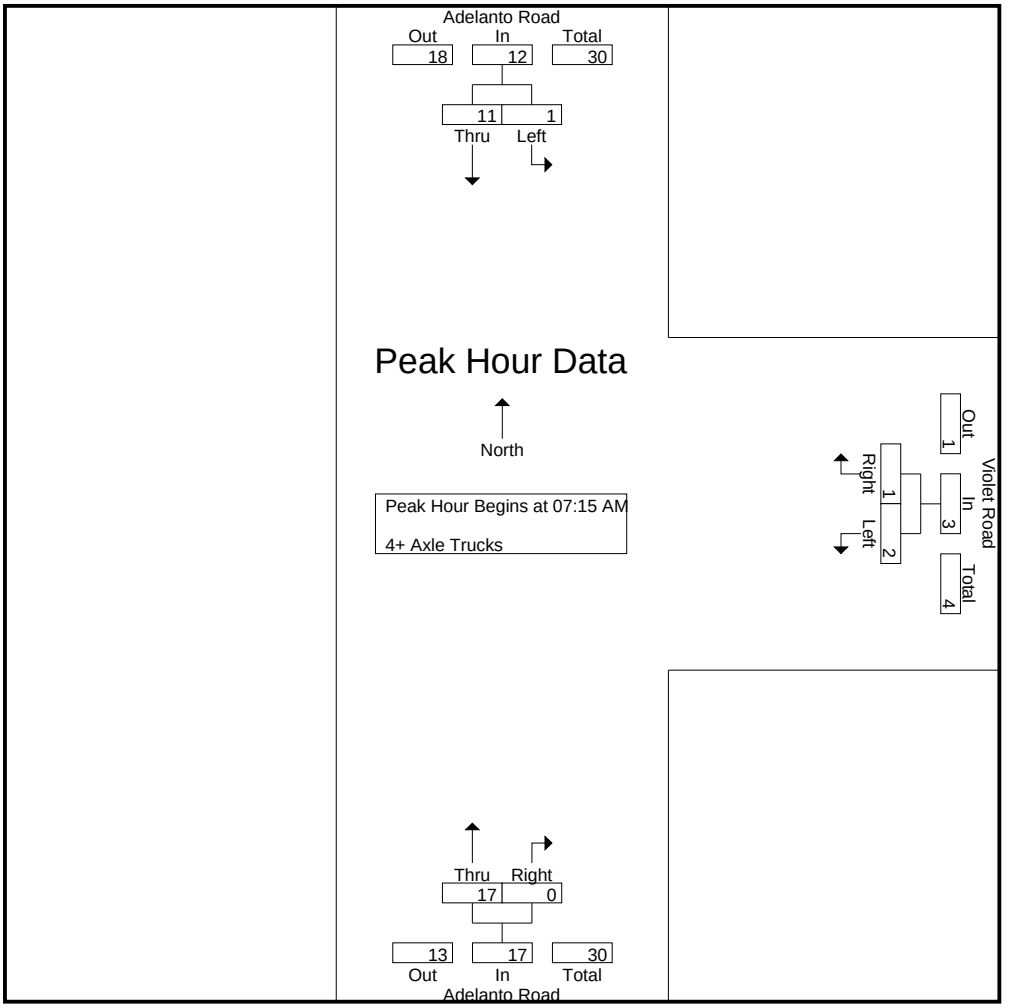
City of Adelanto
N/S: Adelanto Road
E/W: Violet Road
Weather: Clear

File Name : 16_ADL_Adel_Violet AM
Site Code : 07523937
Start Date : 10/10/2023
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.	**1**	3	**4**	0	0	0	2	0	2
+15 mins.	0	1	1	0	**1**	1	4	0	4
+30 mins.	0	**4**	4	**2**	0	**2**	**6**	0	**6**
+45 mins.	0	3	3	0	0	0	5	0	5
Total Volume	1	11	12	2	1	3	17	0	17
% App. Total	8.3	91.7		66.7	33.3		100	0	
PHF	.250	.688	.750	.250	.250	.375	.708	.000	.708

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City of Adelanto
N/S: Adelanto Road
E/W: Violet Road
Weather: Clear

File Name : 16_ADL_Adel_Violet PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

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

	Adelanto Road Southbound			Violet Road Westbound			Adelanto Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	3	31	34	7	3	10	43	3	46	90
04:15 PM	1	20	21	8	6	14	46	1	47	82
04:30 PM	2	23	25	22	4	26	53	0	53	104
04:45 PM	1	22	23	2	2	4	40	4	44	71
Total	7	96	103	39	15	54	182	8	190	347
05:00 PM	1	21	22	3	1	4	48	1	49	75
05:15 PM	0	18	18	3	0	3	39	1	40	61
05:30 PM	0	26	26	7	1	8	42	1	43	77
05:45 PM	0	17	17	2	0	2	41	1	42	61
Total	1	82	83	15	2	17	170	4	174	274
Grand Total	8	178	186	54	17	71	352	12	364	621
Apprch %	4.3	95.7		76.1	23.9		96.7	3.3		
Total %	1.3	28.7	30	8.7	2.7	11.4	56.7	1.9	58.6	
Passenger Vehicles	3	163	166	48	15	63	317	6	323	552
% Passenger Vehicles	37.5	91.6	89.2	88.9	88.2	88.7	90.1	50	88.7	88.9
Large 2 Axle Vehicles	0	2	2	0	0	0	5	0	5	7
% Large 2 Axle Vehicles	0	1.1	1.1	0	0	0	1.4	0	1.4	1.1
3 Axle Vehicles	5	0	5	2	0	2	3	1	4	11
% 3 Axle Vehicles	62.5	0	2.7	3.7	0	2.8	0.9	8.3	1.1	1.8
4+ Axle Trucks	0	13	13	4	2	6	27	5	32	51
% 4+ Axle Trucks	0	7.3	7	7.4	11.8	8.5	7.7	41.7	8.8	8.2

	Adelanto Road Southbound			Violet Road Westbound			Adelanto Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**3**	**31**	**34**	7	3	10	43	3	46	90
04:15 PM	1	20	21	8	**6**	14	46	1	47	82
04:30 PM	2	23	25	**22**	4	**26**	**53**	0	**53**	**104**
04:45 PM	1	22	23	2	2	4	40	**4**	44	71
Total Volume	7	96	103	39	15	54	182	8	190	347
% App. Total	6.8	93.2		72.2	27.8		95.8	4.2		
PHF	.583	.774	.757	.443	.625	.519	.858	.500	.896	.834

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City of Adelanto
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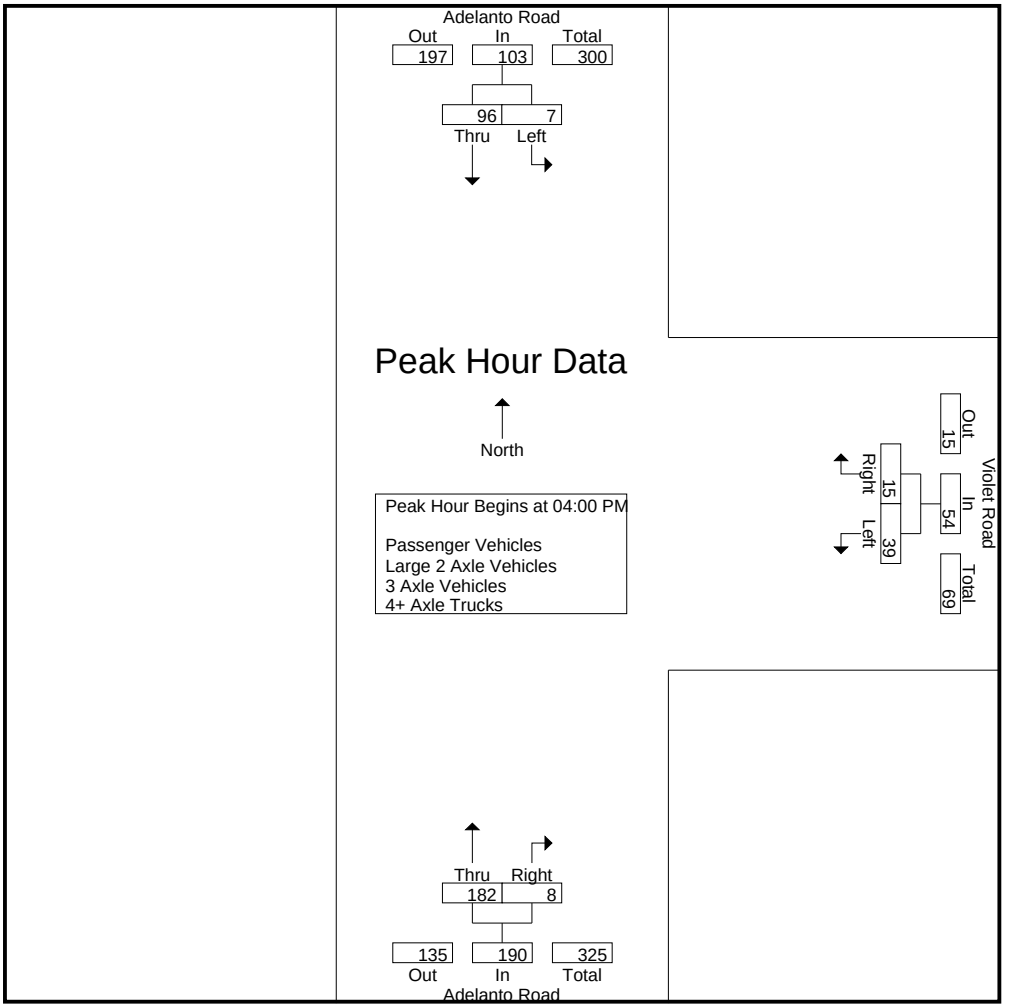
Weather: Clear

File Name : 16_ADL_Adel_Violet PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	04:00 PM			04:00 PM			04:15 PM		
+0 mins.	**3**	**31**	**34**	7	3	10	46	1	47
+15 mins.	1	20	21	8	**6**	14	**53**	0	**53**
+30 mins.	2	23	25	**22**	4	**26**	40	**4**	44
+45 mins.	1	22	23	2	2	4	48	1	49
Total Volume	7	96	103	39	15	54	187	6	193
% App. Total	6.8	93.2		72.2	27.8		96.9	3.1	
PHF	.583	.774	.757	.443	.625	.519	.882	.375	.910

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City of Adelanto
N/S: Adelanto Road
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Weather: Clear

File Name : 16_ADL_Adel_Violet PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Passenger Vehicles

	Adelanto Road Southbound			Violet Road Westbound			Adelanto Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	2	27	29	4	3	7	37	1	38	74
04:15 PM	0	16	16	8	5	13	40	0	40	69
04:30 PM	1	23	24	22	3	25	49	0	49	98
04:45 PM	0	22	22	1	2	3	34	3	37	62
Total	3	88	91	35	13	48	160	4	164	303
05:00 PM	0	18	18	2	1	3	43	1	44	65
05:15 PM	0	17	17	2	0	2	35	0	35	54
05:30 PM	0	24	24	7	1	8	40	0	40	72
05:45 PM	0	16	16	2	0	2	39	1	40	58
Total	0	75	75	13	2	15	157	2	159	249
Grand Total	3	163	166	48	15	63	317	6	323	552
Apprch %	1.8	98.2		76.2	23.8		98.1	1.9		
Total %	0.5	29.5	30.1	8.7	2.7	11.4	57.4	1.1	58.5	

	Adelanto Road Southbound			Violet Road Westbound			Adelanto Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**2**	**27**	**29**	4	3	7	37	1	38	74
04:15 PM	0	16	16	8	**5**	13	40	0	40	69
04:30 PM	1	23	24	**22**	3	**25**	**49**	0	**49**	**98**
04:45 PM	0	22	22	1	2	3	34	**3**	37	62
Total Volume	3	88	91	35	13	48	160	4	164	303
% App. Total	3.3	96.7		72.9	27.1		97.6	2.4		
PHF	.375	.815	.784	.398	.650	.480	.816	.333	.837	.773

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City of Adelanto
N/S: Adelanto Road
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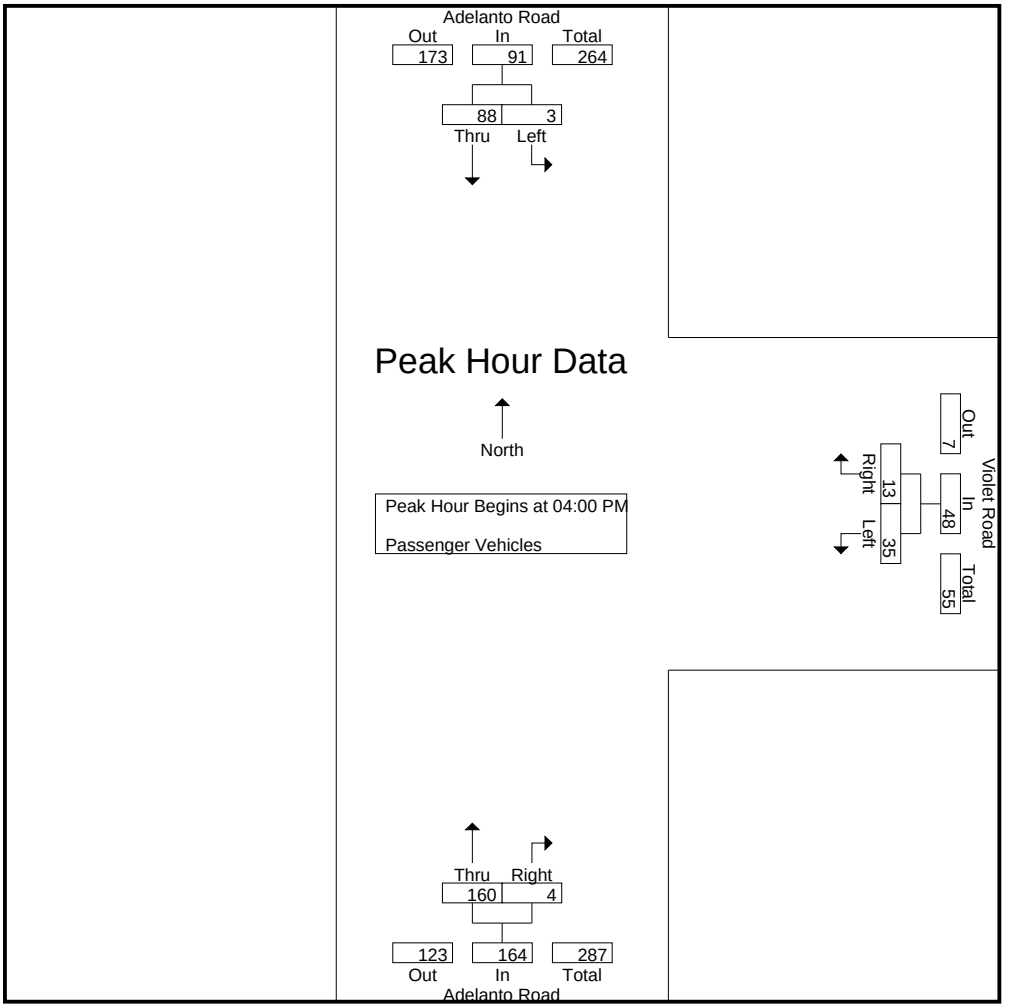
Weather: Clear

File Name : 16_ADL_Adel_Violet PM
Site Code : 07523937
Start Date : 10/10/2023
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.	**2**	**27**	**29**	4	3	7	37	1	38
+15 mins.	0	16	16	8	**5**	13	40	0	40
+30 mins.	1	23	24	**22**	3	**25**	**49**	0	**49**
+45 mins.	0	22	22	1	2	3	34	**3**	37
Total Volume	3	88	91	35	13	48	160	4	164
% App. Total	3.3	96.7		72.9	27.1		97.6	2.4	
PHF	.375	.815	.784	.398	.650	.480	.816	.333	.837

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City of Adelanto
N/S: Adelanto Road
E/W: Violet Road
Weather: Clear

File Name : 16_ADL_Adel_Violet PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Adelanto Road Southbound			Violet Road Westbound			Adelanto Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	2	2	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	2	0	2	2
Total	0	2	2	0	0	0	4	0	4	6
05:00 PM	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	1
Grand Total	0	2	2	0	0	0	5	0	5	7
Apprch %	0	100		0	0		100	0		
Total %	0	28.6	28.6	0	0	0	71.4	0	71.4	

	Adelanto Road Southbound			Violet Road Westbound			Adelanto Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	**2**	**2**	0	0	0	0	0	0	**2**
04:30 PM	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	**2**	0	**2**	2
Total Volume	0	2	2	0	0	0	4	0	4	6
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.500	.000	.500	.750

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City of Adelanto
N/S: Adelanto Road
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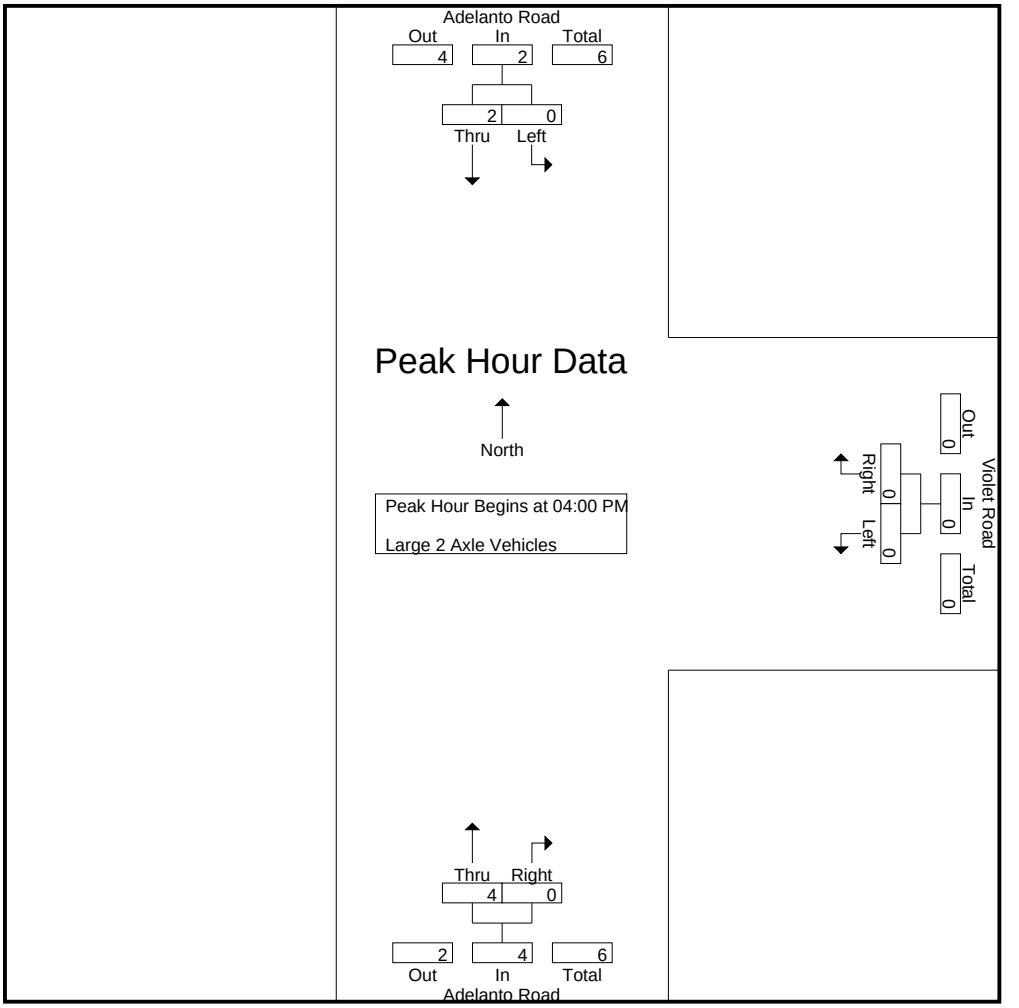
Weather: Clear

File Name : 16_ADL_Adel_Violet PM
Site Code : 07523937
Start Date : 10/10/2023
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	1	0	1
+15 mins.	0	**2**	**2**	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	**2**	0	**2**
Total Volume	0	2	2	0	0	0	4	0	4
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	.500	.000	.500

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City of Adelanto
N/S: Adelanto Road
E/W: Violet Road
Weather: Clear

File Name : 16_ADL_Adel_Violet PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	Adelanto Road Southbound			Violet Road Westbound			Adelanto Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	1	2	0	2	0	0	0	3
04:15 PM	1	0	1	0	0	0	1	0	1	2
04:30 PM	1	0	1	0	0	0	0	0	0	1
04:45 PM	1	0	1	0	0	0	0	0	0	1
Total	4	0	4	2	0	2	1	0	1	7
05:00 PM	1	0	1	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	2	1	3	4
Grand Total	5	0	5	2	0	2	3	1	4	11
Apprch %	100	0		100	0		75	25		
Total %	45.5	0	45.5	18.2	0	18.2	27.3	9.1	36.4	

	Adelanto Road Southbound			Violet Road Westbound			Adelanto Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**1**	0	**1**	**2**	0	**2**	0	0	0	**3**
04:15 PM	1	0	1	0	0	0	**1**	0	**1**	2
04:30 PM	1	0	1	0	0	0	0	0	0	1
04:45 PM	1	0	1	0	0	0	0	0	0	1
Total Volume	4	0	4	2	0	2	1	0	1	7
% App. Total	100	0		100	0		100	0		
PHF	1.00	.000	1.00	.250	.000	.250	.250	.000	.250	.583

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City of Adelanto
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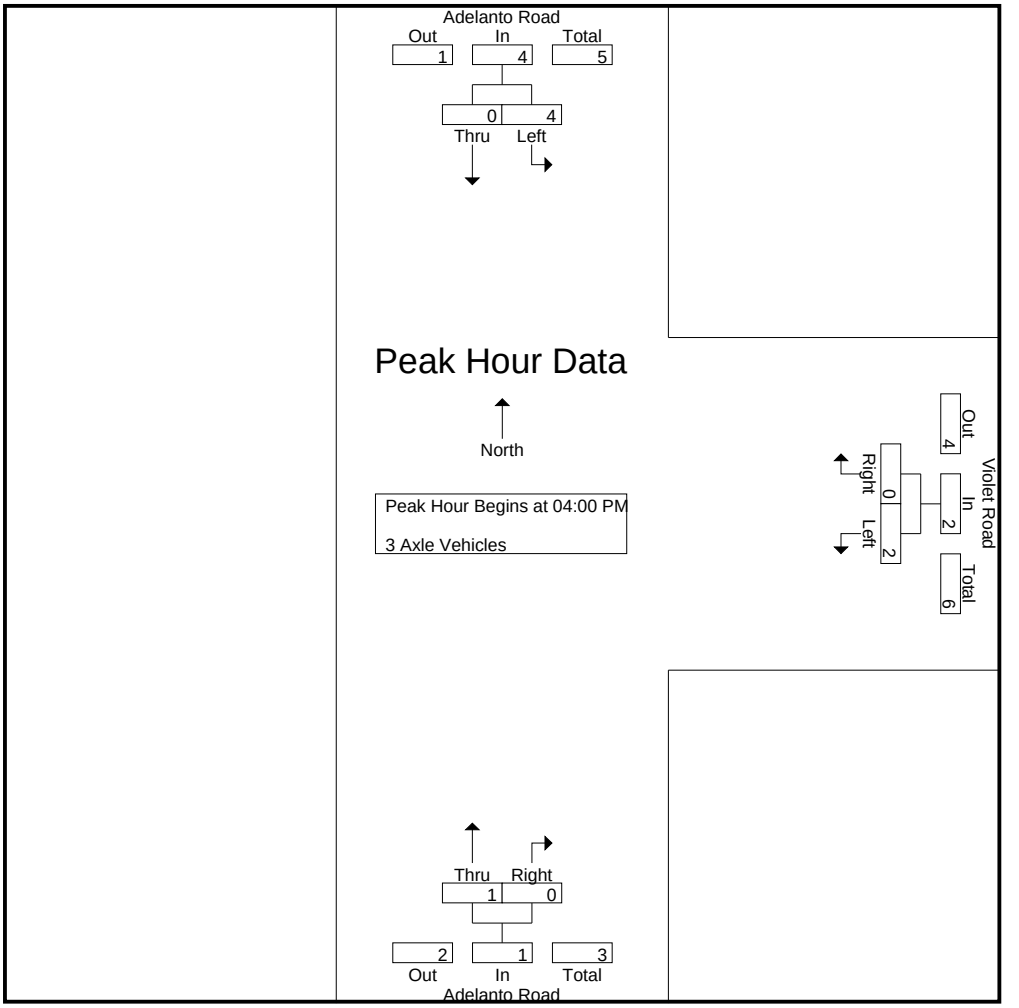
File Name : 16_ADL_Adel_Violet PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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.	**1**	0	**1**	**2**	0	**2**	0	0	0
+15 mins.	1	0	1	0	0	0	**1**	0	**1**
+30 mins.	1	0	1	0	0	0	0	0	0
+45 mins.	1	0	1	0	0	0	0	0	0
Total Volume	4	0	4	2	0	2	1	0	1
% App. Total	100	0		100	0		100	0	
PHF	1.000	.000	1.000	.250	.000	.250	.250	.000	.250

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City of Adelanto
N/S: Adelanto Road
E/W: Violet Road
Weather: Clear

File Name : 16_ADL_Adel_Violet PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	Adelanto Road Southbound			Violet Road Westbound			Adelanto Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	4	4	1	0	1	5	2	7	12
04:15 PM	0	2	2	0	1	1	5	1	6	9
04:30 PM	0	0	0	0	1	1	3	0	3	4
04:45 PM	0	0	0	1	0	1	4	1	5	6
Total	0	6	6	2	2	4	17	4	21	31
05:00 PM	0	3	3	1	0	1	2	0	2	6
05:15 PM	0	1	1	1	0	1	4	1	5	7
05:30 PM	0	2	2	0	0	0	2	0	2	4
05:45 PM	0	1	1	0	0	0	2	0	2	3
Total	0	7	7	2	0	2	10	1	11	20
Grand Total	0	13	13	4	2	6	27	5	32	51
Apprch %	0	100		66.7	33.3		84.4	15.6		
Total %	0	25.5	25.5	7.8	3.9	11.8	52.9	9.8	62.7	

	Adelanto Road Southbound			Violet Road Westbound			Adelanto Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**4**	**4**	**1**	0	**1**	**5**	**2**	**7**	**12**
04:15 PM	0	2	2	0	**1**	1	5	1	6	9
04:30 PM	0	0	0	0	1	1	3	0	3	4
04:45 PM	0	0	0	1	0	1	4	1	5	6
Total Volume	0	6	6	2	2	4	17	4	21	31
% App. Total	0	100		50	50		81	19		
PHF	.000	.375	.375	.500	.500	1.00	.850	.500	.750	.646

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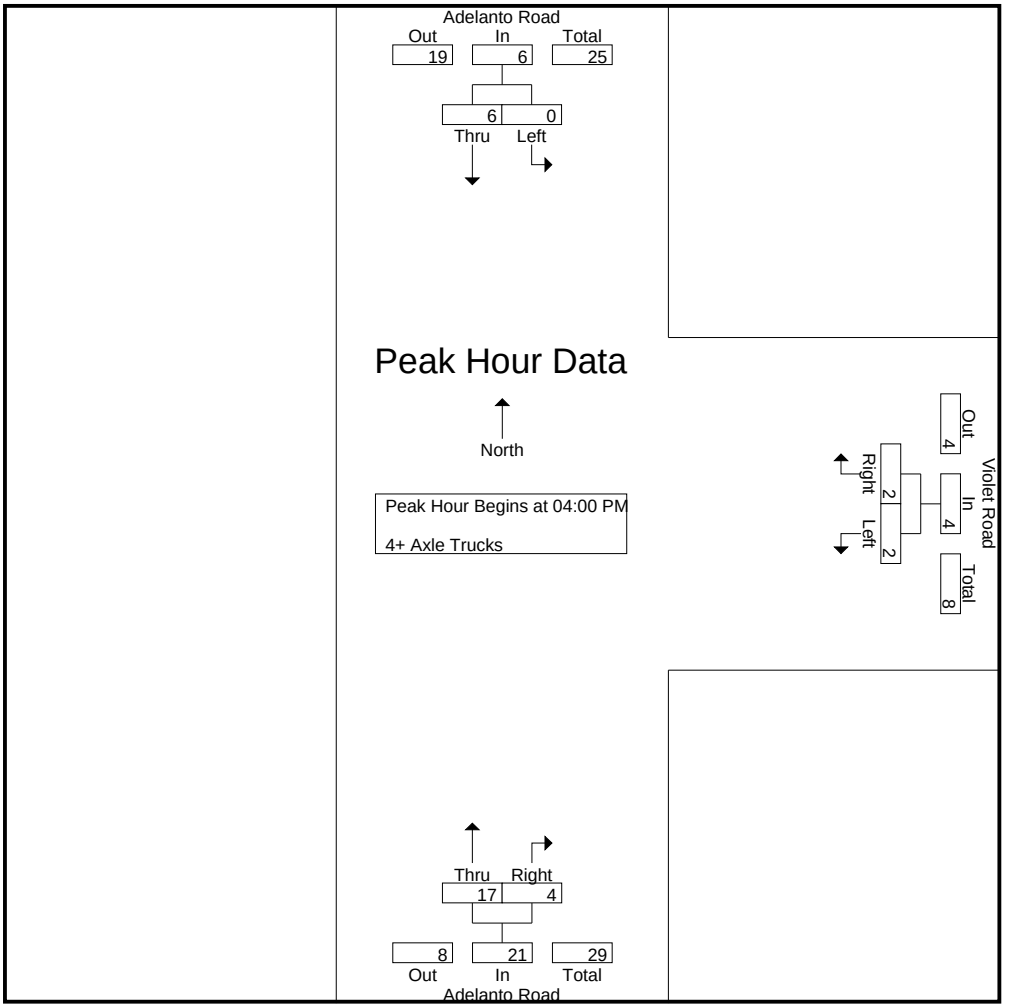
City of Adelanto
N/S: Adelanto Road
E/W: Violet Road
Weather: Clear

File Name : 16_ADL_Adel_Violet PM
Site Code : 07523937
Start Date : 10/10/2023
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	**4**	**4**	**1**	0	**1**	**5**	**2**	**7**
+15 mins.	0	2	2	0	**1**	1	5	1	6
+30 mins.	0	0	0	0	1	1	3	0	3
+45 mins.	0	0	0	1	0	1	4	1	5
Total Volume	0	6	6	2	2	4	17	4	21
% App. Total	0	100		50	50		81	19	
PHF	.000	.375	.375	.500	.500	1.000	.850	.500	.750

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City of Adelanto
N/S: Adelanto Road
E/W: Rancho Road
Weather: Clear

File Name : 18_ADL_Adel_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

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

	Adelanto Road Southbound			Adelanto Road Northbound			Rancho Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	1	18	19	3	37	40	6	0	6	65
07:15 AM	3	12	15	1	35	36	9	2	11	62
07:30 AM	2	16	18	5	42	47	7	0	7	72
07:45 AM	2	17	19	3	46	49	5	0	5	73
Total	8	63	71	12	160	172	27	2	29	272
08:00 AM	3	19	22	1	36	37	14	2	16	75
08:15 AM	1	13	14	5	31	36	13	1	14	64
08:30 AM	2	17	19	1	28	29	15	1	16	64
08:45 AM	2	20	22	4	30	34	12	2	14	70
Total	8	69	77	11	125	136	54	6	60	273
Grand Total	16	132	148	23	285	308	81	8	89	545
Apprch %	10.8	89.2		7.5	92.5		91	9		
Total %	2.9	24.2	27.2	4.2	52.3	56.5	14.9	1.5	16.3	
Passenger Vehicles	12	98	110	11	232	243	73	6	79	432
% Passenger Vehicles	75	74.2	74.3	47.8	81.4	78.9	90.1	75	88.8	79.3
Large 2 Axle Vehicles	0	8	8	0	5	5	3	1	4	17
% Large 2 Axle Vehicles	0	6.1	5.4	0	1.8	1.6	3.7	12.5	4.5	3.1
3 Axle Vehicles	0	2	2	1	14	15	2	1	3	20
% 3 Axle Vehicles	0	1.5	1.4	4.3	4.9	4.9	2.5	12.5	3.4	3.7
4+ Axle Trucks	4	24	28	11	34	45	3	0	3	76
% 4+ Axle Trucks	25	18.2	18.9	47.8	11.9	14.6	3.7	0	3.4	13.9

	Adelanto Road Southbound			Adelanto Road Northbound			Rancho Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	2	16	18	**5**	42	47	7	0	7	72
07:45 AM	2	17	19	3	**46**	**49**	5	0	5	73
08:00 AM	**3**	**19**	**22**	1	36	37	**14**	**2**	**16**	**75**
08:15 AM	1	13	14	5	31	36	13	1	14	64
Total Volume	8	65	73	14	155	169	39	3	42	284
% App. Total	11	89		8.3	91.7		92.9	7.1		
PHF	.667	.855	.830	.700	.842	.862	.696	.375	.656	.947

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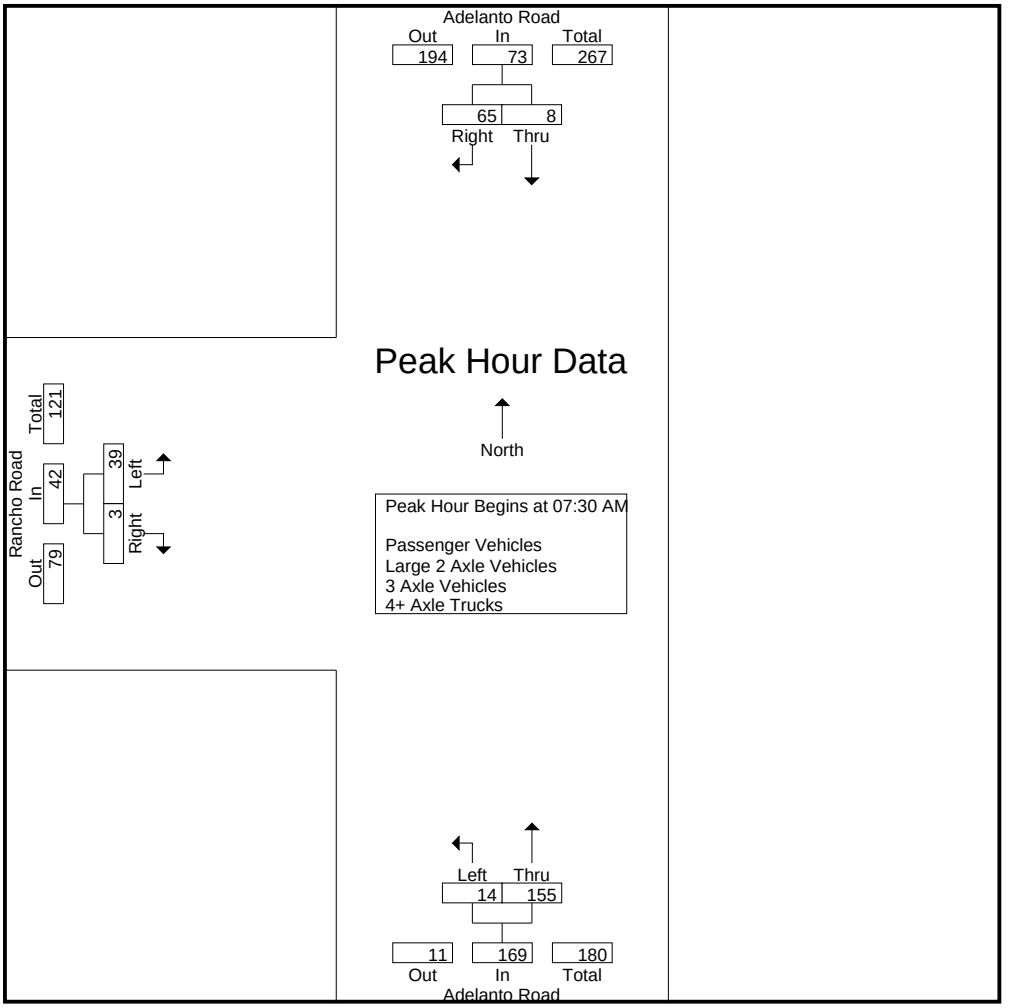
City of Adelanto
N/S: Adelanto Road
E/W: Rancho Road
Weather: Clear

File Name : 18_ADL_Adel_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	08:00 AM			07:00 AM			08:00 AM		
+0 mins.	**3**	19	**22**	3	37	40	14	**2**	**16**
+15 mins.	1	13	14	1	35	36	13	1	14
+30 mins.	2	17	19	**5**	42	47	**15**	1	16
+45 mins.	2	**20**	22	3	**46**	**49**	12	2	14
Total Volume	8	69	77	12	160	172	54	6	60
% App. Total	10.4	89.6		7	93		90	10	
PHF	.667	.863	.875	.600	.870	.878	.900	.750	.938

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City of Adelanto
N/S: Adelanto Road
E/W: Rancho Road
Weather: Clear

File Name : 18_ADL_Adel_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Passenger Vehicles

	Adelanto Road Southbound			Adelanto Road Northbound			Rancho Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	1	13	14	2	34	36	5	0	5	55
07:15 AM	2	9	11	0	33	33	8	1	9	53
07:30 AM	1	15	16	2	34	36	7	0	7	59
07:45 AM	1	9	10	2	41	43	5	0	5	58
Total	5	46	51	6	142	148	25	1	26	225
08:00 AM	2	16	18	0	27	27	12	1	13	58
08:15 AM	1	8	9	3	23	26	13	1	14	49
08:30 AM	2	13	15	0	16	16	12	1	13	44
08:45 AM	2	15	17	2	24	26	11	2	13	56
Total	7	52	59	5	90	95	48	5	53	207
Grand Total	12	98	110	11	232	243	73	6	79	432
Apprch %	10.9	89.1		4.5	95.5		92.4	7.6		
Total %	2.8	22.7	25.5	2.5	53.7	56.2	16.9	1.4	18.3	

	Adelanto Road Southbound			Adelanto Road Northbound			Rancho Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	1	15	16	2	34	36	7	0	7	**59**
07:45 AM	1	9	10	2	**41**	**43**	5	0	5	58
08:00 AM	**2**	**16**	**18**	0	27	27	12	**1**	13	58
08:15 AM	1	8	9	**3**	23	26	**13**	1	**14**	49
Total Volume	5	48	53	7	125	132	37	2	39	224
% App. Total	9.4	90.6		5.3	94.7		94.9	5.1		
PHF	.625	.750	.736	.583	.762	.767	.712	.500	.696	.949

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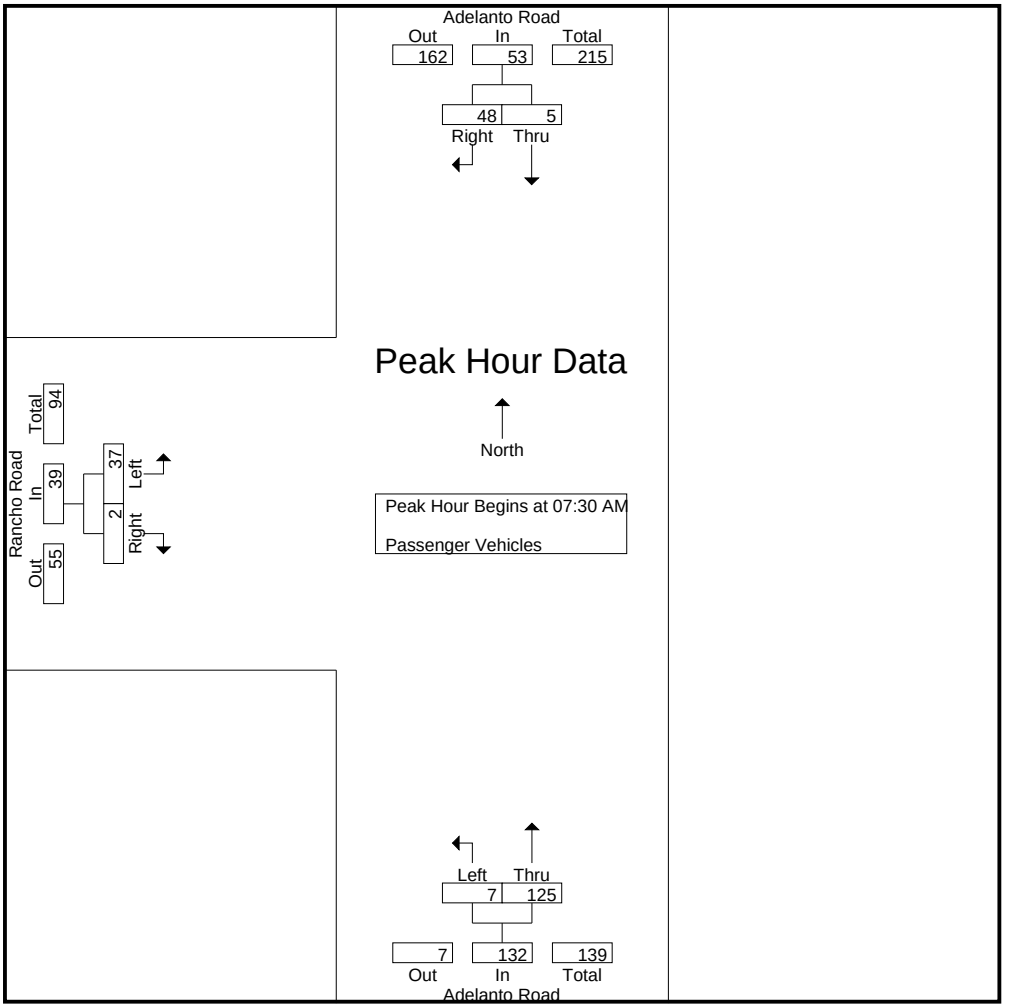
City of Adelanto
N/S: Adelanto Road
E/W: Rancho Road
Weather: Clear

File Name : 18_ADL_Adel_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023



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.	1	15	16	2	34	36	7	0	7
+15 mins.	1	9	10	2	**41**	**43**	5	0	5
+30 mins.	**2**	**16**	**18**	0	27	27	12	**1**	13
+45 mins.	1	8	9	**3**	23	26	**13**	1	**14**
Total Volume	5	48	53	7	125	132	37	2	39
% App. Total	9.4	90.6		5.3	94.7		94.9	5.1	
PHF	.625	.750	.736	.583	.762	.767	.712	.500	.696

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City of Adelanto
N/S: Adelanto Road
E/W: Rancho Road
Weather: Clear

File Name : 18_ADL_Adel_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Adelanto Road Southbound			Adelanto Road Northbound			Rancho Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	2	2	0	0	0	0	0	0	2
07:15 AM	0	1	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	1	1	0	0	0	1
07:45 AM	0	2	2	0	0	0	0	0	0	2
Total	0	5	5	0	1	1	0	0	0	6
08:00 AM	0	1	1	0	2	2	1	1	2	5
08:15 AM	0	2	2	0	1	1	0	0	0	3
08:30 AM	0	0	0	0	0	0	2	0	2	2
08:45 AM	0	0	0	0	1	1	0	0	0	1
Total	0	3	3	0	4	4	3	1	4	11
Grand Total	0	8	8	0	5	5	3	1	4	17
Apprch %	0	100		0	100		75	25		
Total %	0	47.1	47.1	0	29.4	29.4	17.6	5.9	23.5	

	Adelanto Road Southbound			Adelanto Road Northbound			Rancho Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	0	1	1	0	0	0	1
07:45 AM	0	**2**	**2**	0	0	0	0	0	0	2
08:00 AM	0	1	1	0	**2**	**2**	**1**	**1**	**2**	**5**
08:15 AM	0	2	2	0	1	1	0	0	0	3
Total Volume	0	5	5	0	4	4	1	1	2	11
% App. Total	0	100		0	100		50	50		
PHF	.000	.625	.625	.000	.500	.500	.250	.250	.250	.550

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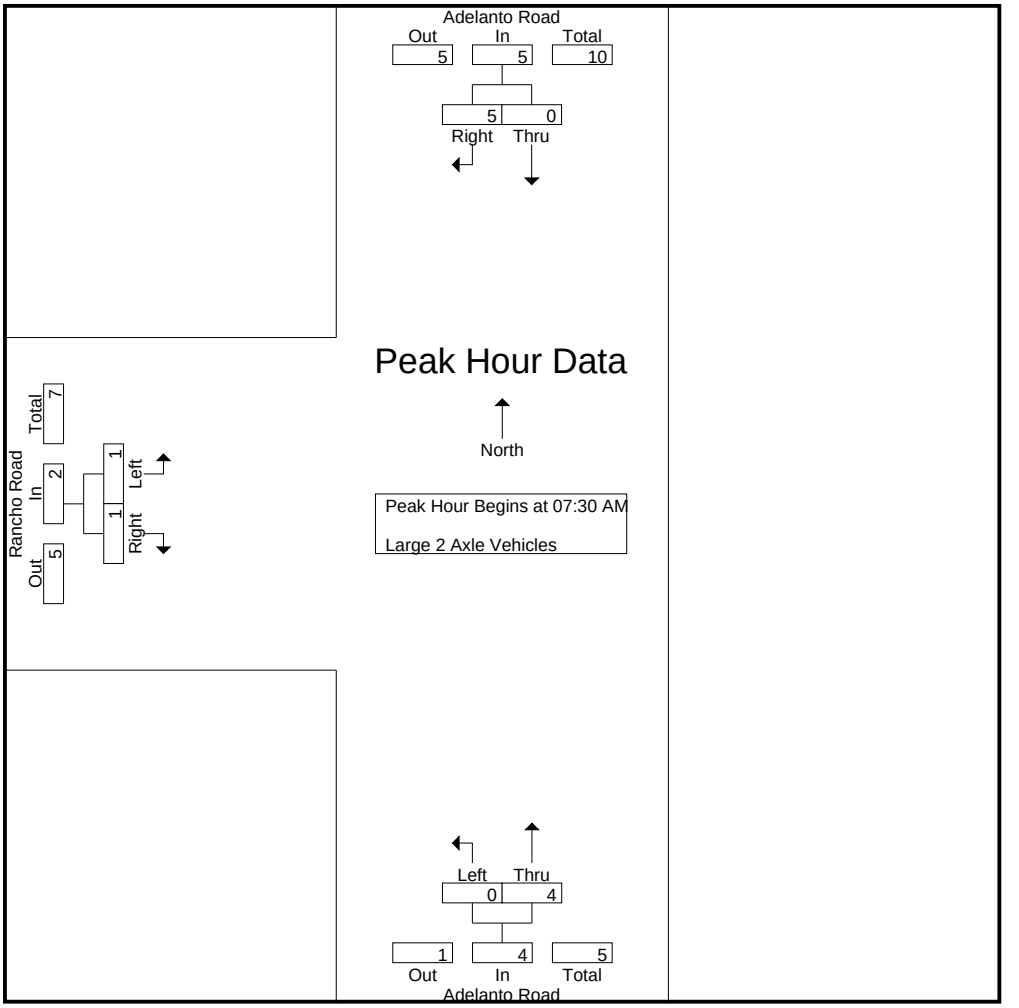
City of Adelanto
N/S: Adelanto Road
E/W: Rancho Road
Weather: Clear

File Name : 18_ADL_Adel_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023



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	0	0	0
+15 mins.	0	**2**	**2**	0	0	0	0	0	0
+30 mins.	0	1	1	0	**2**	**2**	**1**	**1**	**2**
+45 mins.	0	2	2	0	1	1	0	0	0
Total Volume	0	5	5	0	4	4	1	1	2
% App. Total	0	100		0	100		50	50	
PHF	.000	.625	.625	.000	.500	.500	.250	.250	.250

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City of Adelanto
N/S: Adelanto Road
E/W: Rancho Road
Weather: Clear

File Name : 18_ADL_Adel_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	Adelanto Road Southbound			Adelanto Road Northbound			Rancho Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	1	2	2
07:30 AM	0	1	1	0	2	2	0	0	0	3
07:45 AM	0	1	1	0	0	0	0	0	0	1
Total	0	2	2	0	2	2	1	1	2	6
08:00 AM	0	0	0	0	3	3	0	0	0	3
08:15 AM	0	0	0	1	4	5	0	0	0	5
08:30 AM	0	0	0	0	4	4	0	0	0	4
08:45 AM	0	0	0	0	1	1	1	0	1	2
Total	0	0	0	1	12	13	1	0	1	14
Grand Total	0	2	2	1	14	15	2	1	3	20
Apprch %	0	100		6.7	93.3		66.7	33.3		
Total %	0	10	10	5	70	75	10	5	15	

	Adelanto Road Southbound			Adelanto Road Northbound			Rancho Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	**1**	**1**	0	2	2	0	0	0	3
07:45 AM	0	1	1	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	3	3	0	0	0	3
08:15 AM	0	0	0	**1**	**4**	**5**	0	0	0	**5**
Total Volume	0	2	2	1	9	10	0	0	0	12
% App. Total	0	100		10	90		0	0		
PHF	.000	.500	.500	.250	.563	.500	.000	.000	.000	.600

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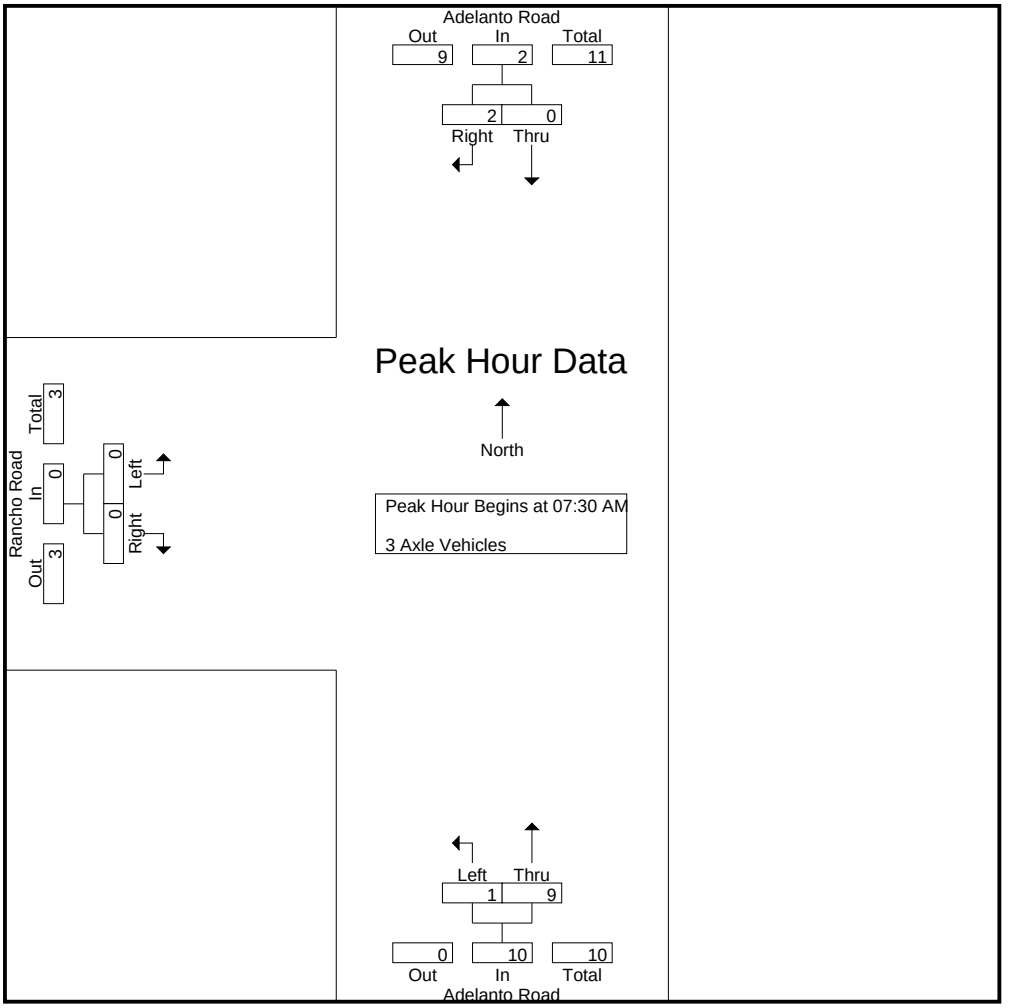
City of Adelanto
N/S: Adelanto Road
E/W: Rancho Road
Weather: Clear

File Name : 18_ADL_Adel_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023



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	**1**	**1**	0	2	2	0	0	0
+15 mins.	0	1	1	0	0	0	0	0	0
+30 mins.	0	0	0	0	3	3	0	0	0
+45 mins.	0	0	0	**1**	**4**	**5**	0	0	0
Total Volume	0	2	2	1	9	10	0	0	0
% App. Total	0	100		10	90		0	0	
PHF	.000	.500	.500	.250	.563	.500	.000	.000	.000

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City of Adelanto
N/S: Adelanto Road
E/W: Rancho Road
Weather: Clear

File Name : 18_ADL_Adel_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	Adelanto Road Southbound			Adelanto Road Northbound			Rancho Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	3	3	1	3	4	1	0	1	8
07:15 AM	1	2	3	1	2	3	0	0	0	6
07:30 AM	1	0	1	3	5	8	0	0	0	9
07:45 AM	1	5	6	1	5	6	0	0	0	12
Total	3	10	13	6	15	21	1	0	1	35
08:00 AM	1	2	3	1	4	5	1	0	1	9
08:15 AM	0	3	3	1	3	4	0	0	0	7
08:30 AM	0	4	4	1	8	9	1	0	1	14
08:45 AM	0	5	5	2	4	6	0	0	0	11
Total	1	14	15	5	19	24	2	0	2	41
Grand Total	4	24	28	11	34	45	3	0	3	76
Apprch %	14.3	85.7		24.4	75.6		100	0		
Total %	5.3	31.6	36.8	14.5	44.7	59.2	3.9	0	3.9	

	Adelanto Road Southbound			Adelanto Road Northbound			Rancho Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	**1**	0	1	**3**	**5**	**8**	0	0	0	9
07:45 AM	1	**5**	**6**	1	5	6	0	0	0	**12**
08:00 AM	1	2	3	1	4	5	**1**	0	**1**	9
08:15 AM	0	3	3	1	3	4	0	0	0	7
Total Volume	3	10	13	6	17	23	1	0	1	37
% App. Total	23.1	76.9		26.1	73.9		100	0		
PHF	.750	.500	.542	.500	.850	.719	.250	.000	.250	.771

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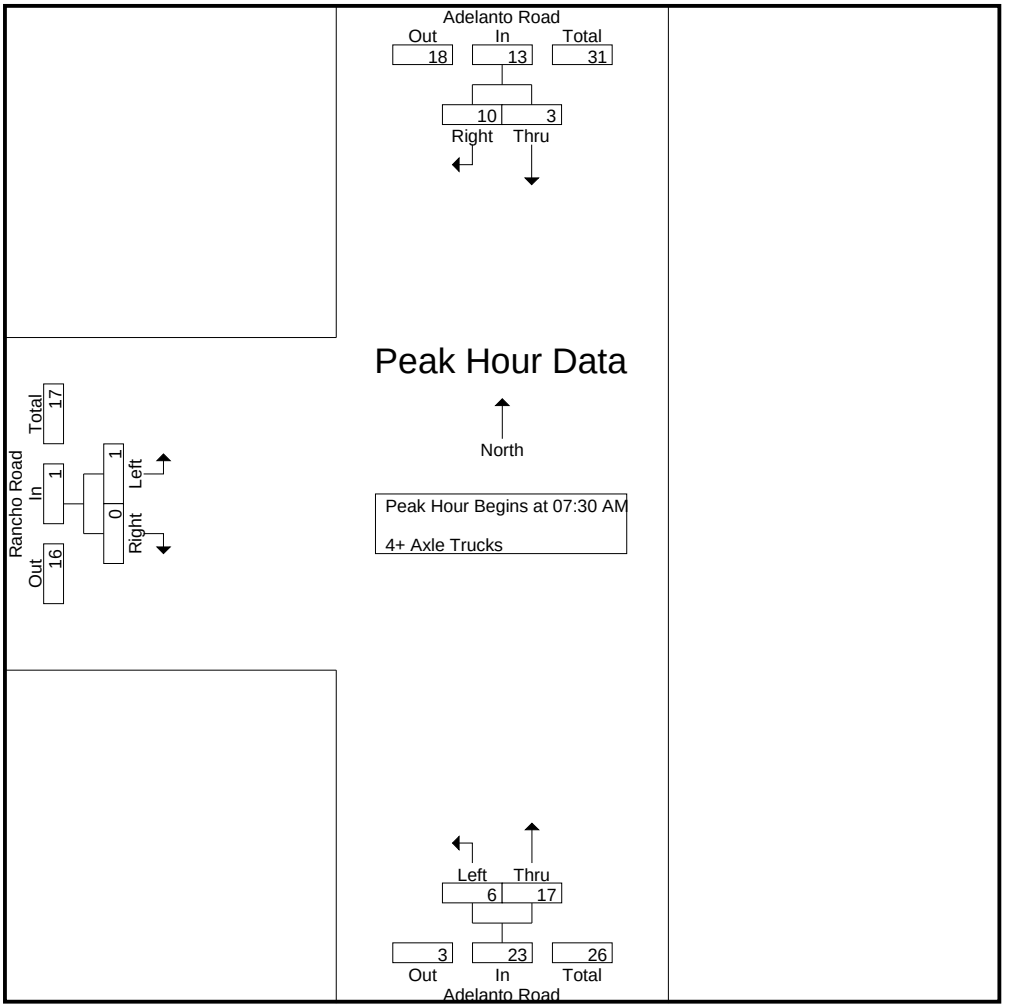
City of Adelanto
N/S: Adelanto Road
E/W: Rancho Road
Weather: Clear

File Name : 18_ADL_Adel_Rancho AM
Site Code : 07523937
Start Date : 10/10/2023



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.	**1**	0	1	**3**	**5**	**8**	0	0	0
+15 mins.	1	**5**	**6**	1	5	6	0	0	0
+30 mins.	1	2	3	1	4	5	**1**	0	**1**
+45 mins.	0	3	3	1	3	4	0	0	0
Total Volume	3	10	13	6	17	23	1	0	1
% App. Total	23.1	76.9		26.1	73.9		100	0	
PHF	.750	.500	.542	.500	.850	.719	.250	.000	.250

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City of Adelanto
N/S: Adelanto Road
E/W: Rancho Road
Weather: Clear

File Name : 18_ADL_Adel_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

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

	Adelanto Road Southbound			Adelanto Road Northbound			Rancho Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	1	37	38	8	21	29	25	0	25	92
04:15 PM	1	26	27	3	27	30	18	1	19	76
04:30 PM	6	40	46	8	32	40	22	1	23	109
04:45 PM	3	22	25	6	31	37	13	1	14	76
Total	11	125	136	25	111	136	78	3	81	353
05:00 PM	0	24	24	6	19	25	30	0	30	79
05:15 PM	1	20	21	2	24	26	16	1	17	64
05:30 PM	1	32	33	2	30	32	14	1	15	80
05:45 PM	1	18	19	3	30	33	12	0	12	64
Total	3	94	97	13	103	116	72	2	74	287
Grand Total	14	219	233	38	214	252	150	5	155	640
Apprch %	6	94		15.1	84.9		96.8	3.2		
Total %	2.2	34.2	36.4	5.9	33.4	39.4	23.4	0.8	24.2	
Passenger Vehicles	14	198	212	37	186	223	137	4	141	576
% Passenger Vehicles	100	90.4	91	97.4	86.9	88.5	91.3	80	91	90
Large 2 Axle Vehicles	0	2	2	0	4	4	1	0	1	7
% Large 2 Axle Vehicles	0	0.9	0.9	0	1.9	1.6	0.7	0	0.6	1.1
3 Axle Vehicles	0	2	2	0	1	1	3	0	3	6
% 3 Axle Vehicles	0	0.9	0.9	0	0.5	0.4	2	0	1.9	0.9
4+ Axle Trucks	0	17	17	1	23	24	9	1	10	51
% 4+ Axle Trucks	0	7.8	7.3	2.6	10.7	9.5	6	20	6.5	8

	Adelanto Road Southbound			Adelanto Road Northbound			Rancho Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	1	37	38	**8**	21	29	**25**	0	**25**	92
04:15 PM	1	26	27	3	27	30	18	**1**	19	76
04:30 PM	**6**	**40**	**46**	8	**32**	**40**	22	1	23	**109**
04:45 PM	3	22	25	6	31	37	13	1	14	76
Total Volume	11	125	136	25	111	136	78	3	81	353
% App. Total	8.1	91.9		18.4	81.6		96.3	3.7		
PHF	.458	.781	.739	.781	.867	.850	.780	.750	.810	.810

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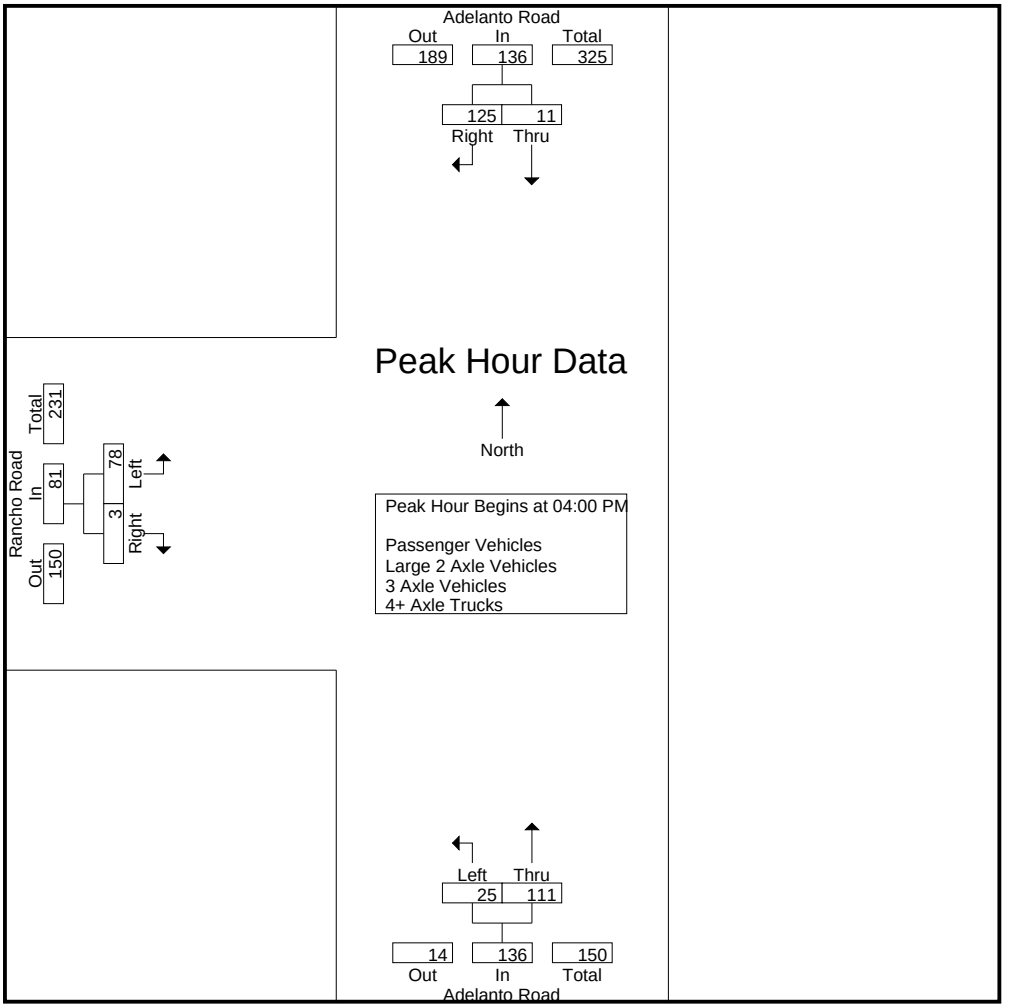
City of Adelanto
N/S: Adelanto Road
E/W: Rancho Road
Weather: Clear

File Name : 18_ADL_Adel_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 2



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

	04:00 PM			04:00 PM			04:15 PM		
+0 mins.	1	37	38	**8**	21	29	18	**1**	19
+15 mins.	1	26	27	3	27	30	22	1	23
+30 mins.	**6**	**40**	**46**	8	**32**	**40**	13	1	14
+45 mins.	3	22	25	6	31	37	**30**	0	**30**
Total Volume	11	125	136	25	111	136	83	3	86
% App. Total	8.1	91.9		18.4	81.6		96.5	3.5	
PHF	.458	.781	.739	.781	.867	.850	.692	.750	.717

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File Name : 18_ADL_Adel_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Passenger Vehicles

	Adelanto Road Southbound			Adelanto Road Northbound			Rancho Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	1	30	31	8	15	23	23	0	23	77
04:15 PM	1	22	23	3	22	25	16	0	16	64
04:30 PM	6	40	46	8	29	37	21	1	22	105
04:45 PM	3	21	24	5	26	31	11	1	12	67
Total	11	113	124	24	92	116	71	2	73	313
05:00 PM	0	20	20	6	17	23	27	0	27	70
05:15 PM	1	18	19	2	21	23	14	1	15	57
05:30 PM	1	30	31	2	28	30	13	1	14	75
05:45 PM	1	17	18	3	28	31	12	0	12	61
Total	3	85	88	13	94	107	66	2	68	263
Grand Total	14	198	212	37	186	223	137	4	141	576
Apprch %	6.6	93.4		16.6	83.4		97.2	2.8		
Total %	2.4	34.4	36.8	6.4	32.3	38.7	23.8	0.7	24.5	

	Adelanto Road Southbound			Adelanto Road Northbound			Rancho Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	1	30	31	**8**	15	23	**23**	0	**23**	77
04:15 PM	1	22	23	3	22	25	16	0	16	64
04:30 PM	**6**	**40**	**46**	8	**29**	**37**	21	**1**	22	**105**
04:45 PM	3	21	24	5	26	31	11	1	12	67
Total Volume	11	113	124	24	92	116	71	2	73	313
% App. Total	8.9	91.1		20.7	79.3		97.3	2.7		
PHF	.458	.706	.674	.750	.793	.784	.772	.500	.793	.745

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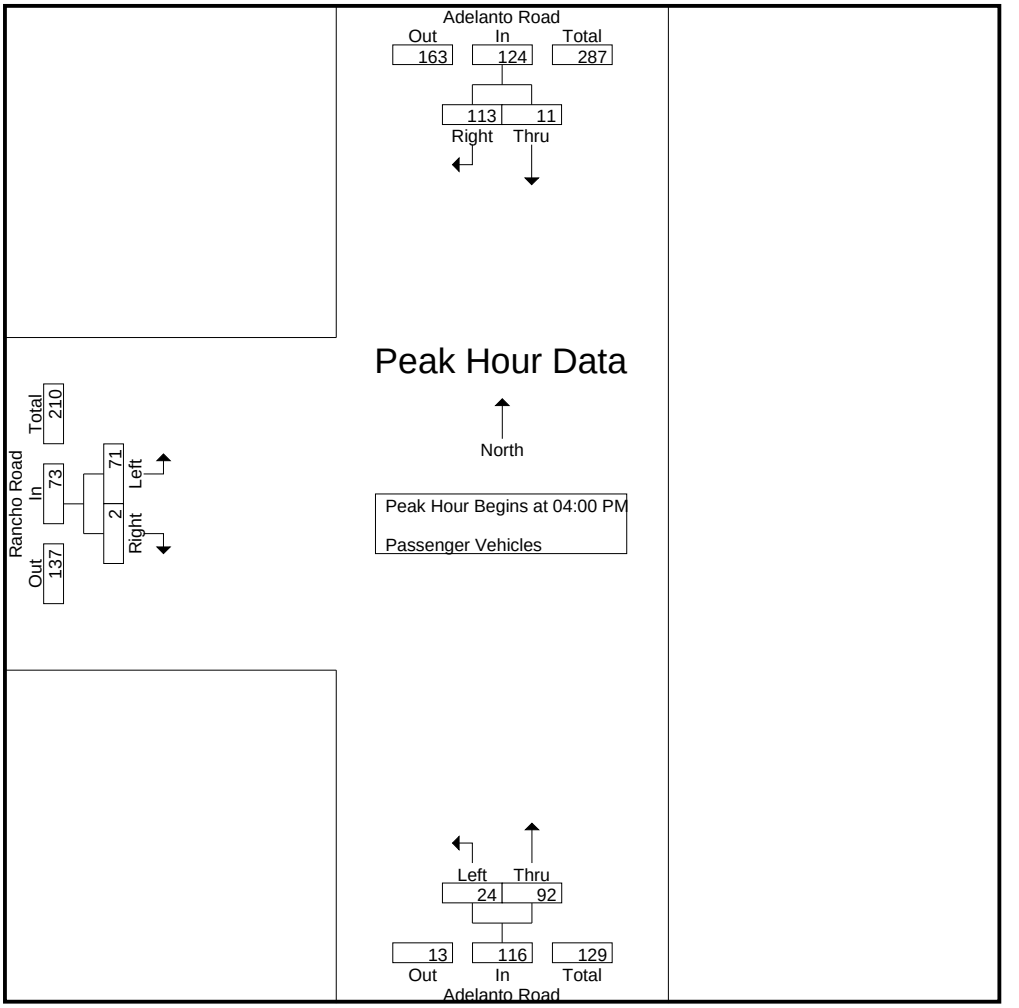
File Name : 18_ADL_Adel_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023



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.	1	30	31	**8**	15	23	**23**	0	**23**
+15 mins.	1	22	23	3	22	25	16	0	16
+30 mins.	**6**	**40**	**46**	8	**29**	**37**	21	**1**	22
+45 mins.	3	21	24	5	26	31	11	1	12
Total Volume	11	113	124	24	92	116	71	2	73
% App. Total	8.9	91.1		20.7	79.3		97.3	2.7	
PHF	.458	.706	.674	.750	.793	.784	.772	.500	.793

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City of Adelanto
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File Name : 18_ADL_Adel_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Adelanto Road Southbound			Adelanto Road Northbound			Rancho Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	1	0	0	0	1
04:15 PM	0	2	2	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	1	1	0	0	0	1
04:45 PM	0	0	0	0	2	2	0	0	0	2
Total	0	2	2	0	4	4	0	0	0	6
05:00 PM	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	1
Grand Total	0	2	2	0	4	4	1	0	1	7
Apprch %	0	100		0	100		100	0		
Total %	0	28.6	28.6	0	57.1	57.1	14.3	0	14.3	

	Adelanto Road Southbound			Adelanto Road Northbound			Rancho Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	1	1	0	0	0	1
04:15 PM	0	**2**	**2**	0	0	0	0	0	0	**2**
04:30 PM	0	0	0	0	1	1	0	0	0	1
04:45 PM	0	0	0	0	**2**	**2**	0	0	0	2
Total Volume	0	2	2	0	4	4	0	0	0	6
% App. Total	0	100		0	100		0	0		
PHF	.000	.250	.250	.000	.500	.500	.000	.000	.000	.750

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City of Adelanto
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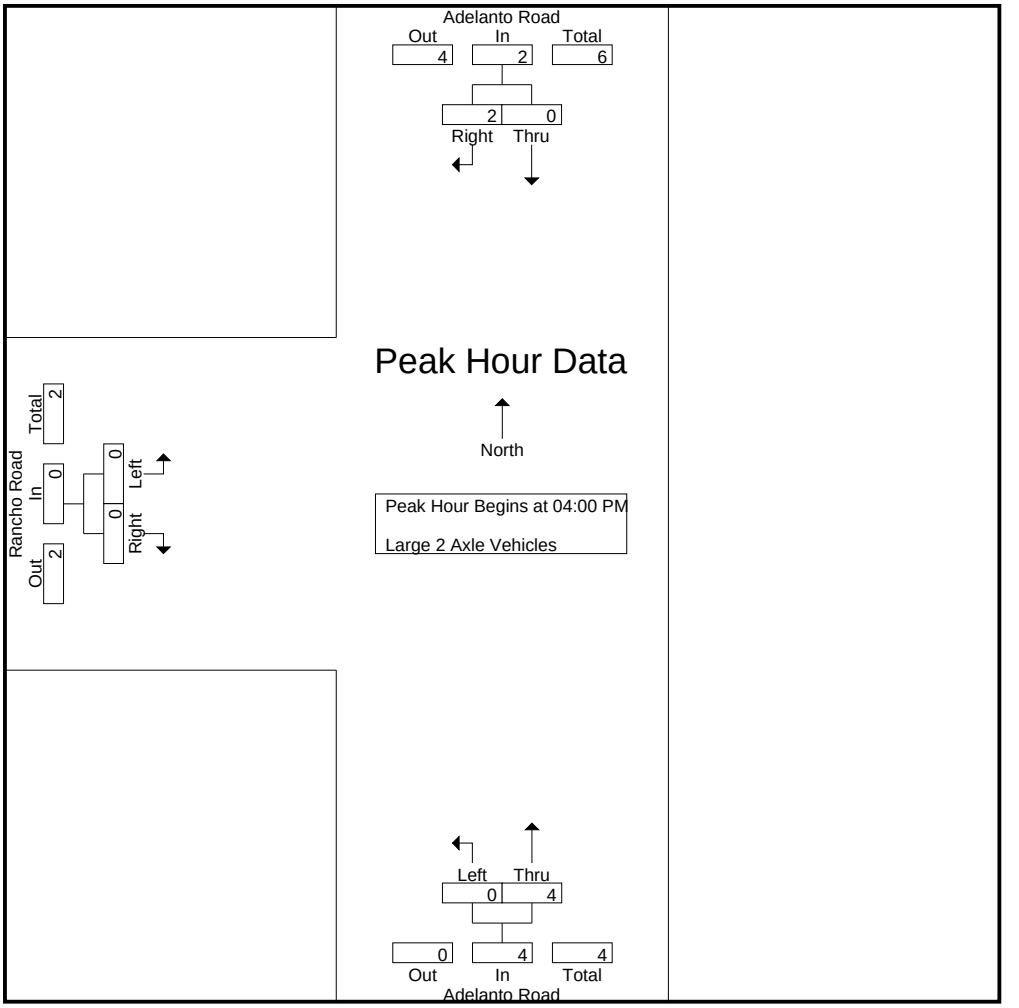
Weather: Clear

File Name : 18_ADL_Adel_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
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	1	1	0	0	0
+15 mins.	0	**2**	**2**	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	1	0	0	0
+45 mins.	0	0	0	0	**2**	**2**	0	0	0
Total Volume	0	2	2	0	4	4	0	0	0
% App. Total	0	100		0	100		0	0	
PHF	.000	.250	.250	.000	.500	.500	.000	.000	.000

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City of Adelanto
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Weather: Clear

File Name : 18_ADL_Adel_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 3 Axle Vehicles

	Adelanto Road Southbound			Adelanto Road Northbound			Rancho Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	2	2	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	2	2	0	0	0	1	0	1	3
05:00 PM	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	1	1	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	2	0	2	3
Grand Total	0	2	2	0	1	1	3	0	3	6
Apprch %	0	100		0	100		100	0		
Total %	0	33.3	33.3	0	16.7	16.7	50	0	50	

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

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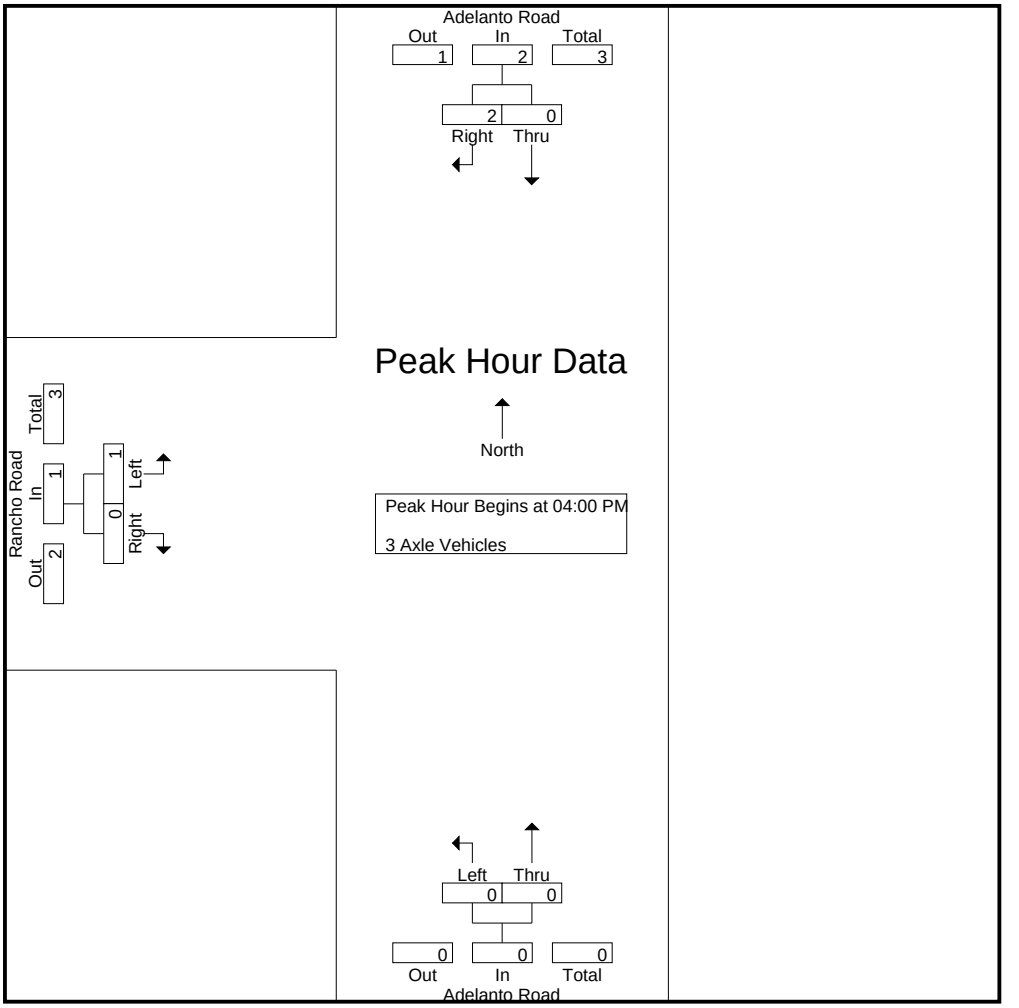
Weather: Clear

File Name : 18_ADL_Adel_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023



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	**2**	**2**	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	**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	2	2	0	0	0	1	0	1
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250

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File Name : 18_ADL_Adel_Rancho PM
Site Code : 07523937
Start Date : 10/10/2023
Page No : 1

Groups Printed- 4+ Axle Trucks

	Adelanto Road Southbound			Adelanto Road Northbound			Rancho Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	5	5	0	5	5	2	0	2	12
04:15 PM	0	2	2	0	5	5	1	1	2	9
04:30 PM	0	0	0	0	2	2	1	0	1	3
04:45 PM	0	1	1	1	3	4	2	0	2	7
Total	0	8	8	1	15	16	6	1	7	31
05:00 PM	0	4	4	0	2	2	0	0	0	6
05:15 PM	0	2	2	0	3	3	2	0	2	7
05:30 PM	0	2	2	0	1	1	1	0	1	4
05:45 PM	0	1	1	0	2	2	0	0	0	3
Total	0	9	9	0	8	8	3	0	3	20
Grand Total	0	17	17	1	23	24	9	1	10	51
Apprch %	0	100		4.2	95.8		90	10		
Total %	0	33.3	33.3	2	45.1	47.1	17.6	2	19.6	

	Adelanto Road Southbound			Adelanto Road Northbound			Rancho Road Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**5**	**5**	0	**5**	**5**	**2**	0	**2**	**12**
04:15 PM	0	2	2	0	5	5	1	**1**	2	9
04:30 PM	0	0	0	0	2	2	1	0	1	3
04:45 PM	0	1	1	**1**	3	4	2	0	2	7
Total Volume	0	8	8	1	15	16	6	1	7	31
% App. Total	0	100		6.2	93.8		85.7	14.3		
PHF	.000	.400	.400	.250	.750	.800	.750	.250	.875	.646

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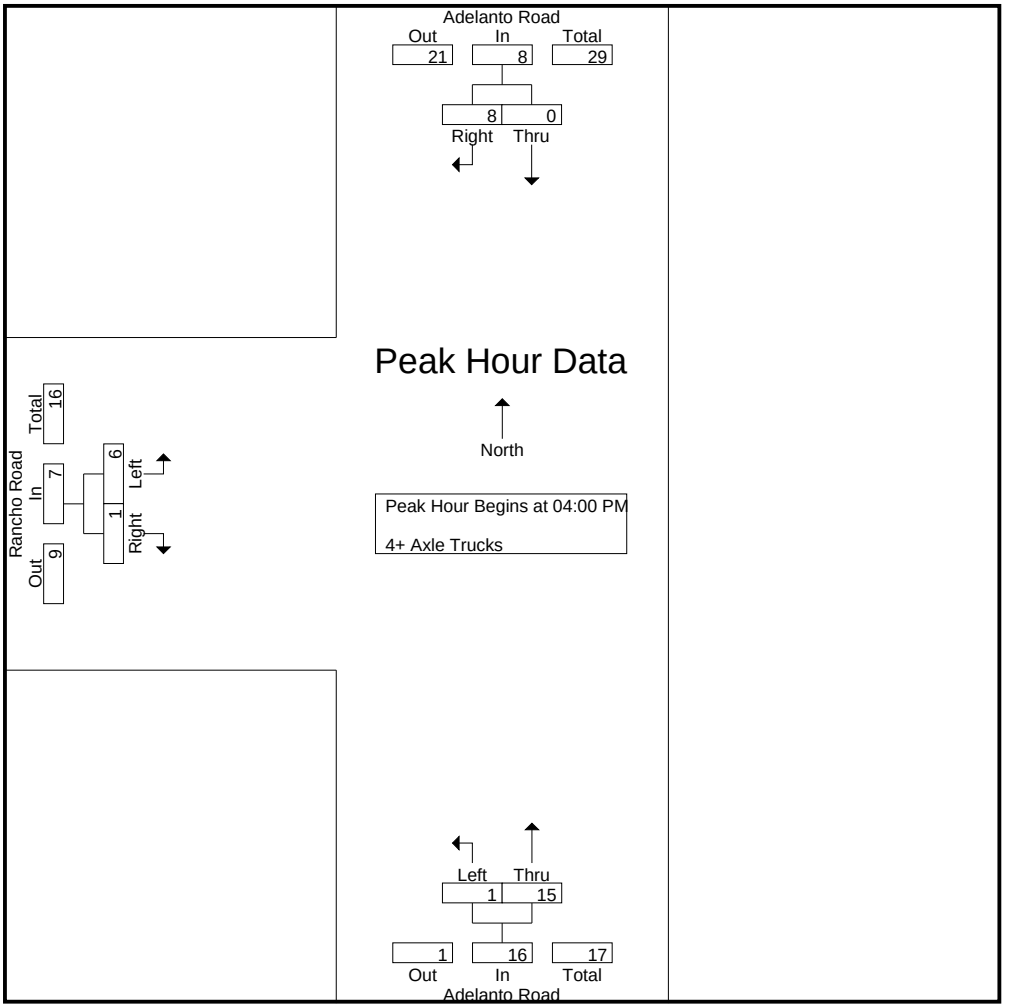
Page No : 2



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	**5**	**5**	0	**5**	**5**	**2**	0	**2**
+15 mins.	0	2	2	0	5	5	1	**1**	2
+30 mins.	0	0	0	0	2	2	1	0	1
+45 mins.	0	1	1	**1**	3	4	2	0	2
Total Volume	0	8	8	1	15	16	6	1	7
% App. Total	0	100		6.2	93.8		85.7	14.3	
PHF	.000	.400	.400	.250	.750	.800	.750	.250	.875

APPENDIX C

Future Growth Increment Calculation Worksheets

Bellflower Street (NS) / Rancho Road (EW) - #1

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2023

			49	59	12			
			<	v	>			
		7	^			^	3	
		67	>			<	342	
		21	v			v	4	
			<	^	>			
			84	48	19			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2023

				120	58			
				v	^			
		475	<	IN =	715	<	349	
		95	>	OUT =	715	>	98	
				v	^			
				84	151			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCEs):

			9	0	4			
			<	v	>			
		0	^			^	4	
		38	>			<	32	
		4	v			v	6	
			<	^	>			

PCE FACTORS BY AXLE:

2: 2.0 3: 2.5 4+: 3.0

			5	0	0			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCEs):

2023

			58	59	16			
			<	v	>			
		7	^			^	7	
		105	>			<	374	
		25	v			v	10	
			<	^	>			
			89	48	19			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2016

				102	112			
				v	^			
		79	<	IN =	377	<	68	
		51	>	OUT =	377	>	100	
				v	^			
				86	156			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2016

				2	3			
				v	^			
		12	<	IN =	29	<	13	
		12	>	OUT =	29	>	13	
				v	^			
				1	2			

EXISTING PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.33

PHF FOR TRUCKS: 0.333

				35	38			
				v	^			
		30	<	IN =	135	<	27	
		21	>	OUT =	135	>	38	
				v	^			
				29	53			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2040

				31	45			
				v	^			
		161	<	IN =	422	<	178	
		193	>	OUT =	423	>	198	
				v	^			
				19	20			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2040

				2	2			
				v	^			
		5	<	IN =	17	<	6	
		8	>	OUT =	18	>	10	
				v	^			
				1	1			

FUTURE PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.33

PHF FOR TRUCKS: 0.333

				11	16			
				v	^			
		55	<	IN =	146	<	61	
		67	>	OUT =	147	>	69	
				v	^			
				7	7			

RAW GROWTH (PCEs): 2016 TO 2040

CONVERSION OF TRUCKS TO: 2040

FACTOR = 1.00

				-24	-23			
				v	^			
		25	<			<	34	
		46	>			>	32	
				v	^			
				-22	-46			

ADJUSTED GROWTH (PCEs): 2016 TO 2040

2 MINIMUM GROWTH %

				0	0			
				v	^			
		20	<	IN =	80	<	30	
		50	>	OUT =	50	>	30	
				v	^			
				0	0			

PRORATED GROWTH (PCEs): 2023 TO 2045

22 YEARS

				0	0			
				v	^			
		20	<			<	30	
		50	>			>	30	
				v	^			
				0	0			

NEW PROJECTED VOLUMES (PCEs): 2045

				130	60			
				v	^			
		540	<			<	420	
		190	>			>	170	
				v	^			
				90	160			

YEAR 2025 GROWTH: 2023 TO 2025

2 YEARS

				0	0			
				v	^			
		0	<			<	0	
		0	>			>	0	
				v	^			
				0	0			

INITIAL YEAR 2025 VOLUMES:

2025

				130	60			
				v	^			
		520	<	IN =	820	<	390	
		140	>	OUT =	810	>	140	
				v	^			
				90	160			

BALANCED YEAR 2025 VOLUMES:

2025

				130	60			
				v	^			
		530	<	IN =	820	<	390	
		140	>	OUT =	820	>	140	
				v	^			
				90	160			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2023

			13	94	10			
			<	v	>			
		19	^			^	25	
		281	>			<	65	
		163	v			v	37	
			<	^	>			
			17	64	31			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2023

				117	108			
				v	^			
		95	<	IN =	819	<	127	
		463	>	OUT =	819	>	322	
				v	^			
				294	112			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCEs):

			2	4	0			
			<	v	>			
		0	^			^	4	
		28	>			<	14	
		4	v			v	3	
			<	^	>			

PCE FACTORS BY AXLE:

2: 2.0 3: 3 4+: 3.0

			2	0	0			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCEs):

2023

			15	98	10			
			<	v	>			
		19	^			^	29	
		309	>			<	79	
		167	v			v	40	
			<	^	>			
			19	64	31			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2016

				244	153			
				v	^			
		292	<	IN =	862	<	370	
		113	>	OUT =	862	>	109	
				v	^			
				308	135			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2016

				3	3			
				v	^			
		22	<	IN =	44	<	23	
		16	>	OUT =	45	>	18	
				v	^			
				2	2			

EXISTING PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.25

PHF FOR TRUCKS: 0.25

				62	39			
				v	^			
		79	<	IN =	227	<	98	
		32	>	OUT =	227	>	32	
				v	^			
				78	34			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2040

				70	82			
				v	^			
		393	<	IN =	764	<	419	
		237	>	OUT =	764	>	251	
				v	^			
				38	38			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2040

				2	2			
				v	^			
		14	<	IN =	24	<	16	
		5	>	OUT =	24	>	7	
				v	^			
				1	1			

FUTURE PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.25

PHF FOR TRUCKS: 0.25

				18	21			
				v	^			
		102	<	IN =	197	<	109	
		61	>	OUT =	197	>	65	
				v	^			
				10	10			

RAW GROWTH (PCEs): 2016 TO 2040

CONVERSION OF TRUCKS TO: 2040

FACTOR = 1.00

				-44	-18			
				v	^			
		23	<			<	11	
		28	>			>	33	
				v	^			
				-68	-25			

ADJUSTED GROWTH (PCEs): 2016 TO 2040

2 MINIMUM GROWTH %

				0	0			
				v	^			
		20	<	IN =	40	<	10	
		30	>	OUT =	50	>	30	
				v	^			
				0	0			

PRORATED GROWTH (PCEs): 2023 TO 2045

22 YEARS

				0	0			
				v	^			
		20	<			<	10	
		30	>			>	30	
				v	^			
				0	0			

NEW PROJECTED VOLUMES (PCEs): 2045

				120	110			
				v	^			
		130	<			<	160	
		530	>			>	380	
				v	^			
				310	110			

YEAR 2025 GROWTH: 2023 TO 2025

2 YEARS

				0	0			
				v	^			
		0	<			<	0	
		0	>			>	0	
				v	^			
				0	0			

INITIAL YEAR 2025 VOLUMES:

2025

				120	110			
				v	^			
		110	<	IN =	880	<	150	
		500	>	OUT =	880	>	350	
				v	^			
				310	110			

BALANCED YEAR 2025 VOLUMES:

2025

				120	110			
				v	^			
		110	<	IN =	880	<	150	
		500	>	OUT =	880	>	350	
				v	^			
				310	110			

Bellflower Street (NS) / Rancho Road (EW) - #1

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	**89**	SOUTH LEG		NORTH	LEFT	**19**	SOUTH LEG	
BOUND	THRU	**48**	IN ...	**160**	BOUND	THRU	**64**	IN ...	**110**
	RIGHT	**19**	OUT ...	**90**		RIGHT	**31**	OUT ...	**310**
SOUTH	LEFT	**16**	NORTH LEG		SOUTH	LEFT	**10**	NORTH LEG	
BOUND	THRU	**59**	IN ...	**130**	BOUND	THRU	**98**	IN ...	**120**
	RIGHT	**58**	OUT ...	**60**		RIGHT	**15**	OUT ...	**110**
EAST	LEFT	**7**	WEST LEG		EAST	LEFT	**19**	WEST LEG	
BOUND	THRU	**105**	IN ...	**140**	BOUND	THRU	**309**	IN ...	**500**
	RIGHT	**25**	OUT ...	**530**		RIGHT	**167**	OUT ...	**110**
WEST	LEFT	**10**	EAST LEG		WEST	LEFT	**40**	EAST LEG	
BOUND	THRU	**374**	IN ...	**390**	BOUND	THRU	**79**	IN ...	**150**
	RIGHT	**7**	OUT ...	**140**		RIGHT	**29**	OUT ...	**350**

YEAR 2025 TRAFFIC CONDITIONS (IN PCEs)										
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**89**	**95**	NORTH LEG	NORTH	LEFT	**19**	**19**	NORTH LEG	
BOUND	THRU	**48**	**48**	RATIO **6.6%**	BOUND	THRU	**64**	**65**	RATIO **7.9%**	
	RIGHT	**19**	**19**	ADT 3,000		RIGHT	**31**	**31**	ADT 3,000	
SOUTH	LEFT	**16**	**16**	SOUTH LEG	SOUTH	LEFT	**10**	**10**	SOUTH LEG	
BOUND	THRU	**59**	**60**	RATIO **4.9%**	BOUND	THRU	**98**	**99**	RATIO **8.1%**	
	RIGHT	**58**	**60**	ADT 5,300		RIGHT	**15**	**15**	ADT 5,300	
EAST	LEFT	**7**	**7**	EAST LEG	EAST	LEFT	**19**	**19**	EAST LEG	
BOUND	THRU	**105**	**107**	RATIO **8.5%**	BOUND	THRU	**309**	**312**	RATIO **8.0%**	
	RIGHT	**25**	**26**	ADT 6,300		RIGHT	**167**	**171**	ADT 6,300	
WEST	LEFT	**10**	**10**	WEST LEG	WEST	LEFT	**40**	**42**	WEST LEG	
BOUND	THRU	**374**	**377**	RATIO **8.7%**	BOUND	THRU	**79**	**80**	RATIO **8.0%**	
	RIGHT	**7**	**7**	ADT 7,700		RIGHT	**29**	**29**	ADT 7,700	

Bellflower Street (NS) / Rancho Road (EW) - #1

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**89**	SOUTH LEG		NORTH	LEFT	**19**	SOUTH LEG	
BOUND	THRU	**48**	IN ...	**160**	BOUND	THRU	**64**	IN ...	**110**
	RIGHT	**19**	OUT ...	**90**		RIGHT	**31**	OUT ...	**310**
SOUTH	LEFT	**16**	NORTH LEG		SOUTH	LEFT	**10**	NORTH LEG	
BOUND	THRU	**59**	IN ...	**130**	BOUND	THRU	**98**	IN ...	**120**
	RIGHT	**58**	OUT ...	**60**		RIGHT	**15**	OUT ...	**110**
EAST	LEFT	**7**	WEST LEG		EAST	LEFT	**19**	WEST LEG	
BOUND	THRU	**105**	IN ...	**170**	BOUND	THRU	**309**	IN ...	**520**
	RIGHT	**25**	OUT ...	**550**		RIGHT	**167**	OUT ...	**120**
WEST	LEFT	**10**	EAST LEG		WEST	LEFT	**40**	EAST LEG	
BOUND	THRU	**374**	IN ...	**410**	BOUND	THRU	**79**	IN ...	**160**
	RIGHT	**7**	OUT ...	**170**		RIGHT	**29**	OUT ...	**370**

YEAR 2035 TRAFFIC CONDITIONS (IN PCEs)										
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**89**	**95**	NORTH LEG	NORTH	LEFT	**19**	**20**	NORTH LEG	
BOUND	THRU	**48**	**51**	RATIO **6.9%**	BOUND	THRU	**64**	**68**	RATIO **8.3%**	
	RIGHT	**19**	**20**	ADT 3,000		RIGHT	**31**	**33**	ADT 3,000	
SOUTH	LEFT	**16**	**17**	SOUTH LEG	SOUTH	LEFT	**10**	**11**	SOUTH LEG	
BOUND	THRU	**59**	**62**	RATIO **5.0%**	BOUND	THRU	**98**	**103**	RATIO **8.4%**	
	RIGHT	**58**	**61**	ADT 5,300		RIGHT	**15**	**16**	ADT 5,300	
EAST	LEFT	**7**	**8**	EAST LEG	EAST	LEFT	**19**	**20**	EAST LEG	
BOUND	THRU	**105**	**134**	RATIO **9.3%**	BOUND	THRU	**309**	**329**	RATIO **8.5%**	
	RIGHT	**25**	**28**	ADT 6,300		RIGHT	**167**	**176**	ADT 6,300	
WEST	LEFT	**10**	**11**	WEST LEG	WEST	LEFT	**40**	**43**	WEST LEG	
BOUND	THRU	**374**	**395**	RATIO **9.4%**	BOUND	THRU	**79**	**86**	RATIO **8.4%**	
	RIGHT	**7**	**7**	ADT 7,700		RIGHT	**29**	**31**	ADT 7,700	

Bellflower Street (NS) / Rancho Road (EW) - #1

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2045 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2045 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2045 TOTAL
NORTH	LEFT	**89**	SOUTH LEG		NORTH	LEFT	**19**	SOUTH LEG	
BOUND	THRU	**48**	IN ...	**160**	BOUND	THRU	**64**	IN ...	**110**
	RIGHT	**19**	OUT ...	**90**		RIGHT	**31**	OUT ...	**310**
SOUTH	LEFT	**16**	NORTH LEG		SOUTH	LEFT	**10**	NORTH LEG	
BOUND	THRU	**59**	IN ...	**130**	BOUND	THRU	**98**	IN ...	**120**
	RIGHT	**58**	OUT ...	**60**		RIGHT	**15**	OUT ...	**110**
EAST	LEFT	**7**	WEST LEG		EAST	LEFT	**19**	WEST LEG	
BOUND	THRU	**105**	IN ...	**190**	BOUND	THRU	**309**	IN ...	**530**
	RIGHT	**25**	OUT ...	**540**		RIGHT	**167**	OUT ...	**130**
WEST	LEFT	**10**	EAST LEG		WEST	LEFT	**40**	EAST LEG	
BOUND	THRU	**374**	IN ...	**420**	BOUND	THRU	**79**	IN ...	**160**
	RIGHT	**7**	OUT ...	**170**		RIGHT	**29**	OUT ...	**380**

YEAR 2045 TRAFFIC CONDITIONS (IN PCEs)										
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2045 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2045 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**89**	**98**	NORTH LEG	NORTH	LEFT	**19**	**21**	NORTH LEG	
BOUND	THRU	**48**	**53**	RATIO **7.3%**	BOUND	THRU	**64**	**70**	RATIO **8.6%**	
	RIGHT	**19**	**21**	ADT 3,000		RIGHT	**31**	**34**	ADT 3,000	
SOUTH	LEFT	**16**	**18**	SOUTH LEG	SOUTH	LEFT	**10**	**11**	SOUTH LEG	
BOUND	THRU	**59**	**65**	RATIO **5.3%**	BOUND	THRU	**98**	**108**	RATIO **8.7%**	
	RIGHT	**58**	**64**	ADT 5,300		RIGHT	**15**	**17**	ADT 5,300	
EAST	LEFT	**7**	**10**	EAST LEG	EAST	LEFT	**19**	**21**	EAST LEG	
BOUND	THRU	**105**	**139**	RATIO **9.7%**	BOUND	THRU	**309**	**340**	RATIO **8.8%**	
	RIGHT	**25**	**32**	ADT 6,300		RIGHT	**167**	**184**	ADT 6,300	
WEST	LEFT	**10**	**11**	WEST LEG	WEST	LEFT	**40**	**44**	WEST LEG	
BOUND	THRU	**374**	**411**	RATIO **9.8%**	BOUND	THRU	**79**	**92**	RATIO **8.8%**	
	RIGHT	**7**	**8**	ADT 7,700		RIGHT	**29**	**32**	ADT 7,700	

US-395 (NS) / Chamberlain Way (EW) - #2

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2023

			16	109	2			
			<	v	>			
	12	^				^	4	
	26	>				<	29	
	100	v				v	21	
			<	^	>			
			78	190	16			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2023

				127	206			
				v	^			
	123	<	IN =	603		<	54	
	138	>	OUT =	603		>	44	
			v	^				
			230	284				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCEs):

			2	164	0			
			<	v	>			
	0	^				^	2	
	6	>				<	0	
	14	v				v	0	
			<	^	>			
			9	171	2			

PCE FACTORS BY AXLE:

2: 2.0 3: 2.5 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCEs):

2023

			18	273	2			
			<	v	>			
	12	^				^	6	
	32	>				<	29	
	114	v				v	21	
			<	^	>			
			87	361	18			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2016

				2239	1634			
				v	^			
	59	<	IN =	4040		<	54	
	177	>	OUT =	4042		>	33	
			v	^				
			2316	1570				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2016

				190	227			
				v	^			
	1	<	IN =	420		<	1	
	3	>	OUT =	419		>	1	
			v	^				
			190	226				

EXISTING PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.33

PHF FOR TRUCKS: 0.333

				809	620			
				v	^			
	20	<	IN =	1485		<	18	
	60	>	OUT =	1486		>	11	
			v	^				
			834	598				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2040

				4271	2088			
				v	^			
	35	<	IN =	6427		<	40	
	79	>	OUT =	6429		>	45	
			v	^				
			4261	2037				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2040

				108	169			
				v	^			
	0	<	IN =	278		<	1	
	1	>	OUT =	277		>	1	
			v	^				
			107	168				

FUTURE PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.33

PHF FOR TRUCKS: 0.333

				1458	752			
				v	^			
	12	<	IN =	2233		<	14	
	27	>	OUT =	2233		>	15	
			v	^				
			1455	734				

RAW GROWTH (PCEs): 2016 TO 2040

CONVERSION OF TRUCKS TO: 2040

FACTOR = 1.00

				649	132			
				v	^			
	-8	<				<	-5	
	-33	>				>	4	
			v	^				
			620	136				

ADJUSTED GROWTH (PCEs): 2016 TO 2040

2 MINIMUM GROWTH %

				650	130			
				v	^			
	0	<	IN =	790		<	0	
	0	>	OUT =	750		>	0	
			v	^				
			620	140				

PRORATED GROWTH (PCEs): 2023 TO 2045

22 YEARS

				600	120			
				v	^			
	0	<				<	0	
	0	>				>	0	
			v	^				
			570	130				

NEW PROJECTED VOLUMES (PCEs): 2045

				890	500			
				v	^			
	130	<				<	60	
	160	>				>	50	
			v	^				
			980	600				

YEAR 2025 GROWTH: 2023 TO 2025

2 YEARS

				50	10			
				v	^			
	0	<				<	0	
	0	>				>	0	
			v	^				
			50	10				

INITIAL YEAR 2025 VOLUMES:

2025

				340	390			
				v	^			
	130	<	IN =	1040		<	60	
	160	>	OUT =	1030		>	50	
			v	^				
			460	480				

BALANCED YEAR 2025 VOLUMES:

2025

				340	390			
				v	^			
	130	<	IN =	1040		<	60	
	160	>	OUT =	1030		>	50	
			v	^				
			460	480				

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2023

			10	406	1			
			<	v	>			
	15	^				^	2	
	28	>				<	38	
	143	v				v	18	
			<	^	>			
			153	152	25			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2023

				417	169			
				v	^			
	201	<	IN =	991		<	58	
	186	>	OUT =	991		>	54	
			v	^				
			567	330				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCEs):

			0	254	0			
			<	v	>			
	6	^				^	2	
	2	>				<	0	
	4	v				v	0	
			<	^	>			
			14	98	0			

PCE FACTORS BY AXLE:

2: 2.0 3: 3 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCEs):

2023

			10	660	1			
			<	v	>			
	21	^				^	4	
	30	>				<	38	
	147	v				v	18	
			<	^	>			
			167	250	25			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2016

				3505	3311			
				v	^			
	435	<	IN =	7155		<	63	
	75	>	OUT =	7154		>	77	
			v	^				
			3331	3512				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2016

				275	236			
				v	^			
	4	<	IN =	515		<	1	
	1	>	OUT =	515		>	1	
			v	^				
			274	238				

EXISTING PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.25

PHF FOR TRUCKS: 0.25

				945	887			
				v	^			
	110	<	IN =	1918		<	16	
	19	>	OUT =	1917		>	20	
			v	^				
			901	938				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2040

				3532	5684			
				v	^			
	106	<	IN =	9302		<	73	
	55	>	OUT =	9302		>	61	
			v	^				
			3451	5642				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2040

				239	78			
				v	^			
	1	<	IN =	317		<	1	
	0	>	OUT =	318		>	1	
			v	^				
			238	77				

FUTURE PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.25

PHF FOR TRUCKS: 0.25

				943	1441			
				v	^			
	27	<	IN =	2405		<	19	
	14	>	OUT =	2405		>	16	
			v	^				
			922	1430				

RAW GROWTH (PCEs): 2016 TO 2040

CONVERSION OF TRUCKS TO: 2040

FACTOR = 1.00

				-2	554			
				v	^			
	-83	<				<	3	
	-5	>				>	-4	
			v	^				
			21	492				

ADJUSTED GROWTH (PCEs): 2016 TO 2040

2 MINIMUM GROWTH %

				10	550			
				v	^			
	0	<	IN =	500		<	0	
	0	>	OUT =	570		>	0	
			v	^				
			20	490				

PRORATED GROWTH (PCEs): 2023 TO 2045

22 YEARS

				10	500			
				v	^			
	0	<				<	0	
	0	>				>	0	
			v	^				
			20	450				

NEW PROJECTED VOLUMES (PCEs): 2045

				680	780			
				v	^			
	220	<				<	60	
	200	>				>	60	
			v	^				
			850	890				

YEAR 2025 GROWTH: 2023 TO 2025

2 YEARS

				0	50			
				v	^			
	0	<				<	0	
	0	>				>	0	
			v	^				
			0	40				

INITIAL YEAR 2025 VOLUMES:

2025

				670	330			
				v	^			
	220	<	IN =	1410		<	60	
	200	>	OUT =	1440		>	60	
			v	^				
			830	480				

BALANCED YEAR 2025 VOLUMES:

2025

				680	330			
				v	^			
	220	<	IN =	1430		<	60	
	200	>	OUT =	1440		>	60	
			v	^				
			830	490				

US-395 (NS) / Chamberlain Way (EW) - #2

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	**87**	SOUTH LEG		NORTH	LEFT	**167**	SOUTH LEG	
BOUND	THRU	**361**	IN ...	**480**	BOUND	THRU	**250**	IN ...	**490**
	RIGHT	**18**	OUT ...	**460**		RIGHT	**25**	OUT ...	**830**
SOUTH	LEFT	**2**	NORTH LEG		SOUTH	LEFT	**1**	NORTH LEG	
BOUND	THRU	**273**	IN ...	**340**	BOUND	THRU	**660**	IN ...	**680**
	RIGHT	**18**	OUT ...	**390**		RIGHT	**10**	OUT ...	**330**
EAST	LEFT	**12**	WEST LEG		EAST	LEFT	**21**	WEST LEG	
BOUND	THRU	**32**	IN ...	**160**	BOUND	THRU	**30**	IN ...	**200**
	RIGHT	**114**	OUT ...	**130**		RIGHT	**147**	OUT ...	**220**
WEST	LEFT	**21**	EAST LEG		WEST	LEFT	**18**	EAST LEG	
BOUND	THRU	**29**	IN ...	**60**	BOUND	THRU	**38**	IN ...	**60**
	RIGHT	**6**	OUT ...	**50**		RIGHT	**4**	OUT ...	**60**

YEAR 2025 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**87**	**88**	NORTH LEG	NORTH	LEFT	**167**	**171**	NORTH LEG
BOUND	THRU	**361**	**372**	RATIO **3.5%**	BOUND	THRU	**250**	**300**	RATIO **4.9%**
	RIGHT	**18**	**18**	ADT 20,700		RIGHT	**25**	**27**	ADT 20,700
SOUTH	LEFT	**2**	**2**	SOUTH LEG	SOUTH	LEFT	**1**	**1**	SOUTH LEG
BOUND	THRU	**273**	**318**	RATIO **3.9%**	BOUND	THRU	**660**	**670**	RATIO **5.5%**
	RIGHT	**18**	**18**	ADT 24,200		RIGHT	**10**	**11**	ADT 24,200
EAST	LEFT	**12**	**12**	EAST LEG	EAST	LEFT	**21**	**25**	EAST LEG
BOUND	THRU	**32**	**32**	RATIO **7.9%**	BOUND	THRU	**30**	**32**	RATIO **8.7%**
	RIGHT	**114**	**118**	ADT 1,400		RIGHT	**147**	**148**	ADT 1,400
WEST	LEFT	**21**	**24**	WEST LEG	WEST	LEFT	**18**	**18**	WEST LEG
BOUND	THRU	**29**	**29**	RATIO **5.7%**	BOUND	THRU	**38**	**39**	RATIO **8.2%**
	RIGHT	**6**	**6**	ADT 5,200		RIGHT	**4**	**5**	ADT 5,200

US-395 (NS) / Chamberlain Way (EW) - #2

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**87**	SOUTH LEG		NORTH	LEFT	**167**	SOUTH LEG	
BOUND	THRU	**361**	IN ...	**540**	BOUND	THRU	**250**	IN ...	**710**
	RIGHT	**18**	OUT ...	**740**		RIGHT	**25**	OUT ...	**840**
SOUTH	LEFT	**2**	NORTH LEG		SOUTH	LEFT	**1**	NORTH LEG	
BOUND	THRU	**273**	IN ...	**620**	BOUND	THRU	**660**	IN ...	**700**
	RIGHT	**18**	OUT ...	**460**		RIGHT	**10**	OUT ...	**560**
EAST	LEFT	**12**	WEST LEG		EAST	LEFT	**21**	WEST LEG	
BOUND	THRU	**32**	IN ...	**160**	BOUND	THRU	**30**	IN ...	**210**
	RIGHT	**114**	OUT ...	**130**		RIGHT	**147**	OUT ...	**220**
WEST	LEFT	**21**	EAST LEG		WEST	LEFT	**18**	EAST LEG	
BOUND	THRU	**29**	IN ...	**60**	BOUND	THRU	**38**	IN ...	**60**
	RIGHT	**6**	OUT ...	**50**		RIGHT	**4**	OUT ...	**60**

YEAR 2035 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**87**	**92**	NORTH LEG	NORTH	LEFT	**167**	**176**	NORTH LEG
BOUND	THRU	**361**	**441**	RATIO **5.2%**	BOUND	THRU	**250**	**516**	RATIO **6.1%**
	RIGHT	**18**	**19**	ADT 20,700		RIGHT	**25**	**29**	ADT 20,700
SOUTH	LEFT	**2**	**4**	SOUTH LEG	SOUTH	LEFT	**1**	**1**	SOUTH LEG
BOUND	THRU	**273**	**592**	RATIO **5.3%**	BOUND	THRU	**660**	**696**	RATIO **6.6%**
	RIGHT	**18**	**27**	ADT 24,200		RIGHT	**10**	**11**	ADT 24,200
EAST	LEFT	**12**	**13**	EAST LEG	EAST	LEFT	**21**	**37**	EAST LEG
BOUND	THRU	**32**	**34**	RATIO **8.7%**	BOUND	THRU	**30**	**32**	RATIO **9.1%**
	RIGHT	**114**	**121**	ADT 1,400		RIGHT	**147**	**155**	ADT 1,400
WEST	LEFT	**21**	**27**	WEST LEG	WEST	LEFT	**18**	**19**	WEST LEG
BOUND	THRU	**29**	**31**	RATIO **6.1%**	BOUND	THRU	**38**	**40**	RATIO **8.7%**
	RIGHT	**6**	**7**	ADT 5,200		RIGHT	**4**	**7**	ADT 5,200

US-395 (NS) / Chamberlain Way (EW) - #2

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2045 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2045 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2045 TOTAL
NORTH	LEFT	**87**	SOUTH LEG		NORTH	LEFT	**167**	SOUTH LEG	
BOUND	THRU	**361**	IN ...	**600**	BOUND	THRU	**250**	IN ...	**890**
	RIGHT	**18**	OUT ...	**980**		RIGHT	**25**	OUT ...	**850**
SOUTH	LEFT	**2**	NORTH LEG		SOUTH	LEFT	**1**	NORTH LEG	
BOUND	THRU	**273**	IN ...	**890**	BOUND	THRU	**660**	IN ...	**680**
	RIGHT	**18**	OUT ...	**500**		RIGHT	**10**	OUT ...	**780**
EAST	LEFT	**12**	WEST LEG		EAST	LEFT	**21**	WEST LEG	
BOUND	THRU	**32**	IN ...	**160**	BOUND	THRU	**30**	IN ...	**200**
	RIGHT	**114**	OUT ...	**130**		RIGHT	**147**	OUT ...	**220**
WEST	LEFT	**21**	EAST LEG		WEST	LEFT	**18**	EAST LEG	
BOUND	THRU	**29**	IN ...	**60**	BOUND	THRU	**38**	IN ...	**60**
	RIGHT	**6**	OUT ...	**50**		RIGHT	**4**	OUT ...	**60**

YEAR 2045 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2045 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2045 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**87**	**96**	NORTH LEG	NORTH	LEFT	**167**	**184**	NORTH LEG
BOUND	THRU	**361**	**482**	RATIO **6.6%**	BOUND	THRU	**250**	**731**	RATIO **7.3%**
	RIGHT	**18**	**20**	ADT 20,700		RIGHT	**25**	**33**	ADT 20,700
SOUTH	LEFT	**2**	**5**	SOUTH LEG	SOUTH	LEFT	**1**	**1**	SOUTH LEG
BOUND	THRU	**273**	**832**	RATIO **6.5%**	BOUND	THRU	**660**	**726**	RATIO **7.7%**
	RIGHT	**18**	**32**	ADT 24,200		RIGHT	**10**	**11**	ADT 24,200
EAST	LEFT	**12**	**13**	EAST LEG	EAST	LEFT	**21**	**40**	EAST LEG
BOUND	THRU	**32**	**35**	RATIO **9.1%**	BOUND	THRU	**30**	**33**	RATIO **9.9%**
	RIGHT	**114**	**125**	ADT 1,400		RIGHT	**147**	**162**	ADT 1,400
WEST	LEFT	**21**	**28**	WEST LEG	WEST	LEFT	**18**	**21**	WEST LEG
BOUND	THRU	**29**	**32**	RATIO **6.4%**	BOUND	THRU	**38**	**42**	RATIO **9.1%**
	RIGHT	**6**	**7**	ADT 5,200		RIGHT	**4**	**9**	ADT 5,200

US-395 (NS) / Bartlett Avenue (EW) - #3

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2023

			6	181	3			
			<	v	>			
		4	^			^	3	
		29	>			<	24	
		72	v			v	19	
			<	^	>			
			81	210	14			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2023

				190	217			
				v	^			
		111	<	IN =	646	<	46	
		105	>	OUT =	646	>	46	
				v	^			
				272	305			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCEs):

			5	155	6			
			<	v	>			
		0	^			^	2	
		2	>			<	2	
		4	v			v	0	

PCE FACTORS BY AXLE:

					<	^	>	
2:	2.0	3:	2.5	4+:	3.0	0	252	10

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCEs):

2023

			11	336	9			
			<	v	>			
		4	^			^	5	
		31	>			<	26	
		76	v			v	19	
			<	^	>			
			81	462	24			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2016

				2540	1634			
				v	^			
		153	<	IN =	4566	<	242	
		238	>	OUT =	4566	>	945	
				v	^			
				1834	1546			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2016

				192	227			
				v	^			
		2	<	IN =	423	<	8	
		2	>	OUT =	423	>	51	
				v	^			
				143	221			

EXISTING PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.33
PHF FOR TRUCKS: 0.333

				910	620			
				v	^			
		52	<	IN =	1661	<	83	
		80	>	OUT =	1661	>	332	
				v	^			
				658	588			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2040

				4632	2101			
				v	^			
		167	<	IN =	8031	<	581	
		570	>	OUT =	8032	>	1536	
				v	^			
				4228	2248			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2040

				109	170			
				v	^			
		3	<	IN =	295	<	35	
		3	>	OUT =	296	>	76	
				v	^			
				47	148			

FUTURE PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.33
PHF FOR TRUCKS: 0.333

				1579	756			
				v	^			
		57	<	IN =	2773	<	205	
		191	>	OUT =	2773	>	537	
				v	^			
				1424	798			

RAW GROWTH (PCEs): 2016 TO 2040
CONVERSION OF TRUCKS TO: 2040
FACTOR = 1.00

				669	137			
				v	^			
		5	<			<	122	
		111	>			>	205	
				v	^			
				765	209			

ADJUSTED GROWTH (PCEs): 2016 TO 2040
2 MINIMUM GROWTH %

				670	140			
				v	^			
		0	<	IN =	1110	<	120	
		110	>	OUT =	1120	>	210	
				v	^			
				770	210			

PRORATED GROWTH (PCEs): 2023 TO 2045
22 YEARS

				610	130			
				v	^			
		0	<			<	110	
		100	>			>	190	
				v	^			
				710	190			

NEW PROJECTED VOLUMES (PCEs): 2045

				970	600			
				v	^			
		120	<			<	160	
		210	>			>	250	
				v	^			
				1140	760			

YEAR 2025 GROWTH: 2023 TO 2025
2 YEARS

				60	10			
				v	^			
		0	<			<	10	
		10	>			>	20	
				v	^			
				60	20			

INITIAL YEAR 2025 VOLUMES:

2025

				420	480			
				v	^			
		120	<	IN =	1190	<	60	
		120	>	OUT =	1170	>	80	
				v	^			
				490	590			

BALANCED YEAR 2025 VOLUMES:

2025

				420	490			
				v	^			
		120	<	IN =	1190	<	60	
		120	>	OUT =	1190	>	80	
				v	^			
				500	590			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2023

			23	407	9			
			<	v	>			
		15	^			^	17	
		55	>			<	49	
		120	v			v	28	
			<	^	>			
			109	305	35			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2023

				439	337			
				v	^			
		181	<	IN =	1172	<	94	
		190	>	OUT =	1172	>	99	
				v	^			
				555	449			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCEs):

			0	251	0			
			<	v	>			
		0	^			^	0	
		2	>			<	4	
		6	v			v	10	

PCE FACTORS BY AXLE:

					<	^	>	
2:	2.0	3:	3	4+:	3.0	4	126	3

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCEs):

2023

			23	658	9			
			<	v	>			
		15	^			^	17	
		57	>			<	53	
		126	v			v	38	
			<	^	>			
			113	431	38			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2016

				3479	3775			
				v	^			
		317	<	IN =	7814	<	1637	
		244	>	OUT =	7816	>	1267	
				v	^			
				2457	2454			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2016

				275	240			
				v	^			
		2	<	IN =	518	<	100	
		2	>	OUT =	519	>	58	
				v	^			
				219	141			

EXISTING PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.25
PHF FOR TRUCKS: 0.25

				939	1004			
				v	^			
		80	<	IN =	2083	<	434	
		62	>	OUT =	2084	>	331	
				v	^			
				669	649			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2040

				3617	6100			
				v	^			
		797	<	IN =	11473	<	1789	
		370	>	OUT =	11472	>	1045	
				v	^			
				3530	5697			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2040

				239	80			
				v	^			
		50	<	IN =	382	<	99	
		3	>	OUT =	383	>	71	
				v	^			
				182	41			

FUTURE PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.25
PHF FOR TRUCKS: 0.25

				964	1545			
				v	^			
		212	<	IN =	2964	<	472	
		93	>	OUT =	2964	>	279	
				v	^			
				928	1435			

RAW GROWTH (PCEs): 2016 TO 2040
CONVERSION OF TRUCKS TO: 2040
FACTOR = 1.00

				26	541			
				v	^			
		132	<			<	38	
		32	>			>	-52	
				v	^			
				259	786			

ADJUSTED GROWTH (PCEs): 2016 TO 2040
2 MINIMUM GROWTH %

				30	540			
				v	^			
		130	<	IN =	890	<	40	
		30	>	OUT =	930	>	0	
				v	^			
				260	790			

PRORATED GROWTH (PCEs): 2023 TO 2045
22 YEARS

				30	500			
				v	^			
		120	<			<	40	
		30	>			>	0	
				v	^			
				240	720			

NEW PROJECTED VOLUMES (PCEs): 2045

				720	960			
				v	^			
		310	<			<	150	
		230	>			>	100	
				v	^			
				1060	1300			

YEAR 2025 GROWTH: 2023 TO 2025
2 YEARS

				0	50			
				v	^			
		10	<			<	0	
		0	>			>	0	
				v	^			
				20	70			

INITIAL YEAR 2025 VOLUMES:

2025

				690	510			
				v	^			
		200	<	IN =	1650	<	110	
		200	>	OUT =	1650	>	100	
				v	^			
				840	650			

BALANCED YEAR 2025 VOLUMES:

2025

				690	510			
				v	^			
		200	<	IN =	1650	<	110	
		200	>	OUT =	1650	>	100	
				v	^			
				840	650			

US-395 (NS) / Bartlett Avenue (EW) - #3

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	**81**	SOUTH LEG		NORTH	LEFT	**113**	SOUTH LEG	
BOUND	THRU	**462**	IN ...	**590**	BOUND	THRU	**431**	IN ...	**650**
	RIGHT	**24**	OUT ...	**500**		RIGHT	**38**	OUT ...	**840**
SOUTH	LEFT	**9**	NORTH LEG		SOUTH	LEFT	**9**	NORTH LEG	
BOUND	THRU	**336**	IN ...	**420**	BOUND	THRU	**658**	IN ...	**690**
	RIGHT	**11**	OUT ...	**490**		RIGHT	**23**	OUT ...	**510**
EAST	LEFT	**4**	WEST LEG		EAST	LEFT	**15**	WEST LEG	
BOUND	THRU	**31**	IN ...	**120**	BOUND	THRU	**57**	IN ...	**200**
	RIGHT	**76**	OUT ...	**120**		RIGHT	**126**	OUT ...	**200**
WEST	LEFT	**19**	EAST LEG		WEST	LEFT	**38**	EAST LEG	
BOUND	THRU	**26**	IN ...	**60**	BOUND	THRU	**53**	IN ...	**110**
	RIGHT	**5**	OUT ...	**80**		RIGHT	**17**	OUT ...	**100**

YEAR 2025 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**81**	**82**	NORTH LEG	NORTH	LEFT	**113**	**127**	NORTH LEG
BOUND	THRU	**462**	**480**	RATIO **3.7%**	BOUND	THRU	**431**	**479**	RATIO **4.9%**
	RIGHT	**24**	**30**	ADT 24,400		RIGHT	**38**	**41**	ADT 24,400
SOUTH	LEFT	**9**	**12**	SOUTH LEG	SOUTH	LEFT	**9**	**9**	SOUTH LEG
BOUND	THRU	**336**	**397**	RATIO **3.9%**	BOUND	THRU	**658**	**664**	RATIO **5.4%**
	RIGHT	**11**	**12**	ADT 27,700		RIGHT	**23**	**23**	ADT 27,700
EAST	LEFT	**4**	**4**	EAST LEG	EAST	LEFT	**15**	**15**	EAST LEG
BOUND	THRU	**31**	**37**	RATIO **5.3%**	BOUND	THRU	**57**	**58**	RATIO **8.5%**
	RIGHT	**76**	**79**	ADT 2,600		RIGHT	**126**	**135**	ADT 2,600
WEST	LEFT	**19**	**24**	WEST LEG	WEST	LEFT	**38**	**42**	WEST LEG
BOUND	THRU	**26**	**30**	RATIO **2.4%**	BOUND	THRU	**53**	**53**	RATIO **4.1%**
	RIGHT	**5**	**6**	ADT 10,000		RIGHT	**17**	**17**	ADT 10,000

US-395 (NS) / Bartlett Avenue (EW) - #3

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**81**	SOUTH LEG		NORTH	LEFT	**113**	SOUTH LEG	
BOUND	THRU	**462**	IN ...	**680**	BOUND	THRU	**431**	IN ...	**980**
	RIGHT	**24**	OUT ...	**820**		RIGHT	**38**	OUT ...	**950**
SOUTH	LEFT	**9**	NORTH LEG		SOUTH	LEFT	**9**	NORTH LEG	
BOUND	THRU	**336**	IN ...	**700**	BOUND	THRU	**658**	IN ...	**710**
	RIGHT	**11**	OUT ...	**540**		RIGHT	**23**	OUT ...	**730**
EAST	LEFT	**4**	WEST LEG		EAST	LEFT	**15**	WEST LEG	
BOUND	THRU	**31**	IN ...	**170**	BOUND	THRU	**57**	IN ...	**220**
	RIGHT	**76**	OUT ...	**120**		RIGHT	**126**	OUT ...	**260**
WEST	LEFT	**19**	EAST LEG		WEST	LEFT	**38**	EAST LEG	
BOUND	THRU	**26**	IN ...	**110**	BOUND	THRU	**53**	IN ...	**130**
	RIGHT	**5**	OUT ...	**170**		RIGHT	**17**	OUT ...	**100**

YEAR 2035 TRAFFIC CONDITIONS (IN PCEs)										
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**81**	**85**	NORTH LEG	NORTH	LEFT	**113**	**196**	NORTH LEG	
BOUND	THRU	**462**	**526**	RATIO **5.1%**	BOUND	THRU	**431**	**704**	RATIO **6.1%**	
	RIGHT	**24**	**70**	ADT 24,400		RIGHT	**38**	**57**	ADT 24,400	
SOUTH	LEFT	**9**	**31**	SOUTH LEG	SOUTH	LEFT	**9**	**9**	SOUTH LEG	
BOUND	THRU	**336**	**663**	RATIO **5.4%**	BOUND	THRU	**658**	**710**	RATIO **6.9%**	
	RIGHT	**11**	**12**	ADT 27,700		RIGHT	**23**	**24**	ADT 27,700	
EAST	LEFT	**4**	**4**	EAST LEG	EAST	LEFT	**15**	**16**	EAST LEG	
BOUND	THRU	**31**	**69**	RATIO **10.7%**	BOUND	THRU	**57**	**60**	RATIO **10.2%**	
	RIGHT	**76**	**98**	ADT 2,600		RIGHT	**126**	**175**	ADT 2,600	
WEST	LEFT	**19**	**59**	WEST LEG	WEST	LEFT	**38**	**65**	WEST LEG	
BOUND	THRU	**26**	**40**	RATIO **3.1%**	BOUND	THRU	**53**	**56**	RATIO **5.3%**	
	RIGHT	**5**	**10**	ADT 10,000		RIGHT	**17**	**18**	ADT 10,000	

US-395 (NS) / Bartlett Avenue (EW) - #3

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2045 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2045 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2045 TOTAL
NORTH	LEFT	**81**	SOUTH LEG		NORTH	LEFT	**113**	SOUTH LEG	
BOUND	THRU	**462**	IN ...	**760**	BOUND	THRU	**431**	IN ...	**1,300**
	RIGHT	**24**	OUT ...	**1,140**		RIGHT	**38**	OUT ...	**1,060**
SOUTH	LEFT	**9**	NORTH LEG		SOUTH	LEFT	**9**	NORTH LEG	
BOUND	THRU	**336**	IN ...	**970**	BOUND	THRU	**658**	IN ...	**720**
	RIGHT	**11**	OUT ...	**600**		RIGHT	**23**	OUT ...	**960**
EAST	LEFT	**4**	WEST LEG		EAST	LEFT	**15**	WEST LEG	
BOUND	THRU	**31**	IN ...	**210**	BOUND	THRU	**57**	IN ...	**230**
	RIGHT	**76**	OUT ...	**120**		RIGHT	**126**	OUT ...	**310**
WEST	LEFT	**19**	EAST LEG		WEST	LEFT	**38**	EAST LEG	
BOUND	THRU	**26**	IN ...	**160**	BOUND	THRU	**53**	IN ...	**150**
	RIGHT	**5**	OUT ...	**250**		RIGHT	**17**	OUT ...	**100**

YEAR 2045 TRAFFIC CONDITIONS (IN PCEs)										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2045 FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2045 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**81**	**89**	NORTH LEG		NORTH	LEFT	**113**	**255**	NORTH LEG	
BOUND	THRU	**462**	**581**	RATIO	**6.5%**	BOUND	THRU	**431**	**938**	RATIO	**7.2%**
	RIGHT	**24**	**105**	ADT	24,400		RIGHT	**38**	**70**	ADT	24,400
SOUTH	LEFT	**9**	**51**	SOUTH LEG		SOUTH	LEFT	**9**	**10**	SOUTH LEG	
BOUND	THRU	**336**	**927**	RATIO	**6.9%**	BOUND	THRU	**658**	**757**	RATIO	**8.4%**
	RIGHT	**11**	**12**	ADT	27,700		RIGHT	**23**	**25**	ADT	27,700
EAST	LEFT	**4**	**4**	EAST LEG		EAST	LEFT	**15**	**17**	EAST LEG	
BOUND	THRU	**31**	**95**	RATIO	**15.9%**	BOUND	THRU	**57**	**63**	RATIO	**12.1%**
	RIGHT	**76**	**114**	ADT	2,600		RIGHT	**126**	**208**	ADT	2,600
WEST	LEFT	**19**	**99**	WEST LEG		WEST	LEFT	**38**	**95**	WEST LEG	
BOUND	THRU	**26**	**48**	RATIO	**3.6%**	BOUND	THRU	**53**	**58**	RATIO	**6.3%**
	RIGHT	**5**	**15**	ADT	10,000		RIGHT	**17**	**19**	ADT	10,000

US-395 (NS) / Air Base Road (EW) - #4

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2023

			14	131	120			
			<	v	>			
		7	^			^	111	
		184	>			<	144	
		41	v			v	46	
			<	^	>			
			27	193	68			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2023

				265	311			
				v	^			
		185	<	IN =	1086	<	301	
		232	>	OUT =	1086	>	372	
				v	^			
				218	288			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCEs):

			2	117	36			
			<	v	>			
		0	^			^	97	
		20	>			<	33	
		4	v			v	38	

PCE FACTORS BY AXLE:

			<	^	>			
2:	2.0	3:	2.5	4+:	3.0	0	138	22

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCEs):

2023

			16	248	156			
			<	v	>			
		7	^			^	208	
		204	>			<	177	
		45	v			v	84	
			<	^	>			
			27	331	90			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2016

				1834	1546			
				v	^			
		537	<	IN =	4550	<	864	
		506	>	OUT =	4549	>	1404	
				v	^			
				1062	1346			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2016

				143	221			
				v	^			
		16	<	IN =	397	<	81	
		16	>	OUT =	397	>	79	
				v	^			
				81	157			

EXISTING PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.33

PHF FOR TRUCKS: 0.333

				658	588			
				v	^			
		184	<	IN =	1647	<	315	
		174	>	OUT =	1647	>	494	
				v	^			
				381	500			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2040

				4228	2248			
				v	^			
		470	<	IN =	10604	<	2216	
		1120	>	OUT =	10604	>	2772	
				v	^			
				5114	3040			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2040

				47	148			
				v	^			
		23	<	IN =	445	<	167	
		18	>	OUT =	443	>	162	
				v	^			
				110	213			

FUTURE PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.33

PHF FOR TRUCKS: 0.333

				1424	798			
				v	^			
		164	<	IN =	3679	<	794	
		379	>	OUT =	3679	>	977	
				v	^			
				1740	1083			

RAW GROWTH (PCEs): 2016 TO 2040

CONVERSION OF TRUCKS TO: 2040

FACTOR = 1.00

				765	209			
				v	^			
		-20	<			<	479	
		205	>			>	483	
				v	^			
				1359	583			

ADJUSTED GROWTH (PCEs): 2016 TO 2040

2 MINIMUM GROWTH %

				770	210			
				v	^			
		0	<	IN =	2040	<	480	
		210	>	OUT =	2050	>	480	
				v	^			
				1360	580			

PRORATED GROWTH (PCEs): 2023 TO 2045

22 YEARS

				710	190			
				v	^			
		0	<			<	440	
		190	>			>	440	
				v	^			
				1250	530			

NEW PROJECTED VOLUMES (PCEs): 2045

				1130	740			
				v	^			
		220	<			<	910	
		450	>			>	890	
				v	^			
				1630	980			

YEAR 2025 GROWTH: 2023 TO 2025

2 YEARS

				60	20			
				v	^			
		0	<			<	40	
		20	>			>	40	
				v	^			
				110	50			

INITIAL YEAR 2025 VOLUMES:

2025

				480	570			
				v	^			
		220	<	IN =	1770	<	510	
		280	>	OUT =	1770	>	490	
				v	^			
				490	500			

BALANCED YEAR 2025 VOLUMES:

2025

				480	570			
				v	^			
		220	<	IN =	1770	<	510	
		280	>	OUT =	1770	>	490	
				v	^			
				490	500			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2023

			20	320	204			
			<	v	>			
		9	^			^	219	
		202	>			<	169	
		55	v			v	150	
			<	^	>			
			52	217	79			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2023

				544	445			
				v	^			
		241	<	IN =	1696	<	538	
		266	>	OUT =	1696	>	485	
				v	^			
				525	348			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCEs):

			0	177	76			
			<	v	>			
		0	^			^	39	
		3	>			<	4	
		3	v			v	35	

PCE FACTORS BY AXLE:

			<	^	>			
2:	2.0	3:	3	4+:	3.0	0	88	16

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCEs):

2023

			20	497	280			
			<	v	>			
		9	^			^	258	
		205	>			<	173	
		58	v			v	185	
			<	^	>			
			52	305	95			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2016

				2424	2454			
				v	^			
		718	<	IN =	6553	<	1877	
		824	>	OUT =	6553	>	1381	
				v	^			
				2000	1428			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2016

				219	141			
				v	^			
		18	<	IN =	398	<	127	
		18	>	OUT =	397	>	90	
				v	^			
				148	34			

EXISTING PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.25

PHF FOR TRUCKS: 0.25

				661	649			
				v	^			
		184	<	IN =	1738	<	501	
		211	>	OUT =	1738	>	368	
				v	^			
				537	366			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2040

				3530	5697			
				v	^			
		1209	<	IN =	12018	<	3866	
		906	>	OUT =	12018	>	1519	
				v	^			
				3593	3716			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2040

				182	41			
				v	^			
		17	<	IN =	532	<	140	
		18	>	OUT =	532	>	205	
				v	^			
				269	192			

FUTURE PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.25

PHF FOR TRUCKS: 0.25

				928	1435			
				v	^			
		307	<	IN =	3138	<	1002	
		231	>	OUT =	3138	>	431	
				v	^			
				966	977			

RAW GROWTH (PCEs): 2016 TO 2040

CONVERSION OF TRUCKS TO: 2040

FACTOR = 1.00

				267	786			
				v	^			
		123	<			<	501	
		21	>			>	63	
				v	^			
				429	612			

ADJUSTED GROWTH (PCEs): 2016 TO 2040

2 MINIMUM GROWTH %

				270	790			
				v	^			
		120	<	IN =	1400	<	500	
		20	>	OUT =	1400	>	60	
				v	^			
				430	610			

PRORATED GROWTH (PCEs): 2023 TO 2045

22 YEARS

				250	720			
				v	^			
		110	<			<	460	
		20	>			>	60	
				v	^			
				390	560			

NEW PROJECTED VOLUMES (PCEs): 2045

				1050	1290			
				v	^			
		360	<			<	1080	
		290	>			>	640	
				v	^			
				1130	1010			

YEAR 2025 GROWTH: 2023 TO 2025

2 YEARS

				20	70			
				v	^			
		10	<			<	40	
		0	>			>	10	
				v	^			
				40	50			

INITIAL YEAR 2025 VOLUMES:

2025

				820	640			
				v	^			
		260	<	IN =	2250	<	660	
		270	>	OUT =	2270	>	590	
				v	^			
				780	500			

BALANCED YEAR 2025 VOLUMES:

2025

				830	640			
				v	^			
		260	<	IN =	2270	<	670	
		270	>	OUT =	2270	>	590	
				v	^			
				780	500			

US-395 (NS) / Air Base Road (EW) - #4

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	**27**	SOUTH LEG		NORTH	LEFT	**52**	SOUTH LEG	
BOUND	THRU	**331**	IN ...	**500**	BOUND	THRU	**305**	IN ...	**500**
	RIGHT	**90**	OUT ...	**490**		RIGHT	**95**	OUT ...	**780**
SOUTH	LEFT	**156**	NORTH LEG		SOUTH	LEFT	**280**	NORTH LEG	
BOUND	THRU	**248**	IN ...	**480**	BOUND	THRU	**497**	IN ...	**830**
	RIGHT	**16**	OUT ...	**570**		RIGHT	**20**	OUT ...	**640**
EAST	LEFT	**7**	WEST LEG		EAST	LEFT	**9**	WEST LEG	
BOUND	THRU	**204**	IN ...	**280**	BOUND	THRU	**205**	IN ...	**270**
	RIGHT	**45**	OUT ...	**220**		RIGHT	**58**	OUT ...	**260**
WEST	LEFT	**84**	EAST LEG		WEST	LEFT	**185**	EAST LEG	
BOUND	THRU	**177**	IN ...	**510**	BOUND	THRU	**173**	IN ...	**670**
	RIGHT	**208**	OUT ...	**490**		RIGHT	**258**	OUT ...	**590**

YEAR 2025 TRAFFIC CONDITIONS (IN PCEs)										
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**27**	**29**	NORTH LEG	NORTH	LEFT	**52**	**56**	NORTH LEG	
BOUND	THRU	**331**	**355**	RATIO **3.9%**	BOUND	THRU	**305**	**343**	RATIO **5.4%**	
	RIGHT	**90**	**115**	ADT 27,300		RIGHT	**95**	**101**	ADT 27,300	
SOUTH	LEFT	**156**	**159**	SOUTH LEG	SOUTH	LEFT	**280**	**287**	SOUTH LEG	
BOUND	THRU	**248**	**308**	RATIO **2.8%**	BOUND	THRU	**497**	**522**	RATIO **3.7%**	
	RIGHT	**16**	**16**	ADT 34,800		RIGHT	**20**	**21**	ADT 34,800	
EAST	LEFT	**7**	**7**	EAST LEG	EAST	LEFT	**9**	**9**	EAST LEG	
BOUND	THRU	**204**	**216**	RATIO **4.7%**	BOUND	THRU	**205**	**207**	RATIO **5.9%**	
	RIGHT	**45**	**58**	ADT 21,500		RIGHT	**58**	**59**	ADT 21,500	
WEST	LEFT	**84**	**123**	WEST LEG	WEST	LEFT	**185**	**199**	WEST LEG	
BOUND	THRU	**177**	**179**	RATIO **7.1%**	BOUND	THRU	**173**	**184**	RATIO **7.5%**	
	RIGHT	**208**	**210**	ADT 7,100		RIGHT	**258**	**287**	ADT 7,100	

US-395 (NS) / Air Base Road (EW) - #4

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**27**	SOUTH LEG		NORTH	LEFT	**52**	SOUTH LEG	
BOUND	THRU	**331**	IN ...	**740**	BOUND	THRU	**305**	IN ...	**760**
	RIGHT	**90**	OUT ...	**1,060**		RIGHT	**95**	OUT ...	**960**
SOUTH	LEFT	**156**	NORTH LEG		SOUTH	LEFT	**280**	NORTH LEG	
BOUND	THRU	**248**	IN ...	**810**	BOUND	THRU	**497**	IN ...	**940**
	RIGHT	**16**	OUT ...	**660**		RIGHT	**20**	OUT ...	**970**
EAST	LEFT	**7**	WEST LEG		EAST	LEFT	**9**	WEST LEG	
BOUND	THRU	**204**	IN ...	**370**	BOUND	THRU	**205**	IN ...	**280**
	RIGHT	**45**	OUT ...	**220**		RIGHT	**58**	OUT ...	**310**
WEST	LEFT	**84**	EAST LEG		WEST	LEFT	**185**	EAST LEG	
BOUND	THRU	**177**	IN ...	**710**	BOUND	THRU	**173**	IN ...	**870**
	RIGHT	**208**	OUT ...	**690**		RIGHT	**258**	OUT ...	**610**

YEAR 2035 TRAFFIC CONDITIONS (IN PCEs)										
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**27**	**37**	NORTH LEG	NORTH	LEFT	**52**	**75**	NORTH LEG	
BOUND	THRU	**331**	**453**	RATIO **5.5%**	BOUND	THRU	**305**	**559**	RATIO **7.0%**	
	RIGHT	**90**	**248**	ADT 27,300		RIGHT	**95**	**126**	ADT 27,300	
SOUTH	LEFT	**156**	**190**	SOUTH LEG	SOUTH	LEFT	**280**	**295**	SOUTH LEG	
BOUND	THRU	**248**	**612**	RATIO **5.2%**	BOUND	THRU	**497**	**631**	RATIO **4.9%**	
	RIGHT	**16**	**17**	ADT 34,800		RIGHT	**20**	**22**	ADT 34,800	
EAST	LEFT	**7**	**7**	EAST LEG	EAST	LEFT	**9**	**12**	EAST LEG	
BOUND	THRU	**204**	**253**	RATIO **6.7%**	BOUND	THRU	**205**	**216**	RATIO **7.0%**	
	RIGHT	**45**	**113**	ADT 21,500		RIGHT	**58**	**70**	ADT 21,500	
WEST	LEFT	**84**	**334**	WEST LEG	WEST	LEFT	**185**	**259**	WEST LEG	
BOUND	THRU	**177**	**187**	RATIO **8.6%**	BOUND	THRU	**173**	**212**	RATIO **8.5%**	
	RIGHT	**208**	**219**	ADT 7,100		RIGHT	**258**	**399**	ADT 7,100	

US-395 (NS) / Air Base Road (EW) - #4

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2045 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2045 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2045 TOTAL
NORTH	LEFT	**27**	SOUTH LEG		NORTH	LEFT	**52**	SOUTH LEG	
BOUND	THRU	**331**	IN ...	**980**	BOUND	THRU	**305**	IN ...	**1,010**
	RIGHT	**90**	OUT ...	**1,630**		RIGHT	**95**	OUT ...	**1,130**
SOUTH	LEFT	**156**	NORTH LEG		SOUTH	LEFT	**280**	NORTH LEG	
BOUND	THRU	**248**	IN ...	**1,130**	BOUND	THRU	**497**	IN ...	**1,050**
	RIGHT	**16**	OUT ...	**740**		RIGHT	**20**	OUT ...	**1,290**
EAST	LEFT	**7**	WEST LEG		EAST	LEFT	**9**	WEST LEG	
BOUND	THRU	**204**	IN ...	**450**	BOUND	THRU	**205**	IN ...	**290**
	RIGHT	**45**	OUT ...	**220**		RIGHT	**58**	OUT ...	**360**
WEST	LEFT	**84**	EAST LEG		WEST	LEFT	**185**	EAST LEG	
BOUND	THRU	**177**	IN ...	**910**	BOUND	THRU	**173**	IN ...	**1,080**
	RIGHT	**208**	OUT ...	**890**		RIGHT	**258**	OUT ...	**640**

YEAR 2045 TRAFFIC CONDITIONS (IN PCEs)										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2045 FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2045 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**27**	**45**	NORTH LEG		NORTH	LEFT	**52**	**93**	NORTH LEG	
BOUND	THRU	**331**	**542**	RATIO	**7.1%**	BOUND	THRU	**305**	**765**	RATIO	**8.6%**
	RIGHT	**90**	**392**	ADT	27,300		RIGHT	**95**	**150**	ADT	27,300
SOUTH	LEFT	**156**	**216**	SOUTH LEG		SOUTH	LEFT	**280**	**308**	SOUTH LEG	
BOUND	THRU	**248**	**912**	RATIO	**7.5%**	BOUND	THRU	**497**	**729**	RATIO	**6.1%**
	RIGHT	**16**	**18**	ADT	34,800		RIGHT	**20**	**24**	ADT	34,800
EAST	LEFT	**7**	**8**	EAST LEG		EAST	LEFT	**9**	**14**	EAST LEG	
BOUND	THRU	**204**	**282**	RATIO	**8.7%**	BOUND	THRU	**205**	**226**	RATIO	**8.2%**
	RIGHT	**45**	**165**	ADT	21,500		RIGHT	**58**	**78**	ADT	21,500
WEST	LEFT	**84**	**553**	WEST LEG		WEST	LEFT	**185**	**323**	WEST LEG	
BOUND	THRU	**177**	**195**	RATIO	**10.0%**	BOUND	THRU	**173**	**244**	RATIO	**9.6%**
	RIGHT	**208**	**229**	ADT	7,100		RIGHT	**258**	**511**	ADT	7,100

US-395 (NS) / Rancho Road (EW) - #5

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2023

			22	189	6			
			<	v	>			
		5	^			^	2	
		29	>			<	43	
		61	v			v	31	
			<	^	>			
			289	311	21			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2023

				217	318			
				v	^			
		354	<	IN =	1009	<	76	
		95	>	OUT =	1009	>	56	
				v	^			
				281	621			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCEs):

			3	110	0			
			<	v	>			
		2	^			^	0	
		10	>			<	16	
		20	v			v	47	

PCE FACTORS BY AXLE:

				<	^	>		
				21	116	0		

2: 2.0 3: 2.5 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCEs):

2023

			25	299	6			
			<	v	>			
		7	^			^	2	
		39	>			<	59	
		81	v			v	78	
			<	^	>			
			310	427	21			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2016

				1025	1329			
				v	^			
		96	<	IN =	2469	<	23	
		91	>	OUT =	2469	>	33	
				v	^			
				1011	1330			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2016

				82	156			
				v	^			
		14	<	IN =	266	<	3	
		13	>	OUT =	265	>	3	
				v	^			
				92	168			

EXISTING PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.33

PHF FOR TRUCKS: 0.333

				369	495			
				v	^			
		37	<	IN =	911	<	9	
		35	>	OUT =	910	>	12	
				v	^			
				367	499			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2040

				5066	3045			
				v	^			
		207	<	IN =	8123	<	303	
		191	>	OUT =	8123	>	264	
				v	^			
				4607	2563			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2040

				109	213			
				v	^			
		8	<	IN =	335	<	115	
		11	>	OUT =	335	>	18	
				v	^			
				96	100			

FUTURE PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.33

PHF FOR TRUCKS: 0.333

				1723	1085			
				v	^			
		72	<	IN =	2817	<	139	
		67	>	OUT =	2817	>	94	
				v	^			
				1566	887			

RAW GROWTH (PCEs): 2016 TO 2040

CONVERSION OF TRUCKS TO: 2040

FACTOR = 1.00

				1355	590			
				v	^			
		35	<			<	131	
		33	>			>	82	
				v	^			
				1199	388			

ADJUSTED GROWTH (PCEs): 2016 TO 2040

2 MINIMUM GROWTH %

				1350	590			
				v	^			
		30	<	IN =	1900	<	130	
		30	>	OUT =	1900	>	80	
				v	^			
				1200	390			

PRORATED GROWTH (PCEs): 2023 TO 2045

22 YEARS

				1240	540			
				v	^			
		30	<			<	120	
		30	>			>	70	
				v	^			
				1100	360			

NEW PROJECTED VOLUMES (PCEs): 2045

				1570	980			
				v	^			
		420	<			<	260	
		160	>			>	140	
				v	^			
				1560	1120			

YEAR 2025 GROWTH: 2023 TO 2025

2 YEARS

				110	50			
				v	^			
		0	<			<	10	
		0	>			>	10	
				v	^			
				100	30			

INITIAL YEAR 2025 VOLUMES:

2025

				440	490			
				v	^			
		390	<	IN =	1510	<	150	
		130	>	OUT =	1520	>	80	
				v	^			
				560	790			

BALANCED YEAR 2025 VOLUMES:

2025

				440	490			
				v	^			
		390	<	IN =	1520	<	150	
		130	>	OUT =	1520	>	80	
				v	^			
				560	800			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2023

			14	470	3			
			<	v	>			
		24	^			^	10	
		75	>			<	37	
		228	v			v	101	
			<	^	>			
			84	341	13			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2023

				487	375			
				v	^			
		135	<	IN =	1400	<	148	
		327	>	OUT =	1400	>	91	
				v	^			
				799	438			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCEs):

			3	213	3			
			<	v	>			
		2	^			^	9	
		11	>			<	3	
		11	v			v	13	

PCE FACTORS BY AXLE:

				<	^	>		
				10	101	5		

2: 2.0 3: 3 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCEs):

2023

			17	683	6			
			<	v	>			
		26	^			^	19	
		86	>			<	40	
		239	v			v	114	
			<	^	>			
			94	442	18			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2016

				1962	1388			
				v	^			
		359	<	IN =	3746	<	47	
		145	>	OUT =	3746	>	161	
				v	^			
				1838	1592			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2016

				147	35			
				v	^			
		23	<	IN =	223	<	3	
		19	>	OUT =	224	>	29	
				v	^			
				137	54			

EXISTING PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.25

PHF FOR TRUCKS: 0.25

				527	356			
				v	^			
		96	<	IN =	992	<	13	
		41	>	OUT =	993	>	48	
				v	^			
				494	412			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2040

				4553	8008			
				v	^			
		431	<	IN =	12739	<	471	
		294	>	OUT =	12739	>	387	
				v	^			
				3913	7421			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2040

				269	191			
				v	^			
		18	<	IN =	477	<	21	
		9	>	OUT =	477	>	139	
				v	^			
				129	178			

FUTURE PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.25

PHF FOR TRUCKS: 0.25

				1206	2050			
				v	^			
		112	<	IN =	3304	<	123	
		76	>	OUT =	3304	>	132	
				v	^			
				1011	1900			

RAW GROWTH (PCEs): 2016 TO 2040

CONVERSION OF TRUCKS TO: 2040

FACTOR = 1.00

				678	1694			
				v	^			
		17	<			<	111	
		35	>			>	84	
				v	^			
				517	1488			

ADJUSTED GROWTH (PCEs): 2016 TO 2040

2 MINIMUM GROWTH %

				680	1690			
				v	^			
		20	<	IN =	2310	<	110	
		30	>	OUT =	2310	>	80	
				v	^			
				520	1490			

PRORATED GROWTH (PCEs): 2023 TO 2045

22 YEARS

				620	1550			
				v	^			
		20	<			<	100	
		30	>			>	70	
				v	^			
				480	1370			

NEW PROJECTED VOLUMES (PCEs): 2045

				1330	2040			
				v	^			
		170	<			<	270	
		380	>			>	180	
				v	^			
				1520	1920			

YEAR 2025 GROWTH: 2023 TO 2025

2 YEARS

				60	140			
				v	^			
		0	<			<	10	
		0	>			>	10	
				v	^			
				40	120			

INITIAL YEAR 2025 VOLUMES:

2025

				770	630			
				v	^			
		150	<	IN =	1970	<	180	
		350	>	OUT =	1980	>	120	
				v	^			
				1080	670			

BALANCED YEAR 2025 VOLUMES:

2025

				770	630			
				v	^			
		150	<	IN =	1970	<	180	
		350	>	OUT =	1980	>	120	
				v	^			
				1080	670			

US-395 (NS) / Rancho Road (EW) - #5

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	**310**	SOUTH LEG		NORTH	LEFT	**94**	SOUTH LEG	
BOUND	THRU	**427**	IN ...	**800**	BOUND	THRU	**442**	IN ...	**670**
	RIGHT	**21**	OUT ...	**560**		RIGHT	**18**	OUT ...	**1,080**
SOUTH	LEFT	**6**	NORTH LEG		SOUTH	LEFT	**6**	NORTH LEG	
BOUND	THRU	**299**	IN ...	**440**	BOUND	THRU	**683**	IN ...	**770**
	RIGHT	**25**	OUT ...	**490**		RIGHT	**17**	OUT ...	**630**
EAST	LEFT	**7**	WEST LEG		EAST	LEFT	**26**	WEST LEG	
BOUND	THRU	**39**	IN ...	**130**	BOUND	THRU	**86**	IN ...	**350**
	RIGHT	**81**	OUT ...	**390**		RIGHT	**239**	OUT ...	**150**
WEST	LEFT	**78**	EAST LEG		WEST	LEFT	**114**	EAST LEG	
BOUND	THRU	**59**	IN ...	**150**	BOUND	THRU	**40**	IN ...	**180**
	RIGHT	**2**	OUT ...	**80**		RIGHT	**19**	OUT ...	**120**

YEAR 2025 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**310**	**313**	NORTH LEG	NORTH	LEFT	**94**	**95**	NORTH LEG
BOUND	THRU	**427**	**480**	RATIO **2.7%**	BOUND	THRU	**442**	**571**	RATIO **4.0%**
	RIGHT	**21**	**21**	ADT 35,000		RIGHT	**18**	**20**	ADT 35,000
SOUTH	LEFT	**6**	**10**	SOUTH LEG	SOUTH	LEFT	**6**	**8**	SOUTH LEG
BOUND	THRU	**299**	**398**	RATIO **4.0%**	BOUND	THRU	**683**	**742**	RATIO **5.1%**
	RIGHT	**25**	**32**	ADT 34,800		RIGHT	**17**	**19**	ADT 34,800
EAST	LEFT	**7**	**8**	EAST LEG	EAST	LEFT	**26**	**33**	EAST LEG
BOUND	THRU	**39**	**45**	RATIO **4.1%**	BOUND	THRU	**86**	**93**	RATIO **5.5%**
	RIGHT	**81**	**82**	ADT 5,500		RIGHT	**239**	**241**	ADT 5,500
WEST	LEFT	**78**	**85**	WEST LEG	WEST	LEFT	**114**	**115**	WEST LEG
BOUND	THRU	**59**	**62**	RATIO **8.5%**	BOUND	THRU	**40**	**41**	RATIO **8.2%**
	RIGHT	**2**	**2**	ADT 6,400		RIGHT	**19**	**26**	ADT 6,400

US-395 (NS) / Rancho Road (EW) - #5

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**310**	SOUTH LEG		NORTH	LEFT	**94**	SOUTH LEG	
BOUND	THRU	**427**	IN ...	**960**	BOUND	THRU	**442**	IN ...	**1,300**
	RIGHT	**21**	OUT ...	**1,060**		RIGHT	**18**	OUT ...	**1,300**
SOUTH	LEFT	**6**	NORTH LEG		SOUTH	LEFT	**6**	NORTH LEG	
BOUND	THRU	**299**	IN ...	**1,010**	BOUND	THRU	**683**	IN ...	**1,050**
	RIGHT	**25**	OUT ...	**740**		RIGHT	**17**	OUT ...	**1,340**
EAST	LEFT	**7**	WEST LEG		EAST	LEFT	**26**	WEST LEG	
BOUND	THRU	**39**	IN ...	**150**	BOUND	THRU	**86**	IN ...	**370**
	RIGHT	**81**	OUT ...	**410**		RIGHT	**239**	OUT ...	**160**
WEST	LEFT	**78**	EAST LEG		WEST	LEFT	**114**	EAST LEG	
BOUND	THRU	**59**	IN ...	**210**	BOUND	THRU	**40**	IN ...	**230**
	RIGHT	**2**	OUT ...	**110**		RIGHT	**19**	OUT ...	**150**

YEAR 2035 TRAFFIC CONDITIONS (IN PCEs)										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**310**	**327**	NORTH LEG		NORTH	LEFT	**94**	**99**	NORTH LEG	
BOUND	THRU	**427**	**717**	RATIO	**4.9%**	BOUND	THRU	**442**	**1,223**	RATIO	**6.7%**
	RIGHT	**21**	**23**	ADT	35,000		RIGHT	**18**	**28**	ADT	35,000
SOUTH	LEFT	**6**	**29**	SOUTH LEG		SOUTH	LEFT	**6**	**13**	SOUTH LEG	
BOUND	THRU	**299**	**877**	RATIO	**6.1%**	BOUND	THRU	**683**	**978**	RATIO	**7.8%**
	RIGHT	**25**	**82**	ADT	34,800		RIGHT	**17**	**24**	ADT	34,800
EAST	LEFT	**7**	**16**	EAST LEG		EAST	LEFT	**26**	**59**	EAST LEG	
BOUND	THRU	**39**	**58**	RATIO	**5.8%**	BOUND	THRU	**86**	**109**	RATIO	**6.9%**
	RIGHT	**81**	**85**	ADT	5,500		RIGHT	**239**	**252**	ADT	5,500
WEST	LEFT	**78**	**109**	WEST LEG		WEST	LEFT	**114**	**126**	WEST LEG	
BOUND	THRU	**59**	**92**	RATIO	**10.3%**	BOUND	THRU	**40**	**44**	RATIO	**9.2%**
	RIGHT	**2**	**7**	ADT	6,400		RIGHT	**19**	**58**	ADT	6,400

US-395 (NS) / Rancho Road (EW) - #5

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2045 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2045 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2045 TOTAL
NORTH	LEFT	**310**	SOUTH LEG		NORTH	LEFT	**94**	SOUTH LEG	
BOUND	THRU	**427**	IN ...	**1,120**	BOUND	THRU	**442**	IN ...	**1,920**
	RIGHT	**21**	OUT ...	**1,560**		RIGHT	**18**	OUT ...	**1,520**
SOUTH	LEFT	**6**	NORTH LEG		SOUTH	LEFT	**6**	NORTH LEG	
BOUND	THRU	**299**	IN ...	**1,570**	BOUND	THRU	**683**	IN ...	**1,330**
	RIGHT	**25**	OUT ...	**980**		RIGHT	**17**	OUT ...	**2,040**
EAST	LEFT	**7**	WEST LEG		EAST	LEFT	**26**	WEST LEG	
BOUND	THRU	**39**	IN ...	**160**	BOUND	THRU	**86**	IN ...	**380**
	RIGHT	**81**	OUT ...	**420**		RIGHT	**239**	OUT ...	**170**
WEST	LEFT	**78**	EAST LEG		WEST	LEFT	**114**	EAST LEG	
BOUND	THRU	**59**	IN ...	**260**	BOUND	THRU	**40**	IN ...	**270**
	RIGHT	**2**	OUT ...	**140**		RIGHT	**19**	OUT ...	**180**

YEAR 2045 TRAFFIC CONDITIONS (IN PCEs)										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2045 FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2045 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**310**	**341**	NORTH LEG		NORTH	LEFT	**94**	**103**	NORTH LEG	
BOUND	THRU	**427**	**944**	RATIO	**7.2%**	BOUND	THRU	**442**	**1,877**	RATIO	**9.4%**
	RIGHT	**21**	**24**	ADT	35,000		RIGHT	**18**	**37**	ADT	35,000
SOUTH	LEFT	**6**	**52**	SOUTH LEG		SOUTH	LEFT	**6**	**21**	SOUTH LEG	
BOUND	THRU	**299**	**1,354**	RATIO	**8.3%**	BOUND	THRU	**683**	**1,211**	RATIO	**10.4%**
	RIGHT	**25**	**119**	ADT	34,800		RIGHT	**17**	**29**	ADT	34,800
EAST	LEFT	**7**	**23**	EAST LEG		EAST	LEFT	**26**	**75**	EAST LEG	
BOUND	THRU	**39**	**65**	RATIO	**7.2%**	BOUND	THRU	**86**	**122**	RATIO	**8.1%**
	RIGHT	**81**	**89**	ADT	5,500		RIGHT	**239**	**263**	ADT	5,500
WEST	LEFT	**78**	**136**	WEST LEG		WEST	LEFT	**114**	**134**	WEST LEG	
BOUND	THRU	**59**	**108**	RATIO	**11.6%**	BOUND	THRU	**40**	**45**	RATIO	**10.0%**
	RIGHT	**2**	**13**	ADT	6,400		RIGHT	**19**	**88**	ADT	6,400

US-395 (NS) / Cactus Avenue (EW) - #6

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2023

			10	259	5			
			<	v	>			
		34	^			^	20	
		16	>			<	11	
		41	v			v	15	
			<	^	>			
			27	686	26			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2023

				274	740			
				v	^			
		48	<	IN =	1150	<	46	
		91	>	OUT =	1150	>	47	
				v	^			
				315	739			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCEs):

			3	164	9			
			<	v	>			
		0	^			^	14	
		0	>			<	0	
		3	v			v	21	
			<	^	>			
			0	187	9			

PCE FACTORS BY AXLE:

2: 2.0 3: 2.5 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCEs):

2023

			13	423	14			
			<	v	>			
		34	^			^	34	
		16	>			<	11	
		44	v			v	36	
			<	^	>			
			27	873	35			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2016

				1209	2066			
				v	^			
		41	<	IN =	3375	<	0	
		349	>	OUT =	3375	>	0	
				v	^			
				1268	1817			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2016

				99	180			
				v	^			
		1	<	IN =	286	<	0	
		9	>	OUT =	286	>	0	
				v	^			
				105	178			

EXISTING PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.33

PHF FOR TRUCKS: 0.333

				436	748			
				v	^			
		14	<	IN =	1219	<	0	
		119	>	OUT =	1219	>	0	
				v	^			
				457	664			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2040

				5115	4504			
				v	^			
		24	<	IN =	9619	<	0	
		388	>	OUT =	9623	>	0	
				v	^			
				5095	4116			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2040

				136	235			
				v	^			
		0	<	IN =	371	<	0	
		2	>	OUT =	370	>	0	
				v	^			
				135	233			

FUTURE PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.33

PHF FOR TRUCKS: 0.333

				1749	1578			
				v	^			
		8	<	IN =	3327	<	0	
		130	>	OUT =	3328	>	0	
				v	^			
				1742	1448			

RAW GROWTH (PCEs): 2016 TO 2040

CONVERSION OF TRUCKS TO: 2040

FACTOR = 1.00

				1313	830			
				v	^			
		-6	<			<	0	
		11	>			>	0	
				v	^			
				1284	784			

ADJUSTED GROWTH (PCEs): 2016 TO 2040

2 MINIMUM GROWTH %

				1310	830			
				v	^			
		0	<	IN =	2100	<	0	
		10	>	OUT =	2110	>	0	
				v	^			
				1280	780			

PRORATED GROWTH (PCEs): 2023 TO 2045

22 YEARS

				1200	760			
				v	^			
		0	<			<	0	
		10	>			>	0	
				v	^			
				1170	720			

NEW PROJECTED VOLUMES (PCEs): 2045

				1650	1700			
				v	^			
		50	<			<	80	
		100	>			>	70	
				v	^			
				1670	1660			

YEAR 2025 GROWTH: 2023 TO 2025

2 YEARS

				110	70			
				v	^			
		0	<			<	0	
		0	>			>	0	
				v	^			
				110	70			

INITIAL YEAR 2025 VOLUMES:

2025

				560	1010			
				v	^			
		50	<	IN =	1740	<	80	
		90	>	OUT =	1740	>	70	
				v	^			
				610	1010			

BALANCED YEAR 2025 VOLUMES:

2025

				560	1010			
				v	^			
		50	<	IN =	1740	<	80	
		90	>	OUT =	1740	>	70	
				v	^			
				610	1010			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2023

			34	724	22			
			<	v	>			
		31	^			^	16	
		19	>			<	11	
		58	v			v	31	
			<	^	>			
			102	481	24			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2023

				780	528			
				v	^			
		147	<	IN =	1553	<	58	
		108	>	OUT =	1553	>	65	
				v	^			
				813	607			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCEs):

			2	251	14			
			<	v	>			
		2	^			^	6	
		3	>			<	0	
		2	v			v	22	
			<	^	>			
			0	125	11			

PCE FACTORS BY AXLE:

2: 2.0 3: 3 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCEs):

2023

			36	975	36			
			<	v	>			
		33	^			^	22	
		22	>			<	11	
		60	v			v	53	
			<	^	>			
			102	606	35			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2016

				2820	2095			
				v	^			
		572	<	IN =	5067	<	0	
		77	>	OUT =	5067	>	0	
				v	^			
				2400	2170			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2016

				171	63			
				v	^			
		9	<	IN =	240	<	0	
		1	>	OUT =	241	>	0	
				v	^			
				169	68			

EXISTING PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.25

PHF FOR TRUCKS: 0.25

				748	540			
				v	^			
		145	<	IN =	1327	<	0	
		20	>	OUT =	1327	>	0	
				v	^			
				642	560			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2040

				6053	8543			
				v	^			
		188	<	IN =	14596	<	0	
		62	>	OUT =	14596	>	0	
				v	^			
				5865	8481			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2040

				293	218			
				v	^			
		1	<	IN =	511	<	0	
		0	>	OUT =	511	>	0	
				v	^			
				292	218			

FUTURE PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.25

PHF FOR TRUCKS: 0.25

				1587	2190			
				v	^			
		47	<	IN =	3777	<	0	
		16	>	OUT =	3777	>	0	
				v	^			
				1539	2175			

RAW GROWTH (PCEs): 2016 TO 2040

CONVERSION OF TRUCKS TO: 2040

FACTOR = 1.00

				839	1651			
				v	^			
		-98	<			<	0	
		-4	>			>	0	
				v	^			
				897	1615			

ADJUSTED GROWTH (PCEs): 2016 TO 2040

2 MINIMUM GROWTH %

				840	1650			
				v	^			
		0	<	IN =	2460	<	0	
		0	>	OUT =	2550	>	0	
				v	^			
				900	1620			

PRORATED GROWTH (PCEs): 2023 TO 2045

22 YEARS

				770	1510			
				v	^			
		0	<			<	0	
		0	>			>	0	
				v	^			
				830	1490			

NEW PROJECTED VOLUMES (PCEs): 2045

				1820	2170			
				v	^			
		150	<			<	90	
		120	>			>	90	
				v	^			
				1920	2230			

YEAR 2025 GROWTH: 2023 TO 2025

2 YEARS

				70	140			
				v	^			
		0	<			<	0	
		0	>			>	0	
				v	^			
				80	140			

INITIAL YEAR 2025 VOLUMES:

2025

				1120	800			
				v	^			
		150	<	IN =	2210	<	90	
		120	>	OUT =	2210	>	90	
				v	^			
				1170	880			

BALANCED YEAR 2025 VOLUMES:

2025

				1120	800			
				v	^			
		150	<	IN =	2210	<	90	
		120	>	OUT =	2210	>	90	
				v	^			
				1170	880			

US-395 (NS) / Cactus Avenue (EW) - #6

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	**27**	SOUTH LEG		NORTH	LEFT	**102**	SOUTH LEG	
BOUND	THRU	**873**	IN ...	**1,010**	BOUND	THRU	**606**	IN ...	**880**
	RIGHT	**35**	OUT ...	**610**		RIGHT	**35**	OUT ...	**1,170**
SOUTH	LEFT	**14**	NORTH LEG		SOUTH	LEFT	**36**	NORTH LEG	
BOUND	THRU	**423**	IN ...	**560**	BOUND	THRU	**975**	IN ...	**1,120**
	RIGHT	**13**	OUT ...	**1,010**		RIGHT	**36**	OUT ...	**800**
EAST	LEFT	**34**	WEST LEG		EAST	LEFT	**33**	WEST LEG	
BOUND	THRU	**16**	IN ...	**90**	BOUND	THRU	**22**	IN ...	**120**
	RIGHT	**44**	OUT ...	**50**		RIGHT	**60**	OUT ...	**150**
WEST	LEFT	**36**	EAST LEG		WEST	LEFT	**53**	EAST LEG	
BOUND	THRU	**11**	IN ...	**80**	BOUND	THRU	**11**	IN ...	**90**
	RIGHT	**34**	OUT ...	**70**		RIGHT	**22**	OUT ...	**90**

YEAR 2025 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**27**	**27**	NORTH LEG	NORTH	LEFT	**102**	**105**	NORTH LEG
BOUND	THRU	**873**	**945**	RATIO **3.7%**	BOUND	THRU	**606**	**740**	RATIO **4.5%**
	RIGHT	**35**	**38**	ADT 42,800		RIGHT	**35**	**36**	ADT 42,800
SOUTH	LEFT	**14**	**17**	SOUTH LEG	SOUTH	LEFT	**36**	**36**	SOUTH LEG
BOUND	THRU	**423**	**530**	RATIO **3.8%**	BOUND	THRU	**975**	**1,051**	RATIO **4.7%**
	RIGHT	**13**	**14**	ADT 43,200		RIGHT	**36**	**36**	ADT 43,200
EAST	LEFT	**34**	**34**	EAST LEG	EAST	LEFT	**33**	**36**	EAST LEG
BOUND	THRU	**16**	**16**	RATIO **6.7%**	BOUND	THRU	**22**	**22**	RATIO **8.0%**
	RIGHT	**44**	**44**	ADT 2,300		RIGHT	**60**	**63**	ADT 2,300
WEST	LEFT	**36**	**37**	WEST LEG	WEST	LEFT	**53**	**56**	WEST LEG
BOUND	THRU	**11**	**11**	RATIO **4.4%**	BOUND	THRU	**11**	**11**	RATIO **8.3%**
	RIGHT	**34**	**34**	ADT 3,300		RIGHT	**22**	**24**	ADT 3,300

US-395 (NS) / Cactus Avenue (EW) - #6

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**27**	SOUTH LEG		NORTH	LEFT	**102**	SOUTH LEG	
BOUND	THRU	**873**	IN ...	**1,330**	BOUND	THRU	**606**	IN ...	**1,570**
	RIGHT	**35**	OUT ...	**1,140**		RIGHT	**35**	OUT ...	**1,540**
SOUTH	LEFT	**14**	NORTH LEG		SOUTH	LEFT	**36**	NORTH LEG	
BOUND	THRU	**423**	IN ...	**1,110**	BOUND	THRU	**975**	IN ...	**1,490**
	RIGHT	**13**	OUT ...	**1,360**		RIGHT	**36**	OUT ...	**1,490**
EAST	LEFT	**34**	WEST LEG		EAST	LEFT	**33**	WEST LEG	
BOUND	THRU	**16**	IN ...	**100**	BOUND	THRU	**22**	IN ...	**120**
	RIGHT	**44**	OUT ...	**50**		RIGHT	**60**	OUT ...	**150**
WEST	LEFT	**36**	EAST LEG		WEST	LEFT	**53**	EAST LEG	
BOUND	THRU	**11**	IN ...	**80**	BOUND	THRU	**11**	IN ...	**90**
	RIGHT	**34**	OUT ...	**70**		RIGHT	**22**	OUT ...	**90**

YEAR 2035 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**27**	**28**	NORTH LEG	NORTH	LEFT	**102**	**114**	NORTH LEG
BOUND	THRU	**873**	**1,282**	RATIO **5.8%**	BOUND	THRU	**606**	**1,421**	RATIO **7.0%**
	RIGHT	**35**	**37**	ADT 42,800		RIGHT	**35**	**43**	ADT 42,800
SOUTH	LEFT	**14**	**25**	SOUTH LEG	SOUTH	LEFT	**36**	**38**	SOUTH LEG
BOUND	THRU	**423**	**1,058**	RATIO **5.8%**	BOUND	THRU	**975**	**1,420**	RATIO **7.2%**
	RIGHT	**13**	**21**	ADT 43,200		RIGHT	**36**	**38**	ADT 43,200
EAST	LEFT	**34**	**41**	EAST LEG	EAST	LEFT	**33**	**42**	EAST LEG
BOUND	THRU	**16**	**17**	RATIO **7.3%**	BOUND	THRU	**22**	**23**	RATIO **8.7%**
	RIGHT	**44**	**47**	ADT 2,300		RIGHT	**60**	**64**	ADT 2,300
WEST	LEFT	**36**	**38**	WEST LEG	WEST	LEFT	**53**	**56**	WEST LEG
BOUND	THRU	**11**	**12**	RATIO **5.0%**	BOUND	THRU	**11**	**12**	RATIO **8.9%**
	RIGHT	**34**	**38**	ADT 3,300		RIGHT	**22**	**27**	ADT 3,300

US-395 (NS) / Cactus Avenue (EW) - #6

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2045 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2045 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2045 TOTAL
NORTH	LEFT	**27**	SOUTH LEG		NORTH	LEFT	**102**	SOUTH LEG	
BOUND	THRU	**873**	IN ...	**1,660**	BOUND	THRU	**606**	IN ...	**2,230**
	RIGHT	**35**	OUT ...	**1,670**		RIGHT	**35**	OUT ...	**1,920**
SOUTH	LEFT	**14**	NORTH LEG		SOUTH	LEFT	**36**	NORTH LEG	
BOUND	THRU	**423**	IN ...	**1,650**	BOUND	THRU	**975**	IN ...	**1,820**
	RIGHT	**13**	OUT ...	**1,700**		RIGHT	**36**	OUT ...	**2,170**
EAST	LEFT	**34**	WEST LEG		EAST	LEFT	**33**	WEST LEG	
BOUND	THRU	**16**	IN ...	**100**	BOUND	THRU	**22**	IN ...	**120**
	RIGHT	**44**	OUT ...	**50**		RIGHT	**60**	OUT ...	**150**
WEST	LEFT	**36**	EAST LEG		WEST	LEFT	**53**	EAST LEG	
BOUND	THRU	**11**	IN ...	**80**	BOUND	THRU	**11**	IN ...	**90**
	RIGHT	**34**	OUT ...	**70**		RIGHT	**22**	OUT ...	**90**

YEAR 2045 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2045 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2045 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**27**	**30**	NORTH LEG	NORTH	LEFT	**102**	**120**	NORTH LEG
BOUND	THRU	**873**	**1,619**	RATIO **7.8%**	BOUND	THRU	**606**	**2,100**	RATIO **9.4%**
	RIGHT	**35**	**39**	ADT 42,800		RIGHT	**35**	**49**	ADT 42,800
SOUTH	LEFT	**14**	**29**	SOUTH LEG	SOUTH	LEFT	**36**	**40**	SOUTH LEG
BOUND	THRU	**423**	**1,586**	RATIO **7.8%**	BOUND	THRU	**975**	**1,792**	RATIO **9.7%**
	RIGHT	**13**	**24**	ADT 43,200		RIGHT	**36**	**40**	ADT 43,200
EAST	LEFT	**34**	**42**	EAST LEG	EAST	LEFT	**33**	**42**	EAST LEG
BOUND	THRU	**16**	**18**	RATIO **7.7%**	BOUND	THRU	**22**	**24**	RATIO **9.2%**
	RIGHT	**44**	**48**	ADT 2,300		RIGHT	**60**	**69**	ADT 2,300
WEST	LEFT	**36**	**40**	WEST LEG	WEST	LEFT	**53**	**59**	WEST LEG
BOUND	THRU	**11**	**12**	RATIO **5.3%**	BOUND	THRU	**11**	**12**	RATIO **9.3%**
	RIGHT	**34**	**39**	ADT 3,300		RIGHT	**22**	**27**	ADT 3,300

US-395 (NS) / Mojave Drive (EW) - #7

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2023

			11	197	107			
			<	v	>			
	22	^				^	236	
	299	>				<	83	
	50	v				v	96	
			<	^	>			
			12	490	101			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2023

				315	748			
				v	^			
	106	<	IN =	1704		<	415	
	371	>	OUT =	1704		>	507	
			v	^				
			343	603				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCEs):

			2	153	26			
			<	v	>			
	8	^				^	16	
	21	>				<	12	
	0	v				v	10	
			<	^	>			
			5	166	0			

PCE FACTORS BY AXLE:

2: 2.0 3: 2.5 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCEs):

2023

			13	350	133			
			<	v	>			
	30	^				^	252	
	320	>				<	95	
	50	v				v	106	
			<	^	>			
			17	656	101			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2016

				1268	1817			
				v	^			
	689	<	IN =	5374		<	877	
	1627	>	OUT =	5374		>	1715	
			v	^				
			1153	1602				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2016

				105	178			
				v	^			
	15	<	IN =	318		<	16	
	16	>	OUT =	317		>	35	
			v	^				
			89	181				

EXISTING PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.33

PHF FOR TRUCKS: 0.333

				457	664			
				v	^			
	234	<	IN =	1895		<	297	
	547	>	OUT =	1895		>	583	
			v	^				
			414	594				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2040

				5095	4116			
				v	^			
	663	<	IN =	12575		<	1290	
	1911	>	OUT =	12575		>	2342	
			v	^				
			5454	4279				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2040

				135	233			
				v	^			
	32	<	IN =	493		<	42	
	67	>	OUT =	490		>	99	
			v	^				
			126	249				

FUTURE PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.33

PHF FOR TRUCKS: 0.333

				1742	1448			
				v	^			
	231	<	IN =	4352		<	444	
	659	>	OUT =	4351		>	813	
			v	^				
			1858	1508				

RAW GROWTH (PCEs): 2016 TO 2040

CONVERSION OF TRUCKS TO: 2040

FACTOR = 1.00

				1284	784			
				v	^			
	-3	<				<	146	
	112	>				>	230	
			v	^				
			1445	914				

ADJUSTED GROWTH (PCEs): 2016 TO 2040

2 MINIMUM GROWTH %

				1280	780			
				v	^			
	0	<	IN =	2450		<	150	
	110	>	OUT =	2450		>	230	
			v	^				
			1440	910				

PRORATED GROWTH (PCEs): 2023 TO 2045

22 YEARS

				1170	720			
				v	^			
	0	<				<	140	
	100	>				>	210	
			v	^				
			1320	830				

NEW PROJECTED VOLUMES (PCEs): 2045

				1670	1660			
				v	^			
	130	<				<	590	
	500	>				>	760	
			v	^				
			1830	1600				

YEAR 2025 GROWTH: 2023 TO 2025

2 YEARS

				110	70			
				v	^			
	0	<				<	10	
	10	>				>	20	
			v	^				
			120	80				

INITIAL YEAR 2025 VOLUMES:

2025

				610	1010			
				v	^			
	130	<	IN =	2330		<	460	
	410	>	OUT =	2340		>	570	
			v	^				
			630	850				

BALANCED YEAR 2025 VOLUMES:

2025

				610	1010			
				v	^			
	130	<	IN =	2330		<	460	
	410	>	OUT =	2340		>	570	
			v	^				
			630	850				

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2023

			27	534	252			
			<	v	>			
	22	^				^	189	
	305	>				<	390	
	85	v				v	152	
			<	^	>			
			95	398	219			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2023

				813	609			
				v	^			
	512	<	IN =	2668		<	731	
	412	>	OUT =	2668		>	776	
			v	^				
			771	712				

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCEs):

			0	265	13			
			<	v	>			
	7	^				^	12	
	9	>				<	4	
	2	v				v	5	
			<	^	>			
			3	113	5			

PCE FACTORS BY AXLE:

2: 2.0 3: 3 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCEs):

2023

			27	799	265			
			<	v	>			
	29	^				^	201	
	314	>				<	394	
	87	v				v	157	
			<	^	>			
			98	511	224			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2016

				2400	2170			
				v	^			
	1898	<	IN =	8063		<	2820	
	1274	>	OUT =	8063		>	1600	
			v	^				
			2395	1569				

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2016

				169	68			
				v	^			
	19	<	IN =	281		<	78	
	20	>	OUT =	280		>	18	
			v	^				
			175	14				

EXISTING PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.25

PHF FOR TRUCKS: 0.25

				642	560			
				v	^			
	479	<	IN =	2086		<	725	
	324	>	OUT =	2086		>	405	
			v	^				
			643	396				

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2040

				5863	8481			
				v	^			
	2267	<	IN =	19278		<	3953	
	1191	>	OUT =	19280		>	2098	
			v	^				
			6434	8271				

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2040

				292	218			
				v	^			
	18	<	IN =	756		<	149	
	23	>	OUT =	756		>	132	
			v	^				
			388	292				

FUTURE PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.25

PHF FOR TRUCKS: 0.25

				1539	2175			
				v	^			
	571	<	IN =	5009		<	1026	
	304	>	OUT =	5009		>	558	
			v	^				
			1706	2141				

RAW GROWTH (PCEs): 2016 TO 2040

CONVERSION OF TRUCKS TO: 2040

FACTOR = 1.00

				897	1615			
				v	^			
	92	<				<	301	
	-20	>				>	153	
			v	^				
			1063	1745				

ADJUSTED GROWTH (PCEs): 2016 TO 2040

2 MINIMUM GROWTH %

				900	1620			
				v	^			
	90	<	IN =	2960		<	300	
	10	>	OUT =	2920		>	150	
			v	^				
			1060	1750				

PRORATED GROWTH (PCEs): 2023 TO 2045

22 YEARS

				830	1490			
				v	^			
	80	<				<	280	
	10	>				>	140	
			v	^				
			970	1600				

NEW PROJECTED VOLUMES (PCEs): 2045

				1920	2230			
				v	^			
	600	<				<	1030	
	440	>				>	940	
			v	^				
			2010	2430				

YEAR 2025 GROWTH: 2023 TO 2025

2 YEARS

				80	140			
				v	^			
	10	<				<	30	
	0	>				>	10	
			v	^				
			90	150				

INITIAL YEAR 2025 VOLUMES:

2025

				1170	880			
				v	^			
	530	<	IN =	3360		<	780	
	430	>	OUT =	3350		>	810	
			v	^				
			1130	980				

BALANCED YEAR 2025 VOLUMES:

2025

				1170	880			
				v	^			
	530	<	IN =	3360		<	780	
	430	>	OUT =	3350		>	810	
			v	^				
			1130	980				

US-395 (NS) / Mojave Drive (EW) - #7

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	**17**	SOUTH LEG		NORTH	LEFT	**98**	SOUTH LEG	
BOUND	THRU	**656**	IN ...	**850**	BOUND	THRU	**511**	IN ...	**980**
	RIGHT	**101**	OUT ...	**630**		RIGHT	**224**	OUT ...	**1,130**
SOUTH	LEFT	**133**	NORTH LEG		SOUTH	LEFT	**265**	NORTH LEG	
BOUND	THRU	**350**	IN ...	**610**	BOUND	THRU	**799**	IN ...	**1,170**
	RIGHT	**13**	OUT ...	**1,010**		RIGHT	**27**	OUT ...	**880**
EAST	LEFT	**30**	WEST LEG		EAST	LEFT	**29**	WEST LEG	
BOUND	THRU	**320**	IN ...	**410**	BOUND	THRU	**314**	IN ...	**430**
	RIGHT	**50**	OUT ...	**130**		RIGHT	**87**	OUT ...	**530**
WEST	LEFT	**106**	EAST LEG		WEST	LEFT	**157**	EAST LEG	
BOUND	THRU	**95**	IN ...	**460**	BOUND	THRU	**394**	IN ...	**780**
	RIGHT	**252**	OUT ...	**570**		RIGHT	**201**	OUT ...	**810**

YEAR 2025 TRAFFIC CONDITIONS (IN PCEs)										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**17**	**19**	NORTH LEG		NORTH	LEFT	**98**	**109**	NORTH LEG	
BOUND	THRU	**656**	**729**	RATIO	**3.8%**	BOUND	THRU	**511**	**627**	RATIO	**4.7%**
	RIGHT	**101**	**105**	ADT	43,200		RIGHT	**224**	**241**	ADT	43,200
SOUTH	LEFT	**133**	**144**	SOUTH LEG		SOUTH	LEFT	**265**	**267**	SOUTH LEG	
BOUND	THRU	**350**	**453**	RATIO	**3.2%**	BOUND	THRU	**799**	**873**	RATIO	**4.5%**
	RIGHT	**13**	**15**	ADT	46,900		RIGHT	**27**	**28**	ADT	46,900
EAST	LEFT	**30**	**32**	EAST LEG		EAST	LEFT	**29**	**32**	EAST LEG	
BOUND	THRU	**320**	**323**	RATIO	**4.6%**	BOUND	THRU	**314**	**317**	RATIO	**7.1%**
	RIGHT	**50**	**60**	ADT	22,700		RIGHT	**87**	**92**	ADT	22,700
WEST	LEFT	**106**	**117**	WEST LEG		WEST	LEFT	**157**	**165**	WEST LEG	
BOUND	THRU	**95**	**96**	RATIO	**4.5%**	BOUND	THRU	**394**	**398**	RATIO	**8.1%**
	RIGHT	**252**	**254**	ADT	12,000		RIGHT	**201**	**220**	ADT	12,000

US-395 (NS) / Mojave Drive (EW) - #7

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**17**	SOUTH LEG		NORTH	LEFT	**98**	SOUTH LEG	
BOUND	THRU	**656**	IN ...	**1,230**	BOUND	THRU	**511**	IN ...	**1,710**
	RIGHT	**101**	OUT ...	**1,230**		RIGHT	**224**	OUT ...	**1,580**
SOUTH	LEFT	**133**	NORTH LEG		SOUTH	LEFT	**265**	NORTH LEG	
BOUND	THRU	**350**	IN ...	**1,140**	BOUND	THRU	**799**	IN ...	**1,540**
	RIGHT	**13**	OUT ...	**1,330**		RIGHT	**27**	OUT ...	**1,560**
EAST	LEFT	**30**	WEST LEG		EAST	LEFT	**29**	WEST LEG	
BOUND	THRU	**320**	IN ...	**460**	BOUND	THRU	**314**	IN ...	**440**
	RIGHT	**50**	OUT ...	**130**		RIGHT	**87**	OUT ...	**570**
WEST	LEFT	**106**	EAST LEG		WEST	LEFT	**157**	EAST LEG	
BOUND	THRU	**95**	IN ...	**530**	BOUND	THRU	**394**	IN ...	**900**
	RIGHT	**252**	OUT ...	**670**		RIGHT	**201**	OUT ...	**880**

YEAR 2035 TRAFFIC CONDITIONS (IN PCEs)										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**17**	**25**	NORTH LEG		NORTH	LEFT	**98**	**156**	NORTH LEG	
BOUND	THRU	**656**	**1,045**	RATIO	**5.8%**	BOUND	THRU	**511**	**1,223**	RATIO	**7.2%**
	RIGHT	**101**	**152**	ADT	43,200		RIGHT	**224**	**332**	ADT	43,200
SOUTH	LEFT	**133**	**188**	SOUTH LEG		SOUTH	LEFT	**265**	**280**	SOUTH LEG	
BOUND	THRU	**350**	**942**	RATIO	**5.2%**	BOUND	THRU	**799**	**1,242**	RATIO	**7.0%**
	RIGHT	**13**	**18**	ADT	46,900		RIGHT	**27**	**29**	ADT	46,900
EAST	LEFT	**30**	**33**	EAST LEG		EAST	LEFT	**29**	**42**	EAST LEG	
BOUND	THRU	**320**	**338**	RATIO	**5.4%**	BOUND	THRU	**314**	**331**	RATIO	**8.3%**
	RIGHT	**50**	**98**	ADT	22,700		RIGHT	**87**	**119**	ADT	22,700
WEST	LEFT	**106**	**190**	WEST LEG		WEST	LEFT	**157**	**219**	WEST LEG	
BOUND	THRU	**95**	**100**	RATIO	**5.1%**	BOUND	THRU	**394**	**416**	RATIO	**9.1%**
	RIGHT	**252**	**266**	ADT	12,000		RIGHT	**201**	**296**	ADT	12,000

US-395 (NS) / Mojave Drive (EW) - #7

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2045 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2045 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2045 TOTAL
NORTH	LEFT	**17**	SOUTH LEG		NORTH	LEFT	**98**	SOUTH LEG	
BOUND	THRU	**656**	IN ...	**1,600**	BOUND	THRU	**511**	IN ...	**2,430**
	RIGHT	**101**	OUT ...	**1,830**		RIGHT	**224**	OUT ...	**2,010**
SOUTH	LEFT	**133**	NORTH LEG		SOUTH	LEFT	**265**	NORTH LEG	
BOUND	THRU	**350**	IN ...	**1,670**	BOUND	THRU	**799**	IN ...	**1,920**
	RIGHT	**13**	OUT ...	**1,660**		RIGHT	**27**	OUT ...	**2,230**
EAST	LEFT	**30**	WEST LEG		EAST	LEFT	**29**	WEST LEG	
BOUND	THRU	**320**	IN ...	**500**	BOUND	THRU	**314**	IN ...	**440**
	RIGHT	**50**	OUT ...	**130**		RIGHT	**87**	OUT ...	**600**
WEST	LEFT	**106**	EAST LEG		WEST	LEFT	**157**	EAST LEG	
BOUND	THRU	**95**	IN ...	**590**	BOUND	THRU	**394**	IN ...	**1,030**
	RIGHT	**252**	OUT ...	**760**		RIGHT	**201**	OUT ...	**940**

YEAR 2045 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2045 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2045 FORECAST	PEAK - DAILY RELATIONSHIP
NORTH	LEFT	**17**	**29**	NORTH LEG	NORTH	LEFT	**98**	**187**	NORTH LEG
BOUND	THRU	**656**	**1,364**	RATIO **7.8%**	BOUND	THRU	**511**	**1,819**	RATIO **9.6%**
	RIGHT	**101**	**194**	ADT 43,200		RIGHT	**224**	**406**	ADT 43,200
SOUTH	LEFT	**133**	**226**	SOUTH LEG	SOUTH	LEFT	**265**	**292**	SOUTH LEG
BOUND	THRU	**350**	**1,452**	RATIO **7.3%**	BOUND	THRU	**799**	**1,599**	RATIO **9.4%**
	RIGHT	**13**	**20**	ADT 46,900		RIGHT	**27**	**30**	ADT 46,900
EAST	LEFT	**30**	**35**	EAST LEG	EAST	LEFT	**29**	**46**	EAST LEG
BOUND	THRU	**320**	**352**	RATIO **6.2%**	BOUND	THRU	**314**	**345**	RATIO **9.3%**
	RIGHT	**50**	**130**	ADT 22,700		RIGHT	**87**	**135**	ADT 22,700
WEST	LEFT	**106**	**249**	WEST LEG	WEST	LEFT	**157**	**276**	WEST LEG
BOUND	THRU	**95**	**105**	RATIO **5.6%**	BOUND	THRU	**394**	**433**	RATIO **9.8%**
	RIGHT	**252**	**277**	ADT 12,000		RIGHT	**201**	**364**	ADT 12,000

US-395 (NS) / Palmdale Road (EW) - #8

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2023

			31	267	85			
			<	v	>			
		53	^			^	57	
		363	>			<	258	
		213	v			v	75	
			<	^	>			
			138	426	74			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2023

				383	536			
				v	^			
		427	<	IN =	2040	<	390	
		629	>	OUT =	2040	>	522	
				v	^			
				555	638			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCEs):

			16	148	13			
			<	v	>			
		42	^			^	15	
		30	>			<	58	
		10	v			v	10	
			<	^	>			

PCE FACTORS BY AXLE:

2: 2.0 3: 2.5 4+: 3.0

			25	179	0			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCEs):

2023

			47	415	98			
			<	v	>			
		95	^			^	72	
		393	>			<	316	
		223	v			v	85	
			<	^	>			
			163	605	74			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2016

				2063	1864			
				v	^			
		1633	<	IN =	8115	<	1460	
		2233	>	OUT =	8115	>	2507	
				v	^			
				2111	2359			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2016

				92	187			
				v	^			
		176	<	IN =	603	<	162	
		146	>	OUT =	602	>	141	
				v	^			
				98	203			

EXISTING PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.33

PHF FOR TRUCKS: 0.333

				718	683			
				v	^			
		602	<	IN =	2903	<	540	
		792	>	OUT =	2903	>	882	
				v	^			
				736	853			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2040

				6231	3880			
				v	^			
		2032	<	IN =	15552	<	1919	
		3304	>	OUT =	15551	>	3576	
				v	^			
				6063	4098			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2040

				128	247			
				v	^			
		357	<	IN =	997	<	336	
		263	>	OUT =	997	>	270	
				v	^			
				123	270			

FUTURE PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.33

PHF FOR TRUCKS: 0.333

				2118	1374			
				v	^			
		796	<	IN =	5511	<	751	
		1188	>	OUT =	5510	>	1281	
				v	^			
				2060	1455			

RAW GROWTH (PCEs): 2016 TO 2040

CONVERSION OF TRUCKS TO: 2040

FACTOR = 1.00

				1400	691			
				v	^			
		193	<			<	211	
		396	>			>	399	
				v	^			
				1324	601			

ADJUSTED GROWTH (PCEs): 2016 TO 2040

2 MINIMUM GROWTH %

				1400	690			
				v	^			
		190	<	IN =	2610	<	210	
		400	>	OUT =	2600	>	400	
				v	^			
				1320	600			

PRORATED GROWTH (PCEs): 2023 TO 2045

22 YEARS

				1280	630			
				v	^			
		170	<			<	190	
		370	>			>	370	
				v	^			
				1210	550			

NEW PROJECTED VOLUMES (PCEs): 2045

				1840	1400			
				v	^			
		700	<			<	660	
		1080	>			>	940	
				v	^			
				1930	1390			

YEAR 2025 GROWTH: 2023 TO 2025

2 YEARS

				120	60			
				v	^			
		20	<			<	20	
		30	>			>	30	
				v	^			
				110	50			

INITIAL YEAR 2025 VOLUMES:

2025

				680	830			
				v	^			
		550	<	IN =	2800	<	490	
		740	>	OUT =	2810	>	600	
				v	^			
				830	890			

BALANCED YEAR 2025 VOLUMES:

2025

				680	830			
				v	^			
		550	<	IN =	2800	<	490	
		740	>	OUT =	2810	>	600	
				v	^			
				830	890			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2023

			39	523	119			
			<	v	>			
		107	^			^	107	
		429	>			<	585	
		269	v			v	212	
			<	^	>			
			254	625	64			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2023

				681	839			
				v	^			
		878	<	IN =	3333	<	904	
		805	>	OUT =	3333	>	612	
				v	^			
				1004	943			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCEs):

			10	254	17			
			<	v	>			
		6	^			^	3	
		42	>			<	54	
		13	v			v	2	
			<	^	>			
			5	115	11			

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCEs):

2023

			49	777	136			
			<	v	>			
		113	^			^	110	
		471	>			<	639	
		282	v			v	214	
			<	^	>			
			259	740	75			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2016

				2810	2663			
				v	^			
		2865	<	IN =	11433	<	3289	
		2599	>	OUT =	11433	>	2757	
				v	^			
				3148	2735			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2016

				179	18			
				v	^			
		188	<	IN =	571	<	181	
		186	>	OUT =	573	>	176	
				v	^			
				191	25			

EXISTING PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.25

PHF FOR TRUCKS: 0.25

				747	670			
				v	^			
		763	<	IN =	3001	<	868	
		696	>	OUT =	3002	>	733	
				v	^			
				835	690			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2040

				6060	8851			
				v	^			
		4233	<	IN =	22739	<	4666	
		3466	>	OUT =	22738	>	3095	
				v	^			
				6559	8547			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2040

				304	198			
				v	^			
		233	<	IN =	1123	<	239	
		386	>	OUT =	1124	>	361	
				v	^			
				332	194			

FUTURE PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.25

PHF FOR TRUCKS: 0.25

				1591	2262			
				v	^			
		1117	<	IN =	5966	<	1226	
		963	>	OUT =	5966	>	864	
				v	^			
				1723	2185			

RAW GROWTH (PCEs): 2016 TO 2040

CONVERSION OF TRUCKS TO: 2040

FACTOR = 1.00

				844	1592			
				v	^			
		353	<			<	359	
		267	>			>	131	
				v	^			
				888	1495			

ADJUSTED GROWTH (PCEs): 2016 TO 2040

2 MINIMUM GROWTH %

				840	1590			
				v	^			
		350	<	IN =	2970	<	360	
		270	>	OUT =	2960	>	130	
				v	^			
				890	1500			

PRORATED GROWTH (PCEs): 2023 TO 2045

22 YEARS

				770	1460			
				v	^			
		320	<			<	330	
		250	>			>	120	
				v	^			
				820	1380			

NEW PROJECTED VOLUMES (PCEs): 2045

				1730	2420			
				v	^			
		1270	<			<	1290	
		1120	>			>	800	
				v	^			
				2090	2450			

YEAR 2025 GROWTH: 2023 TO 2025

2 YEARS

				70	130			
				v	^			
		30	<			<	30	
		20	>			>	10	
				v	^			
				70	130			

INITIAL YEAR 2025 VOLUMES:

2025

				1030	1090			
				v	^			
		980	<	IN =	4110	<	990	
		890	>	OUT =	4100	>	690	
				v	^			
				1340	1200			

BALANCED YEAR 2025 VOLUMES:

2025

				1030	1090			
				v	^			
		980	<	IN =	4110	<	990	
		890	>	OUT =	4100	>	690	
				v	^			
				1340	1200			

US-395 (NS) / Palmdale Road (EW) - #8

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	**163**	SOUTH LEG		NORTH	LEFT	**259**	SOUTH LEG	
BOUND	THRU	**605**	IN ...	**890**	BOUND	THRU	**740**	IN ...	**1,200**
	RIGHT	**74**	OUT ...	**830**		RIGHT	**75**	OUT ...	**1,340**
SOUTH	LEFT	**98**	NORTH LEG		SOUTH	LEFT	**136**	NORTH LEG	
BOUND	THRU	**415**	IN ...	**680**	BOUND	THRU	**777**	IN ...	**1,030**
	RIGHT	**47**	OUT ...	**830**		RIGHT	**49**	OUT ...	**1,090**
EAST	LEFT	**95**	WEST LEG		EAST	LEFT	**113**	WEST LEG	
BOUND	THRU	**393**	IN ...	**740**	BOUND	THRU	**471**	IN ...	**890**
	RIGHT	**223**	OUT ...	**550**		RIGHT	**282**	OUT ...	**980**
WEST	LEFT	**85**	EAST LEG		WEST	LEFT	**214**	EAST LEG	
BOUND	THRU	**316**	IN ...	**490**	BOUND	THRU	**639**	IN ...	**990**
	RIGHT	**72**	OUT ...	**600**		RIGHT	**110**	OUT ...	**690**

YEAR 2025 TRAFFIC CONDITIONS (IN PCEs)										
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**163**	**168**	NORTH LEG	NORTH	LEFT	**259**	**276**	NORTH LEG	
BOUND	THRU	**605**	**650**	RATIO **3.3%**	BOUND	THRU	**740**	**845**	RATIO **4.7%**	
	RIGHT	**74**	**76**	ADT 45,200		RIGHT	**75**	**77**	ADT 45,200	
SOUTH	LEFT	**98**	**118**	SOUTH LEG	SOUTH	LEFT	**136**	**141**	SOUTH LEG	
BOUND	THRU	**415**	**507**	RATIO **3.4%**	BOUND	THRU	**777**	**833**	RATIO **5.0%**	
	RIGHT	**47**	**57**	ADT 50,800		RIGHT	**49**	**53**	ADT 50,800	
EAST	LEFT	**95**	**103**	EAST LEG	EAST	LEFT	**113**	**125**	EAST LEG	
BOUND	THRU	**393**	**406**	RATIO **4.6%**	BOUND	THRU	**471**	**475**	RATIO **7.0%**	
	RIGHT	**223**	**234**	ADT 23,900		RIGHT	**282**	**291**	ADT 23,900	
WEST	LEFT	**85**	**89**	WEST LEG	WEST	LEFT	**214**	**217**	WEST LEG	
BOUND	THRU	**316**	**326**	RATIO **4.7%**	BOUND	THRU	**639**	**651**	RATIO **6.7%**	
	RIGHT	**72**	**77**	ADT 27,800		RIGHT	**110**	**120**	ADT 27,800	

US-395 (NS) / Palmdale Road (EW) - #8

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**163**	SOUTH LEG		NORTH	LEFT	**259**	SOUTH LEG	
BOUND	THRU	**605**	IN ...	**1,140**	BOUND	THRU	**740**	IN ...	**1,820**
	RIGHT	**74**	OUT ...	**1,380**		RIGHT	**75**	OUT ...	**1,720**
SOUTH	LEFT	**98**	NORTH LEG		SOUTH	LEFT	**136**	NORTH LEG	
BOUND	THRU	**415**	IN ...	**1,260**	BOUND	THRU	**777**	IN ...	**1,380**
	RIGHT	**47**	OUT ...	**1,120**		RIGHT	**49**	OUT ...	**1,760**
EAST	LEFT	**95**	WEST LEG		EAST	LEFT	**113**	WEST LEG	
BOUND	THRU	**393**	IN ...	**910**	BOUND	THRU	**471**	IN ...	**1,010**
	RIGHT	**223**	OUT ...	**630**		RIGHT	**282**	OUT ...	**1,130**
WEST	LEFT	**85**	EAST LEG		WEST	LEFT	**214**	EAST LEG	
BOUND	THRU	**316**	IN ...	**580**	BOUND	THRU	**639**	IN ...	**1,140**
	RIGHT	**72**	OUT ...	**770**		RIGHT	**110**	OUT ...	**750**

YEAR 2035 TRAFFIC CONDITIONS (IN PCEs)										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**163**	**180**	NORTH LEG		NORTH	LEFT	**259**	**342**	NORTH LEG	
BOUND	THRU	**605**	**875**	RATIO	**5.3%**	BOUND	THRU	**740**	**1,397**	RATIO	**6.9%**
	RIGHT	**74**	**89**	ADT	45,200		RIGHT	**75**	**89**	ADT	45,200
SOUTH	LEFT	**98**	**206**	SOUTH LEG		SOUTH	LEFT	**136**	**173**	SOUTH LEG	
BOUND	THRU	**415**	**966**	RATIO	**5.0%**	BOUND	THRU	**777**	**1,136**	RATIO	**7.0%**
	RIGHT	**47**	**91**	ADT	50,800		RIGHT	**49**	**69**	ADT	50,800
EAST	LEFT	**95**	**138**	EAST LEG		EAST	LEFT	**113**	**186**	EAST LEG	
BOUND	THRU	**393**	**475**	RATIO	**5.7%**	BOUND	THRU	**471**	**497**	RATIO	**8.0%**
	RIGHT	**223**	**298**	ADT	23,900		RIGHT	**282**	**336**	ADT	23,900
WEST	LEFT	**85**	**116**	WEST LEG		WEST	LEFT	**214**	**248**	WEST LEG	
BOUND	THRU	**316**	**359**	RATIO	**5.5%**	BOUND	THRU	**639**	**718**	RATIO	**7.7%**
	RIGHT	**72**	**107**	ADT	27,800		RIGHT	**110**	**177**	ADT	27,800

US-395 (NS) / Palmdale Road (EW) - #8

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2045 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2045 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2045 TOTAL
NORTH	LEFT	**163**	SOUTH LEG		NORTH	LEFT	**259**	SOUTH LEG	
BOUND	THRU	**605**	IN ...	**1,390**	BOUND	THRU	**740**	IN ...	**2,450**
	RIGHT	**74**	OUT ...	**1,930**		RIGHT	**75**	OUT ...	**2,090**
SOUTH	LEFT	**98**	NORTH LEG		SOUTH	LEFT	**136**	NORTH LEG	
BOUND	THRU	**415**	IN ...	**1,840**	BOUND	THRU	**777**	IN ...	**1,730**
	RIGHT	**47**	OUT ...	**1,400**		RIGHT	**49**	OUT ...	**2,420**
EAST	LEFT	**95**	WEST LEG		EAST	LEFT	**113**	WEST LEG	
BOUND	THRU	**393**	IN ...	**1,080**	BOUND	THRU	**471**	IN ...	**1,120**
	RIGHT	**223**	OUT ...	**700**		RIGHT	**282**	OUT ...	**1,270**
WEST	LEFT	**85**	EAST LEG		WEST	LEFT	**214**	EAST LEG	
BOUND	THRU	**316**	IN ...	**660**	BOUND	THRU	**639**	IN ...	**1,290**
	RIGHT	**72**	OUT ...	**940**		RIGHT	**110**	OUT ...	**800**

YEAR 2045 TRAFFIC CONDITIONS (IN PCEs)										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2045 FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2045 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**163**	**194**	NORTH LEG		NORTH	LEFT	**259**	**404**	NORTH LEG	
BOUND	THRU	**605**	**1,094**	RATIO	**7.2%**	BOUND	THRU	**740**	**1,954**	RATIO	**9.2%**
	RIGHT	**74**	**103**	ADT	45,200		RIGHT	**75**	**100**	ADT	45,200
SOUTH	LEFT	**98**	**290**	SOUTH LEG		SOUTH	LEFT	**136**	**200**	SOUTH LEG	
BOUND	THRU	**415**	**1,429**	RATIO	**6.5%**	BOUND	THRU	**777**	**1,433**	RATIO	**9.0%**
	RIGHT	**47**	**120**	ADT	50,800		RIGHT	**49**	**84**	ADT	50,800
EAST	LEFT	**95**	**172**	EAST LEG		EAST	LEFT	**113**	**238**	EAST LEG	
BOUND	THRU	**393**	**547**	RATIO	**6.7%**	BOUND	THRU	**471**	**518**	RATIO	**8.8%**
	RIGHT	**223**	**361**	ADT	23,900		RIGHT	**282**	**376**	ADT	23,900
WEST	LEFT	**85**	**141**	WEST LEG		WEST	LEFT	**214**	**280**	WEST LEG	
BOUND	THRU	**316**	**386**	RATIO	**6.4%**	BOUND	THRU	**639**	**782**	RATIO	**8.6%**
	RIGHT	**72**	**134**	ADT	27,800		RIGHT	**110**	**228**	ADT	27,800

Count Maker 2023

Intersection 9 Existing

Northern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												

Southern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												

AM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

NS Street:
EW Street:

PM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

Western Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	310	427	21	6	299	25	7	39	81	78	59	2
PM	94	442	18	6	683	17	26	86	239	114	40	19

Eastern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	27	0	18	0	0	0	1	53	42	17	107	0
PM	32	0	11	0	0	0	0	87	30	16	159	0

AM

Eastbound Peak Hour Volume	96
Westbound Peak Hour Volume	139

NS Street: Project West Access
EW Street: Rancho Road

PM

Eastbound Peak Hour Volume	117
Westbound Peak Hour Volume	191

Count Maker 2023

Intersection 9 2025

Northern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												

Southern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												

AM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

NS Street:
EW Street:

PM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

Western Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	313	480	21	10	389	32	8	45	82	85	62	2
PM	95	571	20	8	742	19	33	93	241	115	41	26

Eastern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	27	0	18	0	0	0	1	63	42	17	117	0
PM	32	0	11	0	0	0	0	99	32	18	171	0

AM

Eastbound Peak Hour Volume	106
Westbound Peak Hour Volume	149

NS Street: Project West Access
EW Street: Rancho Road

PM

Eastbound Peak Hour Volume	131
Westbound Peak Hour Volume	203

Count Maker 2023

Intersection 9 2035

Northern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												

Southern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												

AM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

NS Street:
EW Street:

PM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

Western Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	327	717	23	29	877	82	16	58	85	109	92	7
PM	99	1223	28	13	978	24	59	109	252	126	44	58

Eastern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	29	0	19	0	0	0	1	92	46	18	168	0
PM	34	0	12	0	0	0	0	129	32	18	221	0

AM

Eastbound Peak Hour Volume	139
Westbound Peak Hour Volume	208

NS Street: Project West Access
EW Street: Rancho Road

PM

Eastbound Peak Hour Volume	161
Westbound Peak Hour Volume	255

Count Maker 2023

Intersection 9 2045

Northern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												
Southern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												

AM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

NS Street:
EW Street:

PM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

Western Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	341	944	24	52	1354	119	23	65	89	136	108	13
PM	103	1877	37	21	1211	29	75	122	263	134	45	88
Eastern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	30	0	20	0	0	0	1	121	46	19	211	0
PM	35	0	12	0	0	0	1	159	33	18	261	0

AM

Eastbound Peak Hour Volume	168
Westbound Peak Hour Volume	257

NS Street: Project West Access
EW Street: Rancho Road

PM

Eastbound Peak Hour Volume	193
Westbound Peak Hour Volume	296

Sportsman Center (NS) / Rancho Road (EW) - #10

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2023

			0	0	0			
			<	v	>			
		1	^			^	0	
		43	>			<	44	
		34	v			v	14	
			<	^	>			
			21	0	11			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2023

				0	1			
				v	^			
		65	<	IN =	168	<	58	
		78	>	OUT =	168	>	54	
				v	^			
				48	32			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCEs):

			0	0	0			
			<	v	>			
		0	^			^	0	
		10	>			<	63	
		8	v			v	3	
			<	^	>			
			6	0	7			

PCE FACTORS BY AXLE:

2: 2.0 3: 2.5 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCEs):

2023

			0	0	0			
			<	v	>			
		1	^			^	0	
		53	>			<	107	
		42	v			v	17	
			<	^	>			
			27	0	18			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2016

				0	0			
				v	^			
		23	<	IN =	61	<	23	
		38	>	OUT =	61	>	38	
				v	^			
				0	0			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2016

				0	0			
				v	^			
		3	<	IN =	6	<	3	
		3	>	OUT =	6	>	3	
				v	^			
				0	0			

EXISTING PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.33

PHF FOR TRUCKS: 0.333

				0	0			
				v	^			
		9	<	IN =	22	<	9	
		14	>	OUT =	22	>	14	
				v	^			
				0	0			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2040

				0	0			
				v	^			
		303	<	IN =	567	<	303	
		264	>	OUT =	567	>	264	
				v	^			
				0	0			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2040

				0	0			
				v	^			
		75	<	IN =	93	<	75	
		18	>	OUT =	93	>	18	
				v	^			
				0	0			

FUTURE PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.33

PHF FOR TRUCKS: 0.333

				0	0			
				v	^			
		126	<	IN =	220	<	126	
		94	>	OUT =	220	>	94	
				v	^			
				0	0			

RAW GROWTH (PCEs): 2016 TO 2040

CONVERSION OF TRUCKS TO: 2040

FACTOR = 1.00

				0	0			
				v	^			
		117	<			<	117	
		80	>			>	80	
				v	^			
				0	0			

ADJUSTED GROWTH (PCEs): 2016 TO 2040

2 MINIMUM GROWTH %

				0	0			
				v	^			
		120	<	IN =	200	<	120	
		80	>	OUT =	200	>	80	
				v	^			
				0	0			

PRORATED GROWTH (PCEs): 2023 TO 2045

22 YEARS

				0	0			
				v	^			
		110	<			<	110	
		70	>			>	70	
				v	^			
				0	0			

NEW PROJECTED VOLUMES (PCEs): 2045

				0	0			
				v	^			
		240	<			<	230	
		170	>			>	140	
				v	^			
				60	50			

YEAR 2025 GROWTH: 2023 TO 2025

2 YEARS

				0	0			
				v	^			
		10	<			<	10	
		10	>			>	10	
				v	^			
				0	0			

INITIAL YEAR 2025 VOLUMES:

2025

				0	0			
				v	^			
		140	<	IN =	290	<	130	
		110	>	OUT =	280	>	80	
				v	^			
				60	50			

BALANCED YEAR 2025 VOLUMES:

2025

				0	0			
				v	^			
		150	<	IN =	290	<	130	
		110	>	OUT =	290	>	80	
				v	^			
				60	50			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2023

			0	0	0			
			<	v	>			
		0	^			^	0	
		66	>			<	128	
		30	v			v	10	
			<	^	>			
			29	0	8			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2023

				0	0			
				v	^			
		157	<	IN =	271	<	138	
		96	>	OUT =	271	>	74	
				v	^			
				40	37			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCEs):

			0	0	0			
			<	v	>			
		0	^			^	0	
		21	>			<	31	
		0	v			v	6	
			<	^	>			
			3	0	3			

PCE FACTORS BY AXLE:

2: 2.0 3: 3 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCEs):

2023

			0	0	0			
			<	v	>			
		0	^			^	0	
		87	>			<	159	
		30	v			v	16	
			<	^	>			
			32	0	11			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2016

				0	0			
				v	^			
		47	<	IN =	208	<	47	
		161	>	OUT =	208	>	161	
				v	^			
				0	0			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2016

				0	0			
				v	^			
		3	<	IN =	32	<	3	
		29	>	OUT =	32	>	29	
				v	^			
				0	0			

EXISTING PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.25

PHF FOR TRUCKS: 0.25

				0	0			
				v	^			
		13	<	IN =	60	<	13	
		48	>	OUT =	60	>	48	
				v	^			
				0	0			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2040

				0	0			
				v	^			
		471	<	IN =	858	<	471	
		387	>	OUT =	858	>	387	
				v	^			
				0	0			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2040

				0	0			
				v	^			
		21	<	IN =	160	<	21	
		139	>	OUT =	160	>	139	
				v	^			
				0	0			

FUTURE PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.25

PHF FOR TRUCKS: 0.25

				0	0			
				v	^			
		123	<	IN =	255	<	123	
		132	>	OUT =	255	>	132	
				v	^			
				0	0			

RAW GROWTH (PCEs): 2016 TO 2040

CONVERSION OF TRUCKS TO: 2040

FACTOR = 1.00

				0	0			
				v	^			
		111	<			<	111	
		84	>			>	84	
				v	^			
				0	0			

ADJUSTED GROWTH (PCEs): 2016 TO 2040

2 MINIMUM GROWTH %

				0	0			
				v	^			
		110	<	IN =	190	<	110	
		80	>	OUT =	190	>	80	
				v	^			
				0	0			

PRORATED GROWTH (PCEs): 2023 TO 2045

22 YEARS

				0	0			
				v	^			
		100	<			<	100	
		70	>			>	70	
				v	^			
				0	0			

NEW PROJECTED VOLUMES (PCEs): 2045

				0	0			
				v	^			
		290	<			<	280	
		190	>			>	170	
				v	^			
				50	40			

YEAR 2025 GROWTH: 2023 TO 2025

2 YEARS

				0	0			
				v	^			
		10	<			<	10	
		10	>			>	10	
				v	^			
				0	0			

INITIAL YEAR 2025 VOLUMES:

2025

				0	0			
				v	^			
		200	<	IN =	360	<	190	
		130	>	OUT =	360	>	110	
				v	^			
				50	40			

BALANCED YEAR 2025 VOLUMES:

2025

				0	0			
				v	^			
		200	<	IN =	360	<	190	
		130	>	OUT =	360	>	110	
				v	^			
				50	40			

Sportsman Center (NS) / Rancho Road (EW) - #10

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	**27**	SOUTH LEG		NORTH	LEFT	**32**	SOUTH LEG	
BOUND	THRU	**0**	IN ...	**50**	BOUND	THRU	**0**	IN ...	**40**
	RIGHT	**18**	OUT ...	**60**		RIGHT	**11**	OUT ...	**50**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
EAST	LEFT	**1**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**53**	IN ...	**110**	BOUND	THRU	**87**	IN ...	**130**
	RIGHT	**42**	OUT ...	**150**		RIGHT	**30**	OUT ...	**200**
WEST	LEFT	**17**	EAST LEG		WEST	LEFT	**16**	EAST LEG	
BOUND	THRU	**107**	IN ...	**130**	BOUND	THRU	**159**	IN ...	**190**
	RIGHT	**0**	OUT ...	**80**		RIGHT	**0**	OUT ...	**110**

YEAR 2025 TRAFFIC CONDITIONS (IN PCEs)										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**27**	**27**	NORTH LEG		NORTH	LEFT	**32**	**32**	NORTH LEG	
BOUND	THRU	**0**	**0**	RATIO	**-**	BOUND	THRU	**0**	**0**	RATIO	**-**
	RIGHT	**18**	**18**	ADT	0		RIGHT	**11**	**11**	ADT	0
SOUTH	LEFT	**0**	**0**	SOUTH LEG		SOUTH	LEFT	**0**	**0**	SOUTH LEG	
BOUND	THRU	**0**	**0**	RATIO	**9.5%**	BOUND	THRU	**0**	**0**	RATIO	**8.5%**
	RIGHT	**0**	**0**	ADT	1,100		RIGHT	**0**	**0**	ADT	1,100
EAST	LEFT	**1**	**1**	EAST LEG		EAST	LEFT	**0**	**0**	EAST LEG	
BOUND	THRU	**53**	**63**	RATIO	**4.1%**	BOUND	THRU	**87**	**99**	RATIO	**5.6%**
	RIGHT	**42**	**42**	ADT	5,300		RIGHT	**30**	**32**	ADT	5,300
WEST	LEFT	**17**	**17**	WEST LEG		WEST	LEFT	**16**	**18**	WEST LEG	
BOUND	THRU	**107**	**117**	RATIO	**4.4%**	BOUND	THRU	**159**	**171**	RATIO	**5.9%**
	RIGHT	**0**	**0**	ADT	5,700		RIGHT	**0**	**0**	ADT	5,700

Sportsman Center (NS) / Rancho Road (EW) - #10

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**27**	SOUTH LEG		NORTH	LEFT	**32**	SOUTH LEG	
BOUND	THRU	**0**	IN ...	**50**	BOUND	THRU	**0**	IN ...	**40**
	RIGHT	**18**	OUT ...	**60**		RIGHT	**11**	OUT ...	**50**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
EAST	LEFT	**1**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**53**	IN ...	**140**	BOUND	THRU	**87**	IN ...	**160**
	RIGHT	**42**	OUT ...	**200**		RIGHT	**30**	OUT ...	**250**
WEST	LEFT	**17**	EAST LEG		WEST	LEFT	**16**	EAST LEG	
BOUND	THRU	**107**	IN ...	**180**	BOUND	THRU	**159**	IN ...	**240**
	RIGHT	**0**	OUT ...	**110**		RIGHT	**0**	OUT ...	**140**

YEAR 2035 TRAFFIC CONDITIONS (IN PCEs)										
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**27**	**29**	NORTH LEG	NORTH	LEFT	**32**	**34**	NORTH LEG	
BOUND	THRU	**0**	**0**	RATIO **-**	BOUND	THRU	**0**	**0**	RATIO	**-**
	RIGHT	**18**	**19**	ADT 0		RIGHT	**11**	**12**	ADT	0
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG	
BOUND	THRU	**0**	**0**	RATIO **10.2%**	BOUND	THRU	**0**	**0**	RATIO	**8.7%**
	RIGHT	**0**	**0**	ADT 1,100		RIGHT	**0**	**0**	ADT	1,100
EAST	LEFT	**1**	**1**	EAST LEG	EAST	LEFT	**0**	**0**	EAST LEG	
BOUND	THRU	**53**	**92**	RATIO **5.6%**	BOUND	THRU	**87**	**129**	RATIO	**7.2%**
	RIGHT	**42**	**46**	ADT 5,300		RIGHT	**30**	**32**	ADT	5,300
WEST	LEFT	**17**	**18**	WEST LEG	WEST	LEFT	**16**	**18**	WEST LEG	
BOUND	THRU	**107**	**168**	RATIO **5.9%**	BOUND	THRU	**159**	**221**	RATIO	**7.3%**
	RIGHT	**0**	**0**	ADT 5,700		RIGHT	**0**	**0**	ADT	5,700

Sportsman Center (NS) / Rancho Road (EW) - #10

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2045 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2045 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2045 TOTAL
NORTH	LEFT	**27**	SOUTH LEG		NORTH	LEFT	**32**	SOUTH LEG	
BOUND	THRU	**0**	IN ...	**50**	BOUND	THRU	**0**	IN ...	**40**
	RIGHT	**18**	OUT ...	**60**		RIGHT	**11**	OUT ...	**50**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
EAST	LEFT	**1**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**53**	IN ...	**170**	BOUND	THRU	**87**	IN ...	**190**
	RIGHT	**42**	OUT ...	**240**		RIGHT	**30**	OUT ...	**290**
WEST	LEFT	**17**	EAST LEG		WEST	LEFT	**16**	EAST LEG	
BOUND	THRU	**107**	IN ...	**230**	BOUND	THRU	**159**	IN ...	**280**
	RIGHT	**0**	OUT ...	**140**		RIGHT	**0**	OUT ...	**170**

YEAR 2045 TRAFFIC CONDITIONS (IN PCEs)										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2045 FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2045 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**27**	**30**	NORTH LEG		NORTH	LEFT	**32**	**35**	NORTH LEG	
BOUND	THRU	**0**	**0**	RATIO	**-**	BOUND	THRU	**0**	**0**	RATIO	**-**
	RIGHT	**18**	**20**	ADT	0		RIGHT	**11**	**12**	ADT	0
SOUTH	LEFT	**0**	**0**	SOUTH LEG		SOUTH	LEFT	**0**	**0**	SOUTH LEG	
BOUND	THRU	**0**	**0**	RATIO	**10.5%**	BOUND	THRU	**0**	**0**	RATIO	**8.9%**
	RIGHT	**0**	**0**	ADT	1,100		RIGHT	**0**	**0**	ADT	1,100
EAST	LEFT	**1**	**1**	EAST LEG		EAST	LEFT	**0**	**0**	EAST LEG	
BOUND	THRU	**53**	**121**	RATIO	**7.0%**	BOUND	THRU	**87**	**159**	RATIO	**8.5%**
	RIGHT	**42**	**46**	ADT	5,300		RIGHT	**30**	**33**	ADT	5,300
WEST	LEFT	**17**	**19**	WEST LEG		WEST	LEFT	**16**	**18**	WEST LEG	
BOUND	THRU	**107**	**211**	RATIO	**7.2%**	BOUND	THRU	**159**	**261**	RATIO	**8.6%**
	RIGHT	**0**	**0**	ADT	5,700		RIGHT	**0**	**0**	ADT	5,700

Count Maker 2023

Intersection 11, 13, 14 Exsitng

Northern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												
Southern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												

AM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

NS Street:
EW Street:

PM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

Western Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												
Eastern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	0	226	19	12	93	0	0	0	0	14	0	11
PM	0	222	16	13	110	0	0	0	0	46	0	19

AM

Eastbound Peak Hour Volume	0
Westbound Peak Hour Volume	0

NS Street: Project Access
EW Street: Violet Road

PM

Eastbound Peak Hour Volume	0
Westbound Peak Hour Volume	0

Count Maker 2023

Intersection 11, 13, 14 Year 2025

Northern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												
Southern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												

AM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

NS Street:
EW Street:

PM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

Western Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												
Eastern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	0	255	19	13	105	0	0	0	0	15	0	11
PM	0	232	17	13	128	0	0	0	0	52	0	19

AM

Eastbound Peak Hour Volume	0
Westbound Peak Hour Volume	0

NS Street: Project Access
EW Street: Violet Road

PM

Eastbound Peak Hour Volume	0
Westbound Peak Hour Volume	0

Count Maker 2023

Intersection 11, 13, 14 Year 2035

Northern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												
Southern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												

AM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

NS Street:
EW Street:

PM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

Western Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												
Eastern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	0	325	20	13	145	0	0	0	0	15	0	13
PM	0	292	17	15	207	0	0	0	0	53	0	20

AM

Eastbound Peak Hour Volume	0
Westbound Peak Hour Volume	0

NS Street: Project Access
EW Street: Violet Road

PM

Eastbound Peak Hour Volume	0
Westbound Peak Hour Volume	0

Count Maker 2023

Intersection 11, 13, 14 Year 2045

Northern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												
Southern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												

AM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

NS Street:
EW Street:

PM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

Western Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												
Eastern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	0	397	21	13	174	0	0	0	0	16	0	13
PM	0	342	18	16	287	0	0	0	0	53	0	21

AM

Eastbound Peak Hour Volume	0
Westbound Peak Hour Volume	0

NS Street: Project Access
EW Street: Violet Road

PM

Eastbound Peak Hour Volume	0
Westbound Peak Hour Volume	0

Count Maker 2023

Intersection 12 Existing

Northern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												

Southern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												

AM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

NS Street:
EW Street:

PM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

Western Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	27	0	18	0	0	0	1	53	42	17	107	0
PM	32	0	11	0	0	0	0	87	30	16	159	0

Eastern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	28	207	0	0	14	93	42	0	4	0	0	0
PM	27	146	0	0	11	146	92	0	5	0	0	0

AM

Eastbound Peak Hour Volume	71
Westbound Peak Hour Volume	124

NS Street: Project East Access
EW Street: Rancho Road

PM

Eastbound Peak Hour Volume	98
Westbound Peak Hour Volume	175

Count Maker 2023

Intersection 12 Year 2025

Northern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												

Southern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												

AM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

NS Street:
EW Street:

PM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

Western Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	27	0	18	0	0	0	1	63	42	17	117	0
PM	32	0	11	0	0	0	0	99	32	18	171	0

Eastern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	38	222	0	0	28	94	42	0	12	0	0	0
PM	28	162	0	0	28	152	98	0	12	0	0	0

AM

Eastbound Peak Hour Volume	81
Westbound Peak Hour Volume	134

NS Street: Project East Access
EW Street: Rancho Road

PM

Eastbound Peak Hour Volume	110
Westbound Peak Hour Volume	189

Count Maker 2023

Intersection 12 Year 2035

Northern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												
Southern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												

AM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

NS Street:
EW Street:

PM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

Western Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	29	0	19	0	0	0	1	92	46	18	168	0
PM	34	0	12	0	0	0	0	129	32	18	221	0
Eastern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	85	304	0	0	76	98	46	0	54	0	0	0
PM	66	227	0	0	101	164	97	0	59	0	0	0

AM

Eastbound Peak Hour Volume	111
Westbound Peak Hour Volume	186

NS Street: Project East Access
EW Street: Rancho Road

PM

Eastbound Peak Hour Volume	156
Westbound Peak Hour Volume	239

Count Maker 2023

Intersection 12 Year 2045

Northern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												
Southern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												

AM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

NS Street:
EW Street:

PM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

Western Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	30	0	20	0	0	0	1	121	46	19	211	0
PM	35	0	12	0	0	0	0	159	33	18	261	0
Eastern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	130	377	0	0	112	102	46	0	98	0	0	0
PM	102	290	0	0	178	168	101	0	102	0	0	0

AM

Eastbound Peak Hour Volume	144
Westbound Peak Hour Volume	232

NS Street: Project East Access
EW Street: Rancho Road

PM

Eastbound Peak Hour Volume	203
Westbound Peak Hour Volume	279

Count Maker 2023

Intersection 11, 13, 14 Exsitng

Northern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												
Southern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												

AM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

NS Street:
EW Street:

PM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

Western Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												
Eastern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	0	226	19	12	93	0	0	0	0	14	0	11
PM	0	222	16	13	110	0	0	0	0	46	0	19

AM

Eastbound Peak Hour Volume	0
Westbound Peak Hour Volume	0

NS Street: Project Access
EW Street: Violet Road

PM

Eastbound Peak Hour Volume	0
Westbound Peak Hour Volume	0

Count Maker 2023

Intersection 11, 13, 14 Year 2025

Northern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												
Southern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												

AM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

NS Street:
EW Street:

PM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

Western Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												
Eastern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	0	255	19	13	105	0	0	0	0	15	0	11
PM	0	232	17	13	128	0	0	0	0	52	0	19

AM

Eastbound Peak Hour Volume	0
Westbound Peak Hour Volume	0

NS Street: Project Access
EW Street: Violet Road

PM

Eastbound Peak Hour Volume	0
Westbound Peak Hour Volume	0

Count Maker 2023

Intersection 11, 13, 14 Year 2035

Northern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												
Southern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												

AM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

NS Street:
EW Street:

PM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

Western Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												
Eastern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	0	325	20	13	145	0	0	0	0	15	0	13
PM	0	292	17	15	207	0	0	0	0	53	0	20

AM

Eastbound Peak Hour Volume	0
Westbound Peak Hour Volume	0

NS Street: Project Access
EW Street: Violet Road

PM

Eastbound Peak Hour Volume	0
Westbound Peak Hour Volume	0

Count Maker 2023

Intersection 11, 13, 14 Year 2045

Northern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												
Southern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												

AM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

NS Street:
EW Street:

PM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

Western Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												
Eastern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	0	397	21	13	174	0	0	0	0	16	0	13
PM	0	342	18	16	287	0	0	0	0	53	0	21

AM

Eastbound Peak Hour Volume	0
Westbound Peak Hour Volume	0

NS Street: Project Access
EW Street: Violet Road

PM

Eastbound Peak Hour Volume	0
Westbound Peak Hour Volume	0

Count Maker 2023

Intersection 11, 13, 14 Exsitng

Northern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												
Southern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												

AM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

NS Street:
EW Street:

PM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

Western Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												
Eastern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	0	226	19	12	93	0	0	0	0	14	0	11
PM	0	222	16	13	110	0	0	0	0	46	0	19

AM

Eastbound Peak Hour Volume	0
Westbound Peak Hour Volume	0

NS Street: Project Access
EW Street: Violet Road

PM

Eastbound Peak Hour Volume	0
Westbound Peak Hour Volume	0

Count Maker 2023

Intersection 11, 13, 14 Year 2025

Northern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												
Southern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												

AM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

NS Street:
EW Street:

PM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

Western Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												
Eastern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	0	255	19	13	105	0	0	0	0	15	0	11
PM	0	232	17	13	128	0	0	0	0	52	0	19

AM

Eastbound Peak Hour Volume	0
Westbound Peak Hour Volume	0

NS Street: Project Access
EW Street: Violet Road

PM

Eastbound Peak Hour Volume	0
Westbound Peak Hour Volume	0

Count Maker 2023

Intersection 11, 13, 14 Year 2035

Northern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												
Southern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												

AM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

NS Street:
EW Street:

PM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

Western Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												
Eastern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	0	325	20	13	145	0	0	0	0	15	0	13
PM	0	292	17	15	207	0	0	0	0	53	0	20

AM

Eastbound Peak Hour Volume	0
Westbound Peak Hour Volume	0

NS Street: Project Access
EW Street: Violet Road

PM

Eastbound Peak Hour Volume	0
Westbound Peak Hour Volume	0

Count Maker 2023

Intersection 11, 13, 14 Year 2045

Northern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												
Southern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												

AM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

NS Street:
EW Street:

PM

Northbound Peak Hour Volume	0
Southbound Peak Hour Volume	0

Western Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												
Eastern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	0	397	21	13	174	0	0	0	0	16	0	13
PM	0	342	18	16	287	0	0	0	0	53	0	21

AM

Eastbound Peak Hour Volume	0
Westbound Peak Hour Volume	0

NS Street: Project Access
EW Street: Violet Road

PM

Eastbound Peak Hour Volume	0
Westbound Peak Hour Volume	0

Adelanto Road (NS) / Violet Road (EW) - #15

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2023

			0	49	6			
			<	v	>			
		0	^			^	3	
		0	>			<	0	
		0	v			v	6	
			<	^	>			
			0	159	12			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2023

				55	162			
				v	^			
		0	<	IN =	235	<	9	
		0	>	OUT =	235	>	18	
				v	^			
				55	171			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCEs):

			0	44	6			
			<	v	>			
		0	^			^	8	
		0	>			<	0	
		0	v			v	8	
			<	^	>			
			0	67	7			

PCE FACTORS BY AXLE:

2: 2.0 3: 2.5 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCEs):

2023

			0	93	12			
			<	v	>			
		0	^			^	11	
		0	>			<	0	
		0	v			v	14	
			<	^	>			
			0	226	19			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2016

				159	478			
				v	^			
		0	<	IN =	637	<	0	
		0	>	OUT =	637	>	0	
				v	^			
				159	478			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2016

				5	7			
				v	^			
		0	<	IN =	12	<	0	
		0	>	OUT =	12	>	0	
				v	^			
				5	7			

EXISTING PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.33

PHF FOR TRUCKS: 0.333

				55	162			
				v	^			
		0	<	IN =	216	<	0	
		0	>	OUT =	216	>	0	
				v	^			
				55	162			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2040

				428	1018			
				v	^			
		0	<	IN =	1446	<	0	
		0	>	OUT =	1446	>	0	
				v	^			
				428	1018			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2040

				18	17			
				v	^			
		0	<	IN =	35	<	0	
		0	>	OUT =	35	>	0	
				v	^			
				18	17			

FUTURE PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.33

PHF FOR TRUCKS: 0.333

				149	345			
				v	^			
		0	<	IN =	493	<	0	
		0	>	OUT =	493	>	0	
				v	^			
				149	345			

RAW GROWTH (PCEs): 2016 TO 2040

CONVERSION OF TRUCKS TO: 2040

FACTOR = 1.00

				94	183			
				v	^			
		0	<			<	0	
		0	>			>	0	
				v	^			
				94	183			

ADJUSTED GROWTH (PCEs): 2016 TO 2040

2 MINIMUM GROWTH %

				90	180			
				v	^			
		0	<	IN =	270	<	0	
		0	>	OUT =	270	>	0	
				v	^			
				90	180			

PRORATED GROWTH (PCEs): 2023 TO 2045

22 YEARS

				80	170			
				v	^			
		0	<			<	0	
		0	>			>	0	
				v	^			
				80	170			

NEW PROJECTED VOLUMES (PCEs): 2045

				190	410			
				v	^			
		0	<			<	30	
		0	>			>	30	
				v	^			
				190	420			

YEAR 2025 GROWTH: 2023 TO 2025

2 YEARS

				10	20			
				v	^			
		0	<			<	0	
		0	>			>	0	
				v	^			
				10	20			

INITIAL YEAR 2025 VOLUMES:

2025

				120	260			
				v	^			
		0	<	IN =	420	<	30	
		0	>	OUT =	410	>	30	
				v	^			
				120	270			

BALANCED YEAR 2025 VOLUMES:

2025

				120	270			
				v	^			
		0	<	IN =	420	<	30	
		0	>	OUT =	420	>	30	
				v	^			
				120	270			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2023

			0	88	3			
			<	v	>			
		0	^			^	13	
		0	>			<	0	
		0	v			v	35	
			<	^	>			
			0	160	4			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2023

				91	173			
				v	^			
		0	<	IN =	303	<	48	
		0	>	OUT =	303	>	7	
				v	^			
				123	164			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCEs):

			0	22	10			
			<	v	>			
		0	^			^	6	
		0	>			<	0	
		0	v			v	11	
			<	^	>			
			0	62	12			

PCE FACTORS BY AXLE:

2: 2.0 3: 3 4+: 3.0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCEs):

2023

			0	110	13			
			<	v	>			
		0	^			^	19	
		0	>			<	0	
		0	v			v	46	
			<	^	>			
			0	222	16			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2016

				557	373			
				v	^			
		0	<	IN =	930	<	0	
		0	>	OUT =	930	>	0	
				v	^			
				557	373			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2016

				5	6			
				v	^			
		0	<	IN =	11	<	0	
		0	>	OUT =	11	>	0	
				v	^			
				5	6			

EXISTING PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.25

PHF FOR TRUCKS: 0.25

				141	95			
				v	^			
		0	<	IN =	235	<	0	
		0	>	OUT =	235	>	0	
				v	^			
				141	95			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2040

				1337	874			
				v	^			
		0	<	IN =	2211	<	0	
		0	>	OUT =	2211	>	0	
				v	^			
				1337	874			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2040

				22	19			
				v	^			
		0	<	IN =	41	<	0	
		0	>	OUT =	41	>	0	
				v	^			
				22	19			

FUTURE PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.25

PHF FOR TRUCKS: 0.25

				340	223			
				v	^			
		0	<	IN =	563	<	0	
		0	>	OUT =	563	>	0	
				v	^			
				340	223			

RAW GROWTH (PCEs): 2016 TO 2040

CONVERSION OF TRUCKS TO: 2040

FACTOR = 1.00

				199	129			
				v	^			
		0	<			<	0	
		0	>			>	0	
				v	^			
				199	129			

ADJUSTED GROWTH (PCEs): 2016 TO 2040

2 MINIMUM GROWTH %

				200	130			
				v	^			
		0	<	IN =	330	<	0	
		0	>	OUT =	330	>	0	
				v	^			
				200	130			

PRORATED GROWTH (PCEs): 2023 TO 2045

22 YEARS

				180	120			
				v	^			
		0	<			<	0	
		0	>			>	0	
				v	^			
				180	120			

NEW PROJECTED VOLUMES (PCEs): 2045

				300	360			
				v	^			
		0	<			<	70	
		0	>			>	30	
				v	^			
				340	360			

YEAR 2025 GROWTH: 2023 TO 2025

2 YEARS

				20	10			
				v	^			
		0	<			<	0	
		0	>			>	0	
				v	^			
				20	10			

INITIAL YEAR 2025 VOLUMES:

2025

				140	250			
				v	^			
		0	<	IN =	460	<	70	
		0	>	OUT =	460	>	30	
				v	^			
				180	250			

BALANCED YEAR 2025 VOLUMES:

2025

				140	250			
				v	^			
		0	<	IN =	460	<	70	
		0	>	OUT =	460	>	30	
				v	^			
				180	250			

Adelanto Road (NS) / Violet Road (EW) - #15

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**226**	IN ...	**270**	BOUND	THRU	**222**	IN ...	**250**
	RIGHT	**19**	OUT ...	**120**		RIGHT	**16**	OUT ...	**180**
SOUTH	LEFT	**12**	NORTH LEG		SOUTH	LEFT	**13**	NORTH LEG	
BOUND	THRU	**93**	IN ...	**120**	BOUND	THRU	**110**	IN ...	**140**
	RIGHT	**0**	OUT ...	**270**		RIGHT	**0**	OUT ...	**250**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
WEST	LEFT	**14**	EAST LEG		WEST	LEFT	**46**	EAST LEG	
BOUND	THRU	**0**	IN ...	**30**	BOUND	THRU	**0**	IN ...	**70**
	RIGHT	**11**	OUT ...	**30**		RIGHT	**19**	OUT ...	**30**

YEAR 2025 TRAFFIC CONDITIONS (IN PCEs)										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**0**	**0**	NORTH LEG		NORTH	LEFT	**0**	**0**	NORTH LEG	
BOUND	THRU	**226**	**255**	RATIO	**5.2%**	BOUND	THRU	**222**	**232**	RATIO	**5.3%**
	RIGHT	**19**	**19**	ADT	7,400		RIGHT	**16**	**17**	ADT	7,400
SOUTH	LEFT	**12**	**13**	SOUTH LEG		SOUTH	LEFT	**13**	**13**	SOUTH LEG	
BOUND	THRU	**93**	**105**	RATIO	**5.1%**	BOUND	THRU	**110**	**128**	RATIO	**5.6%**
	RIGHT	**0**	**0**	ADT	7,700		RIGHT	**0**	**0**	ADT	7,700
EAST	LEFT	**0**	**0**	EAST LEG		EAST	LEFT	**0**	**0**	EAST LEG	
BOUND	THRU	**0**	**0**	RATIO	**4.8%**	BOUND	THRU	**0**	**0**	RATIO	**8.4%**
	RIGHT	**0**	**0**	ADT	1,200		RIGHT	**0**	**0**	ADT	1,200
WEST	LEFT	**14**	**15**	WEST LEG		WEST	LEFT	**46**	**52**	WEST LEG	
BOUND	THRU	**0**	**0**	RATIO	**-**	BOUND	THRU	**0**	**0**	RATIO	**-**
	RIGHT	**11**	**11**	ADT	0		RIGHT	**19**	**19**	ADT	0

Adelanto Road (NS) / Violet Road (EW) - #15

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**226**	IN ...	**340**	BOUND	THRU	**222**	IN ...	**310**
	RIGHT	**19**	OUT ...	**160**		RIGHT	**16**	OUT ...	**260**
SOUTH	LEFT	**12**	NORTH LEG		SOUTH	LEFT	**13**	NORTH LEG	
BOUND	THRU	**93**	IN ...	**160**	BOUND	THRU	**110**	IN ...	**220**
	RIGHT	**0**	OUT ...	**340**		RIGHT	**0**	OUT ...	**310**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
WEST	LEFT	**14**	EAST LEG		WEST	LEFT	**46**	EAST LEG	
BOUND	THRU	**0**	IN ...	**30**	BOUND	THRU	**0**	IN ...	**70**
	RIGHT	**11**	OUT ...	**30**		RIGHT	**19**	OUT ...	**30**

YEAR 2035 TRAFFIC CONDITIONS (IN PCEs)										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**0**	**0**	NORTH LEG		NORTH	LEFT	**0**	**0**	NORTH LEG	
BOUND	THRU	**226**	**325**	RATIO	**6.7%**	BOUND	THRU	**222**	**292**	RATIO	**7.2%**
	RIGHT	**19**	**20**	ADT	7,400		RIGHT	**16**	**17**	ADT	7,400
SOUTH	LEFT	**12**	**13**	SOUTH LEG		SOUTH	LEFT	**13**	**15**	SOUTH LEG	
BOUND	THRU	**93**	**145**	RATIO	**6.6%**	BOUND	THRU	**110**	**207**	RATIO	**7.4%**
	RIGHT	**0**	**0**	ADT	7,700		RIGHT	**0**	**0**	ADT	7,700
EAST	LEFT	**0**	**0**	EAST LEG		EAST	LEFT	**0**	**0**	EAST LEG	
BOUND	THRU	**0**	**0**	RATIO	**5.1%**	BOUND	THRU	**0**	**0**	RATIO	**8.8%**
	RIGHT	**0**	**0**	ADT	1,200		RIGHT	**0**	**0**	ADT	1,200
WEST	LEFT	**14**	**15**	WEST LEG		WEST	LEFT	**46**	**53**	WEST LEG	
BOUND	THRU	**0**	**0**	RATIO	-	BOUND	THRU	**0**	**0**	RATIO	-
	RIGHT	**11**	**13**	ADT	0		RIGHT	**19**	**20**	ADT	0

Adelanto Road (NS) / Violet Road (EW) - #15

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2045 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2045 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2045 TOTAL
NORTH	LEFT	**0**	SOUTH LEG		NORTH	LEFT	**0**	SOUTH LEG	
BOUND	THRU	**226**	IN ...	**420**	BOUND	THRU	**222**	IN ...	**360**
	RIGHT	**19**	OUT ...	**190**		RIGHT	**16**	OUT ...	**340**
SOUTH	LEFT	**12**	NORTH LEG		SOUTH	LEFT	**13**	NORTH LEG	
BOUND	THRU	**93**	IN ...	**190**	BOUND	THRU	**110**	IN ...	**300**
	RIGHT	**0**	OUT ...	**410**		RIGHT	**0**	OUT ...	**360**
EAST	LEFT	**0**	WEST LEG		EAST	LEFT	**0**	WEST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**
WEST	LEFT	**14**	EAST LEG		WEST	LEFT	**46**	EAST LEG	
BOUND	THRU	**0**	IN ...	**30**	BOUND	THRU	**0**	IN ...	**70**
	RIGHT	**11**	OUT ...	**30**		RIGHT	**19**	OUT ...	**30**

YEAR 2045 TRAFFIC CONDITIONS (IN PCEs)										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2045 FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2045 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**0**	**0**	NORTH LEG		NORTH	LEFT	**0**	**0**	NORTH LEG	
BOUND	THRU	**226**	**397**	RATIO	**8.1%**	BOUND	THRU	**222**	**342**	RATIO	**9.0%**
	RIGHT	**19**	**21**	ADT	7,400		RIGHT	**16**	**18**	ADT	7,400
SOUTH	LEFT	**12**	**13**	SOUTH LEG		SOUTH	LEFT	**13**	**16**	SOUTH LEG	
BOUND	THRU	**93**	**174**	RATIO	**7.9%**	BOUND	THRU	**110**	**287**	RATIO	**9.1%**
	RIGHT	**0**	**0**	ADT	7,700		RIGHT	**0**	**0**	ADT	7,700
EAST	LEFT	**0**	**0**	EAST LEG		EAST	LEFT	**0**	**0**	EAST LEG	
BOUND	THRU	**0**	**0**	RATIO	**5.3%**	BOUND	THRU	**0**	**0**	RATIO	**9.0%**
	RIGHT	**0**	**0**	ADT	1,200		RIGHT	**0**	**0**	ADT	1,200
WEST	LEFT	**14**	**16**	WEST LEG		WEST	LEFT	**46**	**53**	WEST LEG	
BOUND	THRU	**0**	**0**	RATIO	-	BOUND	THRU	**0**	**0**	RATIO	-
	RIGHT	**11**	**13**	ADT	0		RIGHT	**19**	**21**	ADT	0

Count Maker 2023

Intersection 16 Existing

Northern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	0	226	19	12	93	0	0	0	0	14	0	11
PM	0	222	16	13	110	0	0	0	0	46	0	19
Southern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	28	207	0	0	14	93	42	0	4	0	0	0
PM	27	145	0	0	11	146	92	0	5	0	0	0

AM

Northbound Peak Hour Volume	249
Southbound Peak Hour Volume	107

NS Street: Adelanto Road
EW Street: Project Access

PM

Northbound Peak Hour Volume	238
Southbound Peak Hour Volume	157

Western Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												
Eastern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												

AM

Eastbound Peak Hour Volume	0
Westbound Peak Hour Volume	0

NS Street:
EW Street:

PM

Eastbound Peak Hour Volume	0
Westbound Peak Hour Volume	0

Count Maker 2023

Intersection 16 Year 2025

Northern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	0	255	19	13	105	0	0	0	0	15	0	11
PM	0	232	17	13	128	0	0	0	0	52	0	19
Southern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	38	222	0	0	28	94	42	0	12	0	0	0
PM	28	162	0	0	28	152	98	0	12	0	0	0

AM

Northbound Peak Hour Volume	274
Southbound Peak Hour Volume	122

NS Street: Adelanto Road
EW Street: Project Access

PM

Northbound Peak Hour Volume	260
Southbound Peak Hour Volume	180

Western Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												
Eastern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												

AM

Eastbound Peak Hour Volume	0
Westbound Peak Hour Volume	0

NS Street:
EW Street:

PM

Eastbound Peak Hour Volume	0
Westbound Peak Hour Volume	0

Count Maker 2023

Intersection 16 Year 2035

Northern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	0	325	20	13	145	0	0	0	0	15	0	13
PM	0	292	17	15	207	0	0	0	0	53	0	26
Southern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	85	304	0	0	76	98	46	0	54	0	0	0
PM	66	227	0	0	101	164	97	0	59	0	0	0

AM

Northbound Peak Hour Volume	350
Southbound Peak Hour Volume	174

NS Street: Adelanto Road
EW Street: Project Access

PM

Northbound Peak Hour Volume	324
Southbound Peak Hour Volume	265

Western Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												
Eastern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												

AM

Eastbound Peak Hour Volume	0
Westbound Peak Hour Volume	0

NS Street:
EW Street:

PM

Eastbound Peak Hour Volume	0
Westbound Peak Hour Volume	0

Count Maker 2023

Intersection 16 Year 2045

Northern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	0	397	21	13	174	0	0	0	0	14	0	11
PM	0	342	18	16	287	0	0	0	0	53	0	21
Southern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM	130	377	0	0	112	102	46	0	98	0	0	0
PM	102	290	0	0	178	168	101	0	102	0	0	0

AM

Northbound Peak Hour Volume	423
Southbound Peak Hour Volume	214

NS Street: Adelanto Road
EW Street: Project Access

PM

Northbound Peak Hour Volume	391
Southbound Peak Hour Volume	346

Western Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												
Eastern Intersection												
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM												
PM												

AM

Eastbound Peak Hour Volume	0
Westbound Peak Hour Volume	0

NS Street:
EW Street:

PM

Eastbound Peak Hour Volume	0
Westbound Peak Hour Volume	0

Adelanto Road (NS) / Rancho Road (EW) - #17

MORNING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2023

			48	5	0			
			<	v	>			
		37	^				^	0
		0	>				<	0
		2	v				v	0
			<	^	>			
			7	125	0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2023

				53	162			
				v	^			
		55	<	IN =	224	<	0	
		39	>	OUT =	224	>	0	
				v	^			
				7	132			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCEs):

			45	9	0			
			<	v	>			
		5	^				^	0
		0	>				<	0
		2	v				v	0

PCE FACTORS BY AXLE:

					<	^	>	
2:	2.0	3:	2.5	4+:	3.0	21	82	0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCEs):

2023

			93	14	0			
			<	v	>			
		42	^				^	0
		0	>				<	0
		4	v				v	0
			<	^	>			
			28	207	0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2016

				159	478			
				v	^			
		23	<	IN =	697	<	0	
		38	>	OUT =	701	>	0	
				v	^			
				200	500			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2016

				5	7			
				v	^			
		3	<	IN =	15	<	0	
		3	>	OUT =	15	>	0	
				v	^			
				5	7			

EXISTING PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.33

PHF FOR TRUCKS: 0.333

				55	162			
				v	^			
		9	<	IN =	237	<	0	
		14	>	OUT =	238	>	0	
				v	^			
				68	169			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2040

				428	1018			
				v	^			
		303	<	IN =	1990	<	0	
		264	>	OUT =	1989	>	0	
				v	^			
				668	1298			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2040

				18	17			
				v	^			
		10	<	IN =	184	<	0	
		75	>	OUT =	184	>	0	
				v	^			
				157	91			

FUTURE PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.33

PHF FOR TRUCKS: 0.333

				149	345			
				v	^			
		104	<	IN =	724	<	0	
		113	>	OUT =	724	>	0	
				v	^			
				275	463			

RAW GROWTH (PCEs): 2016 TO 2040

CONVERSION OF TRUCKS TO: 2040

FACTOR = 1.00

				94	183			
				v	^			
		96	<			<	0	
		99	>			>	0	
				v	^			
				206	294			

ADJUSTED GROWTH (PCEs): 2016 TO 2040

2 MINIMUM GROWTH %

				90	180			
				v	^			
		100	<	IN =	480	<	0	
		100	>	OUT =	490	>	0	
				v	^			
				210	290			

PRORATED GROWTH (PCEs): 2023 TO 2045

22 YEARS

				80	170			
				v	^			
		90	<			<	0	
		90	>			>	0	
				v	^			
				190	270			

NEW PROJECTED VOLUMES (PCEs): 2045

				190	420			
				v	^			
		210	<			<	0	
		140	>			>	0	
				v	^			
				210	510			

YEAR 2025 GROWTH: 2023 TO 2025

2 YEARS

				10	20			
				v	^			
		10	<			<	0	
		10	>			>	0	
				v	^			
				20	20			

INITIAL YEAR 2025 VOLUMES:

2025

				120	270			
				v	^			
		130	<	IN =	440	<	0	
		60	>	OUT =	440	>	0	
				v	^			
				40	260			

BALANCED YEAR 2025 VOLUMES:

2025

				120	270			
				v	^			
		130	<	IN =	440	<	0	
		60	>	OUT =	440	>	0	
				v	^			
				40	260			

EVENING PEAK HOUR

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (AUTOS):

2023

			113	11	0			
			<	v	>			
		71	^				^	0
		0	>				<	0
		2	v				v	0
			<	^	>			
			24	92	0			

EXISTING PEAK HOUR COUNT YEAR (AUTOS):

2023

				124	163			
				v	^			
		137	<	IN =	313	<	0	
		73	>	OUT =	313	>	0	
				v	^			
				13	116			

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (TRUCKS IN PCEs):

			33	0	0			
			<	v	>			
		21	^				^	0
		0	>				<	0
		3	v				v	0

PCE FACTORS BY AXLE:

					<	^	>	
2:	2.0	3:	3	4+:	3.0	3	53	0

TOTAL EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES (PCEs):

2023

			146	11	0			
			<	v	>			
		92	^				^	0
		0	>				<	0
		5	v				v	0
			<	^	>			
			27	145	0			

EXISTING PEAK PERIOD MODEL YEAR (AUTO):

2016

				557	373			
				v	^			
		47	<	IN =	1104	<	0	
		161	>	OUT =	1108	>	0	
				v	^			
				688	386			

EXISTING PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2016

				5	6			
				v	^			
		3	<	IN =	40	<	0	
		29	>	OUT =	41	>	0	
				v	^			
				32	6			

EXISTING PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.25

PHF FOR TRUCKS: 0.25

				141	95			
				v	^			
		13	<	IN =	286	<	0	
		48	>	OUT =	287	>	0	
				v	^			
				180	98			

FUTURE PEAK PERIOD MODEL YEAR (AUTO):

2040

				1337	874			
				v	^			
		471	<	IN =	3021	<	0	
		387	>	OUT =	3021	>	0	
				v	^			
				1676	1297			

FUTURE PEAK PERIOD MODEL YEAR (TRUCKS IN PCEs):

2040

				22	19			
				v	^			
		21	<	IN =	201	<	0	
		139	>	OUT =	201	>	0	
				v	^			
				161	40			

FUTURE PEAK HOUR MODEL YEAR (PCEs):

PHF FOR CARS: 0.25

PHF FOR TRUCKS: 0.25

				340	223			
				v	^			
		123	<	IN =	806	<	0	
		132	>	OUT =	806	>	0	
				v	^			
				459	334			

RAW GROWTH (PCEs): 2016 TO 2040

CONVERSION OF TRUCKS TO: 2040

FACTOR = 1.00

				199	129			
				v	^			
		111	<			<	0	
		84	>			>	0	
				v	^			
				279	236			

ADJUSTED GROWTH (PCEs): 2016 TO 2040

2 MINIMUM GROWTH %

				200	130			
				v	^			
		110	<	IN =	520	<	0	
		80	>	OUT =	520	>	0	
				v	^			
				280	240			

PRORATED GROWTH (PCEs): 2023 TO 2045

22 YEARS

				180	120			
				v	^			
		100	<			<	0	
		70	>			>	0	
				v	^			
				260	220			

NEW PROJECTED VOLUMES (PCEs): 2045

				340	360			
				v	^			
		270	<			<	0	
		170	>			>	0	
				v	^			
				280	390			

YEAR 2025 GROWTH: 2023 TO 2025

2 YEARS

				20	10			
				v	^			
		10	<			<	0	
		10	>			>	0	
				v	^			
				20	20			

INITIAL YEAR 2025 VOLUMES:

2025

				180	250			
				v	^			
		180	<	IN =	480	<	0	
		110	>	OUT =	470	>	0	
				v	^			
				40	190			

BALANCED YEAR 2025 VOLUMES:

2025

				180	260			
				v	^			
		180	<	IN =	480	<	0	
		110	>	OUT =	480	>	0	
				v	^			
				40	190			

Adelanto Road (NS) / Rancho Road (EW) - #17

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2025 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2025 TOTAL
NORTH	LEFT	**28**	SOUTH LEG		NORTH	LEFT	**27**	SOUTH LEG	
BOUND	THRU	**207**	IN ...	**260**	BOUND	THRU	**145**	IN ...	**190**
	RIGHT	**0**	OUT ...	**40**		RIGHT	**0**	OUT ...	**40**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**14**	IN ...	**120**	BOUND	THRU	**11**	IN ...	**180**
	RIGHT	**93**	OUT ...	**270**		RIGHT	**146**	OUT ...	**260**
EAST	LEFT	**42**	WEST LEG		EAST	LEFT	**92**	WEST LEG	
BOUND	THRU	**0**	IN ...	**60**	BOUND	THRU	**0**	IN ...	**110**
	RIGHT	**4**	OUT ...	**130**		RIGHT	**5**	OUT ...	**180**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**

YEAR 2025 TRAFFIC CONDITIONS (IN PCEs)										
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2025 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**28**	**38**	NORTH LEG	NORTH	LEFT	**27**	**28**	NORTH LEG	
BOUND	THRU	**207**	**222**	RATIO **5.0%**	BOUND	THRU	**145**	**162**	RATIO **5.7%**	
	RIGHT	**0**	**0**	ADT 7,700		RIGHT	**0**	**0**	ADT 7,700	
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG	
BOUND	THRU	**14**	**28**	RATIO **3.9%**	BOUND	THRU	**11**	**28**	RATIO **3.0%**	
	RIGHT	**93**	**94**	ADT 7,700		RIGHT	**146**	**152**	ADT 7,700	
EAST	LEFT	**42**	**42**	EAST LEG	EAST	LEFT	**92**	**98**	EAST LEG	
BOUND	THRU	**0**	**0**	RATIO **-**	BOUND	THRU	**0**	**0**	RATIO **-**	
	RIGHT	**4**	**12**	ADT 0		RIGHT	**5**	**12**	ADT 0	
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG	
BOUND	THRU	**0**	**0**	RATIO **3.5%**	BOUND	THRU	**0**	**0**	RATIO **5.5%**	
	RIGHT	**0**	**0**	ADT 5,300		RIGHT	**0**	**0**	ADT 5,300	

Adelanto Road (NS) / Rancho Road (EW) - #17

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2035 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2035 TOTAL
NORTH	LEFT	**28**	SOUTH LEG		NORTH	LEFT	**27**	SOUTH LEG	
BOUND	THRU	**207**	IN ...	**390**	BOUND	THRU	**145**	IN ...	**290**
	RIGHT	**0**	OUT ...	**130**		RIGHT	**0**	OUT ...	**160**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**14**	IN ...	**160**	BOUND	THRU	**11**	IN ...	**260**
	RIGHT	**93**	OUT ...	**350**		RIGHT	**146**	OUT ...	**310**
EAST	LEFT	**42**	WEST LEG		EAST	LEFT	**92**	WEST LEG	
BOUND	THRU	**0**	IN ...	**100**	BOUND	THRU	**0**	IN ...	**140**
	RIGHT	**4**	OUT ...	**170**		RIGHT	**5**	OUT ...	**230**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**

YEAR 2035 TRAFFIC CONDITIONS (IN PCEs)										
MORNING PEAK HOUR RESULTS					EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2035 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**28**	**85**	NORTH LEG	NORTH	LEFT	**27**	**66**	NORTH LEG	
BOUND	THRU	**207**	**304**	RATIO **6.8%**	BOUND	THRU	**145**	**227**	RATIO **7.6%**	
	RIGHT	**0**	**0**	ADT 7,700		RIGHT	**0**	**0**	ADT 7,700	
SOUTH	LEFT	**0**	**0**	SOUTH LEG	SOUTH	LEFT	**0**	**0**	SOUTH LEG	
BOUND	THRU	**14**	**76**	RATIO **6.7%**	BOUND	THRU	**11**	**101**	RATIO **5.9%**	
	RIGHT	**93**	**98**	ADT 7,700		RIGHT	**146**	**164**	ADT 7,700	
EAST	LEFT	**42**	**46**	EAST LEG	EAST	LEFT	**92**	**97**	EAST LEG	
BOUND	THRU	**0**	**0**	RATIO **-**	BOUND	THRU	**0**	**0**	RATIO **-**	
	RIGHT	**4**	**54**	ADT 0		RIGHT	**5**	**59**	ADT 0	
WEST	LEFT	**0**	**0**	WEST LEG	WEST	LEFT	**0**	**0**	WEST LEG	
BOUND	THRU	**0**	**0**	RATIO **5.3%**	BOUND	THRU	**0**	**0**	RATIO **7.3%**	
	RIGHT	**0**	**0**	ADT 5,300		RIGHT	**0**	**0**	ADT 5,300	

Adelanto Road (NS) / Rancho Road (EW) - #17

FUTURE DIRECTIONAL TURN VOLUMES FROM FUTURE DIRECTIONAL LINK VOLUMES

NCHRP 255

YEAR 2045 TRAFFIC CONDITIONS (IN PCEs)									
MORNING PEAK HOUR INPUT DATA					EVENING PEAK HOUR INPUT DATA				
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2045 TOTAL	APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	APPROACH	YEAR 2045 TOTAL
NORTH	LEFT	**28**	SOUTH LEG		NORTH	LEFT	**27**	SOUTH LEG	
BOUND	THRU	**207**	IN ...	**510**	BOUND	THRU	**145**	IN ...	**390**
	RIGHT	**0**	OUT ...	**210**		RIGHT	**0**	OUT ...	**280**
SOUTH	LEFT	**0**	NORTH LEG		SOUTH	LEFT	**0**	NORTH LEG	
BOUND	THRU	**14**	IN ...	**190**	BOUND	THRU	**11**	IN ...	**340**
	RIGHT	**93**	OUT ...	**420**		RIGHT	**146**	OUT ...	**360**
EAST	LEFT	**42**	WEST LEG		EAST	LEFT	**92**	WEST LEG	
BOUND	THRU	**0**	IN ...	**140**	BOUND	THRU	**0**	IN ...	**170**
	RIGHT	**4**	OUT ...	**210**		RIGHT	**5**	OUT ...	**270**
WEST	LEFT	**0**	EAST LEG		WEST	LEFT	**0**	EAST LEG	
BOUND	THRU	**0**	IN ...	**0**	BOUND	THRU	**0**	IN ...	**0**
	RIGHT	**0**	OUT ...	**0**		RIGHT	**0**	OUT ...	**0**

YEAR 2045 TRAFFIC CONDITIONS (IN PCEs)										
MORNING PEAK HOUR RESULTS						EVENING PEAK HOUR RESULTS					
APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2045 FORECAST	PEAK - DAILY RELATIONSHIP		APPROACH	TURNING MOVEMENT	BASE YEAR COUNT	YEAR 2045 FORECAST	PEAK - DAILY RELATIONSHIP	
NORTH	LEFT	**28**	**130**	NORTH LEG		NORTH	LEFT	**27**	**102**	NORTH LEG	
BOUND	THRU	**207**	**377**	RATIO	**8.3%**	BOUND	THRU	**145**	**290**	RATIO	**9.6%**
	RIGHT	**0**	**0**	ADT	7,700		RIGHT	**0**	**0**	ADT	7,700
SOUTH	LEFT	**0**	**0**	SOUTH LEG		SOUTH	LEFT	**0**	**0**	SOUTH LEG	
BOUND	THRU	**14**	**112**	RATIO	**9.3%**	BOUND	THRU	**11**	**178**	RATIO	**8.7%**
	RIGHT	**93**	**102**	ADT	7,700		RIGHT	**146**	**168**	ADT	7,700
EAST	LEFT	**42**	**46**	EAST LEG		EAST	LEFT	**92**	**101**	EAST LEG	
BOUND	THRU	**0**	**0**	RATIO	**-**	BOUND	THRU	**0**	**0**	RATIO	**-**
	RIGHT	**4**	**98**	ADT	0		RIGHT	**5**	**102**	ADT	0
WEST	LEFT	**0**	**0**	WEST LEG		WEST	LEFT	**0**	**0**	WEST LEG	
BOUND	THRU	**0**	**0**	RATIO	**7.1%**	BOUND	THRU	**0**	**0**	RATIO	**8.9%**
	RIGHT	**0**	**0**	ADT	5,300		RIGHT	**0**	**0**	ADT	5,300

Pass-By

Intersection Volumes

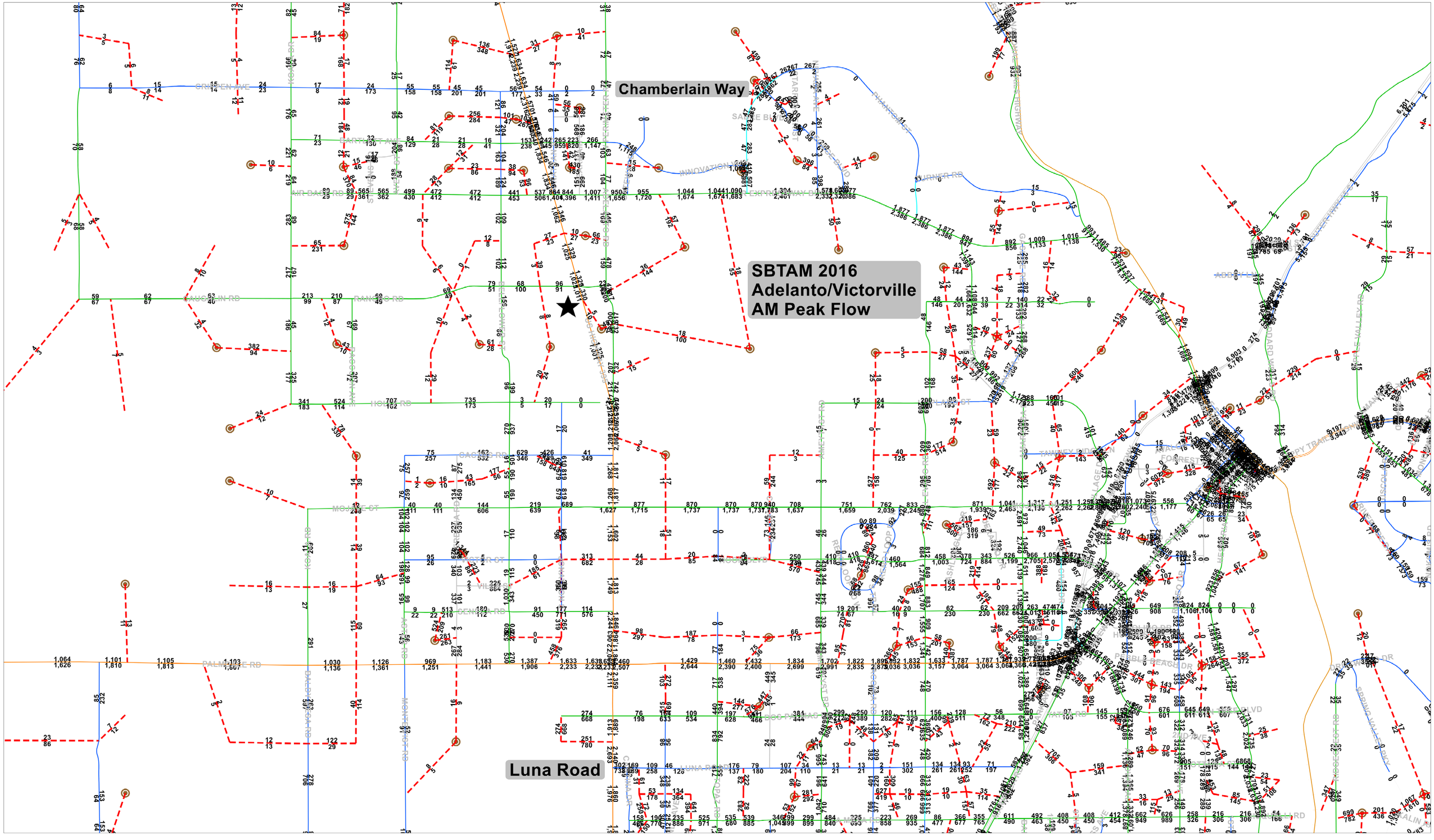
Intersection	Peak Hour	Intersection Approach Lanes[1]											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
US-395 (NS) at:													
Rancho Road (EW) - #5	AM	0	-80	80	62	-62	0	0	0	0	78	0	61
	PM	0	-76	76	61	-61	0	0	0	0	76	0	59
Projec West Access (NS) at:													
Rancho Road (EW) - #9	AM	0	0	0	0	0	83	85	57	0	0	56	0
	PM	0	0	0	0	0	81	83	56	0	0	54	0
Sportsman Center (NS) at:													
Rancho Road (EW) - #10	AM	0	0	0	0	0	0	0	57	0	0	56	0
	PM	0	0	0	0	0	0	0	56	0	0	54	0
Project East Access (NS) at:													
Rancho Road (EW) - #12	AM	0	0	0	0	0	56	57	0	0	0	0	0
	PM	0	0	0	0	0	54	56	0	0	0	0	0

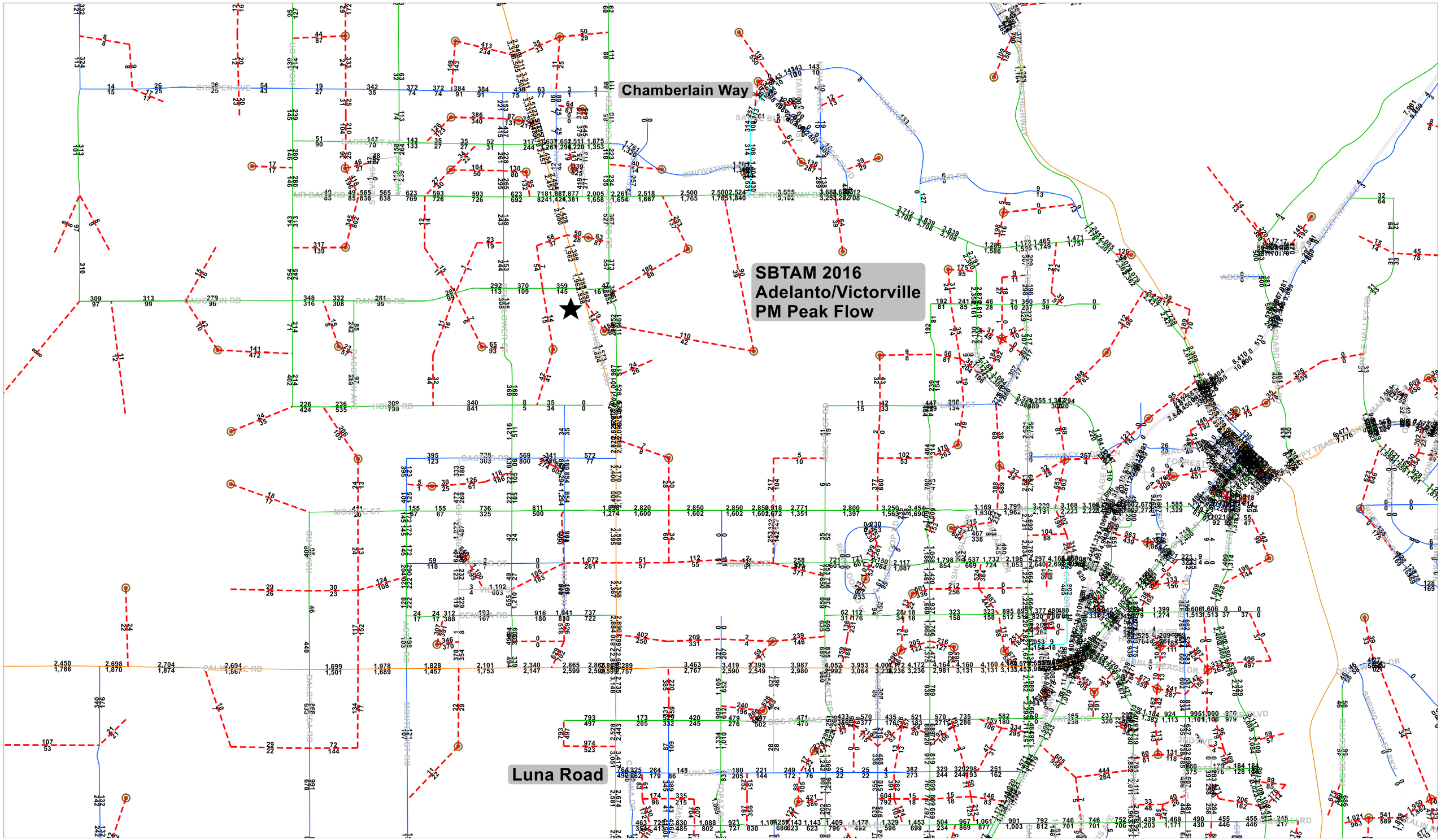
Volumes

Peak Hour							Daily
Morning			Evening				
Inbound	Outbound	Total	Inbound	Outbound	Total		
-142	-139	-281	-139	-135	-274		-3,870

APPENDIX D

Model Plots


Chamberlain Way
SBTAM 2016
Adelanto/Victorville
AM Peak Flow
Luna Road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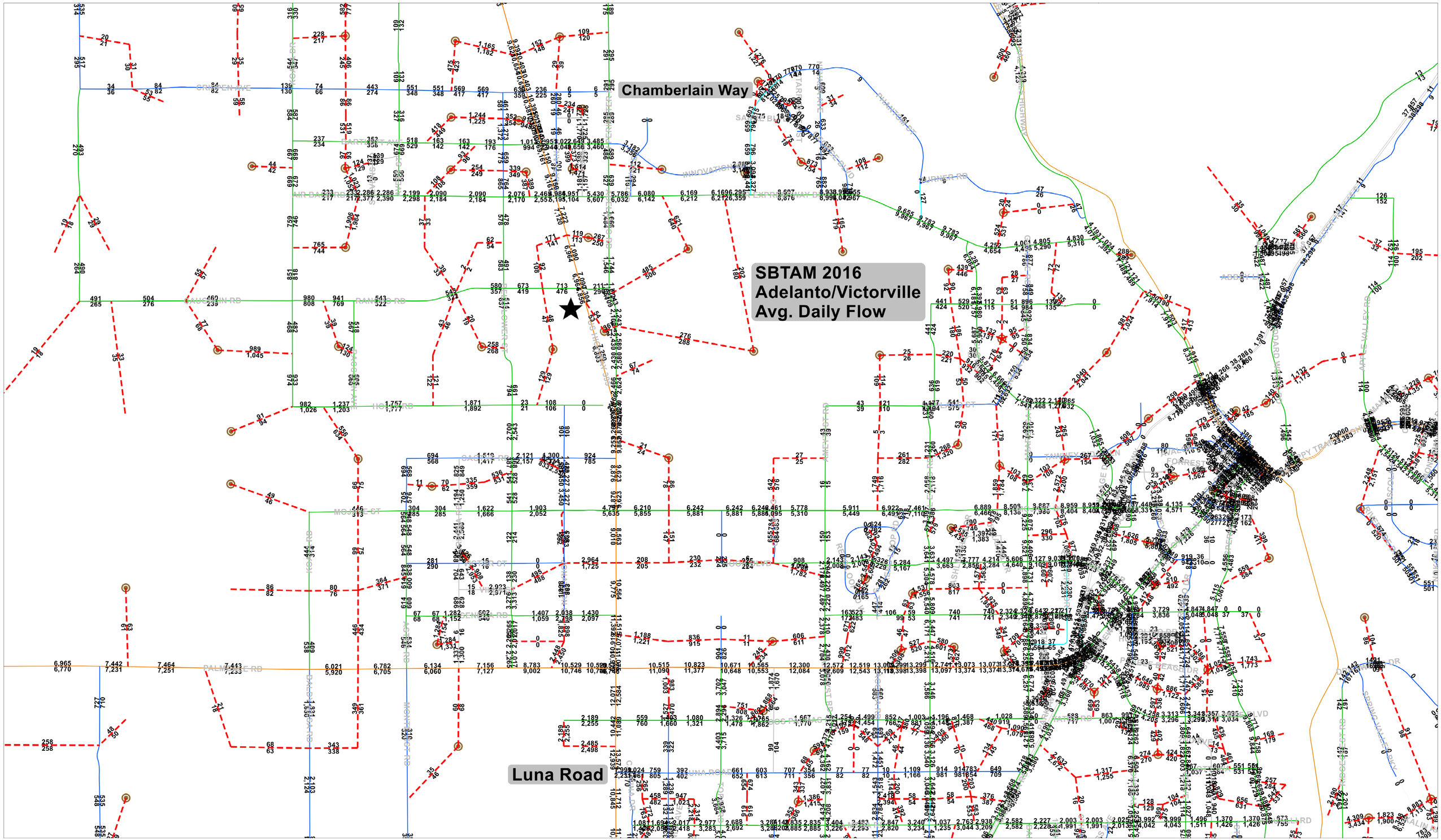
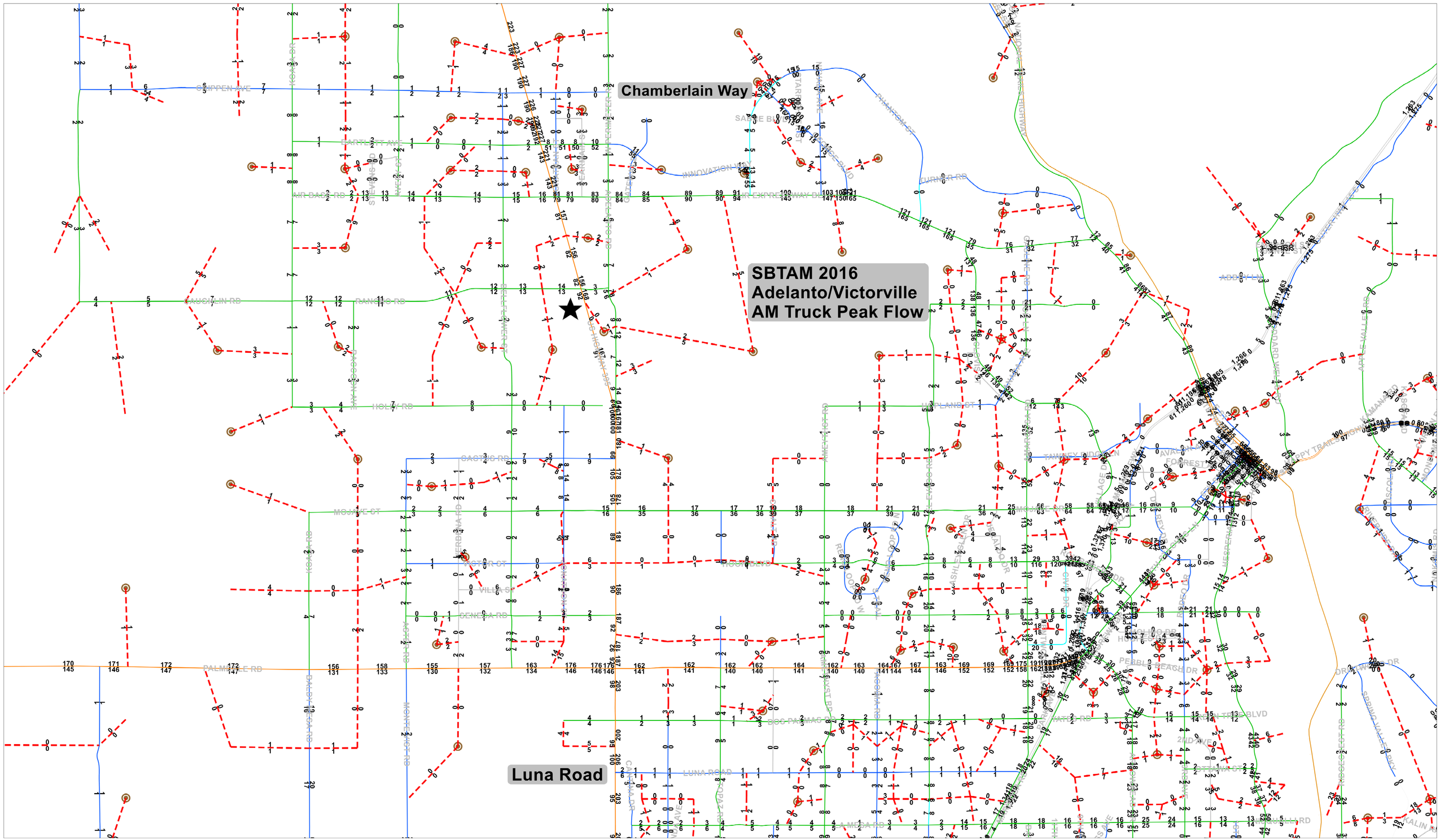
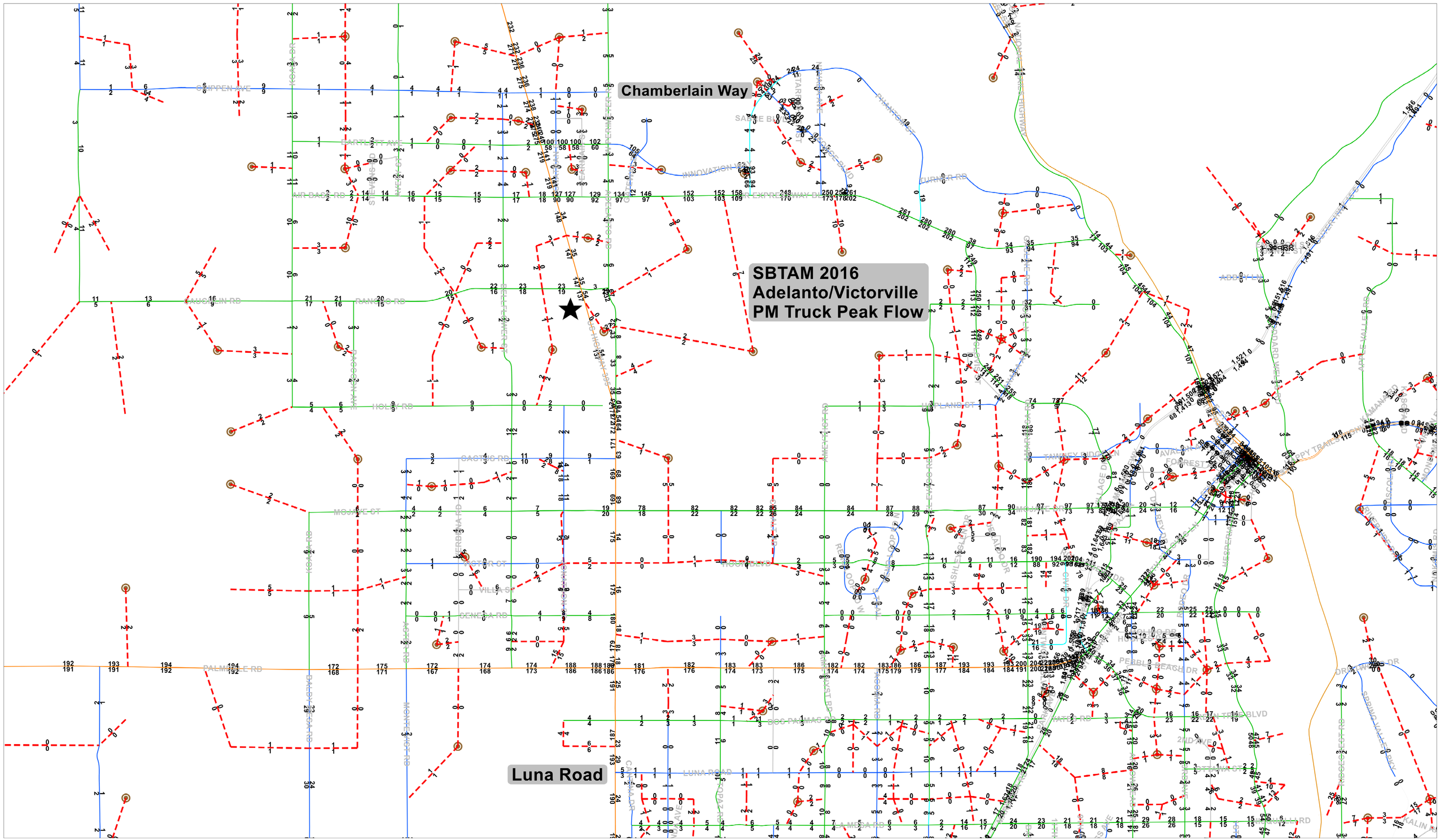
SBTAM 2016
Adelanto/Victorville
PM Peak Flow
Luna Road


Chamberlain Way
SBTAM 2016
Adelanto/Victorville
Avg. Daily Flow
Luna Road


Chamberlain Way
SBTAM 2016
Adelanto/Victorville
AM Truck Peak Flow
Luna Road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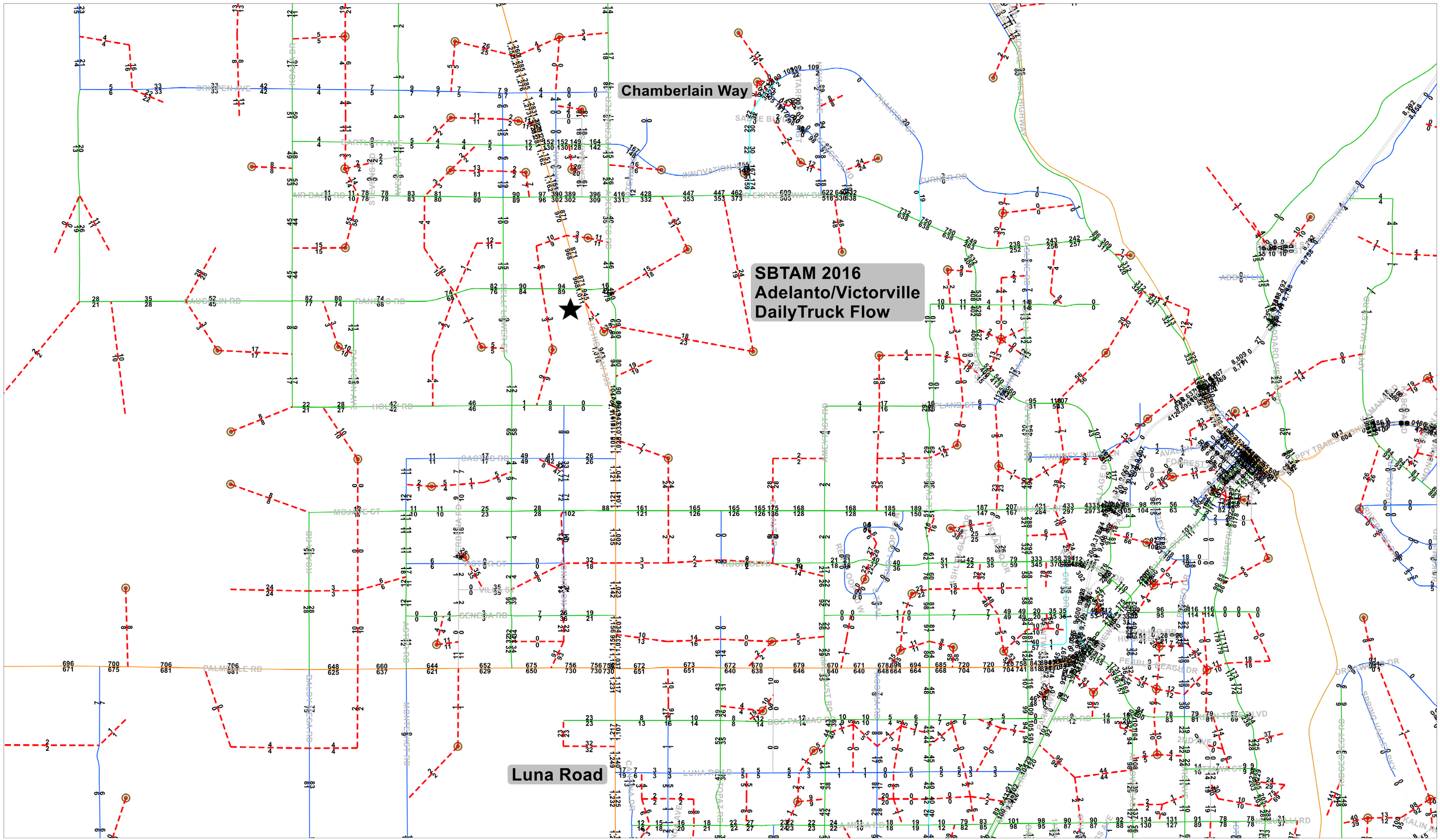
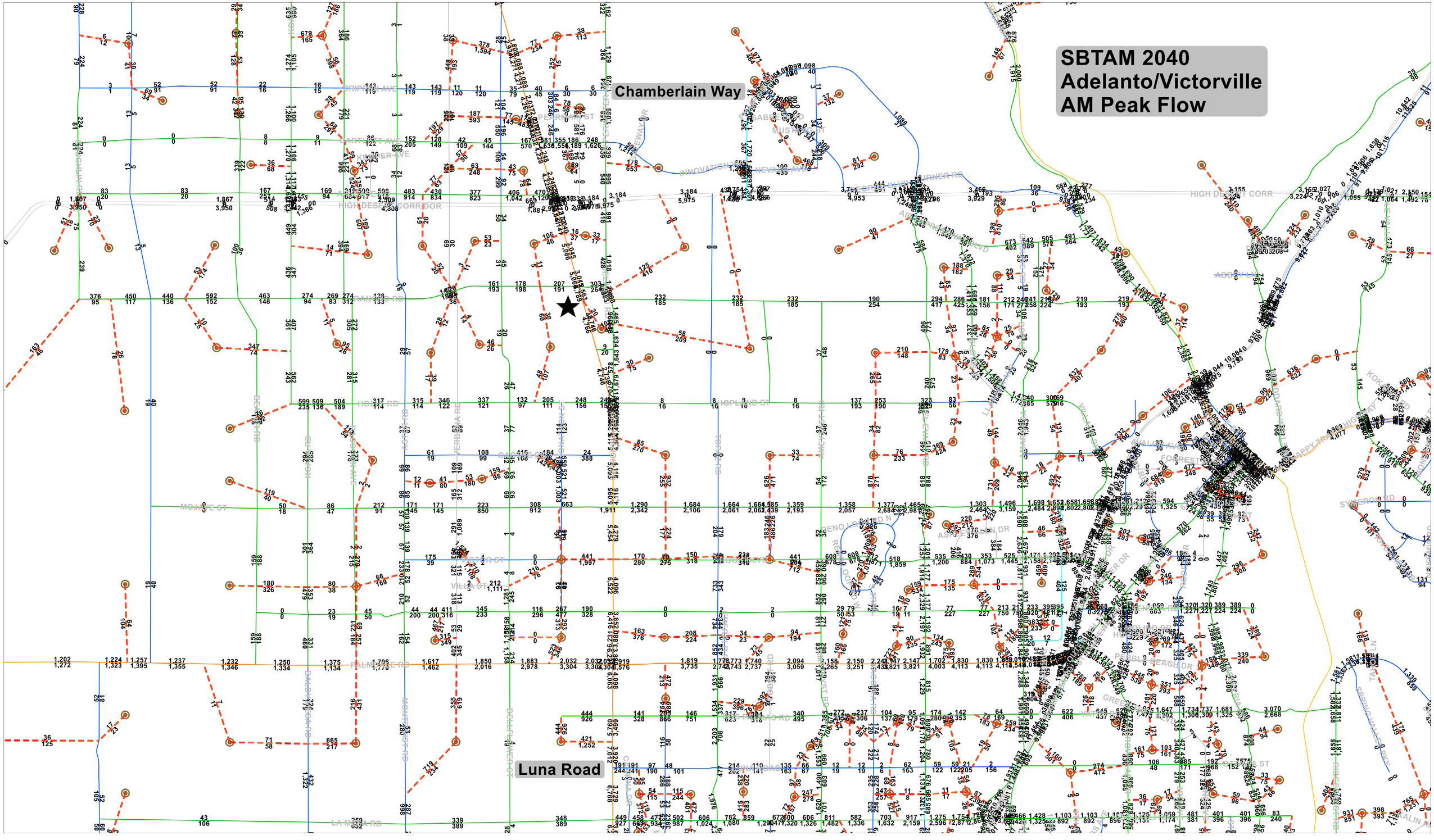
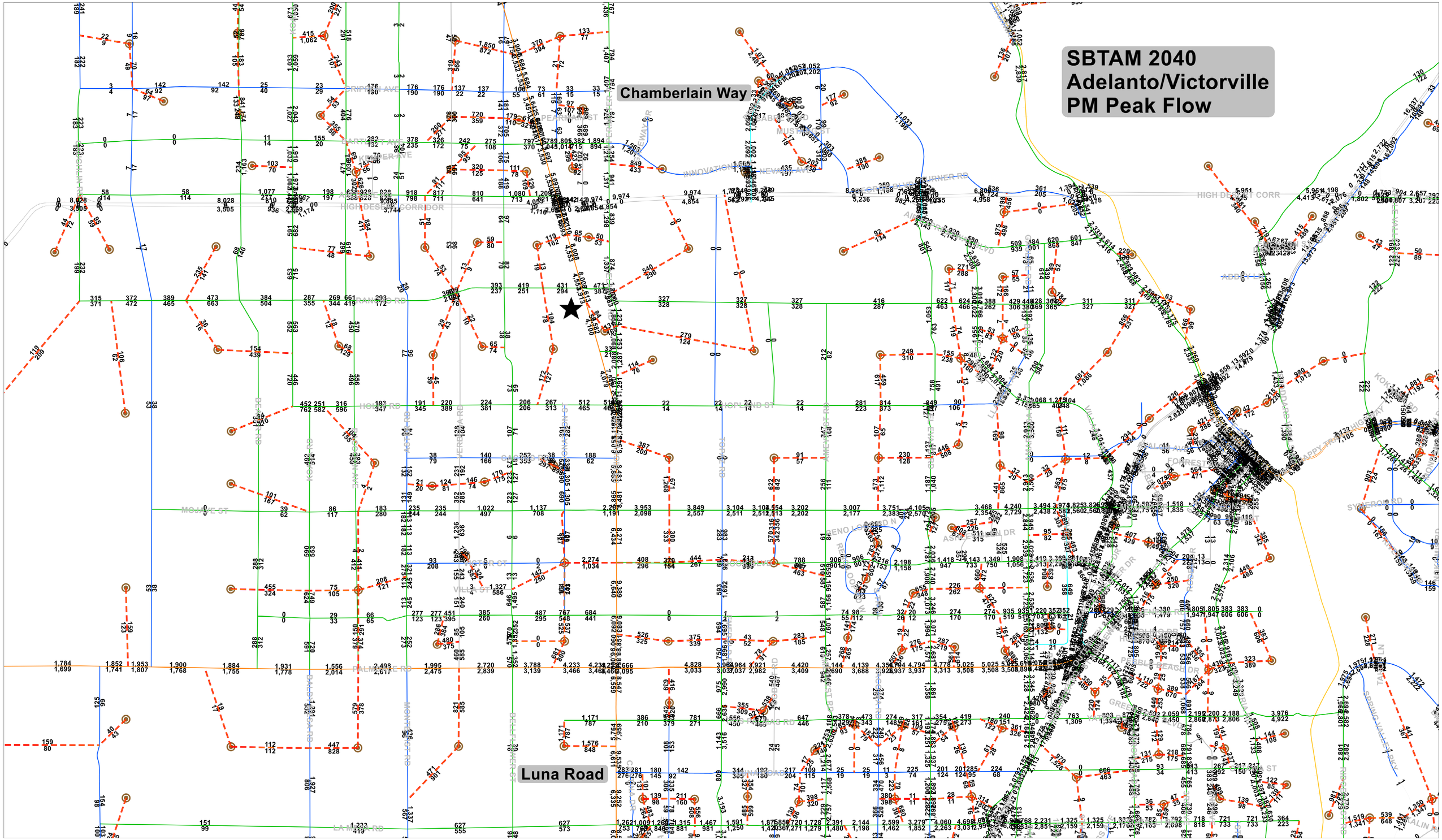
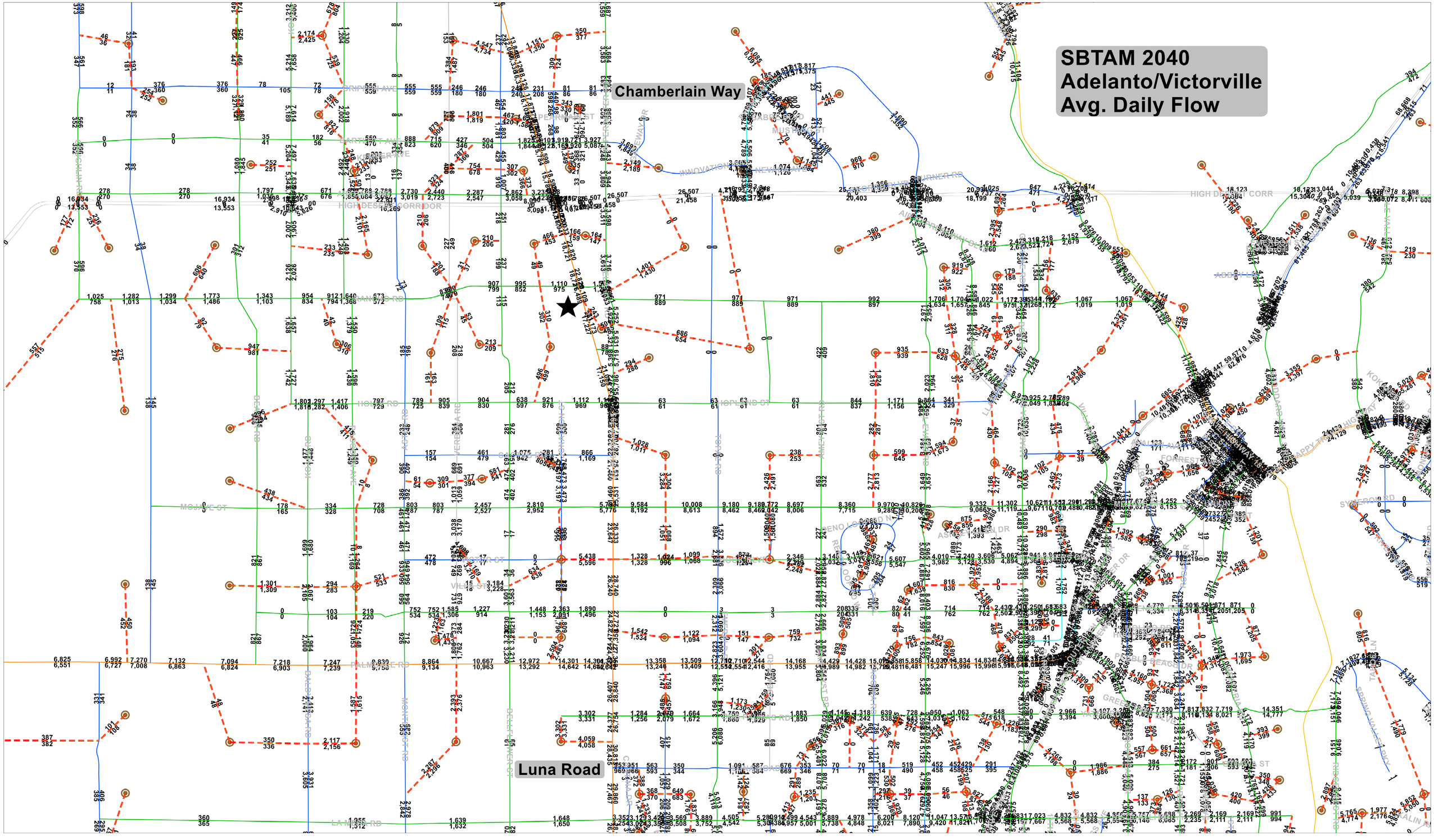
SBTAM 2016
Adelanto/Victorville
PM Truck Peak Flow
Luna Road


Chamberlain Way
SBTAM 2016
Adelanto/Victorville
DailyTruck Flow
Luna Road

SBTAM 2040 Adelanto/Victorville AM Peak Flow



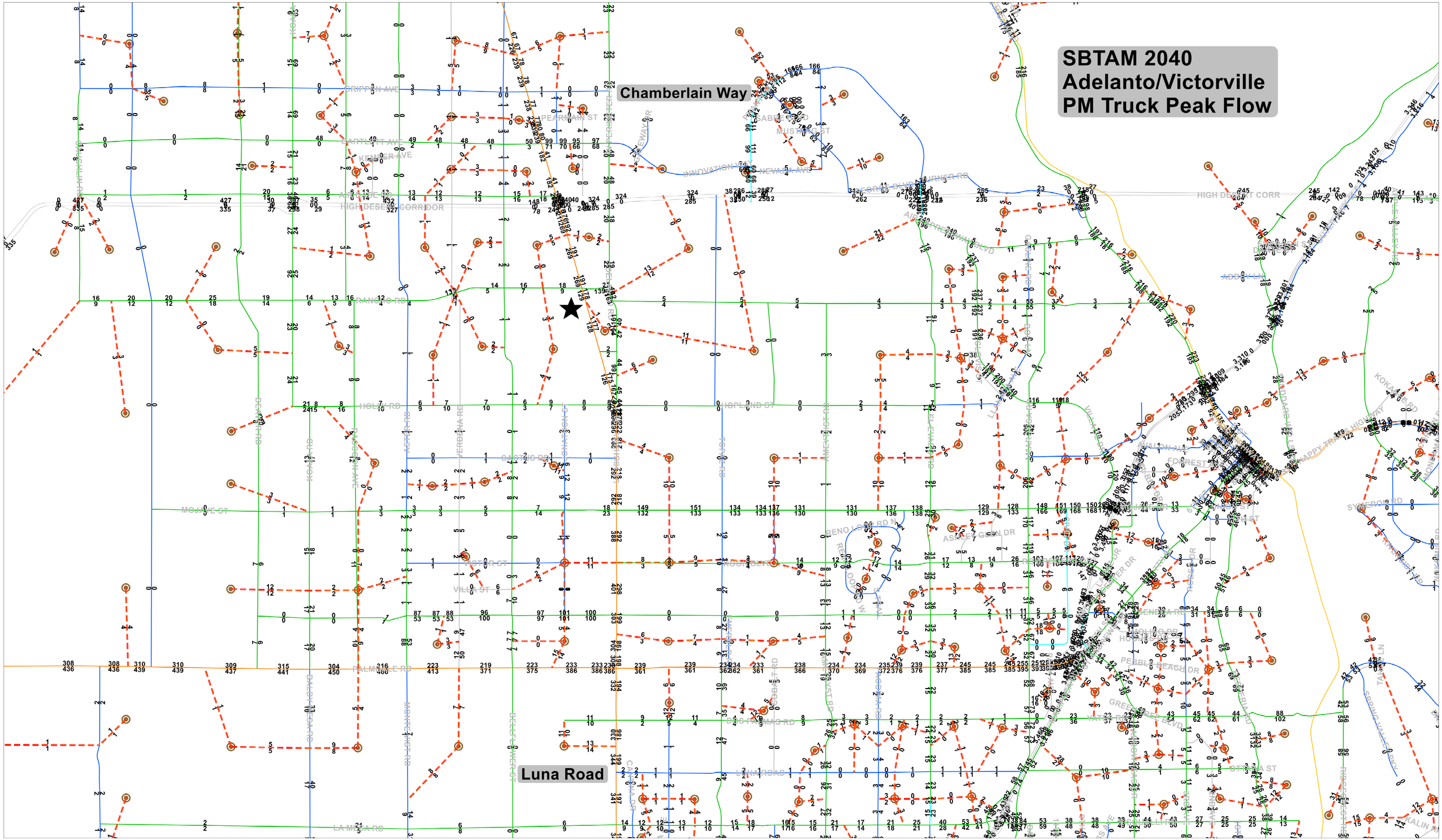

SBTAM 2040
Adelanto/Victorville
PM Peak Flow
Chamberlain Way
Luna Road

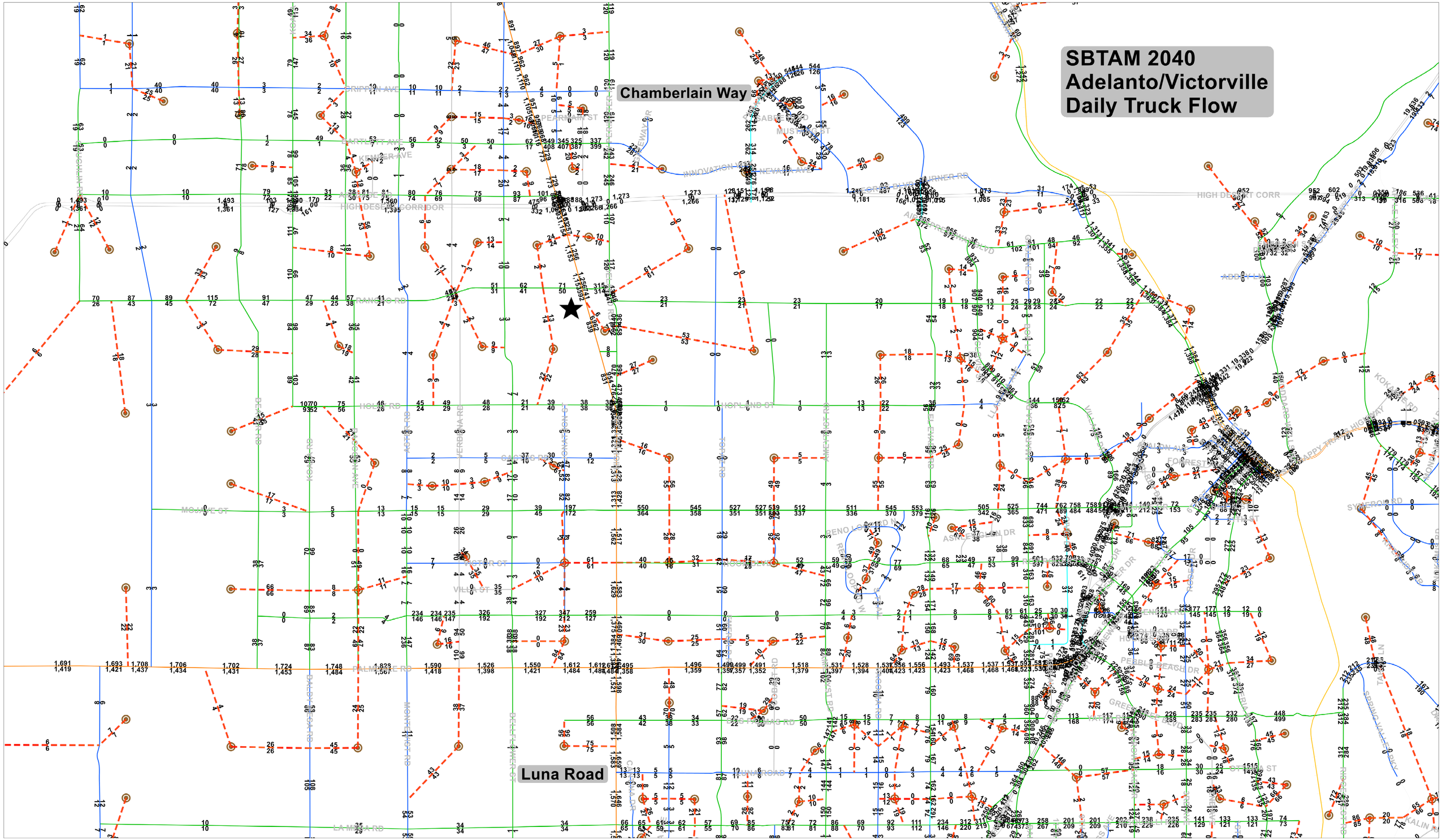

SBTAM 2040
Adelanto/Victorville
Avg. Daily Flow
Chamberlain Way
Luna Road

SBTAM 2040
Adelanto/Victorville
AM Truck Peak Flow

Chamberlain Way

Luna Road


SBTAM 2040
Adelanto/Victorville
PM Truck Peak Flow
Chamberlain Way
Luna Road


SBTAM 2040
Adelanto/Victorville
Daily Truck Flow
Chamberlain Way
Luna Road

APPENDIX E

Explanation and Calculation of Intersection Delay

EXPLANATION AND CALCULATION OF INTERSECTION LEVEL OF SERVICE USING DELAY METHODOLOGY

The levels of service at the unsignalized and signalized intersections are calculated using the delay methodology in the Highway Capacity Manual. This methodology views an intersection as consisting of several lane groups. A lane group is a set of lanes serving a movement. If there are two northbound left turn lanes, then the lane group serving the northbound left turn movement has two lanes. Similarly, there may be three lanes in the lane group serving the northbound through movement, one lane in the lane group serving the northbound right turn movement, and so forth. It is also possible for one lane to serve two lane groups. A shared lane might result in there being 1.5 lanes in the northbound left turn lane group and 2.5 lanes in the northbound through lane group.

For each lane group, there is a capacity. That capacity is calculated by multiplying the number of lanes in the lane group times a theoretical maximum lane capacity per lane time's 12 adjustment factors.

Each of the 12 adjustment factors has a value of approximately 1.00. A value less than 1.00 is generally assigned when a less than desirable condition occurs.

The 12 adjustment factors are as follows:

1. Peak hour factor (to account for peaking within the peak hour)
2. Lane utilization factor (to account for not all lanes loading equally)
3. Lane width
4. Percent of heavy trucks
5. Approach grade
6. Parking
7. Bus stops at intersections
8. Area type (CBD or other)
9. Right turns
10. Left turns
11. Pedestrian activity
12. Signal progression

The maximum theoretical lane capacity and the 12 adjustment factors for it are all unknowns for which approximate estimates have been recommended in the Highway Capacity Manual. For the most part, the recommended values are not based on statistical analysis but rather on educated estimates. However, it is

possible to use the delay method and get reasonable results as will be discussed below.

Once the lane group volume is known and the lane group capacity is known, a volume to capacity ratio can be calculated for the lane group.

With a volume to capacity ratio calculated, average delay per vehicle in a lane group can be estimated. The average delay per vehicle in a lane group is calculated using a complex formula provided by the Highway Capacity Manual, which can be simplified and described as follows:

Delay per vehicle in a lane group is a function of the following:

1. Cycle length
2. Amount of red time faced by a lane group
3. Amount of yellow time for that lane group
4. The volume to capacity ratio of the lane group

The average delay per vehicle for each lane group is calculated, and eventually an overall average delay for all vehicles entering the intersection is calculated. This average delay per vehicle is then used to judge Level of Service. The Level of Services are defined in the table that follows this discussion.

Experience has shown that when a maximum lane capacity of 1,900 vehicles per hour is used (as recommended in the Highway Capacity Manual), little or no yellow time penalty is used, and none of the 12 penalty factors are applied, calculated delay is realistic. The delay calculation for instance assumes that yellow time is totally unused. Yet experience shows that most of the yellow time is used.

An idiosyncrasy of the delay methodology is that it is possible to add traffic to an intersection and reduce the average total delay per vehicle. If the average total delay is 30 seconds per vehicle for all vehicles traveling through an intersection, and traffic is added to a movement that has an average total delay of 15 seconds per vehicle, then the overall average total delay is reduced.
The delay calculation for a lane group is based on a concept that the delay is a function of the amount of unused capacity available. As the volume approaches capacity and there is no more unused capacity available, then the delay rapidly increases. Delay is not proportional to volume, but rather increases rapidly as the unused capacity approaches zero.

Because delay is not linearly related to volumes, the delay does not reflect how close an intersection is to overloading. If an intersection is operating at Level of Service C and has an average total delay of 18 seconds per vehicle, you know very little as to what percent the traffic can increase before Level of Service E is reached.

LEVEL OF SERVICE DESCRIPTION[1]

Level Of Service	Description	Average Total Delay Per Vehicle (Seconds)	
		Signalized	Unsignalized
A	Level of Service A occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	0 to 10.00	0 to 10.00
B	Level of Service B generally occurs with good progression and/or short cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of average total delay.	10.01 to 20.00	10.01 to 15.00
C	Level of Service C generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.	20.01 to 35.00	15.01 to 25.00
D	Level of Service D generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	35.01 to 55.00	25.01 to 35.00
E	Level of Service E is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent occurrences.	55.01 to 80.00	35.01 to 50.00
F	Level of Service F is considered to be unacceptable to most drivers. This condition often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume to capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	80.01 and up	50.01 and up

[1] Source: Highway Capacity Manual Special Report 209, Transportation Research Board, National Research Council, Washington, D.C., 2000.

Existing

Adelanto Project

Vistro File: C:\...\AM_E.vistro
Report File: C:\...\AM_E.pdf

Scenario 1 Existing
12/13/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Bellflower Street (NS) at Rancho Road (EW)	All-way stop	HCM 2010	NB Left	0.379	11.6	B
2	US-395 (NS) at Chamberlane Way (EW)	Signalized	HCM 2010	SB Left	0.245	11.8	B
3	US-395 (NS) at Bartlett Avenue (EW)	Signalized	HCM 2010	SB Left	0.243	9.6	A
4	US-395 (NS) at Air Base Road (EW)	Signalized	HCM 2010	NB Left	0.412	17.2	B
5	US-395 (NS) at Rancho Road (EW)	Signalized	HCM 2010	WB Left	0.394	7.1	A
6	US-395 (NS) at Cactus Road (EW)	Signalized	HCM 2010	SB Left	0.385	7.0	A
7	US-395 (NS) at Mojave Drive (EW)	Signalized	HCM 2010	NB Left	0.612	19.3	B
8	US-395 (NS) at Palmdale Road (EW)	Signalized	HCM 2010	EB Left	0.541	20.6	C
10	Sportsman Center (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	NB Left	0.042	10.0	A
15	Adelanto Road (NS) at Violet Road (EW)	Two-way stop	HCM 2010	WB Left	0.026	11.5	B
17	Adelanto Road (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	EB Left	0.054	10.1	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Bellflower Street (NS) at Rancho Road (EW)

Control Type:	All-way stop	Delay (sec / veh):	11.6
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.379

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	1	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	89	48	19	16	59	58	7	105	25	10	374	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	89	48	19	16	59	58	7	105	25	10	374	7
Peak Hour Factor	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	14	6	5	17	17	2	31	7	3	109	2
Total Analysis Volume [veh/h]	104	56	22	19	69	68	8	123	29	11	437	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	524	614	531	601	500	537	560	543	587	590
Degree of Utilization, x	0.31	0.04	0.17	0.11	0.02	0.14	0.14	0.02	0.38	0.38

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.28	0.11	0.59	0.38	0.05	0.49	0.47	0.06	1.76	1.75
95th-Percentile Queue Length [ft]	32.04	2.78	14.74	9.51	1.22	12.26	11.71	1.55	44.07	43.80
Approach Delay [s/veh]	12.10		10.22		10.31			12.42		
Approach LOS	B		B		B			B		
Intersection Delay [s/veh]	11.65									
Intersection LOS	B									

Intersection Level Of Service Report
Intersection 2: US-395 (NS) at Chamberlane Way (EW)

Control Type:	Signalized	Delay (sec / veh):	11.8
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.245

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	180.00	100.00	100.00	210.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	87	361	18	2	273	18	12	32	114	21	29	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	87	361	18	2	273	18	12	32	114	21	29	6
Peak Hour Factor	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	95	5	0	72	5	3	8	30	6	8	2
Total Analysis Volume [veh/h]	87	380	19	2	288	19	13	34	120	22	31	6
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	23	0	19	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	4	44	44	0	41	41	7	7	7
g / C, Green / Cycle	0.07	0.74	0.74	0.00	0.67	0.67	0.11	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.05	0.11	0.11	0.00	0.09	0.09	0.03	0.08	0.04
s, saturation flow rate [veh/h]	1681	1765	1735	1681	1765	1727	1718	1500	1396
c, Capacity [veh/h]	115	1299	1277	8	1187	1161	265	164	235
d1, Uniform Delay [s]	27.53	2.36	2.36	29.83	3.53	3.54	24.50	25.92	24.69
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.75	0.25	0.26	15.86	0.23	0.23	0.32	6.10	0.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

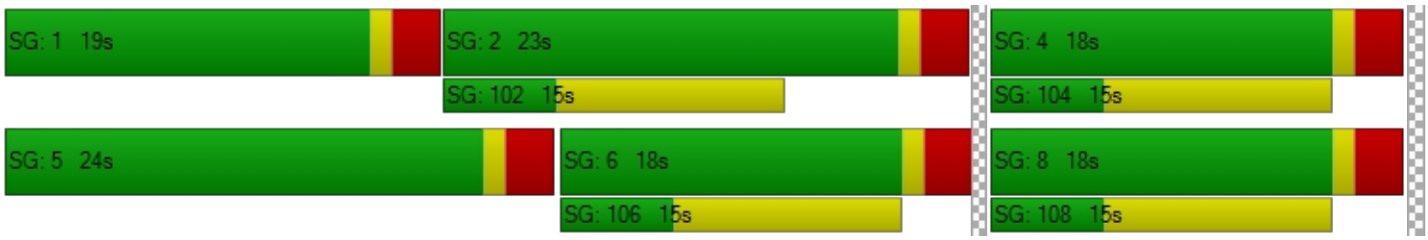
X, volume / capacity	0.76	0.15	0.16	0.25	0.13	0.13	0.18	0.73	0.25
d, Delay for Lane Group [s/veh]	37.28	2.62	2.62	45.69	3.76	3.77	24.82	32.02	25.25
Lane Group LOS	D	A	A	D	A	A	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.39	0.22	0.22	0.06	0.35	0.35	0.60	1.84	0.77
50th-Percentile Queue Length [ft/ln]	34.77	5.58	5.55	1.51	8.81	8.76	15.06	46.06	19.21
95th-Percentile Queue Length [veh/ln]	2.50	0.40	0.40	0.11	0.63	0.63	1.08	3.32	1.38
95th-Percentile Queue Length [ft/ln]	62.59	10.05	10.00	2.73	15.87	15.77	27.10	82.90	34.58

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	37.28	2.62	2.62	45.69	3.77	3.77	24.82	24.82	32.02	25.25	25.25	25.25
Movement LOS	D	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	8.83			4.04			29.99			25.25		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	11.79											
Intersection LOS	B											
Intersection V/C	0.245											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: US-395 (NS) at Bartlett Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	9.6
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.243

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	100.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			35.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	81	462	24	9	336	11	4	31	76	19	26	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	81	462	24	9	336	11	4	31	76	19	26	5
Peak Hour Factor	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	129	7	2	94	3	1	9	21	5	7	1
Total Analysis Volume [veh/h]	85	516	27	9	375	12	4	35	85	20	29	6
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	25	0	17	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	4	45	45	1	42	42	5	5	5	5	5	5
g / C, Green / Cycle	0.07	0.76	0.76	0.01	0.70	0.70	0.08	0.08	0.08	0.08	0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.05	0.16	0.16	0.01	0.11	0.01	0.00	0.02	0.06	0.02	0.01	0.01
s, saturation flow rate [veh/h]	1681	1765	1734	1681	3360	1500	1368	1765	1500	1266	1765	1664
c, Capacity [veh/h]	112	1332	1309	23	2358	1053	182	145	123	125	145	136
d1, Uniform Delay [s]	27.59	2.14	2.14	29.42	3.01	2.70	27.50	25.86	26.87	30.04	25.61	25.62
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.98	0.35	0.36	10.50	0.14	0.02	0.05	0.86	6.77	0.59	0.37	0.42
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

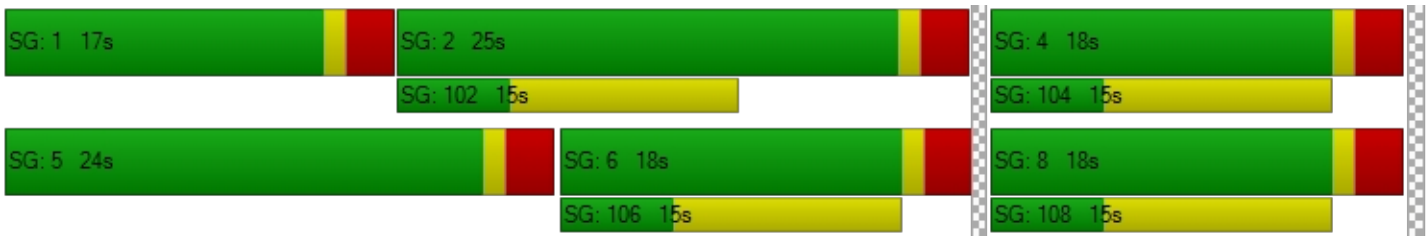
X, volume / capacity	0.76	0.21	0.21	0.39	0.16	0.01	0.02	0.24	0.69	0.16	0.12	0.13
d, Delay for Lane Group [s/veh]	37.57	2.49	2.50	39.91	3.16	2.72	27.55	26.72	33.65	30.64	25.98	26.04
Lane Group LOS	D	A	A	D	A	A	C	C	C	C	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	1.37	0.22	0.22	0.18	0.29	0.02	0.05	0.47	1.33	0.29	0.23	0.23
50th-Percentile Queue Length [ft/ln]	34.18	5.40	5.38	4.54	7.26	0.49	1.35	11.78	33.32	7.27	5.69	5.68
95th-Percentile Queue Length [veh/ln]	2.46	0.39	0.39	0.33	0.52	0.04	0.10	0.85	2.40	0.52	0.41	0.41
95th-Percentile Queue Length [ft/ln]	61.52	9.72	9.68	8.18	13.07	0.89	2.43	21.20	59.98	13.09	10.25	10.23

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	37.57	2.49	2.50	39.91	3.16	2.72	27.55	26.72	33.65	30.64	26.00	26.04
Movement LOS	D	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	7.24			3.98			31.50			27.69		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	9.60											
Intersection LOS	A											
Intersection V/C	0.243											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: US-395 (NS) at Air Base Road (EW)

Control Type:	Signalized	Delay (sec / veh):	17.2
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.412

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	380.00	100.00	100.00	340.00	100.00	100.00	220.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			50.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	27	331	90	156	248	16	7	204	45	84	177	208
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	331	90	156	248	16	7	204	45	84	177	208
Peak Hour Factor	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	92	25	41	69	4	2	57	13	22	49	58
Total Analysis Volume [veh/h]	28	370	101	165	277	18	7	228	50	89	198	232
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	9	8	0	34	33	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	2	28	28	8	34	34	15	15	15	15	15
g / C, Green / Cycle	0.03	0.47	0.47	0.13	0.57	0.57	0.25	0.25	0.25	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.02	0.11	0.07	0.10	0.08	0.01	0.01	0.16	0.08	0.11	0.15
s, saturation flow rate [veh/h]	1681	3360	1500	1681	3360	1500	1180	1710	1097	1765	1500
c, Capacity [veh/h]	56	1588	709	214	1904	850	266	428	200	442	376
d1, Uniform Delay [s]	28.59	9.40	8.97	25.40	6.15	5.71	23.21	20.18	28.11	19.04	20.00
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.79	0.34	0.42	5.79	0.16	0.05	0.04	1.66	1.56	0.71	1.66
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.50	0.23	0.14	0.77	0.15	0.02	0.03	0.65	0.45	0.45	0.62
d, Delay for Lane Group [s/veh]	35.37	9.74	9.39	31.18	6.31	5.76	23.25	21.85	29.67	19.75	21.65
Lane Group LOS	D	A	A	C	A	A	C	C	C	B	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.46	1.11	0.62	2.32	0.56	0.07	0.08	3.09	1.28	2.18	2.75
50th-Percentile Queue Length [ft/ln]	11.43	27.84	15.59	57.93	13.97	1.83	1.98	77.31	32.11	54.61	68.84
95th-Percentile Queue Length [veh/ln]	0.82	2.00	1.12	4.17	1.01	0.13	0.14	5.57	2.31	3.93	4.96
95th-Percentile Queue Length [ft/ln]	20.57	50.12	28.06	104.28	25.14	3.29	3.56	139.17	57.80	98.30	123.90

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	35.37	9.74	9.39	31.18	6.31	5.76	23.25	21.85	21.85	29.67	19.75	21.65
Movement LOS	D	A	A	C	A	A	C	C	C	C	B	C
d_A, Approach Delay [s/veh]	11.11			15.21			21.88			22.30		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	17.22											
Intersection LOS	B											
Intersection V/C	0.412											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: US-395 (NS) at Rancho Road (EW)

Control Type:	Signalized	Delay (sec / veh):	7.1
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.394

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	340.00	100.00	100.00	290.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			40.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	310	427	21	6	299	25	7	39	81	78	59	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	310	427	21	6	299	25	7	39	81	78	59	2
Peak Hour Factor	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	81	118	6	2	82	7	2	11	22	20	16	1
Total Analysis Volume [veh/h]	322	470	23	6	329	28	7	43	89	81	65	2
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	42	0	0	42	0	0	18	0	0	18	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	46	46	46	46	46	46	8	8	8	8	8	8
g / C, Green / Cycle	0.77	0.77	0.77	0.77	0.77	0.77	0.13	0.13	0.13	0.13	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.31	0.14	0.02	0.01	0.10	0.02	0.01	0.01	0.06	0.06	0.02	0.02
s, saturation flow rate [veh/h]	1047	3360	1500	920	3360	1500	1329	3360	1500	1358	1765	1746
c, Capacity [veh/h]	871	2591	1157	768	2591	1157	220	433	193	230	227	225
d1, Uniform Delay [s]	3.47	1.83	1.60	2.63	1.74	1.60	25.80	23.06	24.20	26.95	23.21	23.21
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.21	0.15	0.03	0.02	0.10	0.04	0.06	0.10	1.71	0.92	0.30	0.30
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.37	0.18	0.02	0.01	0.13	0.02	0.03	0.10	0.46	0.35	0.15	0.15
d, Delay for Lane Group [s/veh]	4.68	1.98	1.63	2.64	1.84	1.64	25.86	23.16	25.91	27.87	23.51	23.51
Lane Group LOS	A	A	A	A	A	A	C	C	C	C	C	C
Critical Lane Group	Yes	No	No	No	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.73	0.06	0.01	0.01	0.04	0.01	0.09	0.25	1.15	1.03	0.38	0.38
50th-Percentile Queue Length [ft/ln]	18.13	1.59	0.27	0.27	1.05	0.33	2.21	6.23	28.72	25.78	9.44	9.41
95th-Percentile Queue Length [veh/ln]	1.31	0.11	0.02	0.02	0.08	0.02	0.16	0.45	2.07	1.86	0.68	0.68
95th-Percentile Queue Length [ft/ln]	32.63	2.87	0.49	0.48	1.89	0.60	3.98	11.22	51.69	46.40	16.98	16.95

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	4.68	1.98	1.63	2.64	1.84	1.64	25.86	23.16	25.91	27.87	23.51	23.51
Movement LOS	A	A	A	A	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	3.04			1.84			25.06			25.90		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	7.14											
Intersection LOS	A											
Intersection V/C	0.394											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: US-395 (NS) at Cactus Road (EW)

Control Type:	Signalized	Delay (sec / veh):	7.0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.385

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	580.00	490.00	100.00	100.00	110.00	100.00	100.00	120.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	27	873	35	14	423	13	34	16	44	36	11	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	873	35	14	423	13	34	16	44	36	11	34
Peak Hour Factor	0.8830	0.8830	0.8830	0.8830	0.8830	0.8830	0.8830	0.8830	0.8830	0.8830	0.8830	0.8830
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	247	10	4	120	4	9	5	12	10	3	10
Total Analysis Volume [veh/h]	29	989	40	15	479	15	36	18	50	39	12	39
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	8	34	0	8	34	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	L	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	2	43	43	1	43	43	6	6	6	6
g / C, Green / Cycle	0.03	0.72	0.72	0.02	0.71	0.71	0.11	0.11	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.02	0.29	0.03	0.01	0.14	0.14	0.03	0.04	0.03	0.03
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1746	1348	1562	1328	1555
c, Capacity [veh/h]	54	2439	1089	31	1257	1244	174	165	159	164
d1, Uniform Delay [s]	28.60	3.20	2.32	29.16	2.89	2.89	28.41	25.09	29.12	24.81
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.07	0.50	0.06	11.00	0.35	0.36	0.58	1.64	0.79	1.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.54	0.41	0.04	0.48	0.20	0.20	0.21	0.41	0.25	0.31
d, Delay for Lane Group [s/veh]	36.68	3.70	2.38	40.16	3.24	3.25	29.00	26.73	29.91	25.88
Lane Group LOS	D	A	A	D	A	A	C	C	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.49	0.73	0.05	0.29	0.42	0.42	0.51	0.93	0.57	0.68
50th-Percentile Queue Length [ft/ln]	12.13	18.34	1.30	7.14	10.49	10.45	12.81	23.20	14.20	17.02
95th-Percentile Queue Length [veh/ln]	0.87	1.32	0.09	0.51	0.76	0.75	0.92	1.67	1.02	1.23
95th-Percentile Queue Length [ft/ln]	21.83	33.01	2.34	12.85	18.89	18.80	23.06	41.76	25.56	30.64

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	36.68	3.70	2.38	40.16	3.24	3.25	29.00	26.73	26.73	29.91	25.88	25.88
Movement LOS	D	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	4.55			4.33			27.52			27.62		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	7.02											
Intersection LOS	A											
Intersection V/C	0.385											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 7: US-395 (NS) at Mojave Drive (EW)

Control Type:	Signalized	Delay (sec / veh):	19.3
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.612

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	380.00	100.00	100.00	250.00	100.00	100.00	280.00	100.00	100.00
Speed [mph]	50.00			50.00			60.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	17	656	101	133	350	13	30	320	50	106	95	252
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	656	101	133	350	13	30	320	50	106	95	252
Peak Hour Factor	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	191	29	37	102	4	8	93	15	29	28	73
Total Analysis Volume [veh/h]	19	765	118	146	408	15	33	373	58	117	111	294
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	8	18	0	11	21	0	8	18	0	13	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	1	25	25	7	30	30	2	11	11	5	14	14
g / C, Green / Cycle	0.02	0.42	0.42	0.11	0.51	0.51	0.04	0.18	0.18	0.09	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.01	0.23	0.08	0.09	0.12	0.12	0.02	0.11	0.04	0.07	0.06	0.20
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1743	1681	3360	1500	1681	1765	1500
c, Capacity [veh/h]	40	1411	630	185	893	882	61	608	272	151	413	351
d1, Uniform Delay [s]	28.98	13.10	10.98	26.10	8.35	8.35	28.47	22.69	20.98	26.78	18.82	21.93
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.44	1.50	0.66	7.41	0.63	0.64	7.10	1.01	0.39	8.26	0.35	5.29
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.47	0.54	0.19	0.79	0.24	0.24	0.54	0.61	0.21	0.78	0.27	0.84
d, Delay for Lane Group [s/veh]	37.43	14.60	11.64	33.50	8.98	8.99	35.58	23.69	21.37	35.04	19.16	27.23
Lane Group LOS	D	B	B	C	A	A	D	C	C	D	B	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.33	3.20	0.87	2.15	1.23	1.22	0.52	2.06	0.60	1.81	1.13	3.89
50th-Percentile Queue Length [ft/ln]	8.36	79.89	21.63	53.76	30.65	30.40	12.99	51.55	14.95	45.23	28.30	97.23
95th-Percentile Queue Length [veh/ln]	0.60	5.75	1.56	3.87	2.21	2.19	0.94	3.71	1.08	3.26	2.04	7.00
95th-Percentile Queue Length [ft/ln]	15.05	143.80	38.94	96.76	55.18	54.71	23.39	92.79	26.90	81.41	50.94	175.01

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	37.43	14.60	11.64	33.50	8.98	8.99	35.58	23.69	21.37	35.04	19.16	27.23
Movement LOS	D	B	B	C	A	A	D	C	C	D	B	C
d_A, Approach Delay [s/veh]	14.70			15.28			24.25			27.26		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	19.30											
Intersection LOS	B											
Intersection V/C	0.612											

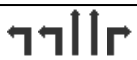
Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 8: US-395 (NS) at Palmdale Road (EW)

Control Type:	Signalized	Delay (sec / veh):	20.6
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.541

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	2	0	1
Pocket Length [ft]	120.00	100.00	100.00	350.00	100.00	370.00	140.00	100.00	100.00	520.00	100.00	260.00
Speed [mph]	50.00			55.00			55.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	163	605	74	98	415	47	95	393	223	85	316	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	163	605	74	98	415	47	95	393	223	85	316	72
Peak Hour Factor	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.8888	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	168	21	26	115	13	25	109	62	21	88	20
Total Analysis Volume [veh/h]	171	671	82	103	460	52	99	436	247	84	350	80
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	14	22	0	10	18	0	9	20	0	8	19	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	8	27	27	5	24	24	4	12	12	4	12	12
g / C, Green / Cycle	0.13	0.45	0.45	0.08	0.40	0.40	0.07	0.21	0.21	0.06	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.10	0.22	0.22	0.06	0.14	0.03	0.06	0.13	0.16	0.03	0.10	0.05
s, saturation flow rate [veh/h]	1681	1765	1698	1681	3360	1500	1681	3360	1500	3264	3360	1500
c, Capacity [veh/h]	215	794	764	132	1346	601	127	699	312	209	661	295
d1, Uniform Delay [s]	25.46	11.63	11.63	27.19	12.52	11.19	27.31	21.67	22.58	27.04	21.67	20.50
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.58	2.10	2.19	9.47	0.69	0.28	9.92	0.92	4.51	1.25	0.66	0.49
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

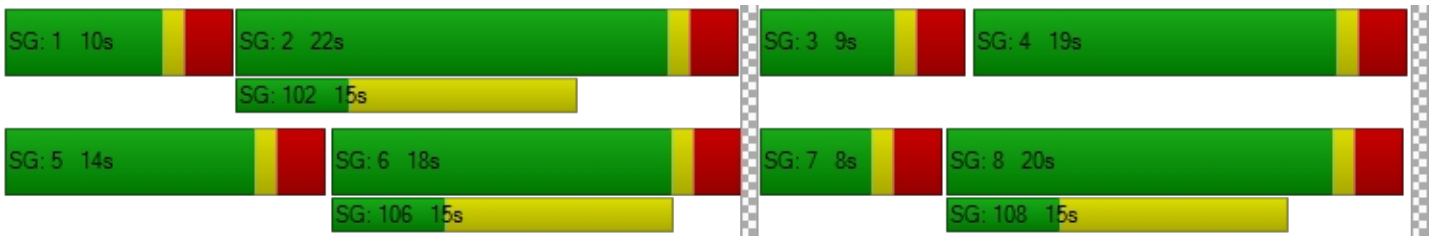
X, volume / capacity	0.80	0.48	0.48	0.78	0.34	0.09	0.78	0.62	0.79	0.40	0.53	0.27
d, Delay for Lane Group [s/veh]	32.05	13.74	13.82	36.66	13.21	11.48	37.24	22.59	27.09	28.29	22.33	20.99
Lane Group LOS	C	B	B	D	B	B	D	C	C	C	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.44	3.10	3.00	1.59	1.72	0.37	1.55	2.39	3.11	0.55	1.94	0.85
50th-Percentile Queue Length [ft/ln]	61.10	77.38	74.91	39.87	42.94	9.21	38.77	59.83	77.77	13.66	48.47	21.32
95th-Percentile Queue Length [veh/ln]	4.40	5.57	5.39	2.87	3.09	0.66	2.79	4.31	5.60	0.98	3.49	1.53
95th-Percentile Queue Length [ft/ln]	109.97	139.29	134.83	71.76	77.29	16.58	69.78	107.69	139.98	24.59	87.24	38.37

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	32.05	13.77	13.82	36.66	13.21	11.48	37.24	22.59	27.09	28.29	22.33	20.99
Movement LOS	C	B	B	D	B	B	D	C	C	C	C	C
d_A, Approach Delay [s/veh]	17.16			16.99			25.86			23.09		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	20.60											
Intersection LOS	C											
Intersection V/C	0.541											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 10: Sportsman Center (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.042

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	27	18	53	42	17	107
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	18	53	42	17	107
Peak Hour Factor	0.8360	0.8360	0.8360	0.8360	0.8360	0.8360
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	5	16	13	5	32
Total Analysis Volume [veh/h]	32	22	63	50	20	128
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.02	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	9.98	8.90	0.00	0.00	7.48	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.20	0.20	0.00	0.00	0.03	0.02
95th-Percentile Queue Length [ft/ln]	5.09	5.09	0.00	0.00	0.87	0.44
d_A, Approach Delay [s/veh]	9.54		0.00		1.01	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.11					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 15: Adelanto Road (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	11.5
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.026

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	226	19	12	93	0	0	0	0	14	0	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	226	19	12	93	0	0	0	0	14	0	11
Peak Hour Factor	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050
Other Adjustment Factor	1.0000	1.0000	1.0000	0.9444	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	62	5	3	26	0	0	0	0	4	0	3
Total Analysis Volume [veh/h]	0	250	21	13	103	0	0	0	0	15	0	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.02
d_M, Delay for Movement [s/veh]	7.42	0.00	0.00	7.81	0.00	0.00	11.47	11.76	8.78	11.51	11.81	9.80
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.13	0.13	0.13
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.76	0.00	0.00	0.00	0.00	0.00	3.23	3.23	3.23
d_A, Approach Delay [s/veh]	0.00			0.88			10.67			10.75		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	0.95											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 17: Adelanto Road (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.054

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	28	207	14	93	42	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	207	14	93	42	4
Peak Hour Factor	0.9470	0.9470	0.9470	0.9470	0.9470	0.9470
Other Adjustment Factor	0.9444	1.0000	1.0000	1.0000	0.8889	1.0000
Total 15-Minute Volume [veh/h]	7	55	4	25	10	1
Total Analysis Volume [veh/h]	28	219	15	98	39	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.05	0.00
d_M, Delay for Movement [s/veh]	7.49	0.00	0.00	0.00	10.11	8.62
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.06	0.00	0.00	0.00	0.08	0.01
95th-Percentile Queue Length [ft/ln]	1.45	0.00	0.00	0.00	2.07	0.30
d_A, Approach Delay [s/veh]	0.85		0.00		9.97	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.58					
Intersection LOS	B					

Adelanto Project

Vistro File: C:\...\AM_E.vistro
Report File: C:\...\AM_E.pdf

Scenario 1 Existing
12/13/2023

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Bellflower Street (NS) at Rancho Road (EW)	Final Base	89	48	19	16	59	58	7	105	25	10	374	7	817
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**89**	**48**	**19**	**16**	**59**	**58**	**7**	**105**	**25**	**10**	**374**	**7**	**817**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	US-395 (NS) at Chamberlane Way (EW)	Final Base	87	361	18	2	273	18	12	32	114	21	29	6	973
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**87**	**361**	**18**	**2**	**273**	**18**	**12**	**32**	**114**	**21**	**29**	**6**	**973**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	US-395 (NS) at Bartlett Avenue (EW)	Final Base	81	462	24	9	336	11	4	31	76	19	26	5	1084
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**81**	**462**	**24**	**9**	**336**	**11**	**4**	**31**	**76**	**19**	**26**	**5**	**1084**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	US-395 (NS) at Air Base Road (EW)	Final Base	27	331	90	156	248	16	7	204	45	84	177	208	1593
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**27**	**331**	**90**	**156**	**248**	**16**	**7**	**204**	**45**	**84**	**177**	**208**	**1593**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	US-395 (NS) at Rancho Road (EW)	Final Base	310	427	21	6	299	25	7	39	81	78	59	2	1354
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**310**	**427**	**21**	**6**	**299**	**25**	**7**	**39**	**81**	**78**	**59**	**2**	**1354**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	US-395 (NS) at Cactus Road (EW)	Final Base	27	873	35	14	423	13	34	16	44	36	11	34	1560
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**27**	**873**	**35**	**14**	**423**	**13**	**34**	**16**	**44**	**36**	**11**	**34**	**1560**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	US-395 (NS) at Mojave Drive (EW)	Final Base	17	656	101	133	350	13	30	320	50	106	95	252	2123
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**17**	**656**	**101**	**133**	**350**	**13**	**30**	**320**	**50**	**106**	**95**	**252**	**2123**

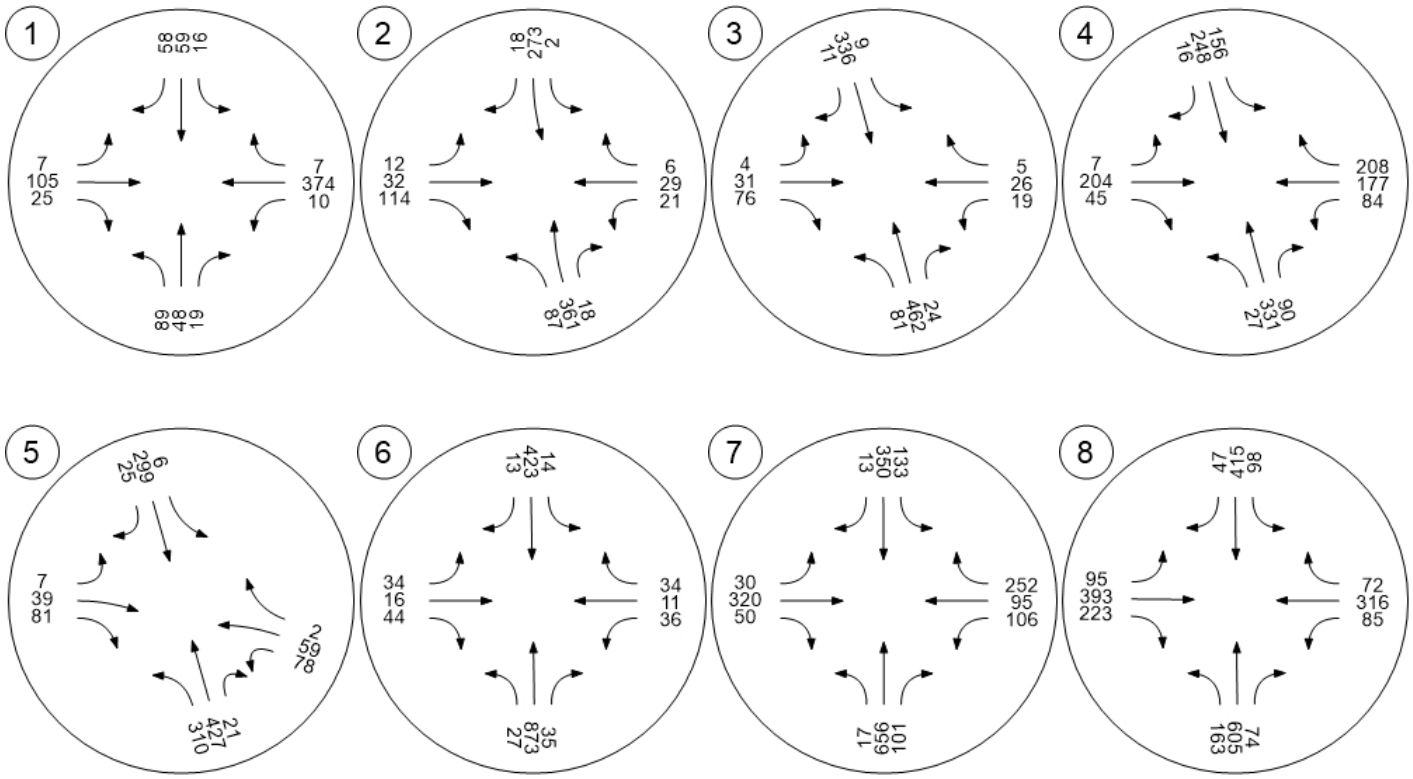
ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	US-395 (NS) at Palmdale Road (EW)	Final Base	163	605	74	98	415	47	95	393	223	85	316	72	2586
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**163**	**605**	**74**	**98**	**415**	**47**	**95**	**393**	**223**	**85**	**316**	**72**	**2586**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
10	Sportsman Center (NS) at Rancho Road (EW)	Final Base	27	18	53	42	17	107	264
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**27**	**18**	**53**	**42**	**17**	**107**	**264**

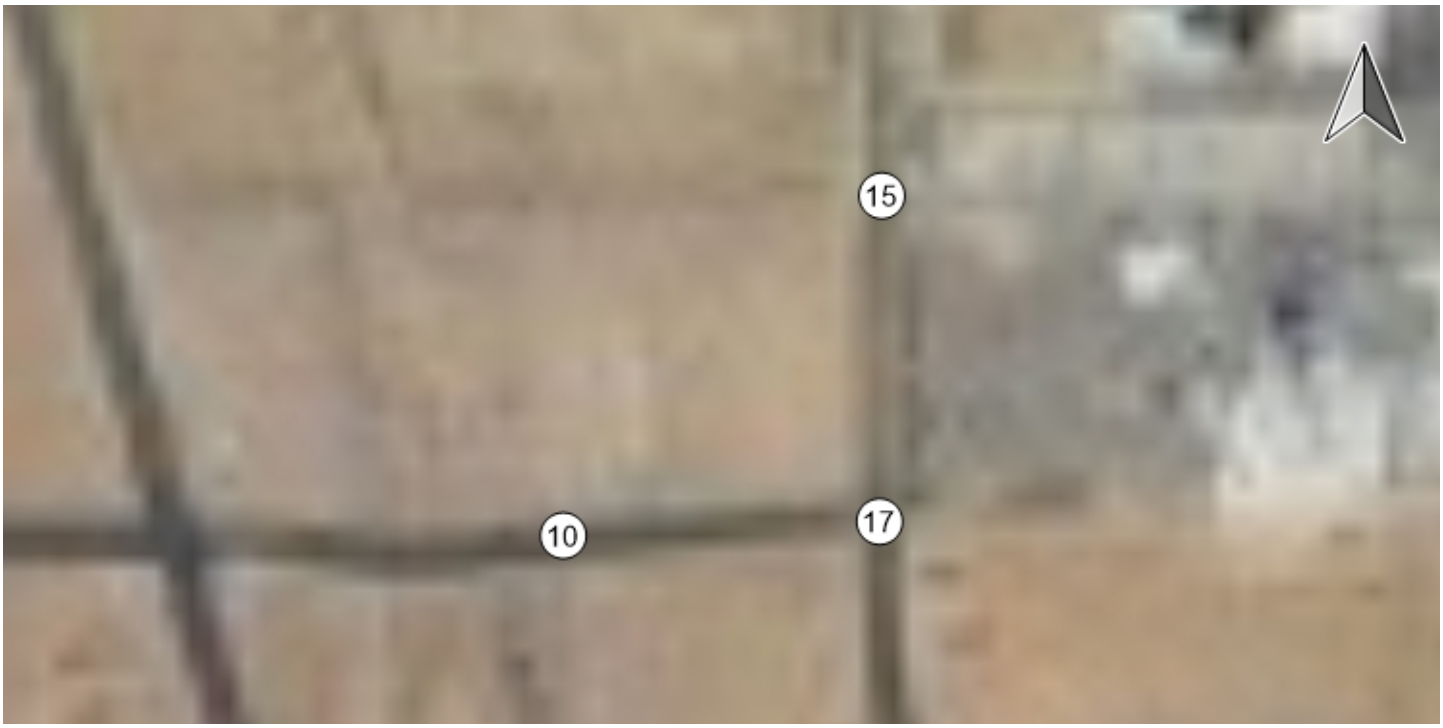
ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Adelanto Road (NS) at Violet Road (EW)	Final Base	0	226	19	12	93	0	0	0	0	14	0	11	375
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**226**	**19**	**12**	**93**	**0**	**0**	**0**	**0**	**14**	**0**	**11**	**375**

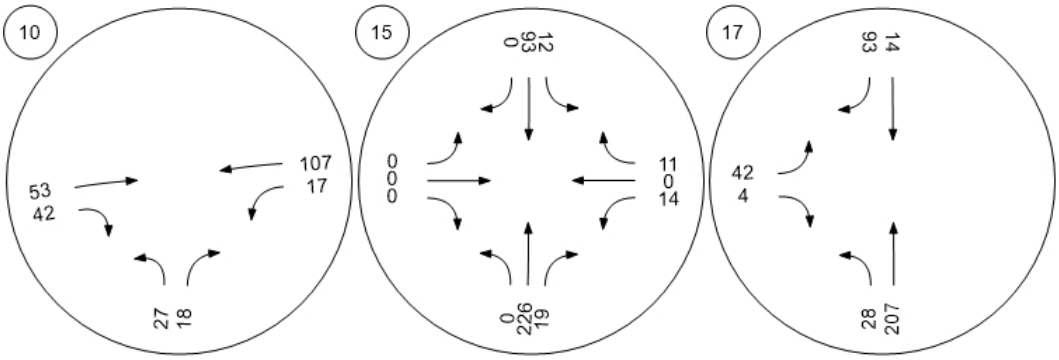
ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
17	Adelanto Road (NS) at Rancho Road (EW)	Final Base	28	207	14	93	42	4	388
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**28**	**207**	**14**	**93**	**42**	**4**	**388**

Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume





Adelanto Project

Vistro File: C:\...\PM_E.vistro
Report File: C:\...\PM_E.pdf

Scenario 1 Existing
12/13/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Bellflower Street (NS) at Rancho Road (EW)	All-way stop	HCM 2010	EB Thru	0.494	12.3	B
2	US-395 (NS) at Chamberlane Way (EW)	Signalized	HCM 2010	SB Left	0.491	13.5	B
3	US-395 (NS) at Bartlett Avenue (EW)	Signalized	HCM 2010	SB Left	0.437	11.6	B
4	US-395 (NS) at Air Base Road (EW)	Signalized	HCM 2010	NB Left	0.525	18.1	B
5	US-395 (NS) at Rancho Road (EW)	Signalized	HCM 2010	EB Right	0.426	10.0	A
6	US-395 (NS) at Cactus Road (EW)	Signalized	HCM 2010	NB Left	0.487	9.7	A
7	US-395 (NS) at Mojave Drive (EW)	Signalized	HCM 2010	NB Left	0.569	23.6	C
8	US-395 (NS) at Palmdale Road (EW)	Signalized	HCM 2010	EB Left	0.739	24.1	C
10	Sportsman Center (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	NB Left	0.056	10.6	B
15	Adelanto Road (NS) at Violet Road (EW)	Two-way stop	HCM 2010	WB Left	0.103	12.7	B
17	Adelanto Road (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	EB Left	0.145	10.6	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Bellflower Street (NS) at Rancho Road (EW)

Control Type:	All-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.494

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	1	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	19	64	31	10	98	15	19	309	167	40	79	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	64	31	10	98	15	19	309	167	40	79	29
Peak Hour Factor	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	20	10	3	30	5	6	96	52	12	24	9
Total Analysis Volume [veh/h]	24	79	38	12	121	19	22	383	207	47	98	36
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	522	589	532	595	551	597	650	494	530	561
Degree of Utilization, x	0.20	0.06	0.25	0.03	0.04	0.49	0.45	0.10	0.13	0.12

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.73	0.21	0.98	0.10	0.12	2.74	2.37	0.31	0.43	0.40
95th-Percentile Queue Length [ft]	18.21	5.16	24.54	2.47	3.11	68.39	59.23	7.85	10.78	10.11
Approach Delay [s/veh]	10.74		11.37		13.48			10.37		
Approach LOS	B		B		B			B		
Intersection Delay [s/veh]	12.31									
Intersection LOS	B									

Intersection Level Of Service Report
Intersection 2: US-395 (NS) at Chamberlane Way (EW)

Control Type:	Signalized	Delay (sec / veh):	13.5
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.491

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	180.00	100.00	100.00	210.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	167	250	25	1	660	10	21	30	147	18	38	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	167	250	25	1	660	10	21	30	147	18	38	4
Peak Hour Factor	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	72	7	0	191	3	6	9	42	5	11	1
Total Analysis Volume [veh/h]	182	289	29	1	763	12	24	35	170	21	44	5
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	34	0	8	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	8	42	42	0	34	34	9	9	9
g / C, Green / Cycle	0.14	0.70	0.70	0.00	0.57	0.57	0.15	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.11	0.09	0.09	0.00	0.22	0.22	0.04	0.11	0.04
s, saturation flow rate [veh/h]	1681	1765	1709	1681	1765	1755	1655	1500	1662
c, Capacity [veh/h]	232	1237	1198	6	999	993	326	219	321
d1, Uniform Delay [s]	25.05	2.96	2.96	29.89	7.26	7.27	22.68	24.73	22.84
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.73	0.22	0.23	14.44	1.14	1.15	0.26	5.78	0.34
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.13	0.13	0.18	0.39	0.39	0.18	0.78	0.22
d, Delay for Lane Group [s/veh]	30.79	3.18	3.19	44.34	8.41	8.41	22.94	30.51	23.18
Lane Group LOS	C	A	A	D	A	A	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.53	0.28	0.28	0.04	2.02	2.01	0.72	2.53	0.86
50th-Percentile Queue Length [ft/ln]	63.36	7.06	6.95	0.88	50.56	50.34	17.96	63.34	21.50
95th-Percentile Queue Length [veh/ln]	4.56	0.51	0.50	0.06	3.64	3.62	1.29	4.56	1.55
95th-Percentile Queue Length [ft/ln]	114.04	12.71	12.52	1.59	91.01	90.62	32.33	114.01	38.70

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	30.79	3.18	3.19	44.34	8.41	8.41	22.94	22.94	30.51	23.18	23.18	23.18
Movement LOS	C	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	13.23			8.46			28.56			23.18		
Approach LOS	B			A			C			C		
d_I, Intersection Delay [s/veh]	13.55											
Intersection LOS	B											
Intersection V/C	0.491											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: US-395 (NS) at Bartlett Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	11.6
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.437

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	100.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			35.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	113	431	38	9	658	23	15	57	126	38	53	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	113	431	38	9	658	23	15	57	126	38	53	17
Peak Hour Factor	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	123	11	2	188	7	4	16	36	10	15	5
Total Analysis Volume [veh/h]	122	494	44	10	754	26	16	65	144	41	61	19
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	28	0	14	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	6	40	40	1	35	35	10	10	10	10	10	10
g / C, Green / Cycle	0.09	0.67	0.67	0.01	0.59	0.59	0.17	0.17	0.17	0.17	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.07	0.15	0.15	0.01	0.22	0.02	0.01	0.04	0.10	0.04	0.02	0.02
s, saturation flow rate [veh/h]	1681	1765	1715	1681	3360	1500	1313	1765	1500	1168	1765	1627
c, Capacity [veh/h]	157	1183	1149	22	1982	885	265	294	250	169	294	271
d1, Uniform Delay [s]	26.58	3.86	3.86	29.41	6.51	5.14	24.03	21.64	23.05	28.52	21.33	21.36
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.90	0.45	0.47	14.01	0.56	0.06	0.09	0.37	2.09	0.73	0.21	0.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

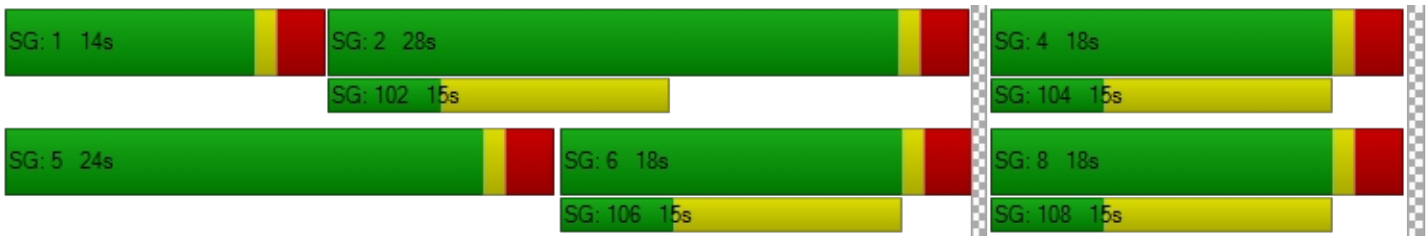
X, volume / capacity	0.78	0.23	0.23	0.46	0.38	0.03	0.06	0.22	0.58	0.24	0.14	0.15
d, Delay for Lane Group [s/veh]	34.49	4.31	4.33	43.42	7.07	5.20	24.13	22.01	25.15	29.25	21.54	21.61
Lane Group LOS	C	A	A	D	A	A	C	C	C	C	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	1.83	0.70	0.69	0.21	1.64	0.10	0.20	0.76	1.86	0.57	0.45	0.45
50th-Percentile Queue Length [ft/ln]	45.86	17.52	17.19	5.32	40.95	2.40	4.91	18.94	46.52	14.26	11.33	11.16
95th-Percentile Queue Length [veh/ln]	3.30	1.26	1.24	0.38	2.95	0.17	0.35	1.36	3.35	1.03	0.82	0.80
95th-Percentile Queue Length [ft/ln]	82.55	31.54	30.94	9.58	73.70	4.32	8.84	34.09	83.74	25.67	20.39	20.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	34.49	4.32	4.33	43.42	7.07	5.20	24.13	22.01	25.15	29.25	21.56	21.61
Movement LOS	C	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	9.90			7.47			24.17			24.17		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	11.58											
Intersection LOS	B											
Intersection V/C	0.437											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: US-395 (NS) at Air Base Road (EW)

Control Type:	Signalized	Delay (sec / veh):	18.1
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.525

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	380.00	100.00	100.00	340.00	100.00	100.00	220.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			50.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	52	305	95	280	497	20	9	205	58	185	173	258
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	52	305	95	280	497	20	9	205	58	185	173	258
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	86	27	74	140	6	2	58	16	49	49	72
Total Analysis Volume [veh/h]	55	343	107	297	558	22	10	230	65	196	194	290
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	8	8	0	28	28	0	0	24	0	0	24	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	3	17	17	13	27	27	21	21	21	21	21
g / C, Green / Cycle	0.05	0.29	0.29	0.21	0.45	0.45	0.35	0.35	0.35	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.03	0.10	0.07	0.18	0.17	0.01	0.01	0.17	0.18	0.11	0.19
s, saturation flow rate [veh/h]	1681	3360	1500	1681	3360	1500	1184	1699	1080	1765	1500
c, Capacity [veh/h]	88	969	433	357	1507	673	400	594	313	617	525
d1, Uniform Delay [s]	27.93	16.96	16.40	22.67	10.97	9.28	17.68	15.39	24.76	14.29	15.77
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.16	1.01	1.36	5.07	0.70	0.09	0.02	0.64	2.05	0.29	0.91
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.63	0.35	0.25	0.83	0.37	0.03	0.03	0.50	0.63	0.31	0.55
d, Delay for Lane Group [s/veh]	35.10	17.98	17.76	27.74	11.67	9.37	17.71	16.04	26.81	14.58	16.68
Lane Group LOS	D	B	B	C	B	A	B	B	C	B	B
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.86	1.68	1.09	3.88	1.95	0.14	0.09	2.63	2.71	1.74	2.92
50th-Percentile Queue Length [ft/ln]	21.48	41.97	27.35	97.04	48.82	3.44	2.33	65.64	67.85	43.41	72.88
95th-Percentile Queue Length [veh/ln]	1.55	3.02	1.97	6.99	3.52	0.25	0.17	4.73	4.89	3.13	5.25
95th-Percentile Queue Length [ft/ln]	38.66	75.54	49.23	174.68	87.88	6.18	4.19	118.15	122.14	78.13	131.18

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	35.10	17.98	17.76	27.74	11.67	9.37	17.71	16.04	16.04	26.81	14.58	16.68
Movement LOS	D	B	B	C	B	A	B	B	B	C	B	B
d_A, Approach Delay [s/veh]	19.80			17.05			16.09			19.00		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	18.07											
Intersection LOS	B											
Intersection V/C	0.525											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: US-395 (NS) at Rancho Road (EW)

Control Type:	Signalized	Delay (sec / veh):	10.0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.426

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	340.00	100.00	100.00	290.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			40.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	94	442	18	6	683	17	26	86	239	114	40	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	442	18	6	683	17	26	86	239	114	40	19
Peak Hour Factor	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	121	5	2	187	5	7	24	66	30	11	5
Total Analysis Volume [veh/h]	97	485	20	6	749	19	27	94	262	118	44	21
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	18	0	0	18	0	0	42	0	0	42	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	41	41	41	41	41	41	13	13	13	13	13	13
g / C, Green / Cycle	0.68	0.68	0.68	0.68	0.68	0.68	0.22	0.22	0.22	0.22	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.14	0.14	0.01	0.01	0.22	0.01	0.02	0.03	0.17	0.09	0.02	0.02
s, saturation flow rate [veh/h]	710	3360	1500	907	3360	1500	1331	3360	1500	1297	1765	1581
c, Capacity [veh/h]	506	2297	1025	649	2297	1025	353	728	325	340	382	342
d1, Uniform Delay [s]	7.25	3.52	3.05	5.24	3.87	3.05	20.85	18.97	22.34	22.80	18.79	18.82
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.84	0.21	0.03	0.03	0.38	0.03	0.09	0.08	4.73	0.61	0.10	0.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

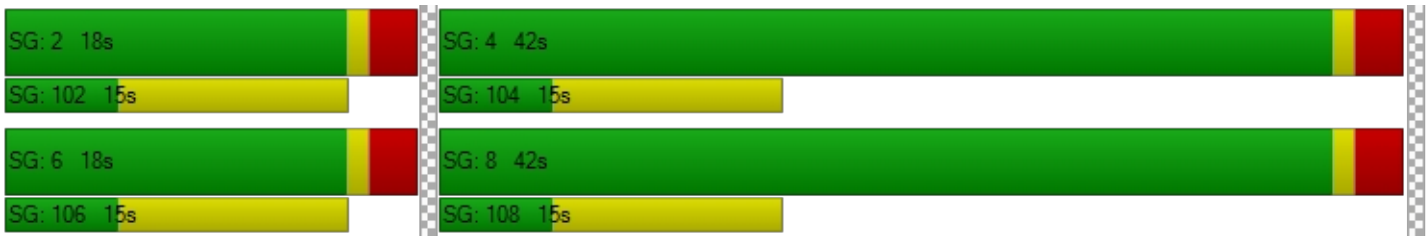
X, volume / capacity	0.19	0.21	0.02	0.01	0.33	0.02	0.08	0.13	0.81	0.35	0.09	0.09
d, Delay for Lane Group [s/veh]	8.09	3.73	3.08	5.26	4.25	3.08	20.94	19.05	27.08	23.41	18.89	18.94
Lane Group LOS	A	A	A	A	A	A	C	B	C	C	B	B
Critical Lane Group	No	No	No	No	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.55	0.48	0.04	0.02	0.83	0.04	0.30	0.48	3.52	1.34	0.32	0.31
50th-Percentile Queue Length [ft/ln]	13.65	12.10	0.99	0.59	20.75	0.94	7.41	11.98	88.01	33.40	7.91	7.64
95th-Percentile Queue Length [veh/ln]	0.98	0.87	0.07	0.04	1.49	0.07	0.53	0.86	6.34	2.40	0.57	0.55
95th-Percentile Queue Length [ft/ln]	24.57	21.78	1.79	1.06	37.35	1.70	13.34	21.56	158.42	60.11	14.23	13.76

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	8.09	3.73	3.08	5.26	4.25	3.08	20.94	19.05	27.08	23.41	18.90	18.94
Movement LOS	A	A	A	A	A	A	C	B	C	C	B	B
d_A, Approach Delay [s/veh]	4.41			4.23			24.67			21.81		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	9.97											
Intersection LOS	A											
Intersection V/C	0.426											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: US-395 (NS) at Cactus Road (EW)

Control Type:	Signalized	Delay (sec / veh):	9.7
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.487

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	580.00	490.00	100.00	100.00	110.00	100.00	100.00	120.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	102	606	35	36	975	36	33	22	60	53	11	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	102	606	35	36	975	36	33	22	60	53	11	22
Peak Hour Factor	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	167	10	9	269	10	9	6	17	14	3	6
Total Analysis Volume [veh/h]	106	668	39	37	1075	40	34	24	66	55	12	24
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	34	0	8	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	L	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	5	42	42	2	39	39	7	7	7	7
g / C, Green / Cycle	0.08	0.69	0.69	0.04	0.65	0.65	0.12	0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.06	0.20	0.03	0.02	0.32	0.32	0.02	0.06	0.04	0.02
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1743	1367	1562	1301	1579
c, Capacity [veh/h]	140	2333	1042	68	1150	1136	208	180	160	182
d1, Uniform Delay [s]	26.98	3.50	2.88	28.31	5.35	5.35	26.98	24.97	29.39	24.08
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.10	0.31	0.07	6.58	1.48	1.50	0.36	2.13	1.27	0.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.29	0.04	0.54	0.49	0.49	0.16	0.50	0.34	0.20
d, Delay for Lane Group [s/veh]	35.08	3.81	2.95	34.89	6.83	6.85	27.34	27.10	30.66	24.61
Lane Group LOS	D	A	A	C	A	A	C	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.62	0.65	0.07	0.59	2.14	2.12	0.46	1.24	0.82	0.46
50th-Percentile Queue Length [ft/ln]	40.46	16.14	1.80	14.68	53.38	52.89	11.60	30.98	20.46	11.59
95th-Percentile Queue Length [veh/ln]	2.91	1.16	0.13	1.06	3.84	3.81	0.84	2.23	1.47	0.83
95th-Percentile Queue Length [ft/ln]	72.83	29.06	3.23	26.43	96.09	95.21	20.89	55.77	36.83	20.86

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	35.08	3.81	2.95	34.89	6.84	6.85	27.34	27.10	27.10	30.66	24.61	24.61
Movement LOS	D	A	A	C	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	7.85			7.74			27.17			28.26		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	9.74											
Intersection LOS	A											
Intersection V/C	0.487											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 7: US-395 (NS) at Mojave Drive (EW)

Control Type:	Signalized	Delay (sec / veh):	23.6
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.569

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	380.00	100.00	100.00	250.00	100.00	100.00	280.00	100.00	100.00
Speed [mph]	50.00			50.00			60.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	98	511	224	265	799	27	29	314	87	157	394	201
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	98	511	224	265	799	27	29	314	87	157	394	201
Peak Hour Factor	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	130	57	63	203	7	7	80	22	38	100	51
Total Analysis Volume [veh/h]	94	518	227	254	810	27	28	318	88	150	400	204
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	10	18	0	23	31	0	8	18	0	11	21	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	70	70	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	5	28	28	13	36	36	2	10	10	8	15	15
g / C, Green / Cycle	0.07	0.40	0.40	0.18	0.51	0.51	0.03	0.14	0.14	0.11	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.06	0.15	0.15	0.15	0.24	0.24	0.02	0.09	0.06	0.09	0.18	0.18
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1745	1681	3360	1500	1681	1765	1567
c, Capacity [veh/h]	122	1341	599	304	895	885	54	463	207	187	383	340
d1, Uniform Delay [s]	31.99	14.99	14.94	27.77	11.20	11.20	33.47	28.84	27.74	30.44	26.27	26.30
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.75	0.84	1.82	6.03	1.77	1.79	7.61	1.82	1.39	7.66	4.73	5.45
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

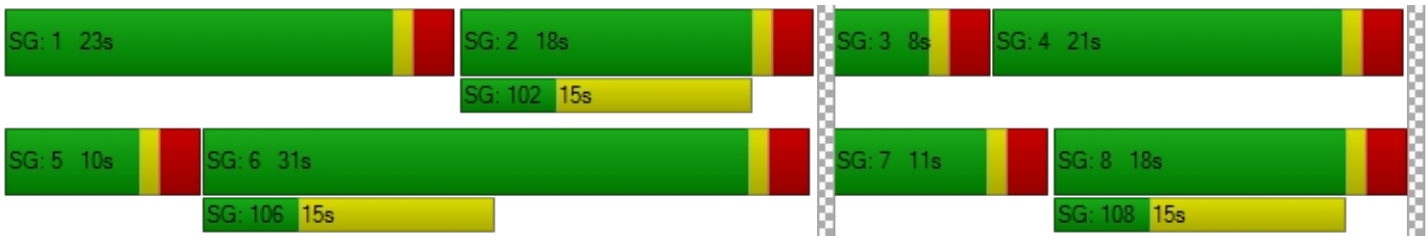
X, volume / capacity	0.77	0.39	0.38	0.84	0.47	0.47	0.52	0.69	0.43	0.80	0.83	0.84
d, Delay for Lane Group [s/veh]	41.75	15.83	16.77	33.80	12.97	12.99	41.08	30.66	29.13	38.10	31.00	31.75
Lane Group LOS	D	B	B	C	B	B	D	C	C	D	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.75	2.57	2.41	4.15	3.63	3.59	0.53	2.32	1.25	2.66	5.06	4.59
50th-Percentile Queue Length [ft/ln]	43.84	64.18	60.22	103.87	90.65	89.77	13.25	58.05	31.33	66.62	126.41	114.64
95th-Percentile Queue Length [veh/ln]	3.16	4.62	4.34	7.48	6.53	6.46	0.95	4.18	2.26	4.80	8.74	8.10
95th-Percentile Queue Length [ft/ln]	78.91	115.52	108.40	186.97	163.18	161.59	23.85	104.48	56.40	119.92	218.60	202.44

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.75	15.83	16.77	33.80	12.98	12.99	41.08	30.66	29.13	38.10	31.15	31.75
Movement LOS	D	B	B	C	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	18.99			17.83			31.03			32.70		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	23.57											
Intersection LOS	C											
Intersection V/C	0.569											

Sequence

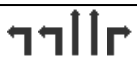
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: US-395 (NS) at Palmdale Road (EW)

Control Type:	Signalized	Delay (sec / veh):	24.1
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.739

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	2	0	1
Pocket Length [ft]	120.00	100.00	100.00	350.00	100.00	370.00	140.00	100.00	100.00	520.00	100.00	260.00
Speed [mph]	50.00			55.00			55.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	259	740	75	136	777	49	113	471	282	214	639	110
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	259	740	75	136	777	49	113	471	282	214	639	110
Peak Hour Factor	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.8888	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	188	19	33	197	12	27	120	72	48	162	28
Total Analysis Volume [veh/h]	249	752	76	131	790	50	108	479	287	193	649	112
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	14	25	0	9	20	0	9	18	0	8	17	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	11	24	24	6	19	19	5	14	14	5	14	14
g / C, Green / Cycle	0.18	0.39	0.39	0.10	0.32	0.32	0.08	0.22	0.22	0.08	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.15	0.24	0.24	0.08	0.24	0.03	0.06	0.14	0.19	0.06	0.19	0.07
s, saturation flow rate [veh/h]	1681	1765	1708	1681	3360	1500	1681	3360	1500	3264	3360	1500
c, Capacity [veh/h]	296	695	672	166	1063	474	138	754	336	274	760	339
d1, Uniform Delay [s]	23.97	14.52	14.52	26.50	18.38	14.54	27.07	21.10	22.37	26.82	22.32	19.46
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.43	3.89	4.02	8.15	4.71	0.45	9.25	0.90	6.14	3.30	2.88	0.56
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

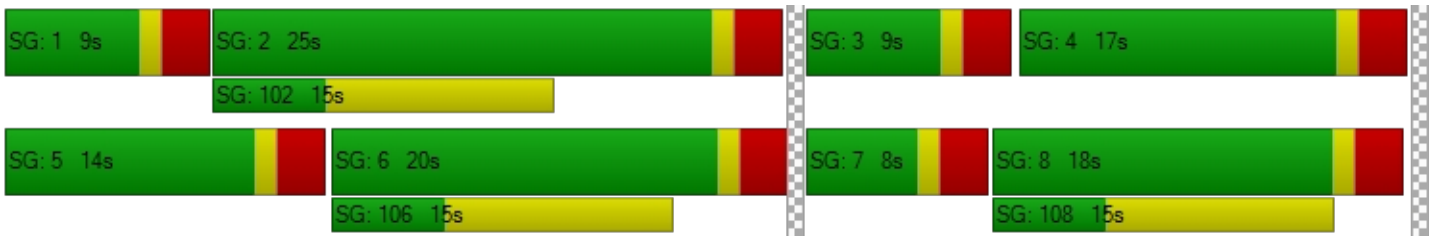
X, volume / capacity	0.84	0.61	0.61	0.79	0.74	0.11	0.78	0.64	0.85	0.70	0.85	0.33
d, Delay for Lane Group [s/veh]	30.40	18.41	18.54	34.65	23.09	14.99	36.32	22.00	28.51	30.12	25.20	20.03
Lane Group LOS	C	B	B	C	C	B	D	C	C	C	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.44	4.24	4.13	1.94	4.51	0.44	1.66	2.58	3.74	1.30	3.96	1.15
50th-Percentile Queue Length [ft/ln]	86.05	106.10	103.37	48.56	112.76	11.02	41.49	64.58	93.42	32.62	99.11	28.87
95th-Percentile Queue Length [veh/ln]	6.20	7.62	7.44	3.50	7.99	0.79	2.99	4.65	6.73	2.35	7.14	2.08
95th-Percentile Queue Length [ft/ln]	154.89	190.57	186.06	87.40	199.84	19.84	74.68	116.24	168.15	58.72	178.40	51.97

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	30.40	18.47	18.54	34.65	23.09	14.99	36.32	22.00	28.51	30.12	25.20	20.03
Movement LOS	C	B	B	C	C	B	D	C	C	C	C	C
d_A, Approach Delay [s/veh]	21.23			24.23			25.91			25.59		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	24.11											
Intersection LOS	C											
Intersection V/C	0.739											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 10: Sportsman Center (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.6
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.056

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	32	11	87	30	16	159
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	11	87	30	16	159
Peak Hour Factor	0.8140	0.8140	0.8140	0.8140	0.8140	0.8140
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	3	27	9	5	49
Total Analysis Volume [veh/h]	39	14	107	37	20	195
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	10.56	9.05	0.00	0.00	7.54	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.23	0.23	0.00	0.00	0.03	0.02
95th-Percentile Queue Length [ft/ln]	5.68	5.68	0.00	0.00	0.84	0.42
d_A, Approach Delay [s/veh]	10.16		0.00		0.70	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.67					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 15: Adelanto Road (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.103

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	222	16	13	110	0	0	0	0	46	0	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	222	16	13	110	0	0	0	0	46	0	19
Peak Hour Factor	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340
Other Adjustment Factor	1.0000	1.0000	1.0000	0.9444	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	67	5	4	33	0	0	0	0	14	0	6
Total Analysis Volume [veh/h]	0	266	19	15	132	0	0	0	0	55	0	23
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.03
d_M, Delay for Movement [s/veh]	7.48	0.00	0.00	7.85	0.00	0.00	12.07	12.19	8.92	12.70	12.96	10.60
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.46	0.46	0.46
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.89	0.00	0.00	0.00	0.00	0.00	11.43	11.43	11.43
d_A, Approach Delay [s/veh]	0.00			0.80			11.06			12.08		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	2.08											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 17: Adelanto Road (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.6
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.145

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	27	145	11	146	92	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	145	11	146	92	5
Peak Hour Factor	0.8100	0.8100	0.8100	0.8100	0.8100	0.8100
Other Adjustment Factor	0.9444	1.0000	1.0000	1.0000	0.8889	1.0000
Total 15-Minute Volume [veh/h]	8	45	3	45	25	2
Total Analysis Volume [veh/h]	31	179	14	180	101	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.15	0.01
d_M, Delay for Movement [s/veh]	7.68	0.00	0.00	0.00	10.58	8.85
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.07	0.00	0.00	0.00	0.23	0.02
95th-Percentile Queue Length [ft/ln]	1.73	0.00	0.00	0.00	5.86	0.48
d_A, Approach Delay [s/veh]	1.13		0.00		10.49	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.66					
Intersection LOS	B					

Adelanto Project

Vistro File: C:\...\PM_E.vistro
Report File: C:\...\PM_E.pdf

Scenario 1 Existing
12/13/2023

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Bellflower Street (NS) at Rancho Road (EW)	Final Base	19	64	31	10	98	15	19	309	167	40	79	29	880
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**19**	**64**	**31**	**10**	**98**	**15**	**19**	**309**	**167**	**40**	**79**	**29**	**880**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	US-395 (NS) at Chamberlane Way (EW)	Final Base	167	250	25	1	660	10	21	30	147	18	38	4	1371
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**167**	**250**	**25**	**1**	**660**	**10**	**21**	**30**	**147**	**18**	**38**	**4**	**1371**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	US-395 (NS) at Bartlett Avenue (EW)	Final Base	113	431	38	9	658	23	15	57	126	38	53	17	1578
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**113**	**431**	**38**	**9**	**658**	**23**	**15**	**57**	**126**	**38**	**53**	**17**	**1578**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	US-395 (NS) at Air Base Road (EW)	Final Base	52	305	95	280	497	20	9	205	58	185	173	258	2137
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**52**	**305**	**95**	**280**	**497**	**20**	**9**	**205**	**58**	**185**	**173**	**258**	**2137**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	US-395 (NS) at Rancho Road (EW)	Final Base	94	442	18	6	683	17	26	86	239	114	40	19	1784
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**94**	**442**	**18**	**6**	**683**	**17**	**26**	**86**	**239**	**114**	**40**	**19**	**1784**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	US-395 (NS) at Cactus Road (EW)	Final Base	102	606	35	36	975	36	33	22	60	53	11	22	1991
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**102**	**606**	**35**	**36**	**975**	**36**	**33**	**22**	**60**	**53**	**11**	**22**	**1991**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	US-395 (NS) at Mojave Drive (EW)	Final Base	98	511	224	265	799	27	29	314	87	157	394	201	3106
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**98**	**511**	**224**	**265**	**799**	**27**	**29**	**314**	**87**	**157**	**394**	**201**	**3106**

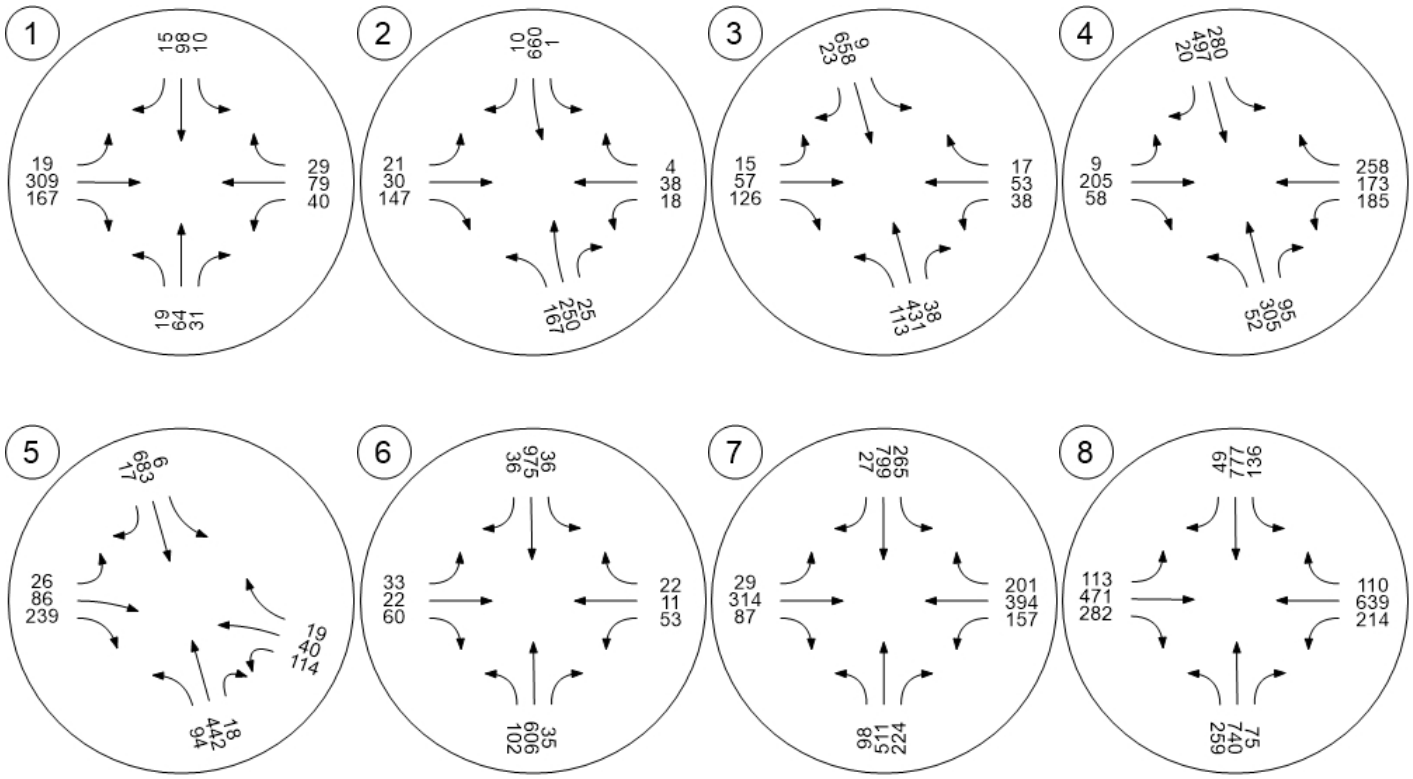
ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	US-395 (NS) at Palmdale Road (EW)	Final Base	259	740	75	136	777	49	113	471	282	214	639	110	3865
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**259**	**740**	**75**	**136**	**777**	**49**	**113**	**471**	**282**	**214**	**639**	**110**	**3865**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
10	Sportsman Center (NS) at Rancho Road (EW)	Final Base	32	11	87	30	16	159	335
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**32**	**11**	**87**	**30**	**16**	**159**	**335**

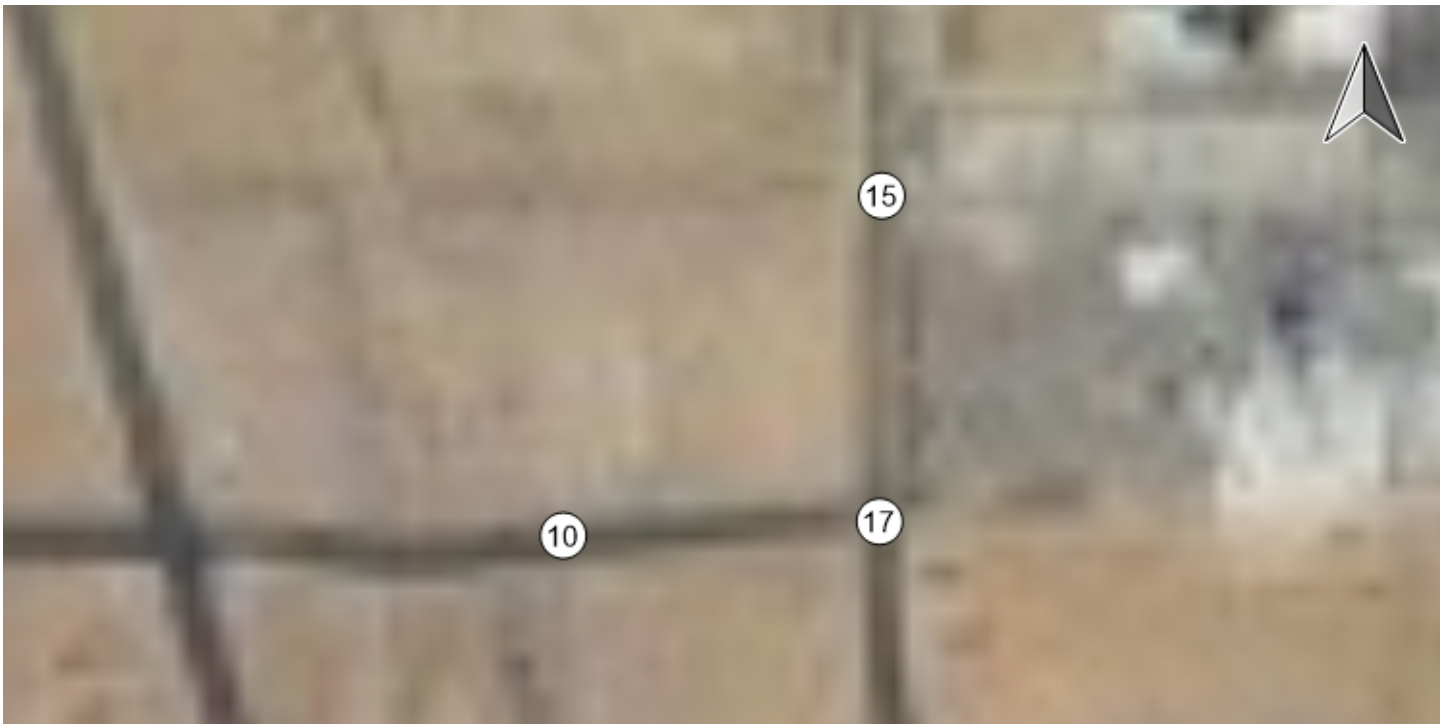
ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Adelanto Road (NS) at Violet Road (EW)	Final Base	0	222	16	13	110	0	0	0	0	46	0	19	426
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**222**	**16**	**13**	**110**	**0**	**0**	**0**	**0**	**46**	**0**	**19**	**426**

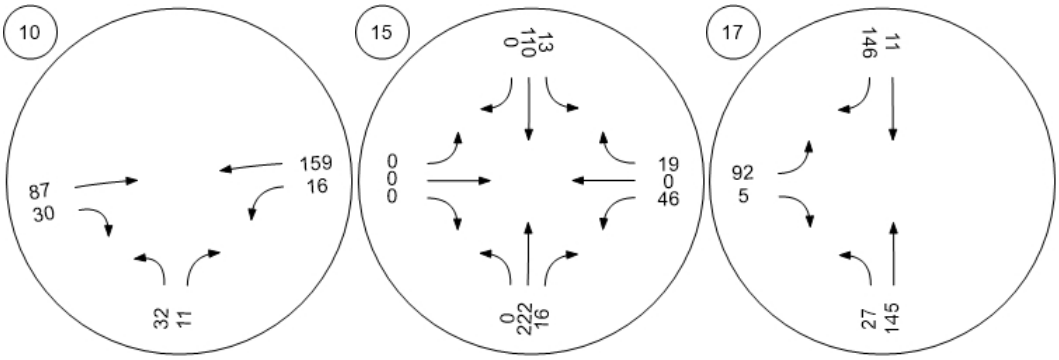
ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
17	Adelanto Road (NS) at Rancho Road (EW)	Final Base	27	145	11	146	92	5	426
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**27**	**145**	**11**	**146**	**92**	**5**	**426**

Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume





Existing Plus Project

Adelanto Project

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Report File: C:\...\AM_Ep.pdf

Scenario 3 Existing Plus Project Phase I & II
12/13/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Bellflower Street (NS) at Rancho Road (EW)	All-way stop	HCM 2010	WB Thru	0.397	11.9	B
2	US-395 (NS) at Chamberlane Way (EW)	Signalized	HCM 2010	SB Left	0.257	11.9	B
3	US-395 (NS) at Bartlett Avenue (EW)	Signalized	HCM 2010	SB Left	0.262	9.7	A
4	US-395 (NS) at Air Base Road (EW)	Signalized	HCM 2010	NB Left	0.431	17.0	B
5	US-395 (NS) at Rancho Road (EW)	Signalized	HCM 2010	WB Left	0.490	10.3	B
6	US-395 (NS) at Cactus Road (EW)	Signalized	HCM 2010	SB Left	0.404	7.1	A
7	US-395 (NS) at Mojave Drive (EW)	Signalized	HCM 2010	NB Left	0.652	19.9	B
8	US-395 (NS) at Palmdale Road (EW)	Signalized	HCM 2010	SB Left	0.548	20.7	C
9	Project West Access (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	SB Right	0.182	9.9	A
10	Sportsman Center (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	NB Left	0.054	11.6	B
11	Project West Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	NB Right	0.001	8.5	A
12	Project East Access (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	SB Left	0.011	12.1	B
13	Project Center Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	NB Right	0.001	8.5	A
14	Project East Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	NB Right	0.001	8.5	A
15	Adelanto Road (NS) at Violet Road (EW)	Two-way stop	HCM 2010	WB Left	0.027	11.6	B
16	Adelanto Road (NS) at Project Access (EW)	Two-way stop	HCM 2010	EB Right	0.002	8.6	A
17	Adelanto Road (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	EB Left	0.063	10.2	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Bellflower Street (NS) at Rancho Road (EW)

Control Type:	All-way stop	Delay (sec / veh):	11.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.397

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	1	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	89	48	19	16	59	58	7	105	25	10	374	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	6	6	0	0	0	6	0	6	7	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	89	48	25	22	59	58	7	111	25	16	381	13
Peak Hour Factor	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	14	7	6	17	17	2	32	7	4	111	4
Total Analysis Volume [veh/h]	104	56	29	26	69	68	8	130	29	18	446	15
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	520	606	524	594	495	531	552	537	581	585
Degree of Utilization, x	0.31	0.05	0.18	0.11	0.02	0.15	0.14	0.03	0.40	0.39

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.30	0.15	0.66	0.39	0.05	0.52	0.50	0.10	1.89	1.87
95th-Percentile Queue Length [ft]	32.46	3.76	16.41	9.63	1.23	13.09	12.53	2.60	47.35	46.81
Approach Delay [s/veh]	12.11		10.44		10.48			12.74		
Approach LOS	B		B		B			B		
Intersection Delay [s/veh]	11.87									
Intersection LOS	B									

Intersection Level Of Service Report
Intersection 2: US-395 (NS) at Chamberlane Way (EW)

Control Type:	Signalized	Delay (sec / veh):	11.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.257

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	180.00	100.00	100.00	210.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	87	361	18	2	273	18	12	32	114	21	29	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	14	6	0	13	0	0	0	6	6	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	375	24	2	286	18	12	32	120	27	29	6
Peak Hour Factor	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	99	6	0	75	5	3	8	32	7	8	2
Total Analysis Volume [veh/h]	93	395	25	2	301	19	13	34	126	28	31	6
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	23	0	19	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	4	44	44	0	40	40	7	7	7
g / C, Green / Cycle	0.07	0.73	0.73	0.00	0.67	0.67	0.11	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.06	0.12	0.12	0.00	0.09	0.09	0.03	0.08	0.05
s, saturation flow rate [veh/h]	1681	1765	1728	1681	1765	1728	1716	1500	1356
c, Capacity [veh/h]	123	1291	1264	8	1171	1146	272	171	240
d1, Uniform Delay [s]	27.36	2.46	2.46	29.83	3.75	3.75	24.26	25.78	24.56
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.13	0.27	0.28	15.86	0.24	0.25	0.30	6.06	0.60
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

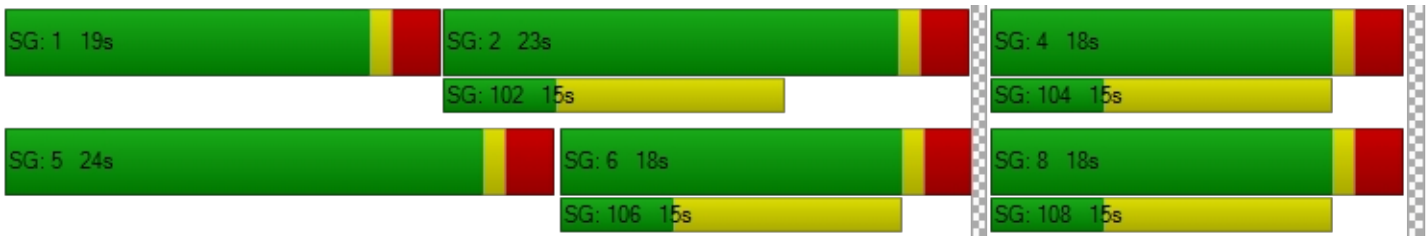
X, volume / capacity	0.76	0.16	0.16	0.25	0.14	0.14	0.17	0.74	0.27
d, Delay for Lane Group [s/veh]	36.49	2.73	2.74	45.69	4.00	4.01	24.56	31.84	25.16
Lane Group LOS	D	A	A	D	A	A	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.46	0.26	0.25	0.06	0.40	0.40	0.60	1.93	0.84
50th-Percentile Queue Length [ft/ln]	36.57	6.39	6.35	1.51	9.94	9.88	14.95	48.18	21.12
95th-Percentile Queue Length [veh/ln]	2.63	0.46	0.46	0.11	0.72	0.71	1.08	3.47	1.52
95th-Percentile Queue Length [ft/ln]	65.82	11.51	11.42	2.73	17.89	17.78	26.91	86.73	38.01

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	36.49	2.74	2.74	45.69	4.00	4.01	24.56	24.56	31.84	25.16	25.16	25.16
Movement LOS	D	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	8.86			4.26			29.86			25.16		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	11.85											
Intersection LOS	B											
Intersection V/C	0.257											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: US-395 (NS) at Bartlett Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	9.7
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.262

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	100.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			35.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	81	462	24	9	336	11	4	31	76	19	26	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	26	6	0	25	0	0	0	6	6	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	87	488	30	9	361	11	4	31	82	25	26	5
Peak Hour Factor	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	136	8	2	101	3	1	9	23	7	7	1
Total Analysis Volume [veh/h]	92	545	33	9	403	12	4	35	92	26	29	6
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	24	0	18	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	4	45	45	1	42	42	5	5	5	5	5	5
g / C, Green / Cycle	0.07	0.75	0.75	0.01	0.69	0.69	0.09	0.09	0.09	0.09	0.09	0.09
(v / s)_i Volume / Saturation Flow Rate	0.05	0.17	0.17	0.01	0.12	0.01	0.00	0.02	0.06	0.02	0.01	0.01
s, saturation flow rate [veh/h]	1681	1765	1730	1681	3360	1500	1368	1765	1500	1258	1765	1664
c, Capacity [veh/h]	121	1322	1296	23	2321	1036	189	154	131	125	154	145
d1, Uniform Delay [s]	27.39	2.26	2.26	29.42	3.27	2.90	27.17	25.56	26.69	30.05	25.30	25.32
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.23	0.38	0.39	10.50	0.16	0.02	0.04	0.74	6.66	0.81	0.32	0.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

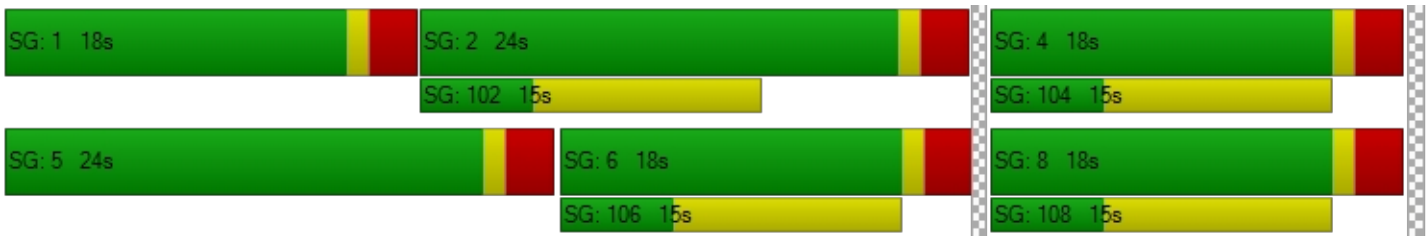
X, volume / capacity	0.76	0.22	0.22	0.39	0.17	0.01	0.02	0.23	0.70	0.21	0.11	0.12
d, Delay for Lane Group [s/veh]	36.62	2.65	2.66	39.91	3.43	2.92	27.22	26.30	33.35	30.86	25.63	25.68
Lane Group LOS	D	A	A	D	A	A	C	C	C	C	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	1.45	0.27	0.26	0.18	0.36	0.02	0.05	0.47	1.43	0.38	0.23	0.22
50th-Percentile Queue Length [ft/ln]	36.27	6.67	6.62	4.54	8.96	0.55	1.34	11.63	35.80	9.53	5.63	5.61
95th-Percentile Queue Length [veh/ln]	2.61	0.48	0.48	0.33	0.65	0.04	0.10	0.84	2.58	0.69	0.41	0.40
95th-Percentile Queue Length [ft/ln]	65.28	12.01	11.92	8.18	16.13	0.99	2.41	20.93	64.44	17.15	10.13	10.11

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	36.62	2.65	2.66	39.91	3.43	2.92	27.22	26.30	33.35	30.86	25.65	25.68
Movement LOS	D	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	7.32			4.19			31.28			27.87		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	9.70											
Intersection LOS	A											
Intersection V/C	0.262											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: US-395 (NS) at Air Base Road (EW)

Control Type:	Signalized	Delay (sec / veh):	17.0
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.431

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	380.00	100.00	100.00	340.00	100.00	100.00	220.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			50.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	27	331	90	156	248	16	7	204	45	84	177	208
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	38	0	0	37	0	0	0	6	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	369	90	156	285	16	7	204	51	84	177	208
Peak Hour Factor	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	103	25	41	80	4	2	57	14	22	49	58
Total Analysis Volume [veh/h]	36	412	101	165	318	18	7	228	57	89	198	232
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	10	8	0	34	32	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	2	28	28	8	34	34	15	15	15	15	15
g / C, Green / Cycle	0.04	0.47	0.47	0.13	0.56	0.56	0.25	0.25	0.25	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.02	0.12	0.07	0.10	0.09	0.01	0.01	0.17	0.08	0.11	0.15
s, saturation flow rate [veh/h]	1681	3360	1500	1681	3360	1500	1180	1705	1090	1765	1500
c, Capacity [veh/h]	67	1588	709	214	1882	840	266	427	193	442	376
d1, Uniform Delay [s]	28.34	9.53	8.97	25.40	6.42	5.89	23.21	20.30	28.39	19.04	20.00
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.58	0.40	0.42	5.79	0.19	0.05	0.04	1.81	1.70	0.71	1.66
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.54	0.26	0.14	0.77	0.17	0.02	0.03	0.67	0.46	0.45	0.62
d, Delay for Lane Group [s/veh]	34.92	9.93	9.39	31.18	6.62	5.93	23.25	22.11	30.09	19.75	21.65
Lane Group LOS	C	A	A	C	A	A	C	C	C	B	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.57	1.26	0.62	2.32	0.67	0.08	0.08	3.20	1.30	2.18	2.75
50th-Percentile Queue Length [ft/ln]	14.32	31.49	15.59	57.93	16.76	1.88	1.98	79.97	32.46	54.61	68.84
95th-Percentile Queue Length [veh/ln]	1.03	2.27	1.12	4.17	1.21	0.14	0.14	5.76	2.34	3.93	4.96
95th-Percentile Queue Length [ft/ln]	25.78	56.68	28.06	104.28	30.17	3.39	3.56	143.95	58.43	98.30	123.90

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	34.92	9.93	9.39	31.18	6.62	5.93	23.25	22.11	22.11	30.09	19.75	21.65
Movement LOS	C	A	A	C	A	A	C	C	C	C	B	C
d_A, Approach Delay [s/veh]	11.47			14.68			22.13			22.37		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	17.05											
Intersection LOS	B											
Intersection V/C	0.431											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: US-395 (NS) at Rancho Road (EW)

Control Type:	Signalized	Delay (sec / veh):	10.3
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.490

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	340.00	100.00	100.00	290.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			40.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	310	427	21	6	299	25	7	39	81	78	59	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	56	43	0	0	0	18	0	59	19	45
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	-80	80	62	-62	0	0	0	0	78	0	61
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	310	347	157	111	237	25	7	57	81	215	78	108
Peak Hour Factor	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	81	96	43	29	65	7	2	16	22	56	21	30
Total Analysis Volume [veh/h]	322	382	173	115	261	28	7	63	89	224	86	119
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	39	0	0	39	0	0	21	0	0	21	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	40	40	40	40	40	40	14	14	14	14	14	14
g / C, Green / Cycle	0.67	0.67	0.67	0.67	0.67	0.67	0.23	0.23	0.23	0.23	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.29	0.11	0.12	0.12	0.08	0.02	0.01	0.02	0.06	0.17	0.05	0.08
s, saturation flow rate [veh/h]	1114	3360	1500	997	3360	1500	1172	3360	1500	1334	1765	1500
c, Capacity [veh/h]	774	2246	1003	689	2246	1003	302	779	348	393	409	348
d1, Uniform Delay [s]	7.19	3.73	3.74	6.25	3.59	3.37	21.57	18.09	18.88	22.85	18.66	19.29
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.64	0.16	0.37	0.52	0.11	0.05	0.03	0.04	0.38	1.30	0.25	0.58
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.42	0.17	0.17	0.17	0.12	0.03	0.02	0.08	0.26	0.57	0.21	0.34
d, Delay for Lane Group [s/veh]	8.83	3.90	4.11	6.77	3.69	3.42	21.60	18.14	19.26	24.15	18.92	19.87
Lane Group LOS	A	A	A	A	A	A	C	B	B	C	B	B
Critical Lane Group	Yes	No	No	No	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.74	0.42	0.44	0.53	0.28	0.06	0.08	0.31	0.94	2.64	0.83	1.20
50th-Percentile Queue Length [ft/ln]	43.61	10.57	11.03	13.37	6.92	1.59	1.96	7.75	23.41	65.93	20.66	29.91
95th-Percentile Queue Length [veh/ln]	3.14	0.76	0.79	0.96	0.50	0.11	0.14	0.56	1.69	4.75	1.49	2.15
95th-Percentile Queue Length [ft/ln]	78.50	19.02	19.86	24.06	12.46	2.86	3.53	13.94	42.14	118.67	37.18	53.83

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	8.83	3.90	4.11	6.77	3.69	3.42	21.60	18.14	19.26	24.15	18.92	19.87
Movement LOS	A	A	A	A	A	A	C	B	B	C	B	B
d_A, Approach Delay [s/veh]	5.75			4.55			18.92			21.91		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	10.32											
Intersection LOS	B											
Intersection V/C	0.490											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: US-395 (NS) at Cactus Road (EW)

Control Type:	Signalized	Delay (sec / veh):	7.1
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.404

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	580.00	490.00	100.00	100.00	110.00	100.00	100.00	120.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	27	873	35	14	423	13	34	16	44	36	11	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	50	0	0	53	6	6	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	923	35	14	476	19	40	16	44	36	11	34
Peak Hour Factor	0.8830	0.8830	0.8830	0.8830	0.8830	0.8830	0.8830	0.8830	0.8830	0.8830	0.8830	0.8830
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	261	10	4	135	5	11	5	12	10	3	10
Total Analysis Volume [veh/h]	29	1045	40	15	539	22	43	18	50	39	12	39
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	8	34	0	8	34	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	L	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	2	43	43	1	42	42	7	7	7	7
g / C, Green / Cycle	0.03	0.72	0.72	0.02	0.71	0.71	0.11	0.11	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.02	0.31	0.03	0.01	0.16	0.16	0.03	0.04	0.03	0.03
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1740	1348	1562	1328	1555
c, Capacity [veh/h]	54	2421	1081	31	1248	1231	180	173	165	172
d1, Uniform Delay [s]	28.60	3.40	2.41	29.16	3.06	3.07	28.31	24.81	28.86	24.54
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.96	0.56	0.06	10.78	0.42	0.43	0.68	1.45	0.73	0.95
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.54	0.43	0.04	0.48	0.23	0.23	0.24	0.39	0.24	0.30
d, Delay for Lane Group [s/veh]	36.56	3.96	2.47	39.94	3.49	3.49	28.99	26.26	29.58	25.48
Lane Group LOS	D	A	A	D	A	A	C	C	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.48	0.85	0.06	0.28	0.52	0.51	0.61	0.92	0.56	0.67
50th-Percentile Queue Length [ft/ln]	12.10	21.33	1.38	7.11	12.89	12.80	15.32	22.94	14.10	16.86
95th-Percentile Queue Length [veh/ln]	0.87	1.54	0.10	0.51	0.93	0.92	1.10	1.65	1.02	1.21
95th-Percentile Queue Length [ft/ln]	21.78	38.39	2.48	12.80	23.20	23.03	27.58	41.29	25.38	30.34

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	36.56	3.96	2.47	39.94	3.49	3.49	28.99	26.26	26.26	29.58	25.48	25.48
Movement LOS	D	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	4.76			4.44			27.32			27.26		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	7.06											
Intersection LOS	A											
Intersection V/C	0.404											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 7: US-395 (NS) at Mojave Drive (EW)

Control Type:	Signalized	Delay (sec / veh):	19.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.652

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	380.00	100.00	100.00	250.00	100.00	100.00	280.00	100.00	100.00
Speed [mph]	50.00			50.00			60.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	17	656	101	133	350	13	30	320	50	106	95	252
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	24	0	12	29	12	13	0	0	0	0	13
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	680	101	145	379	25	43	320	50	106	95	265
Peak Hour Factor	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	198	29	40	110	7	12	93	15	29	28	77
Total Analysis Volume [veh/h]	19	793	118	160	442	29	47	373	58	117	111	309
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	8	19	0	10	21	0	8	18	0	13	23	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	1	24	24	7	29	29	3	12	12	5	15	15
g / C, Green / Cycle	0.02	0.39	0.39	0.12	0.49	0.49	0.05	0.20	0.20	0.09	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.01	0.24	0.08	0.10	0.13	0.14	0.03	0.11	0.04	0.07	0.06	0.21
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1727	1681	3360	1500	1681	1765	1500
c, Capacity [veh/h]	42	1314	587	198	854	835	80	676	302	153	431	367
d1, Uniform Delay [s]	28.98	14.62	12.13	25.94	9.28	9.29	28.12	21.64	20.01	26.76	18.36	21.67
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.43	2.06	0.77	7.67	0.81	0.83	6.62	0.71	0.31	7.67	0.31	5.29
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.45	0.60	0.20	0.81	0.28	0.28	0.59	0.55	0.19	0.76	0.26	0.84
d, Delay for Lane Group [s/veh]	36.41	16.68	12.90	33.61	10.09	10.12	34.74	22.35	20.32	34.43	18.67	26.96
Lane Group LOS	D	B	B	C	B	B	C	C	C	C	B	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.33	3.67	0.94	2.36	1.51	1.48	0.71	1.98	0.58	1.79	1.11	4.07
50th-Percentile Queue Length [ft/ln]	8.18	91.72	23.45	58.96	37.69	37.10	17.81	49.43	14.38	44.76	27.80	101.73
95th-Percentile Queue Length [veh/ln]	0.59	6.60	1.69	4.25	2.71	2.67	1.28	3.56	1.04	3.22	2.00	7.32
95th-Percentile Queue Length [ft/ln]	14.72	165.09	42.22	106.14	67.84	66.77	32.05	88.98	25.89	80.56	50.04	183.11

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	36.41	16.68	12.90	33.61	10.11	10.12	34.74	22.35	20.32	34.43	18.67	26.96
Movement LOS	D	B	B	C	B	B	C	C	C	C	B	C
d_A, Approach Delay [s/veh]	16.61			16.07			23.32			26.87		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	19.86											
Intersection LOS	B											
Intersection V/C	0.652											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Intersection Level Of Service Report
Intersection 8: US-395 (NS) at Palmdale Road (EW)

Control Type:	Signalized	Delay (sec / veh):	20.7
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.548

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	2	0	1
Pocket Length [ft]	120.00	100.00	100.00	350.00	100.00	370.00	140.00	100.00	100.00	520.00	100.00	260.00
Speed [mph]	50.00			55.00			55.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	163	605	74	98	415	47	95	393	223	85	316	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	0	7	9	7	6	0	0	0	0	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	163	611	74	105	424	54	101	393	223	85	316	78
Peak Hour Factor	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.8888	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	169	21	27	118	15	26	109	62	21	88	22
Total Analysis Volume [veh/h]	171	677	82	110	470	60	106	436	247	84	350	86
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	14	18	0	14	18	0	20	20	0	8	8	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	8	27	27	5	24	24	5	12	12	4	11	11
g / C, Green / Cycle	0.13	0.45	0.45	0.08	0.40	0.40	0.08	0.21	0.21	0.06	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.10	0.22	0.22	0.07	0.14	0.04	0.06	0.13	0.16	0.03	0.10	0.06
s, saturation flow rate [veh/h]	1681	1765	1699	1681	3360	1500	1681	3360	1500	3264	3360	1500
c, Capacity [veh/h]	215	783	754	142	1346	601	138	699	312	209	638	285
d1, Uniform Delay [s]	25.46	11.92	11.92	26.96	12.56	11.26	27.03	21.67	22.57	27.04	22.04	20.94
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.58	2.22	2.31	8.59	0.72	0.33	8.51	0.92	4.50	1.25	0.74	0.59
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

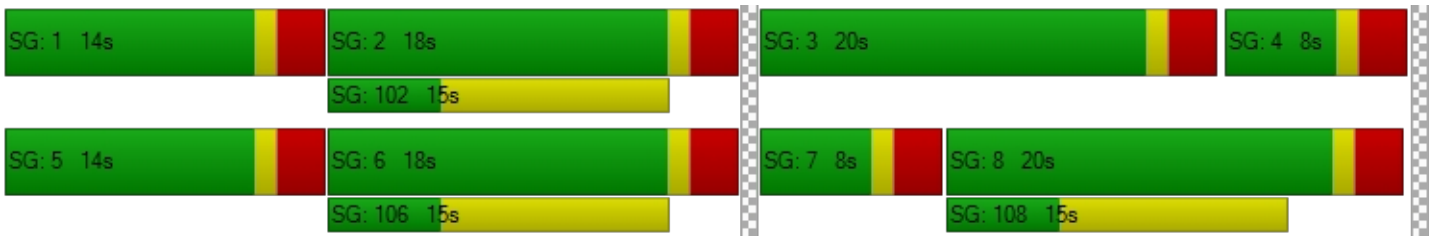
X, volume / capacity	0.80	0.49	0.49	0.77	0.35	0.10	0.77	0.62	0.79	0.40	0.55	0.30
d, Delay for Lane Group [s/veh]	32.05	14.14	14.22	35.55	13.28	11.59	35.53	22.58	27.08	28.29	22.78	21.53
Lane Group LOS	C	B	B	D	B	B	D	C	C	C	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.44	3.19	3.09	1.67	1.76	0.43	1.61	2.39	3.11	0.55	1.97	0.93
50th-Percentile Queue Length [ft/ln]	61.10	79.77	77.24	41.64	44.05	10.70	40.15	59.82	77.75	13.66	49.15	23.36
95th-Percentile Queue Length [veh/ln]	4.40	5.74	5.56	3.00	3.17	0.77	2.89	4.31	5.60	0.98	3.54	1.68
95th-Percentile Queue Length [ft/ln]	109.97	143.58	139.03	74.95	79.29	19.26	72.26	107.68	139.96	24.59	88.47	42.04

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	32.05	14.18	14.22	35.55	13.28	11.59	35.53	22.58	27.08	28.29	22.78	21.53
Movement LOS	C	B	B	D	B	B	D	C	C	C	C	C
d_A, Approach Delay [s/veh]	17.47			16.95			25.73			23.46		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	20.70											
Intersection LOS	C											
Intersection V/C	0.548											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Project West Access (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.182

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	96	139	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	72	73	44	51	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	83	85	57	56	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	155	158	197	246	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	41	42	52	65	0
Total Analysis Volume [veh/h]	0	163	166	207	259	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.18	0.13	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	16.95	9.91	8.17	0.00	0.00	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.66	0.66	0.41	0.21	0.00	0.00
95th-Percentile Queue Length [ft/ln]	16.55	16.55	10.32	5.16	0.00	0.00
d_A, Approach Delay [s/veh]	9.91		3.63		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.74					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 10: Sportsman Center (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	11.6
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.054

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	27	18	53	42	17	107
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	44	0	0	51
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	57	0	0	56
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	18	154	42	17	214
Peak Hour Factor	0.8360	0.8360	0.8360	0.8360	0.8360	0.8360
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	5	46	13	5	64
Total Analysis Volume [veh/h]	32	22	184	50	20	256
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.02	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	11.57	9.39	0.00	0.00	7.75	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.25	0.25	0.00	0.00	0.04	0.02
95th-Percentile Queue Length [ft/ln]	6.37	6.37	0.00	0.00	0.97	0.49
d_A, Approach Delay [s/veh]	10.68		0.00		0.56	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.30					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 11: Project West Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	31	0	0	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1	31	0	0	25
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	8	0	0	7
Total Analysis Volume [veh/h]	0	1	33	0	0	26
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.80	8.46	0.00	0.00	7.28	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.07	0.07	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.46		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.14					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 12: Project East Access (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.1
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	71	124	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	47	44	0	4	6
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	56	57	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	103	101	71	128	6
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	27	27	19	34	2
Total Analysis Volume [veh/h]	6	108	106	75	135	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.11	0.07	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.15	9.21	7.70	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.41	0.41	0.23	0.11	0.00	0.00
95th-Percentile Queue Length [ft/ln]	10.33	10.33	5.65	2.83	0.00	0.00
d_A, Approach Delay [s/veh]	9.37		4.51		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.32					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 13: Project Center Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	31	0	0	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1	32	0	0	25
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	8	0	0	7
Total Analysis Volume [veh/h]	0	1	34	0	0	26
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.81	8.47	0.00	0.00	7.28	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.07	0.07	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.47		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.14					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 14: Project East Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	31	0	0	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	2	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1	33	0	0	25
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	9	0	0	7
Total Analysis Volume [veh/h]	0	1	35	0	0	26
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.81	8.47	0.00	0.00	7.28	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.07	0.07	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.47		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.14					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 15: Adelanto Road (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	11.6
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.027

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	226	19	12	93	0	0	0	0	14	0	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	0	0	6	0	1	0	2	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	232	19	12	99	0	1	0	2	14	0	11
Peak Hour Factor	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050
Other Adjustment Factor	1.0000	1.0000	1.0000	0.9444	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	64	5	3	27	0	0	0	1	4	0	3
Total Analysis Volume [veh/h]	0	256	21	13	109	0	1	0	2	15	0	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.02
d_M, Delay for Movement [s/veh]	7.43	0.00	0.00	7.83	0.00	0.00	11.61	11.88	8.83	11.64	11.92	9.85
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.03	0.00	0.00	0.01	0.01	0.01	0.13	0.13	0.13
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.77	0.00	0.00	0.30	0.30	0.30	3.28	3.28	3.28
d_A, Approach Delay [s/veh]	0.00			0.83			9.76			10.84		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	0.99											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 16: Adelanto Road (NS) at Project Access (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	249	107	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	8	0	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	255	115	0	0	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	67	30	0	0	1
Total Analysis Volume [veh/h]	0	268	121	0	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.46	0.00	0.00	0.00	10.06	8.64
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.15	0.15
d_A, Approach Delay [s/veh]	0.00		0.00		8.64	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.04					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 17: Adelanto Road (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.063

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	28	207	14	93	42	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	10	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	207	14	103	48	4
Peak Hour Factor	0.9470	0.9470	0.9470	0.9470	0.9470	0.9470
Other Adjustment Factor	0.9444	1.0000	1.0000	1.0000	0.8889	1.0000
Total 15-Minute Volume [veh/h]	7	55	4	27	11	1
Total Analysis Volume [veh/h]	28	219	15	109	45	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.06	0.00
d_M, Delay for Movement [s/veh]	7.51	0.00	0.00	0.00	10.17	8.65
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.06	0.00	0.00	0.00	0.10	0.01
95th-Percentile Queue Length [ft/ln]	1.47	0.00	0.00	0.00	2.42	0.30
d_A, Approach Delay [s/veh]	0.85		0.00		10.05	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.67					
Intersection LOS	B					

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Scenario 3 Existing Plus Project Phase I & II
12/13/2023

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Bellflower Street (NS) at Rancho Road (EW)	Final Base	89	48	19	16	59	58	7	105	25	10	374	7	817
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	6	6	0	0	0	6	0	6	7	6	37
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**89**	**48**	**25**	**22**	**59**	**58**	**7**	**111**	**25**	**16**	**381**	**13**	**854**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	US-395 (NS) at Chamberlane Way (EW)	Final Base	87	361	18	2	273	18	12	32	114	21	29	6	973
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	6	14	6	0	13	0	0	0	6	6	0	0	51
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**93**	**375**	**24**	**2**	**286**	**18**	**12**	**32**	**120**	**27**	**29**	**6**	**1024**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	US-395 (NS) at Bartlett Avenue (EW)	Final Base	81	462	24	9	336	11	4	31	76	19	26	5	1084
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	6	26	6	0	25	0	0	0	6	6	0	0	75
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**87**	**488**	**30**	**9**	**361**	**11**	**4**	**31**	**82**	**25**	**26**	**5**	**1159**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	US-395 (NS) at Air Base Road (EW)	Final Base	27	331	90	156	248	16	7	204	45	84	177	208	1593
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	7	38	0	0	37	0	0	0	6	0	0	0	88
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**34**	**369**	**90**	**156**	**285**	**16**	**7**	**204**	**51**	**84**	**177**	**208**	**1681**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	US-395 (NS) at Rancho Road (EW)	Final Base	310	427	21	6	299	25	7	39	81	78	59	2	1354
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	-80	136	105	-62	0	0	18	0	137	19	106	379
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**310**	**347**	**157**	**111**	**237**	**25**	**7**	**57**	**81**	**215**	**78**	**108**	**1733**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	US-395 (NS) at Cactus Road (EW)	Final Base	27	873	35	14	423	13	34	16	44	36	11	34	1560
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	50	0	0	53	6	6	0	0	0	0	0	115
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**27**	**923**	**35**	**14**	**476**	**19**	**40**	**16**	**44**	**36**	**11**	**34**	**1675**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	US-395 (NS) at Mojave Drive (EW)	Final Base	17	656	101	133	350	13	30	320	50	106	95	252	2123
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	24	0	12	29	12	13	0	0	0	0	13	103
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**17**	**680**	**101**	**145**	**379**	**25**	**43**	**320**	**50**	**106**	**95**	**265**	**2226**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	US-395 (NS) at Palmdale Road (EW)	Final Base	163	605	74	98	415	47	95	393	223	85	316	72	2586
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	6	0	7	9	7	6	0	0	0	0	6	41
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**163**	**611**	**74**	**105**	**424**	**54**	**101**	**393**	**223**	**85**	**316**	**78**	**2627**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
9	Project West Access (NS) at Rancho Road (EW)	Final Base	0	0	0	96	139	0	235
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	155	158	101	107	0	521
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**155**	**158**	**197**	**246**	**0**	**756**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
10	Sportsman Center (NS) at Rancho Road (EW)	Final Base	27	18	53	42	17	107	264
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	101	0	0	107	208
		Other	0	0	0	0	0	0	0
		Future Total	**27**	**18**	**154**	**42**	**17**	**214**	**472**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
11	Project West Access (NS) at Violet Road (EW)	Final Base	0	0	31	0	0	25	56
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	1	0	0	0	0	1
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**1**	**31**	**0**	**0**	**25**	**57**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
12	Project East Access (NS) at Rancho Road (EW)	Final Base	0	0	0	71	124	0	195
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	6	103	101	0	4	6	220
		Other	0	0	0	0	0	0	0
		Future Total	**6**	**103**	**101**	**71**	**128**	**6**	**415**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
13	Project Center Access (NS) at Violet Road (EW)	Final Base	0	0	31	0	0	25	56
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	1	1	0	0	0	2
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**1**	**32**	**0**	**0**	**25**	**58**

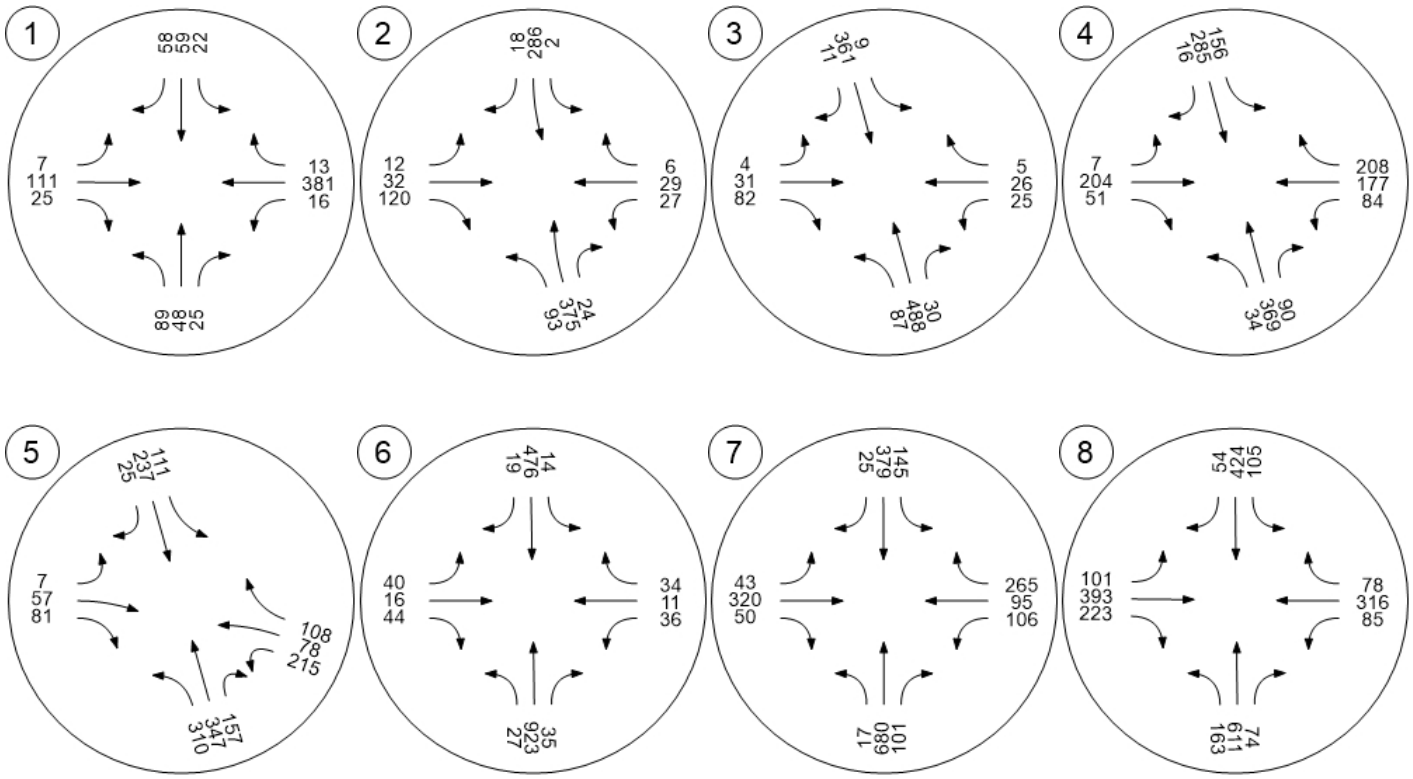
ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
14	Project East Access (NS) at Violet Road (EW)	Final Base	0	0	31	0	0	25	56
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	1	2	0	0	0	3
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**1**	**33**	**0**	**0**	**25**	**59**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Adelanto Road (NS) at Violet Road (EW)	Final Base	0	226	19	12	93	0	0	0	0	14	0	11	375
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	6	0	0	6	0	1	0	2	0	0	0	15
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**232**	**19**	**12**	**99**	**0**	**1**	**0**	**2**	**14**	**0**	**11**	**390**

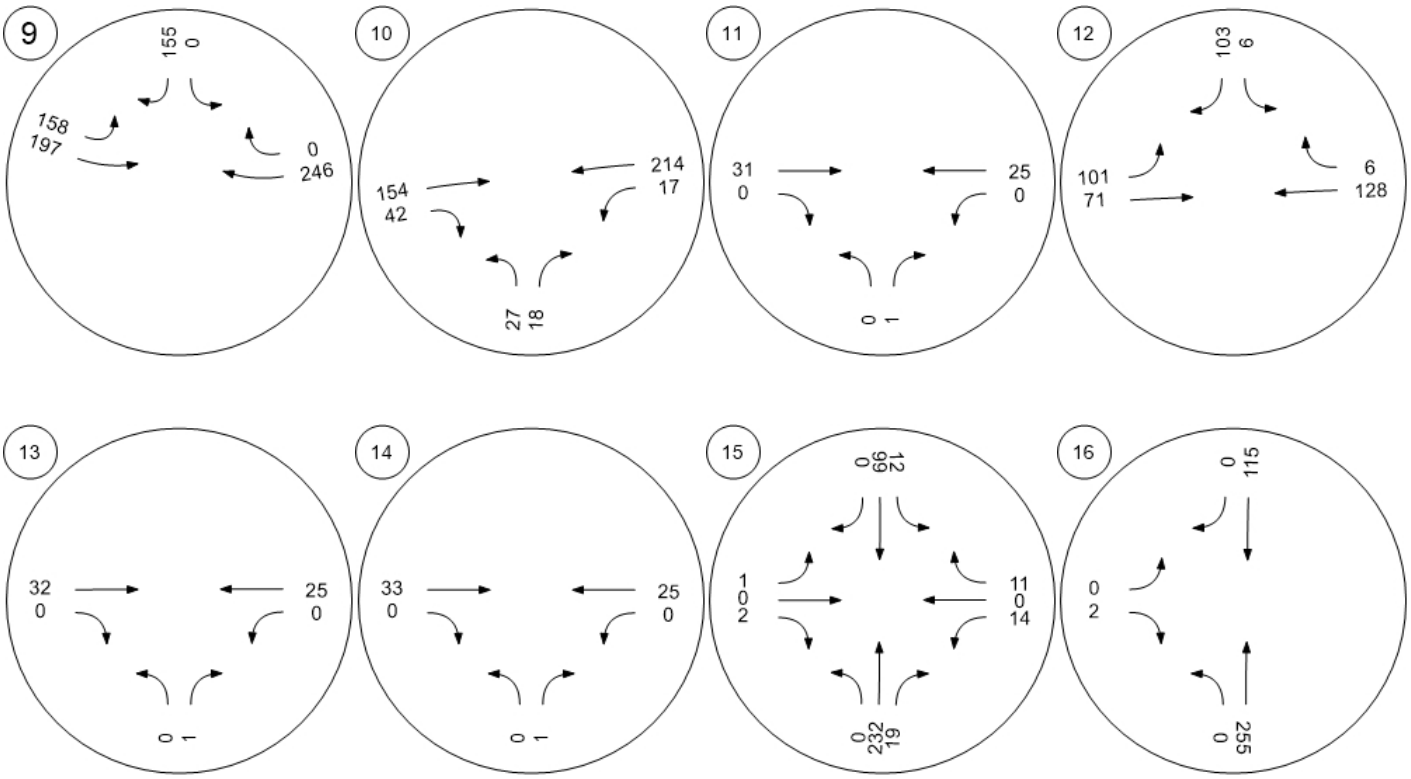
ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
16	Adelanto Road (NS) at Project Access (EW)	Final Base	0	249	107	0	0	0	356
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	6	8	0	0	2	16
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**255**	**115**	**0**	**0**	**2**	**372**

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
17	Adelanto Road (NS) at Rancho Road (EW)	Final Base	28	207	14	93	42	4	388
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	10	6	0	16
		Other	0	0	0	0	0	0	0
		Future Total	**28**	**207**	**14**	**103**	**48**	**4**	**404**

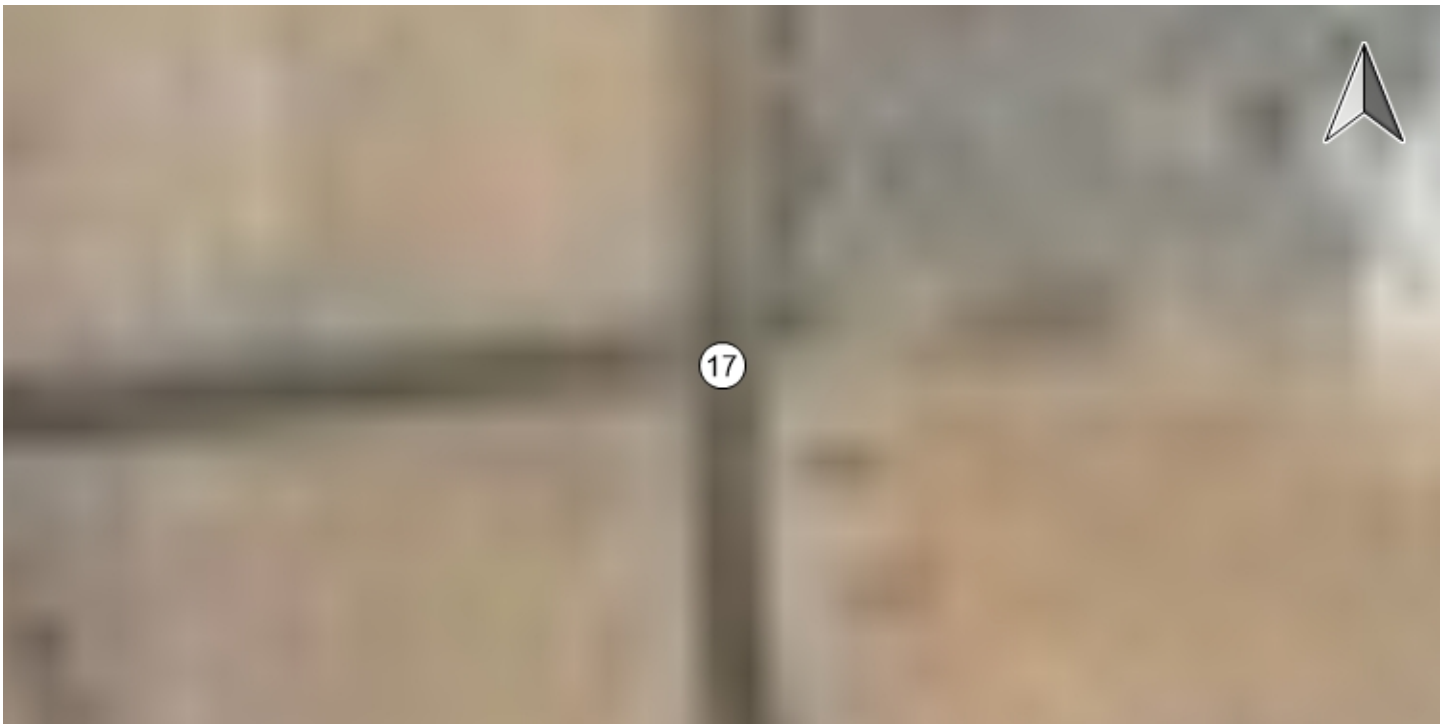
Traffic Volume - Future Total Volume

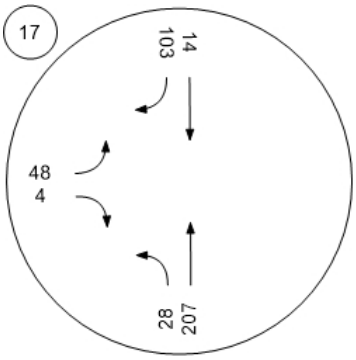


Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume





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Scenario 3 Existing Plus Project Phase I & II
12/13/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Bellflower Street (NS) at Rancho Road (EW)	All-way stop	HCM 2010	EB Thru	0.513	12.7	B
2	US-395 (NS) at Chamberlane Way (EW)	Signalized	HCM 2010	SB Left	0.507	13.7	B
3	US-395 (NS) at Bartlett Avenue (EW)	Signalized	HCM 2010	SB Left	0.458	11.8	B
4	US-395 (NS) at Air Base Road (EW)	Signalized	HCM 2010	NB Left	0.541	18.3	B
5	US-395 (NS) at Rancho Road (EW)	Signalized	HCM 2010	WB Left	0.456	11.5	B
6	US-395 (NS) at Cactus Road (EW)	Signalized	HCM 2010	NB Left	0.516	9.8	A
7	US-395 (NS) at Mojave Drive (EW)	Signalized	HCM 2010	NB Left	0.601	24.0	C
8	US-395 (NS) at Palmdale Road (EW)	Signalized	HCM 2010	EB Left	0.734	26.6	C
9	Project West Access (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	SB Right	0.194	10.3	B
10	Sportsman Center (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	NB Left	0.077	12.8	B
11	Project West Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	NB Right	0.005	8.5	A
12	Project East Access (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	SB Left	0.013	13.4	B
13	Project Center Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	NB Right	0.005	8.5	A
14	Project East Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	NB Right	0.005	8.5	A
15	Adelanto Road (NS) at Violet Road (EW)	Two-way stop	HCM 2010	WB Left	0.107	13.0	B
16	Adelanto Road (NS) at Project Access (EW)	Two-way stop	HCM 2010	EB Right	0.009	8.8	A
17	Adelanto Road (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	EB Left	0.159	10.8	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Bellflower Street (NS) at Rancho Road (EW)

Control Type:	All-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.513

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	1	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	19	64	31	10	98	15	19	309	167	40	79	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	7	7	0	0	0	7	0	6	11	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	64	38	17	98	15	19	316	167	46	90	35
Peak Hour Factor	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	20	12	5	30	5	6	98	52	13	28	11
Total Analysis Volume [veh/h]	24	79	47	21	121	19	22	392	207	54	112	43
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	512	577	522	584	540	584	633	486	521	552
Degree of Utilization, x	0.20	0.08	0.27	0.03	0.04	0.51	0.47	0.11	0.15	0.14

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.74	0.27	1.10	0.10	0.13	2.93	2.54	0.37	0.52	0.49
95th-Percentile Queue Length [ft]	18.61	6.63	27.43	2.52	3.18	73.13	63.50	9.31	12.98	12.15
Approach Delay [s/veh]	10.87		11.80		14.13			10.67		
Approach LOS	B		B		B			B		
Intersection Delay [s/veh]	12.74									
Intersection LOS	B									

Intersection Level Of Service Report
Intersection 2: US-395 (NS) at Chamberlane Way (EW)

Control Type:	Signalized	Delay (sec / veh):	13.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.507

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	180.00	100.00	100.00	210.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	167	250	25	1	660	10	21	30	147	18	38	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	22	6	0	15	0	0	0	7	7	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	173	272	31	1	675	10	21	30	154	25	38	4
Peak Hour Factor	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	79	9	0	195	3	6	9	45	7	11	1
Total Analysis Volume [veh/h]	189	314	36	1	780	12	24	35	178	29	44	5
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	34	0	8	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	9	42	42	0	33	33	9	9	9
g / C, Green / Cycle	0.14	0.70	0.70	0.00	0.56	0.56	0.15	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.11	0.10	0.10	0.00	0.22	0.23	0.04	0.12	0.05
s, saturation flow rate [veh/h]	1681	1765	1702	1681	1765	1755	1666	1500	1550
c, Capacity [veh/h]	240	1227	1183	6	981	976	337	228	317
d1, Uniform Delay [s]	24.90	3.10	3.11	29.89	7.66	7.66	22.39	24.56	22.66
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.65	0.25	0.26	14.44	1.24	1.25	0.24	5.80	0.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.14	0.15	0.18	0.40	0.40	0.18	0.78	0.25
d, Delay for Lane Group [s/veh]	30.55	3.35	3.37	44.34	8.90	8.91	22.64	30.35	23.06
Lane Group LOS	C	A	A	D	A	A	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.62	0.33	0.33	0.04	2.18	2.17	0.71	2.65	0.96
50th-Percentile Queue Length [ft/ln]	65.46	8.35	8.19	0.88	54.48	54.25	17.80	66.15	23.92
95th-Percentile Queue Length [veh/ln]	4.71	0.60	0.59	0.06	3.92	3.91	1.28	4.76	1.72
95th-Percentile Queue Length [ft/ln]	117.83	15.03	14.75	1.59	98.07	97.65	32.03	119.07	43.05

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	30.55	3.36	3.37	44.34	8.90	8.91	22.64	22.64	30.35	23.06	23.06	23.06
Movement LOS	C	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	12.89			8.95			28.43			23.06		
Approach LOS	B			A			C			C		
d_I, Intersection Delay [s/veh]	13.71											
Intersection LOS	B											
Intersection V/C	0.507											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: US-395 (NS) at Bartlett Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	11.8
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.458

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	100.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			35.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	113	431	38	9	658	23	15	57	126	38	53	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	34	6	0	29	0	0	0	7	7	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	119	465	44	9	687	23	15	57	133	45	53	17
Peak Hour Factor	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	133	13	2	197	7	4	16	38	12	15	5
Total Analysis Volume [veh/h]	129	533	50	10	787	26	16	65	152	49	61	19
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	29	0	13	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	6	39	39	1	34	34	11	11	11	11	11	11
g / C, Green / Cycle	0.10	0.66	0.66	0.01	0.57	0.57	0.18	0.18	0.18	0.18	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.08	0.17	0.17	0.01	0.23	0.02	0.01	0.04	0.10	0.04	0.02	0.02
s, saturation flow rate [veh/h]	1681	1765	1712	1681	3360	1500	1313	1765	1500	1160	1765	1627
c, Capacity [veh/h]	166	1160	1126	22	1921	858	282	317	269	179	317	292
d1, Uniform Delay [s]	26.39	4.23	4.23	29.41	7.19	5.60	23.33	20.98	22.49	28.21	20.68	20.71
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.55	0.53	0.55	14.01	0.65	0.07	0.08	0.32	1.86	0.81	0.18	0.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

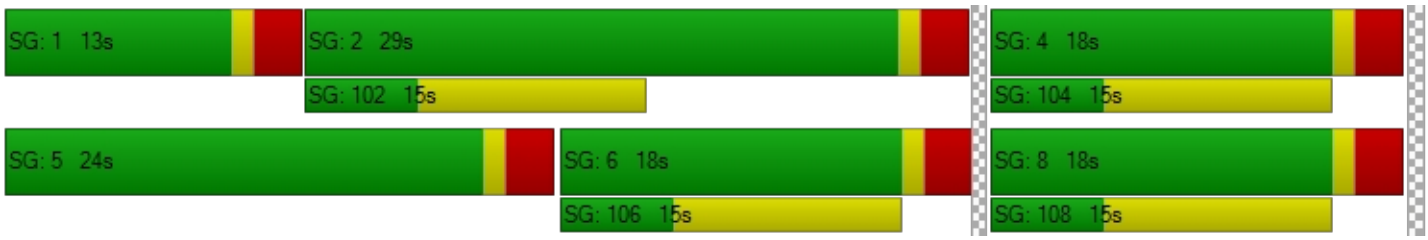
X, volume / capacity	0.78	0.25	0.26	0.46	0.41	0.03	0.06	0.21	0.56	0.27	0.13	0.14
d, Delay for Lane Group [s/veh]	33.94	4.76	4.77	43.42	7.83	5.67	23.41	21.30	24.35	29.03	20.86	20.92
Lane Group LOS	C	A	A	D	A	A	C	C	C	C	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	1.92	0.85	0.84	0.21	1.90	0.10	0.19	0.74	1.92	0.68	0.44	0.44
50th-Percentile Queue Length [ft/ln]	47.94	21.35	20.90	5.32	47.43	2.61	4.81	18.51	48.11	16.96	11.08	10.90
95th-Percentile Queue Length [veh/ln]	3.45	1.54	1.50	0.38	3.41	0.19	0.35	1.33	3.46	1.22	0.80	0.78
95th-Percentile Queue Length [ft/ln]	86.30	38.43	37.61	9.58	85.37	4.70	8.66	33.31	86.60	30.53	19.94	19.62

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	33.94	4.76	4.77	43.42	7.83	5.67	23.41	21.30	24.35	29.03	20.88	20.92
Movement LOS	C	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	10.05			8.20			23.43			23.98		
Approach LOS	B			A			C			C		
d_I, Intersection Delay [s/veh]	11.84											
Intersection LOS	B											
Intersection V/C	0.458											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: US-395 (NS) at Air Base Road (EW)

Control Type:	Signalized	Delay (sec / veh):	18.3
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.541

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	380.00	100.00	100.00	340.00	100.00	100.00	220.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			50.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	52	305	95	280	497	20	9	205	58	185	173	258
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	11	46	0	0	43	0	0	0	7	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	63	351	95	280	540	20	9	205	65	185	173	258
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	99	27	74	152	6	2	58	18	49	49	72
Total Analysis Volume [veh/h]	67	394	107	297	607	22	10	230	73	196	194	290
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	9	8	0	28	27	0	0	24	0	0	24	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	3	17	17	13	27	27	21	21	21	21	21
g / C, Green / Cycle	0.06	0.29	0.29	0.21	0.44	0.44	0.35	0.35	0.35	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.04	0.12	0.07	0.18	0.18	0.01	0.01	0.18	0.18	0.11	0.19
s, saturation flow rate [veh/h]	1681	3360	1500	1681	3360	1500	1184	1693	1072	1765	1500
c, Capacity [veh/h]	98	969	433	357	1487	664	400	592	306	617	525
d1, Uniform Delay [s]	27.79	17.25	16.40	22.67	11.41	9.49	17.68	15.49	25.10	14.29	15.77
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.20	1.27	1.36	5.07	0.83	0.09	0.02	0.69	2.23	0.29	0.91
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.41	0.25	0.83	0.41	0.03	0.03	0.51	0.64	0.31	0.55
d, Delay for Lane Group [s/veh]	35.99	18.52	17.76	27.74	12.24	9.58	17.71	16.18	27.33	14.58	16.68
Lane Group LOS	D	B	B	C	B	A	B	B	C	B	B
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.06	1.97	1.09	3.88	2.21	0.14	0.09	2.72	2.75	1.74	2.92
50th-Percentile Queue Length [ft/ln]	26.40	49.31	27.35	97.04	55.22	3.50	2.33	67.93	68.75	43.41	72.88
95th-Percentile Queue Length [veh/ln]	1.90	3.55	1.97	6.99	3.98	0.25	0.17	4.89	4.95	3.13	5.25
95th-Percentile Queue Length [ft/ln]	47.51	88.76	49.23	174.68	99.40	6.30	4.19	122.28	123.76	78.13	131.18

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	35.99	18.52	17.76	27.74	12.24	9.58	17.71	16.18	16.18	27.33	14.58	16.68
Movement LOS	D	B	B	C	B	A	B	B	B	C	B	B
d_A, Approach Delay [s/veh]	20.44			17.15			16.23			19.15		
Approach LOS	C			B			B			B		
d_I, Intersection Delay [s/veh]	18.33											
Intersection LOS	B											
Intersection V/C	0.541											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: US-395 (NS) at Rancho Road (EW)

Control Type:	Signalized	Delay (sec / veh):	11.5
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.456

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	340.00	100.00	100.00	290.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			40.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	94	442	18	6	683	17	26	86	239	114	40	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	65	50	0	0	0	21	0	83	23	57
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	-76	76	61	-61	0	0	0	0	76	0	59
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	366	159	117	622	17	26	107	239	273	63	135
Peak Hour Factor	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	100	44	30	171	5	7	29	66	71	17	37
Total Analysis Volume [veh/h]	97	401	174	121	682	19	27	117	262	283	69	148
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	29	0	0	29	0	0	31	0	0	31	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	35	35	35	35	35	35	19	19	19	19	19	19
g / C, Green / Cycle	0.58	0.58	0.58	0.58	0.58	0.58	0.32	0.32	0.32	0.32	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.13	0.12	0.12	0.12	0.20	0.01	0.02	0.03	0.17	0.22	0.04	0.10
s, saturation flow rate [veh/h]	756	3360	1500	980	3360	1500	1160	3360	1500	1270	1765	1500
c, Capacity [veh/h]	453	1931	862	600	1931	862	367	1093	488	454	574	488
d1, Uniform Delay [s]	10.79	6.16	6.14	8.91	6.81	5.50	19.04	14.15	16.55	20.97	14.21	15.15
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.08	0.24	0.53	0.76	0.51	0.05	0.08	0.04	0.92	1.41	0.09	0.35
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.21	0.21	0.20	0.20	0.35	0.02	0.07	0.11	0.54	0.62	0.12	0.30
d, Delay for Lane Group [s/veh]	11.87	6.41	6.67	9.67	7.32	5.55	19.12	14.19	17.47	22.37	14.30	15.50
Lane Group LOS	B	A	A	A	A	A	B	B	B	C	B	B
Critical Lane Group	No	No	No	No	Yes	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.75	0.81	0.77	0.77	1.54	0.07	0.28	0.49	2.64	3.19	0.53	1.24
50th-Percentile Queue Length [ft/ln]	18.76	20.31	19.30	19.35	38.50	1.86	6.99	12.17	66.00	79.81	13.37	30.90
95th-Percentile Queue Length [veh/ln]	1.35	1.46	1.39	1.39	2.77	0.13	0.50	0.88	4.75	5.75	0.96	2.22
95th-Percentile Queue Length [ft/ln]	33.78	36.56	34.74	34.84	69.29	3.35	12.58	21.90	118.80	143.65	24.06	55.62

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	11.87	6.41	6.67	9.67	7.32	5.55	19.12	14.19	17.47	22.37	14.30	15.50
Movement LOS	B	A	A	A	A	A	B	B	B	C	B	B
d_A, Approach Delay [s/veh]	7.26			7.62			16.63			19.22		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	11.46											
Intersection LOS	B											
Intersection V/C	0.456											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: US-395 (NS) at Cactus Road (EW)

Control Type:	Signalized	Delay (sec / veh):	9.8
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.516

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	580.00	490.00	100.00	100.00	110.00	100.00	100.00	120.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	102	606	35	36	975	36	33	22	60	53	11	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	58	0	0	77	6	7	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	102	664	35	36	1052	42	40	22	60	53	11	22
Peak Hour Factor	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	183	10	9	290	12	10	6	17	14	3	6
Total Analysis Volume [veh/h]	106	732	39	37	1160	46	42	24	66	55	12	24
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	34	0	8	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	L	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	5	42	42	2	39	39	7	7	7	7
g / C, Green / Cycle	0.08	0.69	0.69	0.04	0.65	0.65	0.12	0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.06	0.22	0.03	0.02	0.34	0.34	0.03	0.06	0.04	0.02
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1741	1367	1562	1301	1579
c, Capacity [veh/h]	140	2333	1042	68	1150	1135	208	180	160	182
d1, Uniform Delay [s]	26.98	3.59	2.88	28.31	5.56	5.56	27.14	24.97	29.39	24.08
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.10	0.35	0.07	6.58	1.73	1.76	0.47	2.13	1.27	0.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.31	0.04	0.54	0.53	0.53	0.20	0.50	0.34	0.20
d, Delay for Lane Group [s/veh]	35.08	3.94	2.95	34.89	7.29	7.32	27.61	27.10	30.66	24.61
Lane Group LOS	D	A	A	C	A	A	C	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.62	0.73	0.07	0.59	2.42	2.40	0.58	1.24	0.82	0.46
50th-Percentile Queue Length [ft/ln]	40.46	18.16	1.80	14.68	60.58	60.05	14.45	30.98	20.46	11.59
95th-Percentile Queue Length [veh/ln]	2.91	1.31	0.13	1.06	4.36	4.32	1.04	2.23	1.47	0.83
95th-Percentile Queue Length [ft/ln]	72.83	32.70	3.23	26.43	109.04	108.10	26.00	55.77	36.83	20.86

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	35.08	3.94	2.95	34.89	7.31	7.32	27.61	27.10	27.10	30.66	24.61	24.61
Movement LOS	D	A	A	C	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	7.66			8.13			27.26			28.26		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	9.81											
Intersection LOS	A											
Intersection V/C	0.516											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 7: US-395 (NS) at Mojave Drive (EW)

Control Type:	Signalized	Delay (sec / veh):	24.0
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.601

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	380.00	100.00	100.00	250.00	100.00	100.00	280.00	100.00	100.00
Speed [mph]	50.00			50.00			60.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	98	511	224	265	799	27	29	314	87	157	394	201
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	28	0	13	45	19	15	0	0	0	0	15
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	98	539	224	278	844	46	44	314	87	157	394	216
Peak Hour Factor	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	137	57	67	214	12	11	80	22	38	100	55
Total Analysis Volume [veh/h]	94	547	227	266	856	47	42	318	88	150	400	219
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	13	18	0	22	27	0	8	18	0	12	22	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	70	70	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	5	27	27	13	35	35	3	11	11	8	16	16
g / C, Green / Cycle	0.07	0.38	0.38	0.19	0.49	0.49	0.04	0.15	0.15	0.11	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.06	0.16	0.15	0.16	0.26	0.26	0.02	0.09	0.06	0.09	0.19	0.19
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1733	1681	3360	1500	1681	1765	1558
c, Capacity [veh/h]	123	1268	566	315	868	852	70	511	228	188	393	347
d1, Uniform Delay [s]	31.97	16.27	16.05	27.54	12.22	12.23	33.07	27.88	26.82	30.40	26.08	26.11
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.51	1.07	2.11	6.12	2.27	2.31	7.87	1.24	1.06	7.47	4.73	5.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.43	0.40	0.84	0.52	0.53	0.60	0.62	0.39	0.80	0.84	0.84
d, Delay for Lane Group [s/veh]	41.47	17.34	18.16	33.66	14.49	14.54	40.94	29.12	27.88	37.87	30.81	31.58
Lane Group LOS	D	B	B	C	B	B	D	C	C	D	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.75	2.90	2.55	4.34	4.27	4.21	0.78	2.24	1.21	2.66	5.18	4.67
50th-Percentile Queue Length [ft/ln]	43.66	72.48	63.78	108.62	106.74	105.16	19.38	56.08	30.36	66.38	129.59	116.84
95th-Percentile Queue Length [veh/ln]	3.14	5.22	4.59	7.76	7.66	7.57	1.40	4.04	2.19	4.78	8.92	8.22
95th-Percentile Queue Length [ft/ln]	78.58	130.46	114.81	194.09	191.46	189.24	34.89	100.94	54.66	119.49	222.94	205.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.47	17.34	18.16	33.66	14.51	14.54	40.94	29.12	27.88	37.87	30.95	31.58
Movement LOS	D	B	B	C	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	20.17			18.87			29.99			32.48		
Approach LOS	C			B			C			C		
d_I, Intersection Delay [s/veh]	23.96											
Intersection LOS	C											
Intersection V/C	0.601											

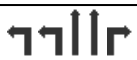
Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 8: US-395 (NS) at Palmdale Road (EW)

Control Type:	Signalized	Delay (sec / veh):	26.6
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.734

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	2	0	1
Pocket Length [ft]	120.00	100.00	100.00	350.00	100.00	370.00	140.00	100.00	100.00	520.00	100.00	260.00
Speed [mph]	50.00			55.00			55.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	259	740	75	136	777	49	113	471	282	214	639	110
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	0	11	17	11	7	0	0	0	0	7
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	259	747	75	147	794	60	120	471	282	214	639	117
Peak Hour Factor	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.8888	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	190	19	35	202	15	29	120	72	48	162	30
Total Analysis Volume [veh/h]	249	759	76	141	807	61	115	479	287	193	649	119
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	16	28	0	11	23	0	9	22	0	9	22	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	70	70	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	12	29	29	7	24	24	6	16	16	6	16	16
g / C, Green / Cycle	0.17	0.41	0.41	0.10	0.34	0.34	0.09	0.23	0.23	0.08	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.15	0.24	0.24	0.08	0.24	0.04	0.07	0.14	0.19	0.06	0.19	0.08
s, saturation flow rate [veh/h]	1681	1765	1709	1681	3360	1500	1681	3360	1500	3264	3360	1500
c, Capacity [veh/h]	293	725	702	178	1151	514	146	762	340	280	759	339
d1, Uniform Delay [s]	28.12	16.04	16.05	30.66	19.98	15.82	31.44	24.49	25.97	31.20	26.09	22.87
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.89	3.43	3.55	7.76	3.57	0.47	9.09	0.86	5.71	3.02	2.91	0.62
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

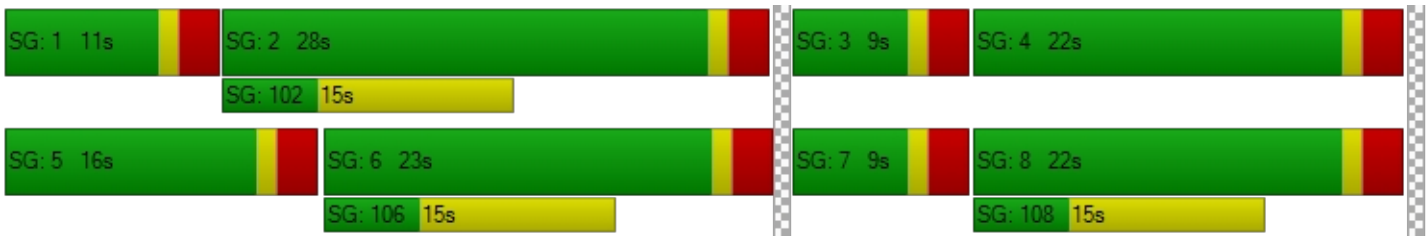
X, volume / capacity	0.85	0.58	0.59	0.79	0.70	0.12	0.79	0.63	0.84	0.69	0.86	0.35
d, Delay for Lane Group [s/veh]	35.01	19.48	19.59	38.42	23.55	16.30	40.53	25.35	31.68	34.22	29.00	23.49
Lane Group LOS	D	B	B	D	C	B	D	C	C	C	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.16	4.97	4.84	2.45	5.23	0.63	2.07	3.17	4.45	1.56	4.84	1.52
50th-Percentile Queue Length [ft/ln]	103.97	124.36	121.04	61.20	130.78	15.63	51.72	79.25	111.29	38.91	121.02	37.89
95th-Percentile Queue Length [veh/ln]	7.49	8.63	8.45	4.41	8.98	1.13	3.72	5.71	7.91	2.80	8.45	2.73
95th-Percentile Queue Length [ft/ln]	187.14	215.80	211.25	110.16	224.56	28.14	93.10	142.65	197.80	70.04	211.23	68.21

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	35.01	19.53	19.59	38.42	23.55	16.30	40.53	25.35	31.68	34.22	29.00	23.49
Movement LOS	D	B	B	D	C	B	D	C	C	C	C	C
d_A, Approach Delay [s/veh]	23.09			25.19			29.39			29.37		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	26.57											
Intersection LOS	C											
Intersection V/C	0.734											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Project West Access (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.3
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.194

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	117	191	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	73	85	51	90	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	81	83	56	54	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	154	168	224	335	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	41	44	59	88	0
Total Analysis Volume [veh/h]	0	162	177	236	353	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.19	0.15	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	19.78	10.34	8.51	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.71	0.71	0.49	0.24	0.00	0.00
95th-Percentile Queue Length [ft/ln]	17.87	17.87	12.14	6.07	0.00	0.00
d_A, Approach Delay [s/veh]	10.34		3.65		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.43					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 10: Sportsman Center (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.8
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.077

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	32	11	87	30	16	159
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	51	0	0	90
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	56	0	0	54
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	11	194	30	16	303
Peak Hour Factor	0.8140	0.8140	0.8140	0.8140	0.8140	0.8140
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	3	60	9	5	93
Total Analysis Volume [veh/h]	39	14	238	37	20	372
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.02	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	12.79	9.71	0.00	0.00	7.85	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.31	0.31	0.00	0.00	0.04	0.02
95th-Percentile Queue Length [ft/ln]	7.67	7.67	0.00	0.00	0.95	0.47
d_A, Approach Delay [s/veh]	11.98		0.00		0.40	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.10					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 11: Project West Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	29	0	0	65
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	29	0	0	65
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	8	0	0	17
Total Analysis Volume [veh/h]	0	5	31	0	0	68
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.02	8.47	0.00	0.00	7.28	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.36	0.36	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.47		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.41					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 12: Project East Access (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.4
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	98	175	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	71	51	0	19	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	54	56	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	125	107	98	194	7
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	33	28	26	51	2
Total Analysis Volume [veh/h]	6	132	113	103	204	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.14	0.08	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.45	9.62	7.89	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.55	0.55	0.26	0.13	0.00	0.00
95th-Percentile Queue Length [ft/ln]	13.68	13.68	6.41	3.21	0.00	0.00
d_A, Approach Delay [s/veh]	9.78		4.13		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.97					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 13: Project Center Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	29	0	0	65
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	5	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	34	0	0	65
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	9	0	0	17
Total Analysis Volume [veh/h]	0	5	36	0	0	68
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.04	8.49	0.00	0.00	7.29	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.36	0.36	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.49		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.39					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 14: Project East Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	29	0	0	65
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	10	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	39	0	0	65
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	10	0	0	17
Total Analysis Volume [veh/h]	0	5	41	0	0	68
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.07	8.51	0.00	0.00	7.30	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.37	0.37	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.51		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.37					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 15: Adelanto Road (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.107

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	222	16	13	110	0	0	0	0	46	0	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	0	0	7	0	5	0	10	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	228	16	13	117	0	5	0	10	46	0	19
Peak Hour Factor	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340
Other Adjustment Factor	1.0000	1.0000	1.0000	0.9444	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	68	5	4	35	0	1	0	3	14	0	6
Total Analysis Volume [veh/h]	0	273	19	15	140	0	6	0	12	55	0	23
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00	0.01	0.11	0.00	0.03
d_M, Delay for Movement [s/veh]	7.49	0.00	0.00	7.87	0.00	0.00	12.37	12.47	9.10	13.02	13.16	10.71
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.04	0.00	0.00	0.08	0.08	0.08	0.47	0.47	0.47
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.90	0.00	0.00	1.94	1.94	1.94	11.83	11.83	11.83
d_A, Approach Delay [s/veh]	0.00			0.76			10.19			12.34		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	2.33											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 16: Adelanto Road (NS) at Project Access (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	238	157	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	17	0	0	9
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	244	174	0	0	9
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	64	46	0	0	2
Total Analysis Volume [veh/h]	0	257	183	0	0	9
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	7.59	0.00	0.00	0.00	10.52	8.83
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.72	0.72
d_A, Approach Delay [s/veh]	0.00		0.00		8.83	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.18					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 17: Adelanto Road (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.8
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.159

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	27	145	11	146	92	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	26	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	145	11	172	98	5
Peak Hour Factor	0.8100	0.8100	0.8100	0.8100	0.8100	0.8100
Other Adjustment Factor	0.9444	1.0000	1.0000	1.0000	0.8889	1.0000
Total 15-Minute Volume [veh/h]	8	45	3	53	27	2
Total Analysis Volume [veh/h]	31	179	14	212	108	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.16	0.01
d_M, Delay for Movement [s/veh]	7.75	0.00	0.00	0.00	10.76	8.95
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.07	0.00	0.00	0.00	0.26	0.02
95th-Percentile Queue Length [ft/ln]	1.78	0.00	0.00	0.00	6.46	0.49
d_A, Approach Delay [s/veh]	1.14		0.00		10.66	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.65					
Intersection LOS	B					

Adelanto Project

Vistro File: C:\...\PM_E.vistro
Report File: C:\...\PM_Ep.pdf

Scenario 3 Existing Plus Project Phase I & II
12/13/2023

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Bellflower Street (NS) at Rancho Road (EW)	Final Base	19	64	31	10	98	15	19	309	167	40	79	29	880
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	7	7	0	0	0	7	0	6	11	6	44
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**19**	**64**	**38**	**17**	**98**	**15**	**19**	**316**	**167**	**46**	**90**	**35**	**924**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	US-395 (NS) at Chamberlane Way (EW)	Final Base	167	250	25	1	660	10	21	30	147	18	38	4	1371
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	6	22	6	0	15	0	0	0	7	7	0	0	63
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**173**	**272**	**31**	**1**	**675**	**10**	**21**	**30**	**154**	**25**	**38**	**4**	**1434**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	US-395 (NS) at Bartlett Avenue (EW)	Final Base	113	431	38	9	658	23	15	57	126	38	53	17	1578
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	6	34	6	0	29	0	0	0	7	7	0	0	89
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**119**	**465**	**44**	**9**	**687**	**23**	**15**	**57**	**133**	**45**	**53**	**17**	**1667**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	US-395 (NS) at Air Base Road (EW)	Final Base	52	305	95	280	497	20	9	205	58	185	173	258	2137
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	11	46	0	0	43	0	0	0	7	0	0	0	107
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**63**	**351**	**95**	**280**	**540**	**20**	**9**	**205**	**65**	**185**	**173**	**258**	**2244**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	US-395 (NS) at Rancho Road (EW)	Final Base	94	442	18	6	683	17	26	86	239	114	40	19	1784
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	-76	141	111	-61	0	0	21	0	159	23	116	434
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**94**	**366**	**159**	**117**	**622**	**17**	**26**	**107**	**239**	**273**	**63**	**135**	**2218**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	US-395 (NS) at Cactus Road (EW)	Final Base	102	606	35	36	975	36	33	22	60	53	11	22	1991
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	58	0	0	77	6	7	0	0	0	0	0	148
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**102**	**664**	**35**	**36**	**1052**	**42**	**40**	**22**	**60**	**53**	**11**	**22**	**2139**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	US-395 (NS) at Mojave Drive (EW)	Final Base	98	511	224	265	799	27	29	314	87	157	394	201	3106
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	28	0	13	45	19	15	0	0	0	0	15	135
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**98**	**539**	**224**	**278**	**844**	**46**	**44**	**314**	**87**	**157**	**394**	**216**	**3241**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	US-395 (NS) at Palmdale Road (EW)	Final Base	259	740	75	136	777	49	113	471	282	214	639	110	3865
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	7	0	11	17	11	7	0	0	0	0	7	60
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**259**	**747**	**75**	**147**	**794**	**60**	**120**	**471**	**282**	**214**	**639**	**117**	**3925**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
9	Project West Access (NS) at Rancho Road (EW)	Final Base	0	0	0	117	191	0	308
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	154	168	107	144	0	573
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**154**	**168**	**224**	**335**	**0**	**881**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
10	Sportsman Center (NS) at Rancho Road (EW)	Final Base	32	11	87	30	16	159	335
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	107	0	0	144	251
		Other	0	0	0	0	0	0	0
		Future Total	**32**	**11**	**194**	**30**	**16**	**303**	**586**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
11	Project West Access (NS) at Violet Road (EW)	Final Base	0	0	29	0	0	65	94
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	5	0	0	0	0	5
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**5**	**29**	**0**	**0**	**65**	**99**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
12	Project East Access (NS) at Rancho Road (EW)	Final Base	0	0	0	98	175	0	273
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	6	125	107	0	19	7	264
		Other	0	0	0	0	0	0	0
		Future Total	**6**	**125**	**107**	**98**	**194**	**7**	**537**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
13	Project Center Access (NS) at Violet Road (EW)	Final Base	0	0	29	0	0	65	94
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	5	5	0	0	0	10
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**5**	**34**	**0**	**0**	**65**	**104**

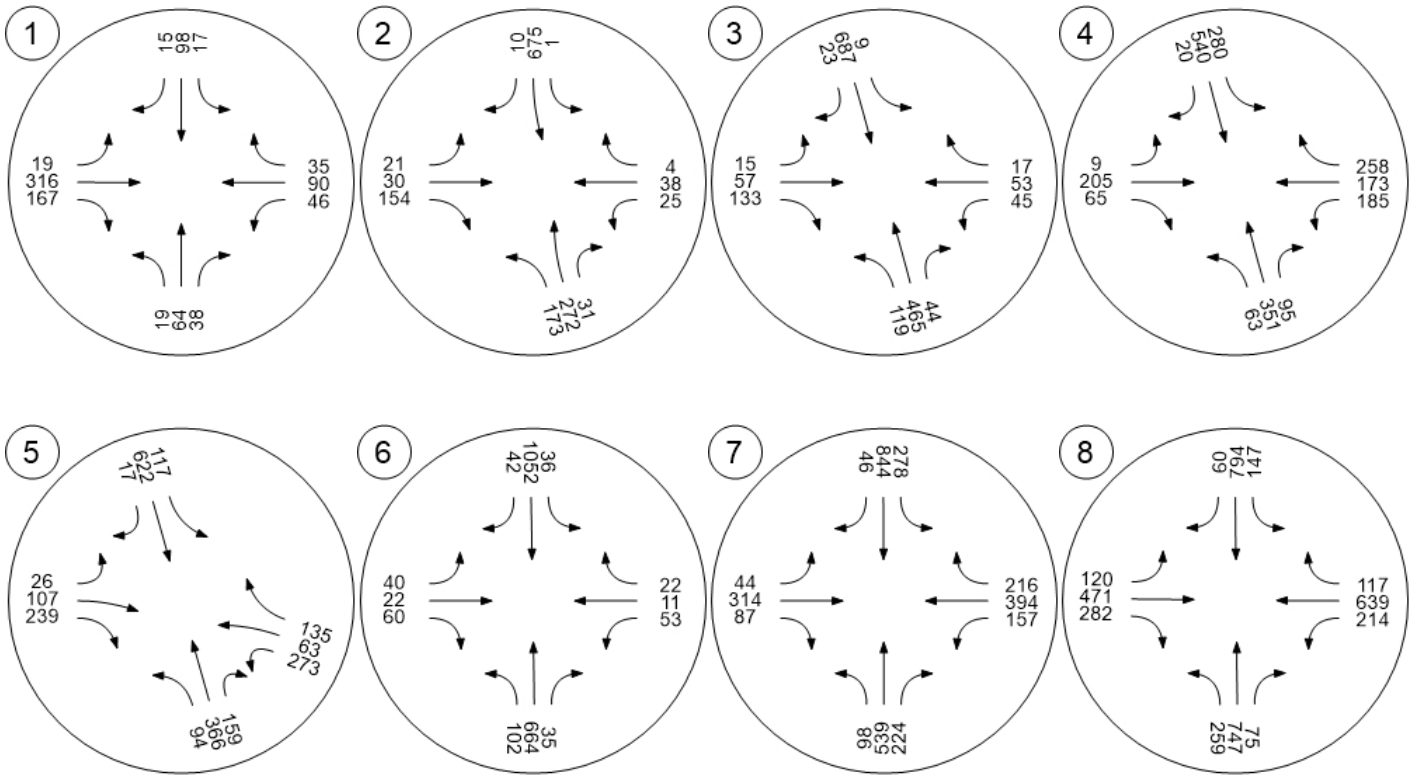
ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
14	Project East Access (NS) at Violet Road (EW)	Final Base	0	0	29	0	0	65	94
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	5	10	0	0	0	15
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**5**	**39**	**0**	**0**	**65**	**109**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Adelanto Road (NS) at Violet Road (EW)	Final Base	0	222	16	13	110	0	0	0	0	46	0	19	426
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	6	0	0	7	0	5	0	10	0	0	0	28
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**228**	**16**	**13**	**117**	**0**	**5**	**0**	**10**	**46**	**0**	**19**	**454**

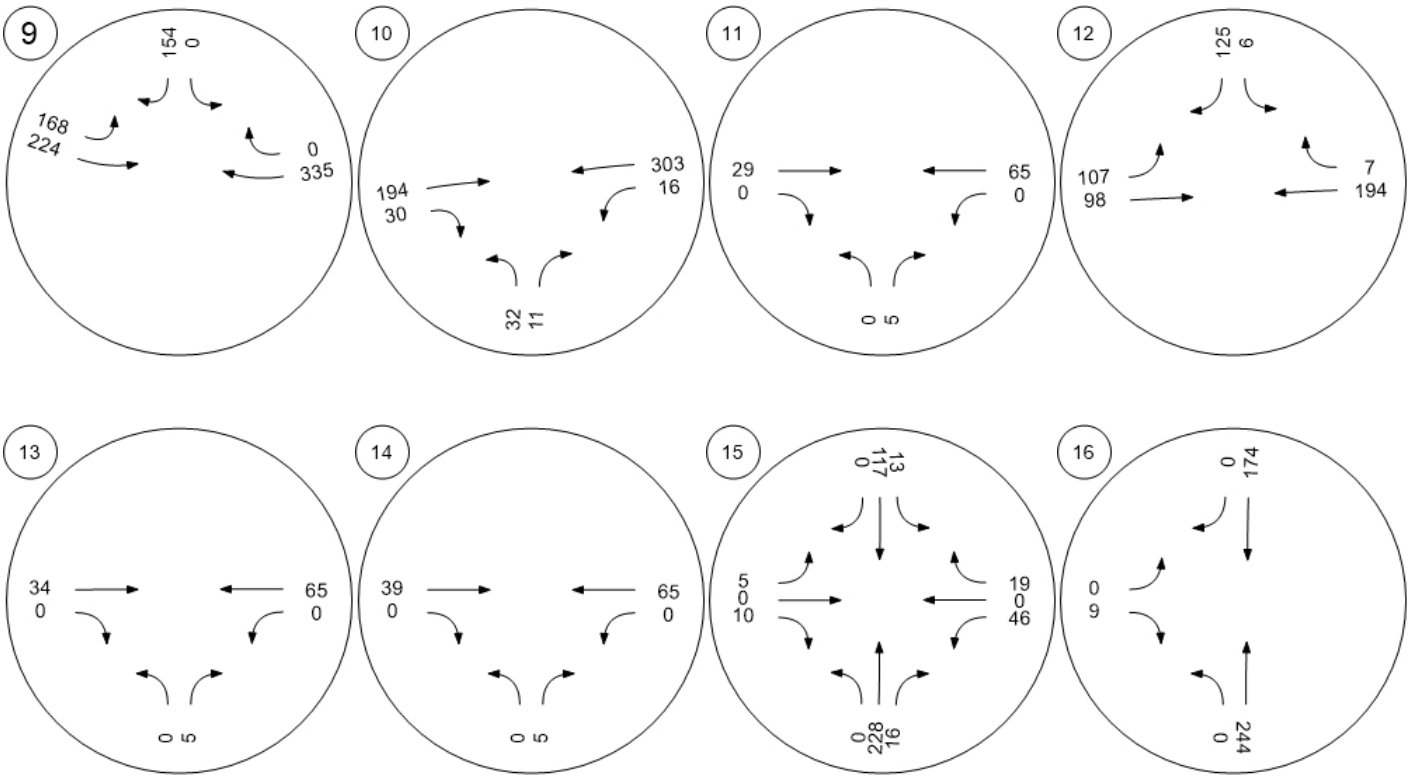
ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
16	Adelanto Road (NS) at Project Access (EW)	Final Base	0	238	157	0	0	0	395
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	6	17	0	0	9	32
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**244**	**174**	**0**	**0**	**9**	**427**

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
17	Adelanto Road (NS) at Rancho Road (EW)	Final Base	27	145	11	146	92	5	426
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	26	6	0	32
		Other	0	0	0	0	0	0	0
		Future Total	**27**	**145**	**11**	**172**	**98**	**5**	**458**

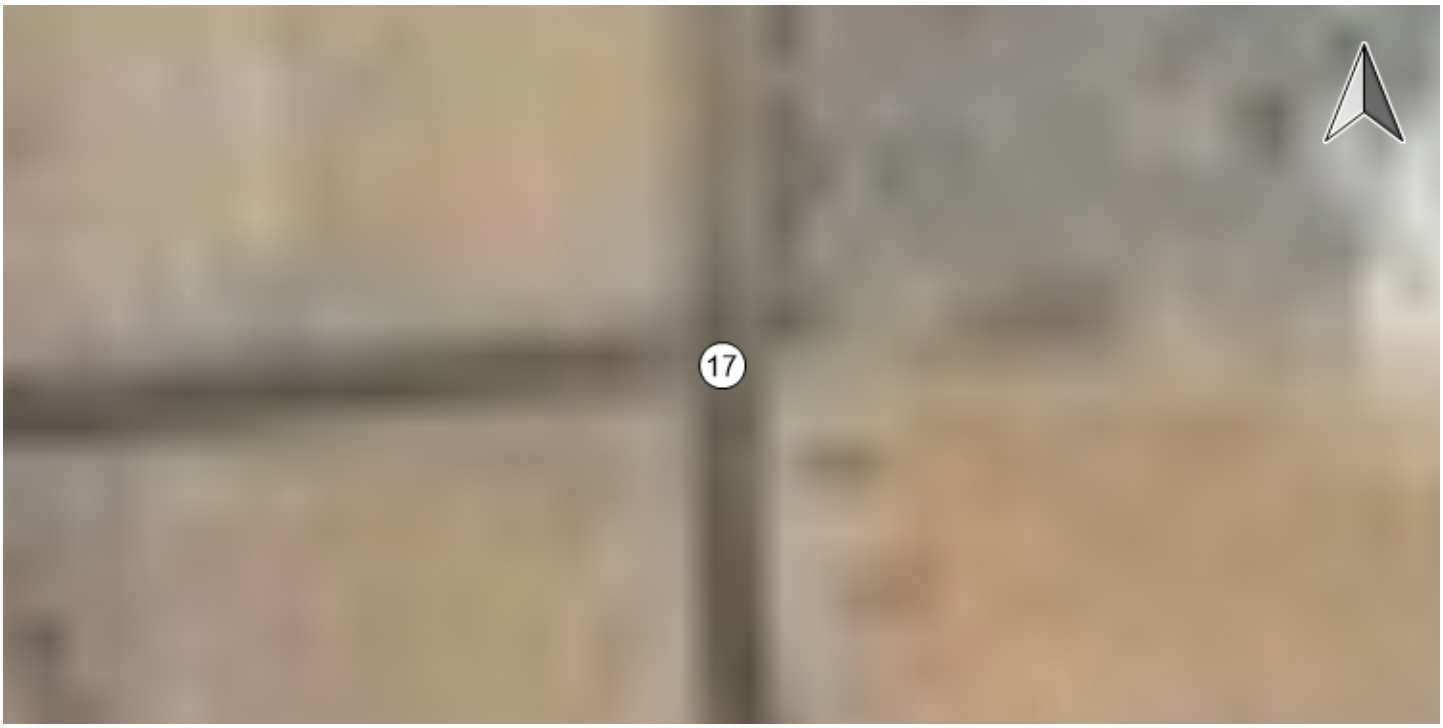
Traffic Volume - Future Total Volume

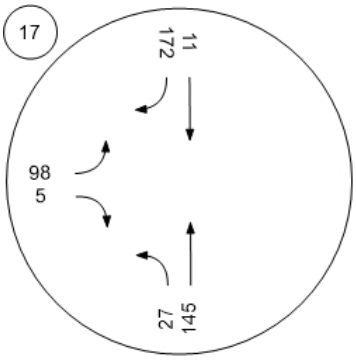


Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume





Opening Year (2025) Without Project

Adelanto Project

Vistro File: C:\...\AM_E.vistro
Report File: C:\...\AM_OY_2025.pdf

Scenario 4 Opening Year (2025) Without Project
12/13/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Bellflower Street (NS) at Rancho Road (EW)	All-way stop	HCM 2010	NB Left	0.386	11.8	B
2	US-395 (NS) at Chamberlane Way (EW)	Signalized	HCM 2010	SB Left	0.260	11.6	B
3	US-395 (NS) at Bartlett Avenue (EW)	Signalized	HCM 2010	SB Left	0.268	9.6	A
4	US-395 (NS) at Air Base Road (EW)	Signalized	HCM 2010	NB Left	0.442	16.5	B
5	US-395 (NS) at Rancho Road (EW)	Signalized	HCM 2010	WB Left	0.439	7.1	A
6	US-395 (NS) at Cactus Road (EW)	Signalized	HCM 2010	SB Left	0.414	6.9	A
7	US-395 (NS) at Mojave Drive (EW)	Signalized	HCM 2010	NB Left	0.653	19.6	B
8	US-395 (NS) at Palmdale Road (EW)	Signalized	HCM 2010	EB Left	0.583	21.1	C
10	Sportsman Center (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	NB Left	0.043	10.1	B
15	Adelanto Road (NS) at Violet Road (EW)	Two-way stop	HCM 2010	WB Left	0.032	12.0	B
17	Adelanto Road (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	EB Left	0.058	10.5	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Bellflower Street (NS) at Rancho Road (EW)

Control Type:	All-way stop	Delay (sec / veh):	11.8
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.386

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	1	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	95	48	19	16	60	60	7	107	26	10	377	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	48	19	16	60	60	7	107	26	10	377	7
Peak Hour Factor	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	14	6	5	18	18	2	31	8	3	110	2
Total Analysis Volume [veh/h]	111	56	22	19	70	70	8	125	30	11	441	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	521	611	528	597	496	533	555	539	582	585
Degree of Utilization, x	0.32	0.04	0.17	0.12	0.02	0.15	0.14	0.02	0.39	0.38

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.37	0.11	0.60	0.40	0.05	0.51	0.48	0.06	1.81	1.80
95th-Percentile Queue Length [ft]	34.31	2.80	15.07	9.92	1.23	12.67	12.08	1.56	45.24	44.97
Approach Delay [s/veh]	12.37		10.31		10.41			12.60		
Approach LOS	B		B		B			B		
Intersection Delay [s/veh]	11.81									
Intersection LOS	B									

Intersection Level Of Service Report
Intersection 2: US-395 (NS) at Chamberlane Way (EW)

Control Type:	Signalized	Delay (sec / veh):	11.6
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.260

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	180.00	100.00	100.00	210.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	88	372	18	2	308	18	12	32	118	24	29	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	88	372	18	2	308	18	12	32	118	24	29	6
Peak Hour Factor	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	98	5	0	81	5	3	8	31	6	8	2
Total Analysis Volume [veh/h]	88	392	19	2	325	19	13	34	124	25	31	6
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	21	0	21	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	4	44	44	0	40	40	7	7	7
g / C, Green / Cycle	0.07	0.73	0.73	0.00	0.67	0.67	0.11	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.05	0.12	0.12	0.00	0.10	0.10	0.03	0.08	0.04
s, saturation flow rate [veh/h]	1681	1765	1736	1681	1765	1731	1716	1500	1383
c, Capacity [veh/h]	116	1294	1273	8	1180	1158	270	169	240
d1, Uniform Delay [s]	27.50	2.43	2.43	29.83	3.66	3.66	24.34	25.82	24.58
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.64	0.26	0.27	15.86	0.26	0.27	0.30	6.07	0.57
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

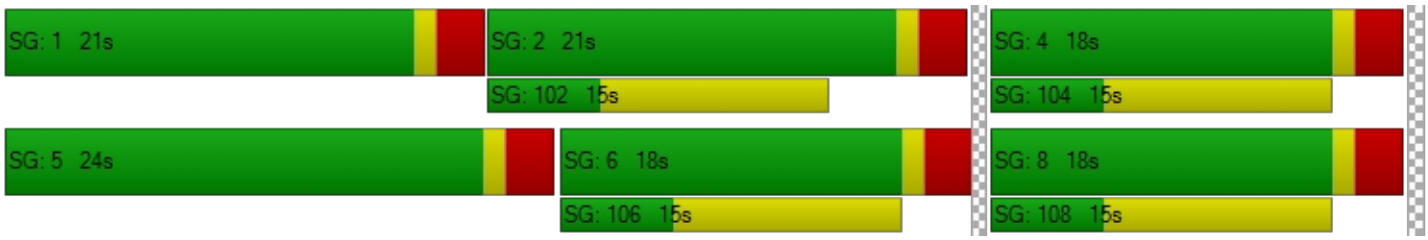
X, volume / capacity	0.76	0.16	0.16	0.25	0.15	0.15	0.17	0.73	0.26
d, Delay for Lane Group [s/veh]	37.14	2.69	2.70	45.69	3.92	3.93	24.64	31.90	25.14
Lane Group LOS	D	A	A	D	A	A	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.40	0.24	0.24	0.06	0.41	0.41	0.60	1.90	0.81
50th-Percentile Queue Length [ft/ln]	35.07	6.07	6.04	1.51	10.32	10.25	14.99	47.47	20.14
95th-Percentile Queue Length [veh/ln]	2.53	0.44	0.43	0.11	0.74	0.74	1.08	3.42	1.45
95th-Percentile Queue Length [ft/ln]	63.13	10.93	10.87	2.73	18.57	18.45	26.97	85.45	36.25

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	37.14	2.69	2.70	45.69	3.92	3.93	24.64	24.64	31.90	25.14	25.14	25.14
Movement LOS	D	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	8.77			4.17			29.90			25.14		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	11.59											
Intersection LOS	B											
Intersection V/C	0.260											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: US-395 (NS) at Bartlett Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	9.6
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.268

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	100.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			35.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	82	480	30	12	397	12	4	37	79	24	30	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	82	480	30	12	397	12	4	37	79	24	30	6
Peak Hour Factor	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	134	8	3	111	3	1	10	22	6	8	2
Total Analysis Volume [veh/h]	86	536	33	13	443	13	4	41	88	25	33	7
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	22	0	20	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	4	45	45	1	42	42	5	5	5	5	5	5
g / C, Green / Cycle	0.07	0.75	0.75	0.02	0.70	0.70	0.08	0.08	0.08	0.08	0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.05	0.16	0.16	0.01	0.13	0.01	0.00	0.02	0.06	0.02	0.01	0.01
s, saturation flow rate [veh/h]	1681	1765	1729	1681	3360	1500	1362	1765	1500	1256	1765	1662
c, Capacity [veh/h]	113	1317	1291	31	2343	1046	185	151	128	126	151	142
d1, Uniform Delay [s]	27.56	2.31	2.31	29.21	3.17	2.78	27.35	25.75	26.72	30.04	25.44	25.45
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.86	0.38	0.39	8.91	0.18	0.02	0.05	0.96	6.32	0.77	0.39	0.45
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

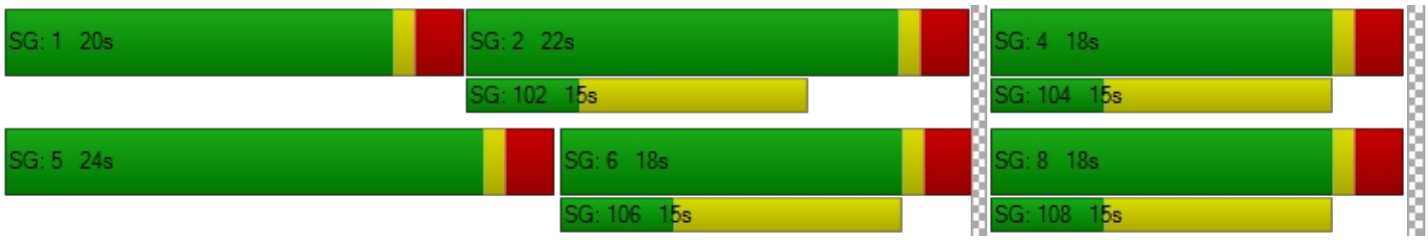
X, volume / capacity	0.76	0.22	0.22	0.42	0.19	0.01	0.02	0.27	0.69	0.20	0.13	0.14
d, Delay for Lane Group [s/veh]	37.43	2.69	2.70	38.12	3.35	2.80	27.40	26.70	33.04	30.81	25.83	25.90
Lane Group LOS	D	A	A	D	A	A	C	C	C	C	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	1.38	0.28	0.28	0.24	0.37	0.02	0.05	0.55	1.36	0.37	0.26	0.26
50th-Percentile Queue Length [ft/ln]	34.48	6.96	6.90	6.03	9.27	0.56	1.34	13.77	34.07	9.14	6.48	6.46
95th-Percentile Queue Length [veh/ln]	2.48	0.50	0.50	0.43	0.67	0.04	0.10	0.99	2.45	0.66	0.47	0.46
95th-Percentile Queue Length [ft/ln]	62.06	12.52	12.43	10.86	16.69	1.01	2.42	24.79	61.33	16.46	11.66	11.62

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	37.43	2.69	2.70	38.12	3.35	2.80	27.40	26.70	33.04	30.81	25.86	25.90
Movement LOS	D	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	7.25			4.30			30.92			27.77		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	9.60											
Intersection LOS	A											
Intersection V/C	0.268											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: US-395 (NS) at Air Base Road (EW)

Control Type:	Signalized	Delay (sec / veh):	16.5
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.442

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	380.00	100.00	100.00	340.00	100.00	100.00	220.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			50.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	29	355	115	159	308	16	7	216	58	123	179	210
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	355	115	159	308	16	7	216	58	123	179	210
Peak Hour Factor	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	99	32	42	86	4	2	60	16	32	50	59
Total Analysis Volume [veh/h]	31	397	128	168	344	18	7	241	65	130	200	235
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	8	17	0	18	27	0	0	25	0	0	25	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	2	23	23	8	29	29	20	20	20	20	20
g / C, Green / Cycle	0.03	0.39	0.39	0.13	0.48	0.48	0.33	0.33	0.33	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.02	0.12	0.09	0.10	0.10	0.01	0.01	0.18	0.12	0.11	0.16
s, saturation flow rate [veh/h]	1681	3360	1500	1681	3360	1500	1178	1701	1069	1765	1500
c, Capacity [veh/h]	60	1306	583	214	1614	721	381	569	291	590	501
d1, Uniform Delay [s]	28.49	12.74	12.29	25.44	9.05	8.22	18.33	16.26	24.13	15.04	15.81
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.67	0.60	0.87	6.21	0.30	0.06	0.02	0.79	1.07	0.34	0.68
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.52	0.30	0.22	0.78	0.21	0.02	0.02	0.54	0.45	0.34	0.47
d, Delay for Lane Group [s/veh]	35.15	13.35	13.15	31.65	9.35	8.28	18.35	17.05	25.20	15.37	16.49
Lane Group LOS	D	B	B	C	A	A	B	B	C	B	B
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.50	1.54	1.03	2.38	1.00	0.10	0.07	2.86	1.70	1.86	2.33
50th-Percentile Queue Length [ft/ln]	12.51	38.62	25.82	59.56	24.91	2.53	1.67	71.55	42.56	46.59	58.22
95th-Percentile Queue Length [veh/ln]	0.90	2.78	1.86	4.29	1.79	0.18	0.12	5.15	3.06	3.35	4.19
95th-Percentile Queue Length [ft/ln]	22.52	69.52	46.48	107.21	44.85	4.55	3.01	128.79	76.61	83.86	104.80

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	35.15	13.35	13.15	31.65	9.35	8.28	18.35	17.05	17.05	25.20	15.37	16.49
Movement LOS	D	B	B	C	A	A	B	B	B	C	B	B
d_A, Approach Delay [s/veh]	14.52			16.38			17.08			18.10		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	16.46											
Intersection LOS	B											
Intersection V/C	0.442											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: US-395 (NS) at Rancho Road (EW)

Control Type:	Signalized	Delay (sec / veh):	7.1
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.439

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	340.00	100.00	100.00	290.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			40.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	313	480	21	10	398	32	8	45	82	85	62	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	313	480	21	10	398	32	8	45	82	85	62	2
Peak Hour Factor	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	81	132	6	3	110	9	2	12	23	22	17	1
Total Analysis Volume [veh/h]	326	529	23	10	438	35	8	50	90	88	68	2
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	42	0	0	42	0	0	18	0	0	18	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	46	46	46	46	46	46	8	8	8	8	8	8
g / C, Green / Cycle	0.76	0.76	0.76	0.76	0.76	0.76	0.14	0.14	0.14	0.14	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.34	0.16	0.02	0.01	0.13	0.02	0.01	0.01	0.06	0.07	0.02	0.02
s, saturation flow rate [veh/h]	947	3360	1500	871	3360	1500	1325	3360	1500	1349	1765	1747
c, Capacity [veh/h]	781	2562	1144	720	2562	1144	230	462	206	238	243	240
d1, Uniform Delay [s]	4.17	2.01	1.72	2.93	1.95	1.73	25.37	22.65	23.74	26.71	22.76	22.77
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.64	0.18	0.03	0.04	0.14	0.05	0.06	0.10	1.45	0.95	0.27	0.27
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.42	0.21	0.02	0.01	0.17	0.03	0.03	0.11	0.44	0.37	0.14	0.15
d, Delay for Lane Group [s/veh]	5.81	2.19	1.75	2.96	2.09	1.78	25.43	22.75	25.18	27.66	23.03	23.04
Lane Group LOS	A	A	A	A	A	A	C	C	C	C	C	C
Critical Lane Group	Yes	No	No	No	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.98	0.12	0.01	0.02	0.10	0.02	0.10	0.29	1.14	1.11	0.39	0.39
50th-Percentile Queue Length [ft/ln]	24.42	3.00	0.36	0.53	2.39	0.55	2.50	7.16	28.47	27.87	9.70	9.68
95th-Percentile Queue Length [veh/ln]	1.76	0.22	0.03	0.04	0.17	0.04	0.18	0.52	2.05	2.01	0.70	0.70
95th-Percentile Queue Length [ft/ln]	43.95	5.41	0.65	0.95	4.31	0.99	4.50	12.89	51.25	50.17	17.47	17.43

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	5.81	2.19	1.75	2.96	2.09	1.78	25.43	22.75	25.18	27.66	23.04	23.04
Movement LOS	A	A	A	A	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	3.53			2.09			24.38			25.61		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	7.05											
Intersection LOS	A											
Intersection V/C	0.439											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: US-395 (NS) at Cactus Road (EW)

Control Type:	Signalized	Delay (sec / veh):	6.9
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.414

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	580.00	490.00	100.00	100.00	110.00	100.00	100.00	120.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	27	945	38	17	530	14	34	16	44	37	11	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	945	38	17	530	14	34	16	44	37	11	34
Peak Hour Factor	0.8830	0.8830	0.8830	0.8830	0.8830	0.8830	0.8830	0.8830	0.8830	0.8830	0.8830	0.8830
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	268	11	5	150	4	9	5	12	10	3	10
Total Analysis Volume [veh/h]	29	1070	43	18	600	16	36	18	50	40	12	39
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	8	34	0	8	34	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	L	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	2	43	43	1	43	43	7	7	7	7
g / C, Green / Cycle	0.03	0.72	0.72	0.02	0.71	0.71	0.11	0.11	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.02	0.32	0.03	0.01	0.18	0.18	0.03	0.04	0.03	0.03
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1749	1348	1562	1328	1555
c, Capacity [veh/h]	54	2424	1082	37	1255	1243	176	167	161	166
d1, Uniform Delay [s]	28.60	3.42	2.40	29.02	3.04	3.04	28.34	25.02	29.06	24.74
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.07	0.59	0.07	9.90	0.47	0.47	0.57	1.59	0.80	1.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.54	0.44	0.04	0.49	0.25	0.25	0.21	0.41	0.25	0.31
d, Delay for Lane Group [s/veh]	36.68	4.01	2.47	38.93	3.51	3.51	28.91	26.60	29.86	25.77
Lane Group LOS	D	A	A	D	A	A	C	C	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.49	0.89	0.06	0.33	0.56	0.55	0.51	0.93	0.58	0.68
50th-Percentile Queue Length [ft/ln]	12.13	22.15	1.49	8.20	13.92	13.85	12.78	23.13	14.55	16.98
95th-Percentile Queue Length [veh/ln]	0.87	1.59	0.11	0.59	1.00	1.00	0.92	1.67	1.05	1.22
95th-Percentile Queue Length [ft/ln]	21.83	39.86	2.68	14.77	25.06	24.93	23.01	41.63	26.19	30.56

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	36.68	4.01	2.47	38.93	3.51	3.51	28.91	26.60	26.60	29.86	25.77	25.77
Movement LOS	D	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	4.78			4.52			27.40			27.57		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	6.94											
Intersection LOS	A											
Intersection V/C	0.414											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 7: US-395 (NS) at Mojave Drive (EW)

Control Type:	Signalized	Delay (sec / veh):	19.6
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.653

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	380.00	100.00	100.00	250.00	100.00	100.00	280.00	100.00	100.00
Speed [mph]	50.00			50.00			60.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	19	729	105	144	453	15	32	323	60	117	96	254
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	729	105	144	453	15	32	323	60	117	96	254
Peak Hour Factor	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	212	31	40	132	4	9	94	17	32	28	74
Total Analysis Volume [veh/h]	21	850	122	159	528	17	35	376	70	129	112	296
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	8	18	0	12	22	0	15	18	0	12	15	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	2	25	25	7	30	30	2	10	10	6	14	14
g / C, Green / Cycle	0.03	0.41	0.41	0.12	0.50	0.50	0.04	0.17	0.17	0.10	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.01	0.25	0.08	0.09	0.16	0.16	0.02	0.11	0.05	0.08	0.06	0.20
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1745	1681	3360	1500	1681	1765	1500
c, Capacity [veh/h]	43	1372	613	200	885	875	64	587	262	165	414	352
d1, Uniform Delay [s]	28.90	14.09	11.45	25.78	8.84	8.84	28.41	23.06	21.48	26.49	18.80	21.93
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.09	2.11	0.73	7.01	0.91	0.92	7.06	1.17	0.54	7.80	0.35	5.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.48	0.62	0.20	0.80	0.31	0.31	0.55	0.64	0.27	0.78	0.27	0.84
d, Delay for Lane Group [s/veh]	36.99	16.19	12.18	32.79	9.75	9.76	35.47	24.23	22.02	34.29	19.14	27.33
Lane Group LOS	D	B	B	C	A	A	D	C	C	C	B	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.36	3.84	0.93	2.31	1.68	1.67	0.55	2.11	0.74	1.96	1.14	3.92
50th-Percentile Queue Length [ft/ln]	9.07	96.10	23.19	57.68	42.04	41.69	13.70	52.81	18.47	49.10	28.54	98.12
95th-Percentile Queue Length [veh/ln]	0.65	6.92	1.67	4.15	3.03	3.00	0.99	3.80	1.33	3.53	2.05	7.06
95th-Percentile Queue Length [ft/ln]	16.33	172.97	41.74	103.82	75.68	75.04	24.65	95.05	33.25	88.37	51.37	176.62

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	36.99	16.19	12.18	32.79	9.76	9.76	35.47	24.23	22.02	34.29	19.14	27.33
Movement LOS	D	B	B	C	A	A	D	C	C	C	B	C
d_A, Approach Delay [s/veh]	16.14			14.96			24.72			27.29		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	19.56											
Intersection LOS	B											
Intersection V/C	0.653											

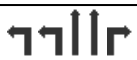
Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 8: US-395 (NS) at Palmdale Road (EW)

Control Type:	Signalized	Delay (sec / veh):	21.1
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.583

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	2	0	1
Pocket Length [ft]	120.00	100.00	100.00	350.00	100.00	370.00	140.00	100.00	100.00	520.00	100.00	260.00
Speed [mph]	50.00			55.00			55.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	168	650	76	118	507	57	103	406	234	89	326	77
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	168	650	76	118	507	57	103	406	234	89	326	77
Peak Hour Factor	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.8888	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	180	21	31	141	16	27	113	65	22	90	21
Total Analysis Volume [veh/h]	176	721	84	124	562	63	108	450	259	88	361	85
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	12	22	0	9	19	0	17	21	0	8	12	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	8	26	26	6	23	23	5	13	13	4	12	12
g / C, Green / Cycle	0.13	0.42	0.42	0.09	0.39	0.39	0.08	0.22	0.22	0.07	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.10	0.23	0.23	0.07	0.17	0.04	0.06	0.13	0.17	0.03	0.11	0.06
s, saturation flow rate [veh/h]	1681	1765	1701	1681	3360	1500	1681	3360	1500	3264	3360	1500
c, Capacity [veh/h]	221	745	718	160	1296	578	143	731	326	216	668	298
d1, Uniform Delay [s]	25.40	13.11	13.11	26.65	13.66	11.87	26.97	21.31	22.31	27.00	21.67	20.51
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.44	2.91	3.02	7.87	1.06	0.38	7.89	0.85	4.39	1.22	0.68	0.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.55	0.55	0.78	0.43	0.11	0.76	0.62	0.79	0.41	0.54	0.28
d, Delay for Lane Group [s/veh]	31.83	16.02	16.13	34.53	14.72	12.25	34.86	22.16	26.69	28.23	22.36	21.03
Lane Group LOS	C	B	B	C	B	B	C	C	C	C	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.51	3.71	3.60	1.84	2.28	0.47	1.62	2.44	3.23	0.57	2.00	0.91
50th-Percentile Queue Length [ft/ln]	62.65	92.80	89.99	45.94	57.10	11.73	40.40	60.99	80.83	14.29	50.08	22.68
95th-Percentile Queue Length [veh/ln]	4.51	6.68	6.48	3.31	4.11	0.84	2.91	4.39	5.82	1.03	3.61	1.63
95th-Percentile Queue Length [ft/ln]	112.77	167.05	161.97	82.69	102.78	21.11	72.72	109.78	145.50	25.71	90.14	40.83

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	31.83	16.07	16.13	34.53	14.72	12.25	34.86	22.16	26.69	28.23	22.36	21.03
Movement LOS	C	B	B	C	B	B	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	18.90			17.79			25.28			23.11		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	21.05											
Intersection LOS	C											
Intersection V/C	0.583											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 10: Sportsman Center (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.043

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	27	18	63	42	17	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	18	63	42	17	117
Peak Hour Factor	0.8360	0.8360	0.8360	0.8360	0.8360	0.8360
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	5	19	13	5	35
Total Analysis Volume [veh/h]	32	22	75	50	20	140
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.02	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	10.11	8.94	0.00	0.00	7.50	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.21	0.21	0.00	0.00	0.04	0.02
95th-Percentile Queue Length [ft/ln]	5.20	5.20	0.00	0.00	0.88	0.44
d_A, Approach Delay [s/veh]	9.63		0.00		0.94	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.98					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 15: Adelanto Road (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.0
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.032

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	255	19	13	105	0	0	0	0	15	0	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	255	19	13	105	0	0	0	0	15	0	11
Peak Hour Factor	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050
Other Adjustment Factor	1.0000	1.0000	1.0000	0.9444	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	70	5	3	29	0	0	0	0	4	0	3
Total Analysis Volume [veh/h]	0	282	21	14	116	0	0	0	0	17	0	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.02
d_M, Delay for Movement [s/veh]	7.44	0.00	0.00	7.89	0.00	0.00	11.96	12.19	8.85	12.04	12.29	10.05
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.15	0.15	0.15
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.84	0.00	0.00	0.00	0.00	0.00	3.75	3.75	3.75
d_A, Approach Delay [s/veh]	0.00			0.85			11.00			11.22		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	0.94											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 17: Adelanto Road (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.058

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	38	222	28	94	42	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	222	28	94	42	12
Peak Hour Factor	0.9470	0.9470	0.9470	0.9470	0.9470	0.9470
Other Adjustment Factor	0.9444	1.0000	1.0000	1.0000	0.8889	1.0000
Total 15-Minute Volume [veh/h]	9	59	7	25	10	3
Total Analysis Volume [veh/h]	38	234	30	99	39	13
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.06	0.01
d_M, Delay for Movement [s/veh]	7.54	0.00	0.00	0.00	10.48	8.70
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.08	0.00	0.00	0.00	0.09	0.04
95th-Percentile Queue Length [ft/ln]	2.01	0.00	0.00	0.00	2.23	1.00
d_A, Approach Delay [s/veh]	1.05		0.00		10.04	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.78					
Intersection LOS	B					

Adelanto Project

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Report File: C:\...\AM_OY_2025.pdf

Scenario 4 Opening Year (2025) Without Project
12/13/2023

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Bellflower Street (NS) at Rancho Road (EW)	Final Base	95	48	19	16	60	60	7	107	26	10	377	7	832
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**95**	**48**	**19**	**16**	**60**	**60**	**7**	**107**	**26**	**10**	**377**	**7**	**832**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	US-395 (NS) at Chamberlane Way (EW)	Final Base	88	372	18	2	308	18	12	32	118	24	29	6	1027
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**88**	**372**	**18**	**2**	**308**	**18**	**12**	**32**	**118**	**24**	**29**	**6**	**1027**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	US-395 (NS) at Bartlett Avenue (EW)	Final Base	82	480	30	12	397	12	4	37	79	24	30	6	1193
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**82**	**480**	**30**	**12**	**397**	**12**	**4**	**37**	**79**	**24**	**30**	**6**	**1193**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	US-395 (NS) at Air Base Road (EW)	Final Base	29	355	115	159	308	16	7	216	58	123	179	210	1775
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**29**	**355**	**115**	**159**	**308**	**16**	**7**	**216**	**58**	**123**	**179**	**210**	**1775**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	US-395 (NS) at Rancho Road (EW)	Final Base	313	480	21	10	398	32	8	45	82	85	62	2	1538
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**313**	**480**	**21**	**10**	**398**	**32**	**8**	**45**	**82**	**85**	**62**	**2**	**1538**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	US-395 (NS) at Cactus Road (EW)	Final Base	27	945	38	17	530	14	34	16	44	37	11	34	1747
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**27**	**945**	**38**	**17**	**530**	**14**	**34**	**16**	**44**	**37**	**11**	**34**	**1747**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	US-395 (NS) at Mojave Drive (EW)	Final Base	19	729	105	144	453	15	32	323	60	117	96	254	2347
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**19**	**729**	**105**	**144**	**453**	**15**	**32**	**323**	**60**	**117**	**96**	**254**	**2347**

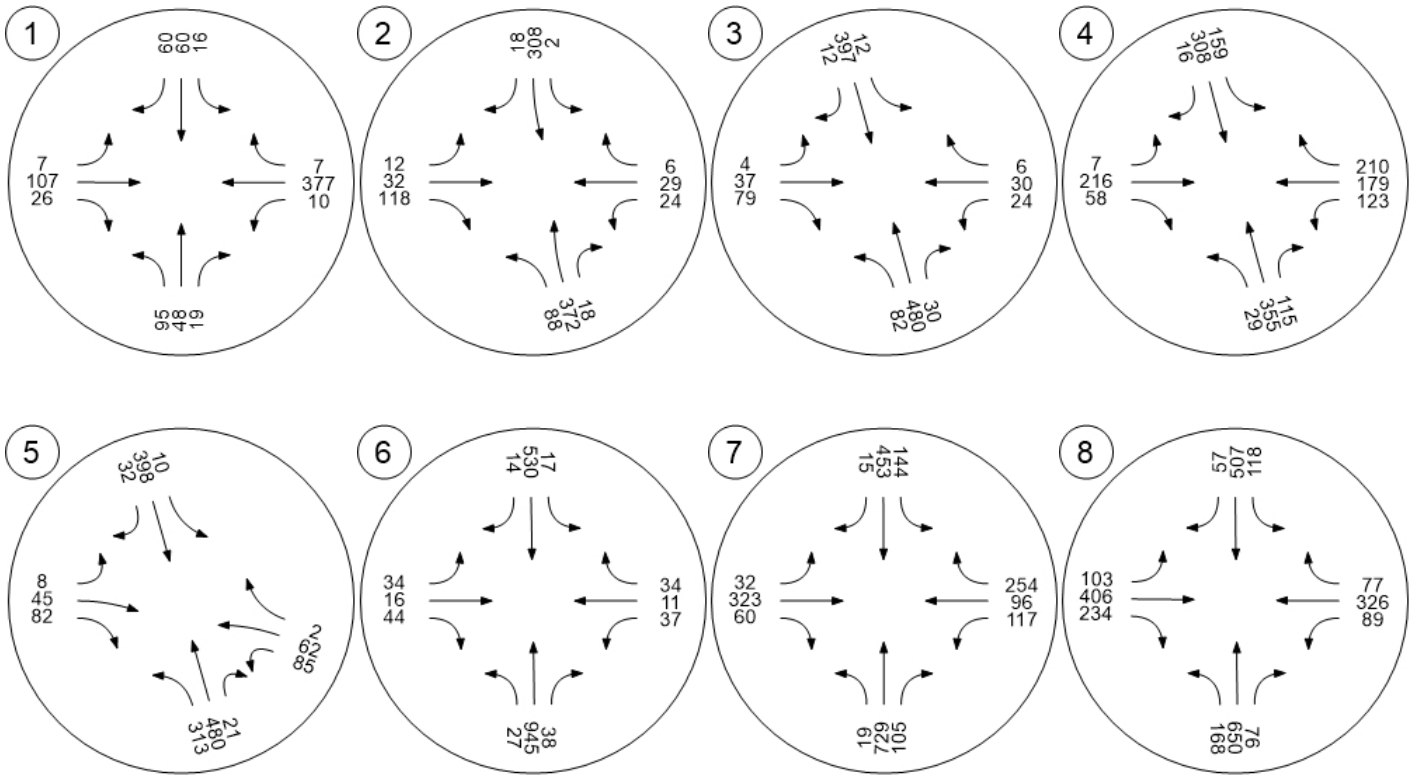
ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	US-395 (NS) at Palmdale Road (EW)	Final Base	168	650	76	118	507	57	103	406	234	89	326	77	2811
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**168**	**650**	**76**	**118**	**507**	**57**	**103**	**406**	**234**	**89**	**326**	**77**	**2811**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
10	Sportsman Center (NS) at Rancho Road (EW)	Final Base	27	18	63	42	17	117	284
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**27**	**18**	**63**	**42**	**17**	**117**	**284**

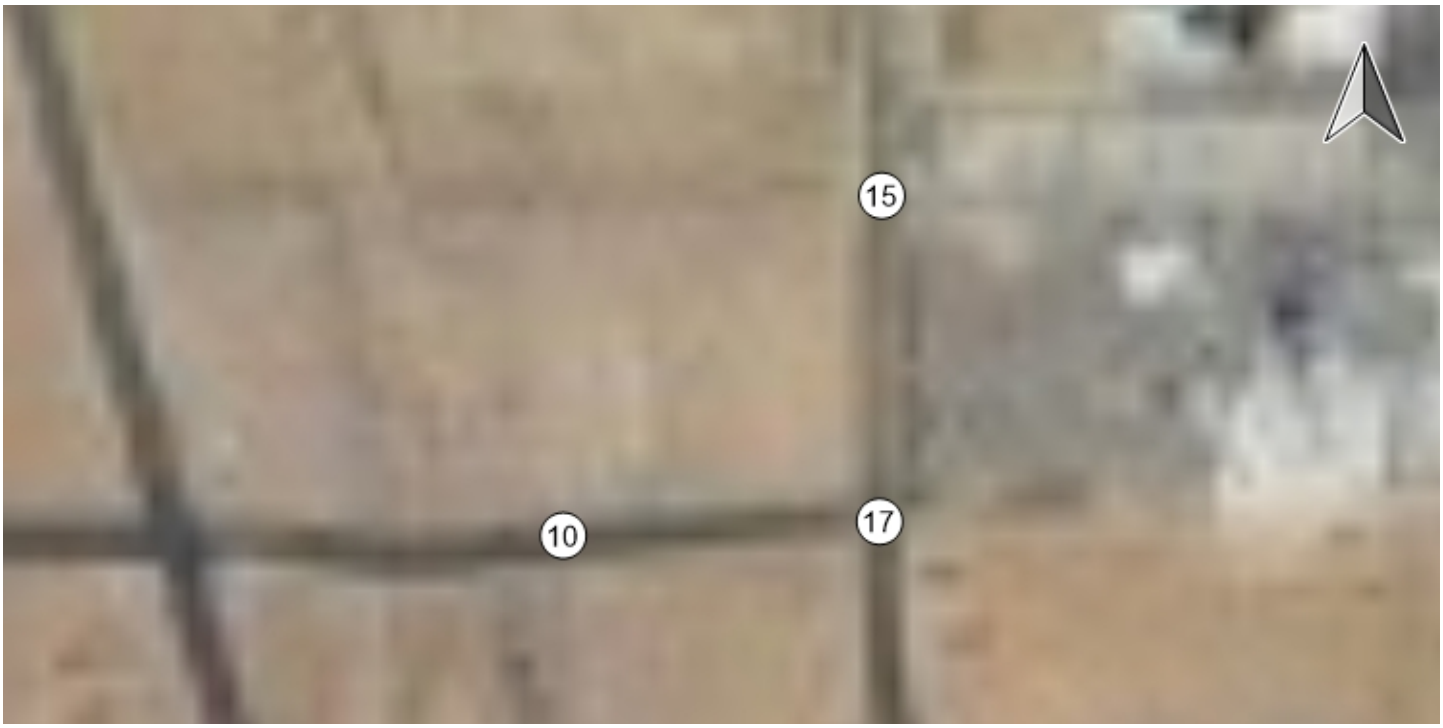
ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Adelanto Road (NS) at Violet Road (EW)	Final Base	0	255	19	13	105	0	0	0	0	15	0	11	418
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**255**	**19**	**13**	**105**	**0**	**0**	**0**	**0**	**15**	**0**	**11**	**418**

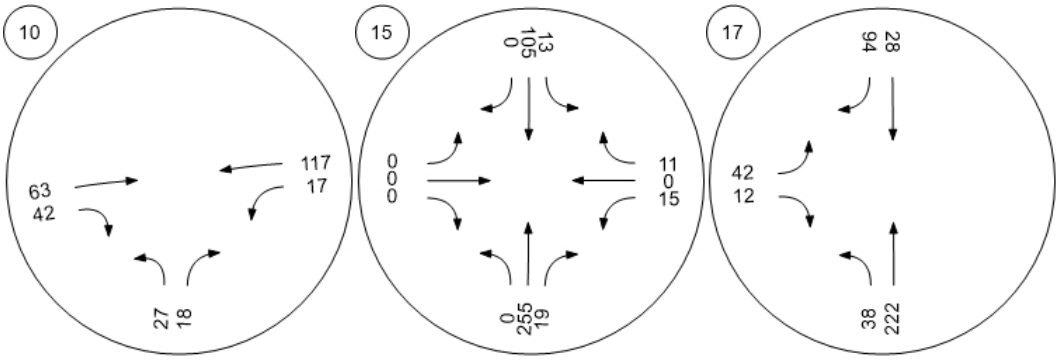
ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
17	Adelanto Road (NS) at Rancho Road (EW)	Final Base	38	222	28	94	42	12	436
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**38**	**222**	**28**	**94**	**42**	**12**	**436**

Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume





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Scenario 4 Opening Year (2025) Without Project
12/13/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Bellflower Street (NS) at Rancho Road (EW)	All-way stop	HCM 2010	EB Thru	0.504	12.5	B
2	US-395 (NS) at Chamberlane Way (EW)	Signalized	HCM 2010	SB Left	0.499	13.4	B
3	US-395 (NS) at Bartlett Avenue (EW)	Signalized	HCM 2010	SB Left	0.457	11.9	B
4	US-395 (NS) at Air Base Road (EW)	Signalized	HCM 2010	NB Left	0.567	18.4	B
5	US-395 (NS) at Rancho Road (EW)	Signalized	HCM 2010	EB Right	0.448	9.7	A
6	US-395 (NS) at Cactus Road (EW)	Signalized	HCM 2010	SB Left	0.518	9.9	A
7	US-395 (NS) at Mojave Drive (EW)	Signalized	HCM 2010	EB Left	0.620	23.9	C
8	US-395 (NS) at Palmdale Road (EW)	Signalized	HCM 2010	EB Left	0.753	29.6	C
10	Sportsman Center (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	NB Left	0.059	10.8	B
15	Adelanto Road (NS) at Violet Road (EW)	Two-way stop	HCM 2010	WB Left	0.123	13.3	B
17	Adelanto Road (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	EB Left	0.165	11.0	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Bellflower Street (NS) at Rancho Road (EW)

Control Type:	All-way stop	Delay (sec / veh):	12.5
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.504

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	1	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	19	65	31	10	99	15	19	312	171	42	80	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	65	31	10	99	15	19	312	171	42	80	29
Peak Hour Factor	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	20	10	3	31	5	6	97	53	12	25	9
Total Analysis Volume [veh/h]	24	81	38	12	123	19	22	387	212	49	99	36
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	519	586	529	591	549	594	647	491	527	557
Degree of Utilization, x	0.20	0.06	0.26	0.03	0.04	0.50	0.46	0.10	0.13	0.12

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.75	0.21	1.01	0.10	0.13	2.83	2.45	0.33	0.44	0.41
95th-Percentile Queue Length [ft]	18.75	5.19	25.18	2.49	3.13	70.84	61.21	8.27	10.94	10.27
Approach Delay [s/veh]	10.83		11.47		13.72			10.44		
Approach LOS	B		B		B			B		
Intersection Delay [s/veh]	12.48									
Intersection LOS	B									

Intersection Level Of Service Report
Intersection 2: US-395 (NS) at Chamberlane Way (EW)

Control Type:	Signalized	Delay (sec / veh):	13.4
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.499

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	180.00	100.00	100.00	210.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	171	300	27	1	670	11	25	32	148	18	39	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	171	300	27	1	670	11	25	32	148	18	39	5
Peak Hour Factor	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	87	8	0	194	3	7	9	43	5	11	1
Total Analysis Volume [veh/h]	187	347	31	1	775	13	29	37	171	21	45	6
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	34	0	8	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	8	42	42	0	34	34	9	9	9
g / C, Green / Cycle	0.14	0.70	0.70	0.00	0.56	0.56	0.15	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.11	0.11	0.11	0.00	0.22	0.22	0.04	0.11	0.04
s, saturation flow rate [veh/h]	1681	1765	1714	1681	1765	1754	1647	1500	1658
c, Capacity [veh/h]	238	1235	1200	6	991	985	329	221	322
d1, Uniform Delay [s]	24.94	3.04	3.04	29.89	7.45	7.45	22.71	24.68	22.81
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.67	0.27	0.28	14.44	1.20	1.21	0.30	5.69	0.35
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.15	0.16	0.18	0.40	0.40	0.20	0.77	0.22
d, Delay for Lane Group [s/veh]	30.61	3.31	3.32	44.34	8.65	8.66	23.01	30.37	23.16
Lane Group LOS	C	A	A	D	A	A	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.59	0.35	0.34	0.04	2.11	2.10	0.81	2.54	0.88
50th-Percentile Queue Length [ft/ln]	64.86	8.68	8.54	0.88	52.78	52.54	20.15	63.55	22.11
95th-Percentile Queue Length [veh/ln]	4.67	0.62	0.62	0.06	3.80	3.78	1.45	4.58	1.59
95th-Percentile Queue Length [ft/ln]	116.75	15.62	15.38	1.59	95.00	94.56	36.27	114.39	39.79

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	30.61	3.31	3.32	44.34	8.66	8.66	23.01	23.01	30.37	23.16	23.16	23.16
Movement LOS	C	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	12.35			8.70			28.32			23.16		
Approach LOS	B			A			C			C		
d_I, Intersection Delay [s/veh]	13.36											
Intersection LOS	B											
Intersection V/C	0.499											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: US-395 (NS) at Bartlett Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	11.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.457

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	100.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			35.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	127	479	41	9	664	23	15	58	135	42	53	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	127	479	41	9	664	23	15	58	135	42	53	17
Peak Hour Factor	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	137	12	2	190	7	4	17	39	11	15	5
Total Analysis Volume [veh/h]	137	549	47	10	761	26	16	66	155	45	61	19
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	29	0	13	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	6	40	40	1	34	34	11	11	11	11	11	11
g / C, Green / Cycle	0.10	0.66	0.66	0.01	0.57	0.57	0.18	0.18	0.18	0.18	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.08	0.17	0.17	0.01	0.23	0.02	0.01	0.04	0.10	0.04	0.02	0.02
s, saturation flow rate [veh/h]	1681	1765	1716	1681	3360	1500	1313	1765	1500	1155	1765	1627
c, Capacity [veh/h]	176	1165	1133	22	1910	852	279	312	265	174	312	288
d1, Uniform Delay [s]	26.18	4.18	4.19	29.41	7.23	5.69	23.46	21.12	22.67	28.40	20.81	20.84
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.21	0.54	0.56	14.01	0.62	0.07	0.08	0.33	2.03	0.78	0.19	0.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

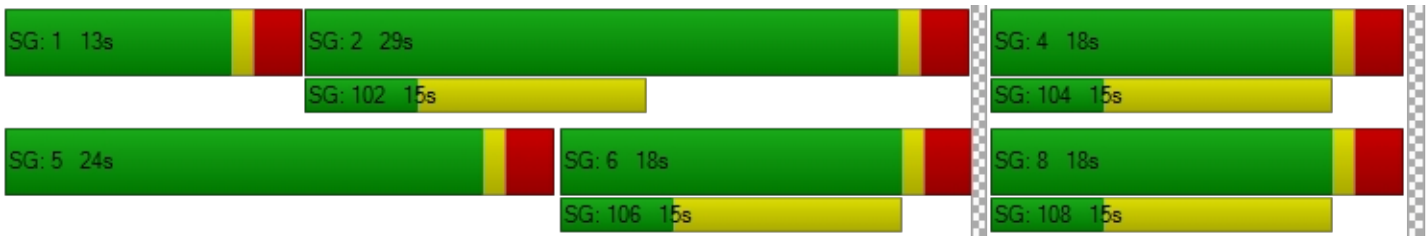
X, volume / capacity	0.78	0.26	0.26	0.46	0.40	0.03	0.06	0.21	0.58	0.26	0.13	0.14
d, Delay for Lane Group [s/veh]	33.39	4.72	4.74	43.42	7.85	5.76	23.54	21.45	24.71	29.18	20.99	21.05
Lane Group LOS	C	A	A	D	A	A	C	C	C	C	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	2.01	0.86	0.84	0.21	1.84	0.11	0.19	0.76	1.98	0.63	0.44	0.44
50th-Percentile Queue Length [ft/ln]	50.33	21.52	21.09	5.32	46.10	2.65	4.83	18.89	49.55	15.63	11.12	10.95
95th-Percentile Queue Length [veh/ln]	3.62	1.55	1.52	0.38	3.32	0.19	0.35	1.36	3.57	1.13	0.80	0.79
95th-Percentile Queue Length [ft/ln]	90.59	38.73	37.96	9.58	82.98	4.77	8.70	34.00	89.19	28.14	20.02	19.72

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	33.39	4.73	4.74	43.42	7.85	5.76	23.54	21.45	24.71	29.18	21.01	21.05
Movement LOS	C	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	10.09			8.23			23.72			23.96		
Approach LOS	B			A			C			C		
d_I, Intersection Delay [s/veh]	11.93											
Intersection LOS	B											
Intersection V/C	0.457											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: US-395 (NS) at Air Base Road (EW)

Control Type:	Signalized	Delay (sec / veh):	18.4
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.567

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	380.00	100.00	100.00	340.00	100.00	100.00	220.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			50.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	56	343	101	287	522	21	9	207	59	199	184	287
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	56	343	101	287	522	21	9	207	59	199	184	287
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	96	28	76	147	6	2	58	17	53	52	81
Total Analysis Volume [veh/h]	59	385	113	305	587	24	10	233	66	211	207	322
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	8	8	0	27	27	0	0	25	0	0	25	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	3	16	16	13	26	26	22	22	22	22	22
g / C, Green / Cycle	0.05	0.27	0.27	0.22	0.43	0.43	0.37	0.37	0.37	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.04	0.11	0.08	0.18	0.17	0.02	0.01	0.18	0.20	0.12	0.21
s, saturation flow rate [veh/h]	1681	3360	1500	1681	3360	1500	1170	1699	1076	1765	1500
c, Capacity [veh/h]	91	898	401	365	1444	645	411	622	331	646	549
d1, Uniform Delay [s]	27.88	18.24	17.47	22.53	11.85	9.94	17.12	14.66	24.14	13.68	15.38
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.45	1.50	1.75	5.11	0.85	0.11	0.02	0.58	2.03	0.28	1.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.65	0.43	0.28	0.84	0.41	0.04	0.02	0.48	0.64	0.32	0.59
d, Delay for Lane Group [s/veh]	35.33	19.74	19.22	27.64	12.70	10.04	17.14	15.24	26.18	13.97	16.38
Lane Group LOS	D	B	B	C	B	B	B	B	C	B	B
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.92	2.02	1.23	3.98	2.20	0.16	0.09	2.56	2.89	1.80	3.21
50th-Percentile Queue Length [ft/ln]	23.07	50.48	30.63	99.47	55.05	3.97	2.27	64.00	72.24	45.02	80.29
95th-Percentile Queue Length [veh/ln]	1.66	3.63	2.21	7.16	3.96	0.29	0.16	4.61	5.20	3.24	5.78
95th-Percentile Queue Length [ft/ln]	41.53	90.86	55.14	179.04	99.08	7.14	4.09	115.20	130.03	81.03	144.52

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	35.33	19.74	19.22	27.64	12.70	10.04	17.14	15.24	15.24	26.18	13.97	16.38
Movement LOS	D	B	B	C	B	B	B	B	B	C	B	B
d_A, Approach Delay [s/veh]	21.28			17.60			15.30			18.50		
Approach LOS	C			B			B			B		
d_I, Intersection Delay [s/veh]	18.40											
Intersection LOS	B											
Intersection V/C	0.567											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: US-395 (NS) at Rancho Road (EW)

Control Type:	Signalized	Delay (sec / veh):	9.7
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.448

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	340.00	100.00	100.00	290.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			40.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	95	571	20	8	742	19	33	93	241	115	41	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	571	20	8	742	19	33	93	241	115	41	26
Peak Hour Factor	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	157	5	2	203	5	9	25	66	30	11	7
Total Analysis Volume [veh/h]	98	626	22	8	814	21	34	102	264	119	45	29
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	18	0	0	18	0	0	42	0	0	42	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	41	41	41	41	41	41	13	13	13	13	13	13
g / C, Green / Cycle	0.68	0.68	0.68	0.68	0.68	0.68	0.22	0.22	0.22	0.22	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.15	0.19	0.01	0.01	0.24	0.01	0.03	0.03	0.18	0.09	0.02	0.02
s, saturation flow rate [veh/h]	668	3360	1500	796	3360	1500	1320	3360	1500	1287	1765	1546
c, Capacity [veh/h]	474	2291	1023	567	2291	1023	351	734	328	338	385	338
d1, Uniform Delay [s]	7.76	3.74	3.09	5.84	4.02	3.09	21.00	18.93	22.27	22.84	18.76	18.79
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.99	0.30	0.04	0.05	0.43	0.04	0.12	0.09	4.67	0.62	0.11	0.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

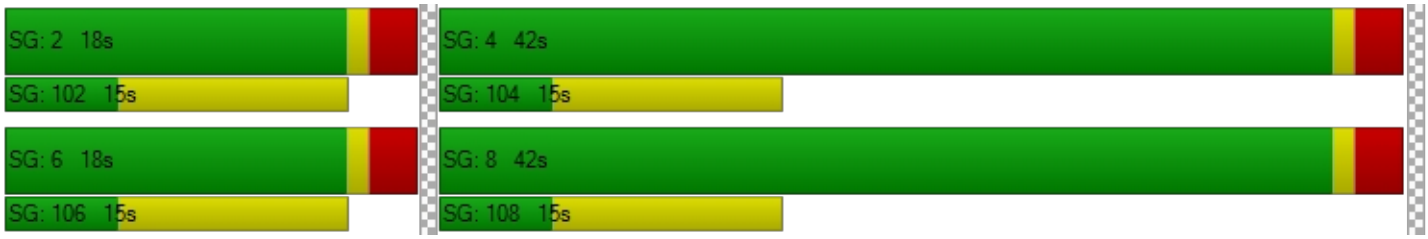
X, volume / capacity	0.21	0.27	0.02	0.01	0.36	0.02	0.10	0.14	0.81	0.35	0.10	0.11
d, Delay for Lane Group [s/veh]	8.75	4.04	3.13	5.89	4.45	3.12	21.12	19.01	26.95	23.47	18.87	18.93
Lane Group LOS	A	A	A	A	A	A	C	B	C	C	B	B
Critical Lane Group	No	No	No	No	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.59	0.67	0.04	0.04	0.94	0.04	0.38	0.52	3.54	1.35	0.36	0.35
50th-Percentile Queue Length [ft/ln]	14.81	16.80	1.11	0.89	23.62	1.06	9.40	12.99	88.43	33.75	9.04	8.66
95th-Percentile Queue Length [veh/ln]	1.07	1.21	0.08	0.06	1.70	0.08	0.68	0.94	6.37	2.43	0.65	0.62
95th-Percentile Queue Length [ft/ln]	26.66	30.24	2.00	1.60	42.52	1.91	16.92	23.38	159.17	60.75	16.27	15.60

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	8.75	4.04	3.13	5.89	4.45	3.12	21.12	19.01	26.95	23.47	18.88	18.93
Movement LOS	A	A	A	A	A	A	C	B	C	C	B	B
d_A, Approach Delay [s/veh]	4.63			4.43			24.43			21.72		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	9.69											
Intersection LOS	A											
Intersection V/C	0.448											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: US-395 (NS) at Cactus Road (EW)

Control Type:	Signalized	Delay (sec / veh):	9.9
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.518

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	580.00	490.00	100.00	100.00	110.00	100.00	100.00	120.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	105	740	36	36	1051	36	36	22	63	56	11	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	105	740	36	36	1051	36	36	22	63	56	11	24
Peak Hour Factor	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	204	10	9	290	10	9	6	17	15	3	7
Total Analysis Volume [veh/h]	109	816	40	37	1159	40	37	24	69	58	12	26
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	34	0	8	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	L	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	5	41	41	2	39	39	7	7	7	7
g / C, Green / Cycle	0.08	0.69	0.69	0.04	0.64	0.64	0.12	0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.06	0.24	0.03	0.02	0.34	0.34	0.03	0.06	0.04	0.02
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1744	1364	1560	1298	1575
c, Capacity [veh/h]	144	2310	1031	68	1134	1121	216	191	166	193
d1, Uniform Delay [s]	26.90	3.88	3.02	28.31	5.84	5.84	26.72	24.64	29.20	23.74
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.91	0.42	0.07	6.58	1.79	1.81	0.37	1.92	1.25	0.50
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.35	0.04	0.54	0.53	0.53	0.17	0.49	0.35	0.20
d, Delay for Lane Group [s/veh]	34.81	4.30	3.09	34.89	7.62	7.65	27.10	26.56	30.45	24.24
Lane Group LOS	C	A	A	C	A	A	C	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.65	0.91	0.08	0.59	2.56	2.54	0.50	1.26	0.86	0.48
50th-Percentile Queue Length [ft/ln]	41.36	22.74	1.98	14.68	64.11	63.62	12.54	31.56	21.44	12.09
95th-Percentile Queue Length [veh/ln]	2.98	1.64	0.14	1.06	4.62	4.58	0.90	2.27	1.54	0.87
95th-Percentile Queue Length [ft/ln]	74.46	40.93	3.56	26.43	115.40	114.51	22.58	56.80	38.59	21.76

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	34.81	4.30	3.09	34.89	7.64	7.65	27.10	26.56	26.56	30.45	24.24	24.24
Movement LOS	C	A	A	C	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	7.70			8.45			26.71			27.99		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	9.90											
Intersection LOS	A											
Intersection V/C	0.518											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 7: US-395 (NS) at Mojave Drive (EW)

Control Type:	Signalized	Delay (sec / veh):	23.9
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.620

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	380.00	100.00	100.00	250.00	100.00	100.00	280.00	100.00	100.00
Speed [mph]	50.00			50.00			60.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	109	627	241	267	873	28	32	317	92	165	398	220
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	109	627	241	267	873	28	32	317	92	165	398	220
Peak Hour Factor	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	159	61	64	221	7	8	80	23	40	101	56
Total Analysis Volume [veh/h]	104	636	244	256	885	28	31	322	93	158	404	223
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	17	18	0	22	23	0	8	19	0	11	22	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	70	70	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	6	27	27	13	34	34	2	10	10	8	16	16
g / C, Green / Cycle	0.08	0.39	0.39	0.18	0.49	0.49	0.03	0.14	0.14	0.11	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.06	0.19	0.16	0.15	0.26	0.26	0.02	0.10	0.06	0.09	0.19	0.19
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1746	1681	3360	1500	1681	1765	1557
c, Capacity [veh/h]	136	1303	582	305	862	853	58	485	217	193	398	351
d1, Uniform Delay [s]	31.62	16.23	15.71	27.75	12.41	12.42	33.37	28.43	27.40	30.35	25.97	26.00
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.57	1.31	2.21	6.11	2.35	2.38	7.56	1.56	1.34	8.15	4.70	5.41
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.49	0.42	0.84	0.53	0.53	0.54	0.66	0.43	0.82	0.84	0.84
d, Delay for Lane Group [s/veh]	40.19	17.54	17.93	33.86	14.76	14.79	40.93	29.99	28.75	38.50	30.67	31.41
Lane Group LOS	D	B	B	C	B	B	D	C	C	D	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.89	3.41	2.72	4.19	4.36	4.32	0.58	2.32	1.31	2.82	5.24	4.72
50th-Percentile Queue Length [ft/ln]	47.25	85.24	67.88	104.82	109.07	108.12	14.54	57.98	32.83	70.59	131.05	117.92
95th-Percentile Queue Length [veh/ln]	3.40	6.14	4.89	7.55	7.79	7.74	1.05	4.17	2.36	5.08	9.00	8.28
95th-Percentile Queue Length [ft/ln]	85.06	153.44	122.18	188.67	194.71	193.38	26.17	104.36	59.10	127.06	224.92	206.96

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	40.19	17.54	17.93	33.86	14.78	14.79	40.93	29.99	28.75	38.50	30.80	31.41
Movement LOS	D	B	B	C	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	20.03			18.96			30.49			32.52		
Approach LOS	C			B			C			C		
d_I, Intersection Delay [s/veh]	23.94											
Intersection LOS	C											
Intersection V/C	0.620											

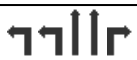
Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 8: US-395 (NS) at Palmdale Road (EW)

Control Type:	Signalized	Delay (sec / veh):	29.6
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.753

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	2	0	1
Pocket Length [ft]	120.00	100.00	100.00	350.00	100.00	370.00	140.00	100.00	100.00	520.00	100.00	260.00
Speed [mph]	50.00			55.00			55.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	276	845	77	141	833	53	125	475	291	217	651	120
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	276	845	77	141	833	53	125	475	291	217	651	120
Peak Hour Factor	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.8888	1.0000	1.0000
Total 15-Minute Volume [veh/h]	66	215	20	34	212	13	30	121	74	49	165	30
Total Analysis Volume [veh/h]	265	859	78	135	847	54	120	483	296	196	662	122
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	20	31	0	14	25	0	10	26	0	9	25	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	14	35	35	8	28	28	7	19	19	6	18	18
g / C, Green / Cycle	0.18	0.43	0.43	0.10	0.35	0.35	0.09	0.24	0.24	0.08	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.16	0.27	0.27	0.08	0.25	0.04	0.07	0.14	0.20	0.06	0.20	0.08
s, saturation flow rate [veh/h]	1681	1765	1714	1681	3360	1500	1681	3360	1500	3264	3360	1500
c, Capacity [veh/h]	305	766	744	170	1188	530	149	804	359	248	762	340
d1, Uniform Delay [s]	31.88	17.56	17.57	35.25	22.41	17.39	35.89	27.11	28.92	36.43	29.86	26.10
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.12	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.42	3.75	3.87	8.21	3.66	0.38	9.87	0.73	5.17	5.58	3.21	0.64
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.87	0.62	0.62	0.80	0.71	0.10	0.81	0.60	0.83	0.79	0.87	0.36
d, Delay for Lane Group [s/veh]	39.29	21.30	21.44	43.46	26.07	17.77	45.76	27.84	34.09	42.01	33.07	26.74
Lane Group LOS	D	C	C	D	C	B	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	5.17	6.51	6.36	2.74	6.47	0.64	2.51	3.72	5.27	1.94	5.86	1.84
50th-Percentile Queue Length [ft/ln]	129.24	162.68	158.92	68.40	161.70	15.92	62.75	92.94	131.73	48.54	146.56	45.99
95th-Percentile Queue Length [veh/ln]	8.90	10.69	10.49	4.92	10.64	1.15	4.52	6.69	9.03	3.49	9.83	3.31
95th-Percentile Queue Length [ft/ln]	222.46	267.26	262.29	123.11	265.98	28.65	112.96	167.28	225.85	87.37	245.83	82.78

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.29	21.36	21.44	43.46	26.07	17.77	45.76	27.84	34.09	42.01	33.07	26.74
Movement LOS	D	C	C	D	C	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	25.32			27.91			32.29			34.07		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	29.58											
Intersection LOS	C											
Intersection V/C	0.753											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report

Intersection 10: Sportsman Center (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.8
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.059

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	32	11	99	32	18	171
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	11	99	32	18	171
Peak Hour Factor	0.8140	0.8140	0.8140	0.8140	0.8140	0.8140
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	3	30	10	6	53
Total Analysis Volume [veh/h]	39	14	122	39	22	210
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.01	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	10.80	9.13	0.00	0.00	7.58	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.24	0.24	0.00	0.00	0.04	0.02
95th-Percentile Queue Length [ft/ln]	5.90	5.90	0.00	0.00	0.97	0.48
d_A, Approach Delay [s/veh]	10.36		0.00		0.72	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.61					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 15: Adelanto Road (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.3
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.123

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	232	17	13	128	0	0	0	0	52	0	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	232	17	13	128	0	0	0	0	52	0	19
Peak Hour Factor	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340
Other Adjustment Factor	1.0000	1.0000	1.0000	0.9444	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	70	5	4	38	0	0	0	0	16	0	6
Total Analysis Volume [veh/h]	0	278	20	15	153	0	0	0	0	62	0	23
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.12	0.00	0.03
d_M, Delay for Movement [s/veh]	7.52	0.00	0.00	7.88	0.00	0.00	12.45	12.52	9.03	13.28	13.49	10.89
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.54	0.54	0.54
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.90	0.00	0.00	0.00	0.00	0.00	13.40	13.40	13.40
d_A, Approach Delay [s/veh]	0.00			0.70			11.33			12.63		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	2.16											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 17: Adelanto Road (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.165

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	28	162	28	152	98	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	162	28	152	98	12
Peak Hour Factor	0.8100	0.8100	0.8100	0.8100	0.8100	0.8100
Other Adjustment Factor	0.9444	1.0000	1.0000	1.0000	0.8889	1.0000
Total 15-Minute Volume [veh/h]	8	50	9	47	27	4
Total Analysis Volume [veh/h]	33	200	35	188	108	15
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.16	0.02
d_M, Delay for Movement [s/veh]	7.75	0.00	0.00	0.00	10.98	8.98
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.08	0.00	0.00	0.00	0.27	0.05
95th-Percentile Queue Length [ft/ln]	1.89	0.00	0.00	0.00	6.71	1.24
d_A, Approach Delay [s/veh]	1.10		0.00		10.74	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.72					
Intersection LOS	B					

Adelanto Project

Vistro File: C:\...\PM_E.vistro
Report File: C:\...\PM_OY_2025.pdf

Scenario 4 Opening Year (2025) Without Project
12/13/2023

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Bellflower Street (NS) at Rancho Road (EW)	Final Base	19	65	31	10	99	15	19	312	171	42	80	29	892
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**19**	**65**	**31**	**10**	**99**	**15**	**19**	**312**	**171**	**42**	**80**	**29**	**892**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	US-395 (NS) at Chamberlane Way (EW)	Final Base	171	300	27	1	670	11	25	32	148	18	39	5	1447
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**171**	**300**	**27**	**1**	**670**	**11**	**25**	**32**	**148**	**18**	**39**	**5**	**1447**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	US-395 (NS) at Bartlett Avenue (EW)	Final Base	127	479	41	9	664	23	15	58	135	42	53	17	1663
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**127**	**479**	**41**	**9**	**664**	**23**	**15**	**58**	**135**	**42**	**53**	**17**	**1663**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	US-395 (NS) at Air Base Road (EW)	Final Base	56	343	101	287	522	21	9	207	59	199	184	287	2275
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**56**	**343**	**101**	**287**	**522**	**21**	**9**	**207**	**59**	**199**	**184**	**287**	**2275**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	US-395 (NS) at Rancho Road (EW)	Final Base	95	571	20	8	742	19	33	93	241	115	41	26	2004
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**95**	**571**	**20**	**8**	**742**	**19**	**33**	**93**	**241**	**115**	**41**	**26**	**2004**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	US-395 (NS) at Cactus Road (EW)	Final Base	105	740	36	36	1051	36	36	22	63	56	11	24	2216
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**105**	**740**	**36**	**36**	**1051**	**36**	**36**	**22**	**63**	**56**	**11**	**24**	**2216**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	US-395 (NS) at Mojave Drive (EW)	Final Base	109	627	241	267	873	28	32	317	92	165	398	220	3369
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**109**	**627**	**241**	**267**	**873**	**28**	**32**	**317**	**92**	**165**	**398**	**220**	**3369**

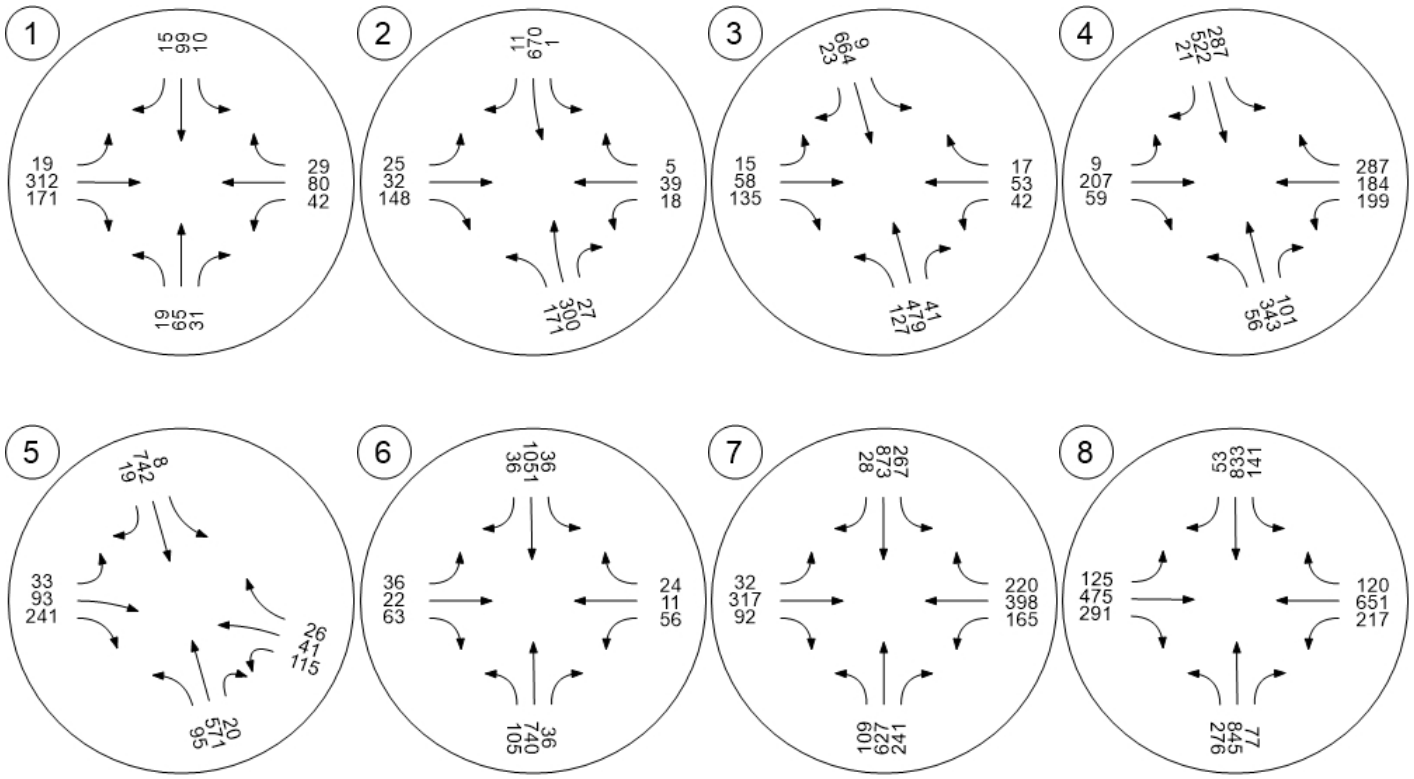
ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	US-395 (NS) at Palmdale Road (EW)	Final Base	276	845	77	141	833	53	125	475	291	217	651	120	4104
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**276**	**845**	**77**	**141**	**833**	**53**	**125**	**475**	**291**	**217**	**651**	**120**	**4104**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
10	Sportsman Center (NS) at Rancho Road (EW)	Final Base	32	11	99	32	18	171	363
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**32**	**11**	**99**	**32**	**18**	**171**	**363**

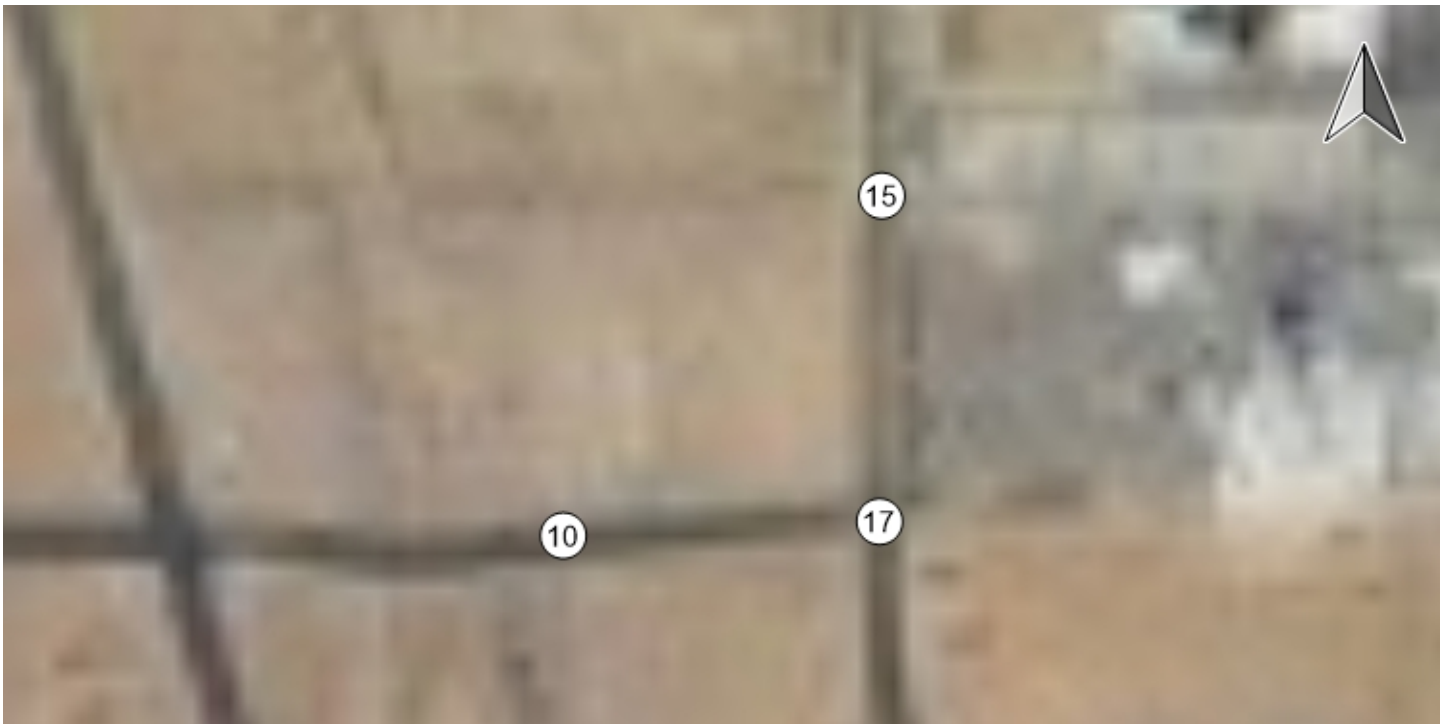
ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Adelanto Road (NS) at Violet Road (EW)	Final Base	0	232	17	13	128	0	0	0	0	52	0	19	461
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**232**	**17**	**13**	**128**	**0**	**0**	**0**	**0**	**52**	**0**	**19**	**461**

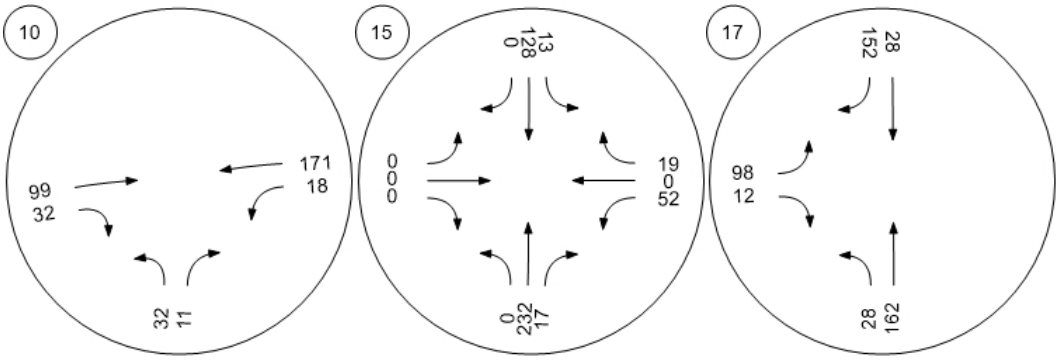
ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
17	Adelanto Road (NS) at Rancho Road (EW)	Final Base	28	162	28	152	98	12	480
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**28**	**162**	**28**	**152**	**98**	**12**	**480**

Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume





Opening Year (2025) With Project

Adelanto Project

Vistro File: C:\...\AM_E.vistro
Report File: C:\...\AM_OY_2025_phase_I.pdf

Scenario 5 Opening Year (2025) With Project Phase I
12/13/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Bellflower Street (NS) at Rancho Road (EW)	All-way stop	HCM 2010	WB Thru	0.402	12.0	B
2	US-395 (NS) at Chamberlane Way (EW)	Signalized	HCM 2010	SB Left	0.276	11.7	B
3	US-395 (NS) at Bartlett Avenue (EW)	Signalized	HCM 2010	SB Left	0.283	10.7	B
4	US-395 (NS) at Air Base Road (EW)	Signalized	HCM 2010	WB Left	0.461	17.6	B
5	US-395 (NS) at Rancho Road (EW)	Signalized	HCM 2010	WB Left	0.529	10.1	B
6	US-395 (NS) at Cactus Road (EW)	Signalized	HCM 2010	SB Left	0.433	7.0	A
7	US-395 (NS) at Mojave Drive (EW)	Signalized	HCM 2010	NB Left	0.693	20.4	C
8	US-395 (NS) at Palmdale Road (EW)	Signalized	HCM 2010	EB Left	0.589	21.2	C
9	Project West Access (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	SB Right	0.182	9.9	A
10	Sportsman Center (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	NB Left	0.055	11.7	B
11	Project West Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	EB Thru	0.000	0.0	A
12	Project East Access (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	SB Left	0.011	12.2	B
13	Project Center Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	EB Thru	0.000	0.0	A
14	Project East Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	EB Thru	0.000	0.0	A
15	Adelanto Road (NS) at Violet Road (EW)	Two-way stop	HCM 2010	WB Left	0.032	12.2	B
16	Adelanto Road (NS) at Project Access (EW)	Two-way stop	HCM 2010	NB Thru	0.003	0.0	A
17	Adelanto Road (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	EB Left	0.067	10.5	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Bellflower Street (NS) at Rancho Road (EW)

Control Type:	All-way stop	Delay (sec / veh):	12.0
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.402

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	1	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	95	48	19	16	60	60	7	107	26	10	377	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	6	6	0	0	0	6	0	6	6	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	48	25	22	60	60	7	113	26	16	383	13
Peak Hour Factor	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	14	7	6	18	18	2	33	8	4	112	4
Total Analysis Volume [veh/h]	111	56	29	26	70	70	8	132	30	18	448	15
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	517	604	521	590	491	527	548	533	576	580
Degree of Utilization, x	0.32	0.05	0.18	0.12	0.02	0.15	0.15	0.03	0.40	0.40

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.39	0.15	0.67	0.40	0.05	0.54	0.52	0.10	1.93	1.91
95th-Percentile Queue Length [ft]	34.72	3.78	16.74	10.03	1.24	13.50	12.91	2.62	48.26	47.72
Approach Delay [s/veh]	12.37		10.52		10.57			12.90		
Approach LOS	B		B		B			B		
Intersection Delay [s/veh]	12.02									
Intersection LOS	B									

Intersection Level Of Service Report
Intersection 2: US-395 (NS) at Chamberlane Way (EW)

Control Type:	Signalized	Delay (sec / veh):	11.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.276

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	180.00	100.00	100.00	210.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	88	372	18	2	318	18	12	32	118	24	29	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	12	6	0	13	0	0	0	6	6	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	384	24	2	331	18	12	32	124	30	29	6
Peak Hour Factor	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	101	6	0	87	5	3	8	33	8	8	2
Total Analysis Volume [veh/h]	94	405	25	2	349	19	13	34	131	32	31	6
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	21	0	21	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	4	44	44	0	40	40	7	7	7
g / C, Green / Cycle	0.07	0.73	0.73	0.00	0.66	0.66	0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.06	0.12	0.12	0.00	0.10	0.11	0.03	0.09	0.05
s, saturation flow rate [veh/h]	1681	1765	1729	1681	1765	1733	1716	1500	1342
c, Capacity [veh/h]	124	1285	1259	8	1163	1142	278	176	245
d1, Uniform Delay [s]	27.33	2.54	2.54	29.83	3.91	3.91	24.06	25.66	24.51
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.04	0.28	0.29	15.86	0.29	0.30	0.28	6.04	0.62
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

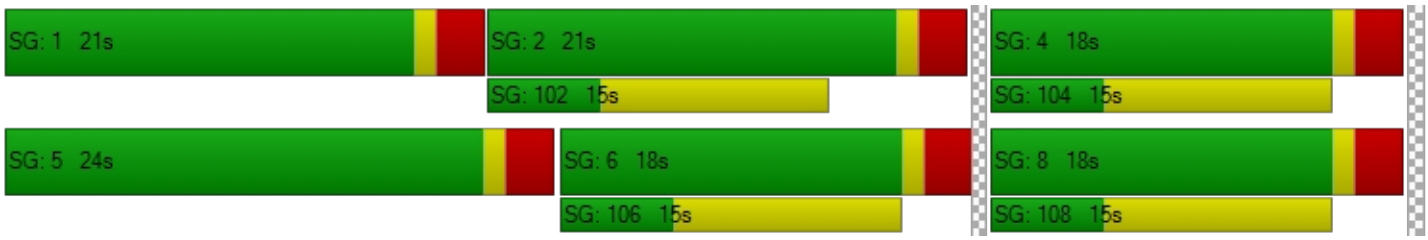
X, volume / capacity	0.76	0.17	0.17	0.25	0.16	0.16	0.17	0.74	0.28
d, Delay for Lane Group [s/veh]	36.37	2.82	2.83	45.69	4.20	4.21	24.34	31.70	25.13
Lane Group LOS	D	A	A	D	A	A	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.47	0.28	0.28	0.06	0.48	0.48	0.59	2.00	0.89
50th-Percentile Queue Length [ft/ln]	36.87	6.96	6.91	1.51	12.02	11.94	14.86	49.95	22.35
95th-Percentile Queue Length [veh/ln]	2.65	0.50	0.50	0.11	0.87	0.86	1.07	3.60	1.61
95th-Percentile Queue Length [ft/ln]	66.36	12.53	12.43	2.73	21.64	21.50	26.75	89.90	40.23

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	36.37	2.82	2.83	45.69	4.21	4.21	24.34	24.34	31.70	25.13	25.13	25.13
Movement LOS	D	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	8.84			4.43			29.76			25.13		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	11.66											
Intersection LOS	B											
Intersection V/C	0.276											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: US-395 (NS) at Bartlett Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	10.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.283

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	100.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			35.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	82	480	30	12	397	12	4	37	79	24	30	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	24	6	0	25	0	0	0	6	6	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	88	504	36	12	422	12	4	37	85	30	30	6
Peak Hour Factor	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960	0.8960
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	141	10	3	118	3	1	10	24	8	8	2
Total Analysis Volume [veh/h]	93	563	40	13	471	13	4	41	95	32	33	7
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	34	22	0	30	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	70	70	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	5	53	53	1	49	49	7	7	7	7	7	7
g / C, Green / Cycle	0.07	0.76	0.76	0.02	0.70	0.70	0.09	0.09	0.09	0.09	0.09	0.09
(v / s)_i Volume / Saturation Flow Rate	0.06	0.17	0.17	0.01	0.14	0.01	0.00	0.02	0.06	0.03	0.01	0.01
s, saturation flow rate [veh/h]	1681	1765	1724	1681	3360	1500	1362	1765	1500	1248	1765	1662
c, Capacity [veh/h]	123	1339	1308	30	2364	1056	184	168	143	114	168	158
d1, Uniform Delay [s]	31.90	2.46	2.46	34.09	3.58	3.10	31.09	29.39	30.65	34.94	29.04	29.06
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.21	0.40	0.41	9.78	0.19	0.02	0.05	0.75	5.27	1.32	0.32	0.36
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

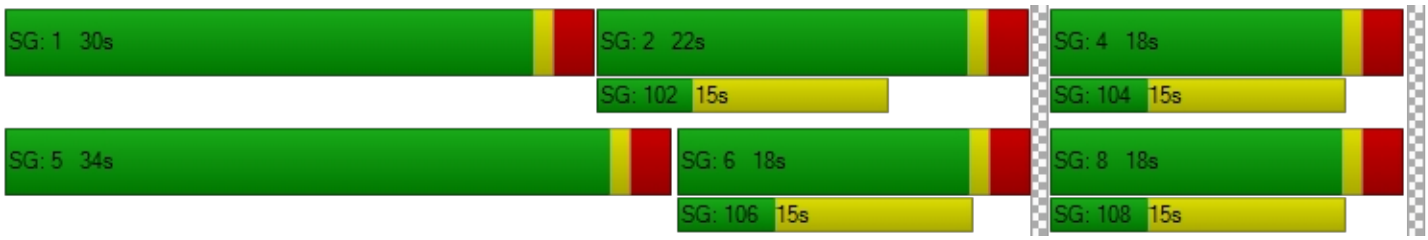
X, volume / capacity	0.76	0.23	0.23	0.44	0.20	0.01	0.02	0.24	0.67	0.28	0.12	0.13
d, Delay for Lane Group [s/veh]	41.11	2.86	2.87	43.87	3.77	3.13	31.14	30.14	35.92	36.25	29.36	29.41
Lane Group LOS	D	A	A	D	A	A	C	C	D	D	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	1.72	0.47	0.46	0.28	0.60	0.03	0.06	0.64	1.68	0.57	0.30	0.30
50th-Percentile Queue Length [ft/ln]	42.94	11.72	11.56	7.04	14.90	0.79	1.58	16.10	42.01	14.14	7.62	7.59
95th-Percentile Queue Length [veh/ln]	3.09	0.84	0.83	0.51	1.07	0.06	0.11	1.16	3.02	1.02	0.55	0.55
95th-Percentile Queue Length [ft/ln]	77.30	21.09	20.80	12.68	26.82	1.43	2.85	28.98	75.61	25.46	13.72	13.66

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.11	2.86	2.87	43.87	3.77	3.13	31.14	30.14	35.92	36.25	29.38	29.41
Movement LOS	D	A	A	D	A	A	C	C	D	D	C	C
d_A, Approach Delay [s/veh]	7.97			4.80			34.09			32.44		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	10.71											
Intersection LOS	B											
Intersection V/C	0.283											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: US-395 (NS) at Air Base Road (EW)

Control Type:	Signalized	Delay (sec / veh):	17.6
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.461

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	380.00	100.00	100.00	340.00	100.00	100.00	220.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			50.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	29	355	115	159	308	16	7	216	58	123	179	210
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	36	0	0	37	0	0	0	6	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	391	115	159	345	16	7	216	64	123	179	210
Peak Hour Factor	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950	0.8950
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	109	32	42	96	4	2	60	18	32	50	59
Total Analysis Volume [veh/h]	37	437	128	168	385	18	7	241	72	130	200	235
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	9	8	0	34	33	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	2	28	28	8	34	34	15	15	15	15	15
g / C, Green / Cycle	0.04	0.47	0.47	0.13	0.56	0.56	0.25	0.25	0.25	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.02	0.13	0.09	0.10	0.11	0.01	0.01	0.18	0.12	0.11	0.16
s, saturation flow rate [veh/h]	1681	3360	1500	1681	3360	1500	1178	1696	1062	1765	1500
c, Capacity [veh/h]	68	1581	706	218	1880	839	265	425	171	442	376
d1, Uniform Delay [s]	28.31	9.69	9.22	25.32	6.59	5.91	23.27	20.73	29.50	19.06	20.04
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.58	0.43	0.56	5.74	0.25	0.05	0.04	2.52	6.78	0.73	1.71
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.54	0.28	0.18	0.77	0.20	0.02	0.03	0.74	0.76	0.45	0.63
d, Delay for Lane Group [s/veh]	34.89	10.12	9.78	31.06	6.84	5.95	23.31	23.25	36.28	19.79	21.76
Lane Group LOS	C	B	A	C	A	A	C	C	D	B	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.59	1.36	0.81	2.35	0.83	0.08	0.08	3.64	2.09	2.21	2.80
50th-Percentile Queue Length [ft/ln]	14.68	33.95	20.35	58.83	20.85	1.89	1.98	91.10	52.18	55.25	69.97
95th-Percentile Queue Length [veh/ln]	1.06	2.44	1.47	4.24	1.50	0.14	0.14	6.56	3.76	3.98	5.04
95th-Percentile Queue Length [ft/ln]	26.43	61.11	36.63	105.89	37.54	3.40	3.57	163.98	93.92	99.45	125.95

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	34.89	10.12	9.78	31.06	6.84	5.95	23.31	23.25	23.25	36.28	19.79	21.76
Movement LOS	C	B	A	C	A	A	C	C	C	D	B	C
d_A, Approach Delay [s/veh]	11.57			13.94			23.25			24.40		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	17.57											
Intersection LOS	B											
Intersection V/C	0.461											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: US-395 (NS) at Rancho Road (EW)

Control Type:	Signalized	Delay (sec / veh):	10.1
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.529

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	340.00	100.00	100.00	290.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			40.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	313	480	21	10	398	32	8	45	82	85	62	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	56	43	0	0	0	18	0	54	18	42
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	-80	80	62	-62	0	0	0	0	78	0	61
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	313	400	157	115	336	32	8	63	82	217	80	105
Peak Hour Factor	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	81	110	43	30	93	9	2	17	23	56	22	29
Total Analysis Volume [veh/h]	326	441	173	120	370	35	8	69	90	226	88	116
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	38	0	0	38	0	0	22	0	0	22	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	40	40	40	40	40	40	14	14	14	14	14	14
g / C, Green / Cycle	0.67	0.67	0.67	0.67	0.67	0.67	0.23	0.23	0.23	0.23	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.32	0.13	0.12	0.13	0.11	0.02	0.01	0.02	0.06	0.17	0.05	0.08
s, saturation flow rate [veh/h]	1008	3360	1500	944	3360	1500	1173	3360	1500	1326	1765	1500
c, Capacity [veh/h]	695	2237	999	649	2237	999	307	788	352	393	414	352
d1, Uniform Delay [s]	8.18	3.87	3.80	6.65	3.78	3.44	21.39	18.00	18.75	22.88	18.55	19.11
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.26	0.20	0.38	0.63	0.16	0.07	0.03	0.05	0.38	1.33	0.25	0.54
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.47	0.20	0.17	0.18	0.17	0.04	0.03	0.09	0.26	0.58	0.21	0.33
d, Delay for Lane Group [s/veh]	10.44	4.07	4.18	7.27	3.94	3.51	21.43	18.05	19.13	24.22	18.81	19.65
Lane Group LOS	B	A	A	A	A	A	C	B	B	C	B	B
Critical Lane Group	Yes	No	No	No	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.06	0.52	0.46	0.60	0.42	0.08	0.09	0.34	0.94	2.66	0.84	1.15
50th-Percentile Queue Length [ft/ln]	51.59	12.92	11.39	15.02	10.57	2.06	2.22	8.44	23.51	66.52	20.99	28.83
95th-Percentile Queue Length [veh/ln]	3.71	0.93	0.82	1.08	0.76	0.15	0.16	0.61	1.69	4.79	1.51	2.08
95th-Percentile Queue Length [ft/ln]	92.87	23.26	20.51	27.03	19.02	3.71	4.00	15.19	42.31	119.74	37.78	51.89

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	10.44	4.07	4.18	7.27	3.94	3.51	21.43	18.05	19.13	24.22	18.81	19.65
Movement LOS	B	A	A	A	A	A	C	B	B	C	B	B
d_A, Approach Delay [s/veh]	6.30			4.67			18.79			21.88		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	10.15											
Intersection LOS	B											
Intersection V/C	0.529											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: US-395 (NS) at Cactus Road (EW)

Control Type:	Signalized	Delay (sec / veh):	7.0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.433

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	580.00	490.00	100.00	100.00	110.00	100.00	100.00	120.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	27	945	38	17	530	14	34	16	44	37	11	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	50	0	0	48	6	6	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	995	38	17	578	20	40	16	44	37	11	34
Peak Hour Factor	0.8830	0.8830	0.8830	0.8830	0.8830	0.8830	0.8830	0.8830	0.8830	0.8830	0.8830	0.8830
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	282	11	5	164	6	11	5	12	10	3	10
Total Analysis Volume [veh/h]	29	1127	43	18	655	23	43	18	50	40	12	39
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	8	34	0	8	34	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	L	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	2	43	43	1	42	42	7	7	7	7
g / C, Green / Cycle	0.03	0.72	0.72	0.02	0.71	0.71	0.11	0.11	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.02	0.34	0.03	0.01	0.19	0.19	0.03	0.04	0.03	0.03
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1744	1348	1562	1328	1555
c, Capacity [veh/h]	54	2411	1076	37	1248	1233	180	173	165	172
d1, Uniform Delay [s]	28.60	3.60	2.46	29.02	3.19	3.19	28.31	24.82	28.88	24.54
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.96	0.65	0.07	9.72	0.54	0.55	0.68	1.45	0.75	0.95
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.54	0.47	0.04	0.49	0.27	0.27	0.24	0.39	0.24	0.30
d, Delay for Lane Group [s/veh]	36.56	4.26	2.53	38.75	3.73	3.74	28.99	26.27	29.64	25.49
Lane Group LOS	D	A	A	D	A	A	C	C	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.48	1.00	0.06	0.33	0.65	0.65	0.61	0.92	0.58	0.67
50th-Percentile Queue Length [ft/ln]	12.10	25.11	1.55	8.18	16.30	16.18	15.32	22.94	14.48	16.86
95th-Percentile Queue Length [veh/ln]	0.87	1.81	0.11	0.59	1.17	1.16	1.10	1.65	1.04	1.21
95th-Percentile Queue Length [ft/ln]	21.78	45.20	2.78	14.72	29.34	29.12	27.58	41.30	26.07	30.35

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	36.56	4.26	2.53	38.75	3.73	3.74	28.99	26.27	26.27	29.64	25.49	25.49
Movement LOS	D	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	4.98			4.64			27.33			27.31		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	7.02											
Intersection LOS	A											
Intersection V/C	0.433											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 7: US-395 (NS) at Mojave Drive (EW)

Control Type:	Signalized	Delay (sec / veh):	20.4
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.693

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	380.00	100.00	100.00	250.00	100.00	100.00	280.00	100.00	100.00
Speed [mph]	50.00			50.00			60.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	19	729	105	144	453	15	32	323	60	117	96	254
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	24	0	12	24	12	13	0	0	0	0	13
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	753	105	156	477	27	45	323	60	117	96	267
Peak Hour Factor	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580	0.8580
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	219	31	43	139	8	12	94	17	32	28	78
Total Analysis Volume [veh/h]	21	878	122	172	556	31	50	376	70	129	112	311
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	8	21	0	11	24	0	8	18	0	10	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	2	23	23	8	29	29	3	12	12	6	15	15
g / C, Green / Cycle	0.03	0.38	0.38	0.13	0.48	0.48	0.05	0.19	0.19	0.10	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.01	0.26	0.08	0.10	0.17	0.17	0.03	0.11	0.05	0.08	0.06	0.21
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1732	1681	3360	1500	1681	1765	1500
c, Capacity [veh/h]	45	1279	571	215	850	835	83	649	290	166	428	364
d1, Uniform Delay [s]	28.90	15.64	12.58	25.52	9.72	9.72	28.06	22.10	20.59	26.50	18.47	21.82
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.17	3.01	0.85	6.68	1.13	1.15	6.75	0.82	0.43	7.52	0.32	5.80
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

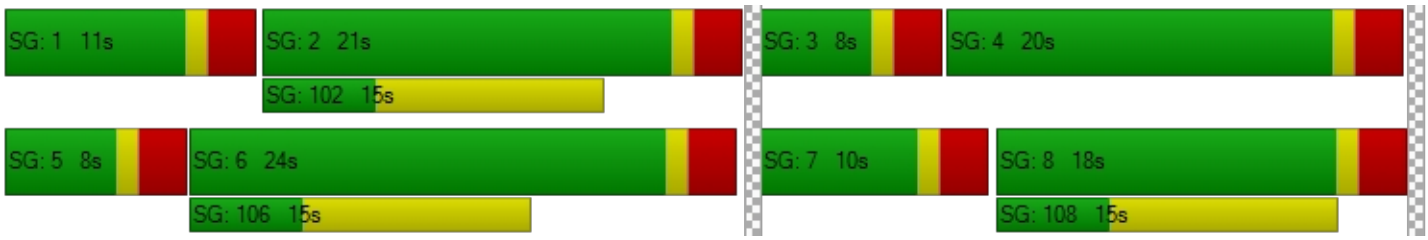
X, volume / capacity	0.46	0.69	0.21	0.80	0.35	0.35	0.60	0.58	0.24	0.78	0.26	0.86
d, Delay for Lane Group [s/veh]	36.07	18.66	13.43	32.20	10.85	10.87	34.81	22.92	21.01	34.03	18.79	27.62
Lane Group LOS	D	B	B	C	B	B	C	C	C	C	B	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.36	4.41	1.00	2.47	1.98	1.95	0.76	2.03	0.71	1.96	1.13	4.16
50th-Percentile Queue Length [ft/ln]	8.90	110.15	25.01	61.69	49.57	48.83	18.91	50.73	17.81	48.89	28.16	103.88
95th-Percentile Queue Length [veh/ln]	0.64	7.85	1.80	4.44	3.57	3.52	1.36	3.65	1.28	3.52	2.03	7.48
95th-Percentile Queue Length [ft/ln]	16.01	196.21	45.02	111.03	89.22	87.89	34.04	91.31	32.06	88.01	50.68	186.98

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	36.07	18.66	13.43	32.20	10.86	10.87	34.81	22.92	21.01	34.03	18.79	27.62
Movement LOS	D	B	B	C	B	B	C	C	C	C	B	C
d_A, Approach Delay [s/veh]	18.39			15.70			23.85			27.33		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	20.37											
Intersection LOS	C											
Intersection V/C	0.693											

Sequence

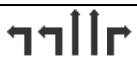
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: US-395 (NS) at Palmdale Road (EW)

Control Type:	Signalized	Delay (sec / veh):	21.2
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.589

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	2	0	1
Pocket Length [ft]	120.00	100.00	100.00	350.00	100.00	370.00	140.00	100.00	100.00	520.00	100.00	260.00
Speed [mph]	50.00			55.00			55.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	168	650	76	118	507	57	103	406	234	89	326	77
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	0	6	6	6	6	0	0	0	0	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	168	656	76	124	513	63	109	406	234	89	326	83
Peak Hour Factor	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020	0.9020
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.8888	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	182	21	32	142	17	29	113	65	22	90	23
Total Analysis Volume [veh/h]	176	727	84	130	569	70	114	450	259	88	361	92
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	12	22	0	9	19	0	17	20	0	9	12	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	8	25	25	6	23	23	5	13	13	4	12	12
g / C, Green / Cycle	0.13	0.42	0.42	0.10	0.39	0.39	0.09	0.22	0.22	0.07	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.10	0.23	0.23	0.08	0.17	0.05	0.07	0.13	0.17	0.03	0.11	0.06
s, saturation flow rate [veh/h]	1681	1765	1701	1681	3360	1500	1681	3360	1500	3264	3360	1500
c, Capacity [veh/h]	221	738	711	166	1296	578	150	731	326	216	653	291
d1, Uniform Delay [s]	25.40	13.32	13.32	26.52	13.70	11.93	26.80	21.31	22.31	27.00	21.92	20.84
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.44	3.05	3.17	7.74	1.08	0.43	7.56	0.85	4.38	1.22	0.73	0.61
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.56	0.56	0.78	0.44	0.12	0.76	0.62	0.79	0.41	0.55	0.32
d, Delay for Lane Group [s/veh]	31.83	16.38	16.49	34.26	14.78	12.36	34.37	22.16	26.69	28.23	22.65	21.46
Lane Group LOS	C	B	B	C	B	B	C	C	C	C	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.51	3.80	3.69	1.91	2.32	0.52	1.69	2.44	3.23	0.57	2.02	1.00
50th-Percentile Queue Length [ft/ln]	62.65	95.06	92.20	47.87	57.99	13.11	42.18	60.99	80.83	14.29	50.54	24.93
95th-Percentile Queue Length [veh/ln]	4.51	6.84	6.64	3.45	4.18	0.94	3.04	4.39	5.82	1.03	3.64	1.80
95th-Percentile Queue Length [ft/ln]	112.77	171.11	165.96	86.16	104.38	23.59	75.93	109.78	145.49	25.71	90.98	44.88

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	31.83	16.42	16.49	34.26	14.78	12.36	34.37	22.16	26.69	28.23	22.65	21.46
Movement LOS	C	B	B	C	B	B	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	19.18			17.85			25.28			23.36		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	21.18											
Intersection LOS	C											
Intersection V/C	0.589											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 9: Project West Access (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.182

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	106	149	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	72	73	44	42	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	83	85	57	56	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	155	158	207	247	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	41	42	54	65	0
Total Analysis Volume [veh/h]	0	163	166	218	260	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.18	0.13	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	17.06	9.91	8.17	0.00	0.00	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.66	0.66	0.41	0.21	0.00	0.00
95th-Percentile Queue Length [ft/ln]	16.57	16.57	10.33	5.17	0.00	0.00
d_A, Approach Delay [s/veh]	9.91		3.53		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.68					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 10: Sportsman Center (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.055

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	27	18	63	42	17	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	44	0	0	42
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	57	0	0	56
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	18	164	42	17	215
Peak Hour Factor	0.8360	0.8360	0.8360	0.8360	0.8360	0.8360
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	5	49	13	5	64
Total Analysis Volume [veh/h]	32	22	196	50	20	257
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.02	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	11.70	9.44	0.00	0.00	7.78	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.26	0.26	0.00	0.00	0.04	0.02
95th-Percentile Queue Length [ft/ln]	6.48	6.48	0.00	0.00	0.98	0.49
d_A, Approach Delay [s/veh]	10.78		0.00		0.56	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.28					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 11: Project West Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	31	0	0	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	31	0	0	26
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	8	0	0	7
Total Analysis Volume [veh/h]	0	0	33	0	0	27
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.80	8.46	0.00	0.00	7.28	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.63		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 12: Project East Access (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	81	134	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	42	44	0	0	6
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	56	57	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	98	101	81	134	6
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	26	27	21	35	2
Total Analysis Volume [veh/h]	6	103	106	85	141	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.11	0.07	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.24	9.21	7.71	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.40	0.40	0.23	0.11	0.00	0.00
95th-Percentile Queue Length [ft/ln]	9.90	9.90	5.68	2.84	0.00	0.00
d_A, Approach Delay [s/veh]	9.38		4.28		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.12					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 13: Project Center Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	31	0	0	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	31	0	0	26
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	8	0	0	7
Total Analysis Volume [veh/h]	0	0	33	0	0	27
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.80	8.46	0.00	0.00	7.28	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.63		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 14: Project East Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	31	0	0	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	31	0	0	26
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	8	0	0	7
Total Analysis Volume [veh/h]	0	0	33	0	0	27
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.80	8.46	0.00	0.00	7.28	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.63		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 15: Adelanto Road (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.032

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	255	19	13	105	0	0	0	0	15	0	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	0	0	6	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	261	19	13	111	0	0	0	0	15	0	11
Peak Hour Factor	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050
Other Adjustment Factor	1.0000	1.0000	1.0000	0.9444	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	72	5	3	31	0	0	0	0	4	0	3
Total Analysis Volume [veh/h]	0	288	21	14	123	0	0	0	0	17	0	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.02
d_M, Delay for Movement [s/veh]	7.46	0.00	0.00	7.91	0.00	0.00	12.10	12.31	8.88	12.18	12.42	10.10
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.15	0.15	0.15
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.85	0.00	0.00	0.00	0.00	0.00	3.81	3.81	3.81
d_A, Approach Delay [s/veh]	0.00			0.81			11.10			11.32		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	0.92											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 16: Adelanto Road (NS) at Project Access (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	274	122	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	6	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	280	128	0	0	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	74	34	0	0	0
Total Analysis Volume [veh/h]	0	295	135	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.49	0.00	0.00	0.00	10.26	8.67
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		9.46	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 17: Adelanto Road (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.067

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	38	222	28	94	42	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	6	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	222	28	100	48	12
Peak Hour Factor	0.9470	0.9470	0.9470	0.9470	0.9470	0.9470
Other Adjustment Factor	0.9444	1.0000	1.0000	1.0000	0.8889	1.0000
Total 15-Minute Volume [veh/h]	9	59	7	26	11	3
Total Analysis Volume [veh/h]	38	234	30	106	45	13
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.00	0.00	0.00	0.07	0.01
d_M, Delay for Movement [s/veh]	7.56	0.00	0.00	0.00	10.54	8.72
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.08	0.00	0.00	0.00	0.10	0.04
95th-Percentile Queue Length [ft/ln]	2.02	0.00	0.00	0.00	2.59	1.01
d_A, Approach Delay [s/veh]	1.06		0.00		10.13	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.88					
Intersection LOS	B					

Adelanto Project

Vistro File: C:\...\AM_E.vistro
Report File: C:\...\AM_OY_2025_phase_I.pdf

Scenario 5 Opening Year (2025) With Project Phase I
12/13/2023

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Bellflower Street (NS) at Rancho Road (EW)	Final Base	95	48	19	16	60	60	7	107	26	10	377	7	832
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	6	6	0	0	0	6	0	6	6	6	36
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**95**	**48**	**25**	**22**	**60**	**60**	**7**	**113**	**26**	**16**	**383**	**13**	**868**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	US-395 (NS) at Chamberlane Way (EW)	Final Base	88	372	18	2	318	18	12	32	118	24	29	6	1037
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	6	12	6	0	13	0	0	0	6	6	0	0	49
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**94**	**384**	**24**	**2**	**331**	**18**	**12**	**32**	**124**	**30**	**29**	**6**	**1086**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	US-395 (NS) at Bartlett Avenue (EW)	Final Base	82	480	30	12	397	12	4	37	79	24	30	6	1193
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	6	24	6	0	25	0	0	0	6	6	0	0	73
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**88**	**504**	**36**	**12**	**422**	**12**	**4**	**37**	**85**	**30**	**30**	**6**	**1266**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	US-395 (NS) at Air Base Road (EW)	Final Base	29	355	115	159	308	16	7	216	58	123	179	210	1775
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	6	36	0	0	37	0	0	0	6	0	0	0	85
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**35**	**391**	**115**	**159**	**345**	**16**	**7**	**216**	**64**	**123**	**179**	**210**	**1860**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	US-395 (NS) at Rancho Road (EW)	Final Base	313	480	21	10	398	32	8	45	82	85	62	2	1538
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	-80	136	105	-62	0	0	18	0	132	18	103	370
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**313**	**400**	**157**	**115**	**336**	**32**	**8**	**63**	**82**	**217**	**80**	**105**	**1908**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	US-395 (NS) at Cactus Road (EW)	Final Base	27	945	38	17	530	14	34	16	44	37	11	34	1747
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	50	0	0	48	6	6	0	0	0	0	0	110
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**27**	**995**	**38**	**17**	**578**	**20**	**40**	**16**	**44**	**37**	**11**	**34**	**1857**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	US-395 (NS) at Mojave Drive (EW)	Final Base	19	729	105	144	453	15	32	323	60	117	96	254	2347
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	24	0	12	24	12	13	0	0	0	0	13	98
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**19**	**753**	**105**	**156**	**477**	**27**	**45**	**323**	**60**	**117**	**96**	**267**	**2445**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	US-395 (NS) at Palmdale Road (EW)	Final Base	168	650	76	118	507	57	103	406	234	89	326	77	2811
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	6	0	6	6	6	6	0	0	0	0	6	36
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**168**	**656**	**76**	**124**	**513**	**63**	**109**	**406**	**234**	**89**	**326**	**83**	**2847**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
9	Project West Access (NS) at Rancho Road (EW)	Final Base	0	0	0	106	149	0	255
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	155	158	101	98	0	512
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**155**	**158**	**207**	**247**	**0**	**767**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
10	Sportsman Center (NS) at Rancho Road (EW)	Final Base	27	18	63	42	17	117	284
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	101	0	0	98	199
		Other	0	0	0	0	0	0	0
		Future Total	**27**	**18**	**164**	**42**	**17**	**215**	**483**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
11	Project West Access (NS) at Violet Road (EW)	Final Base	0	0	31	0	0	26	57
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**0**	**31**	**0**	**0**	**26**	**57**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
12	Project East Access (NS) at Rancho Road (EW)	Final Base	0	0	0	81	134	0	215
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	6	98	101	0	0	6	211
		Other	0	0	0	0	0	0	0
		Future Total	**6**	**98**	**101**	**81**	**134**	**6**	**426**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
13	Project Center Access (NS) at Violet Road (EW)	Final Base	0	0	31	0	0	26	57
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**0**	**31**	**0**	**0**	**26**	**57**

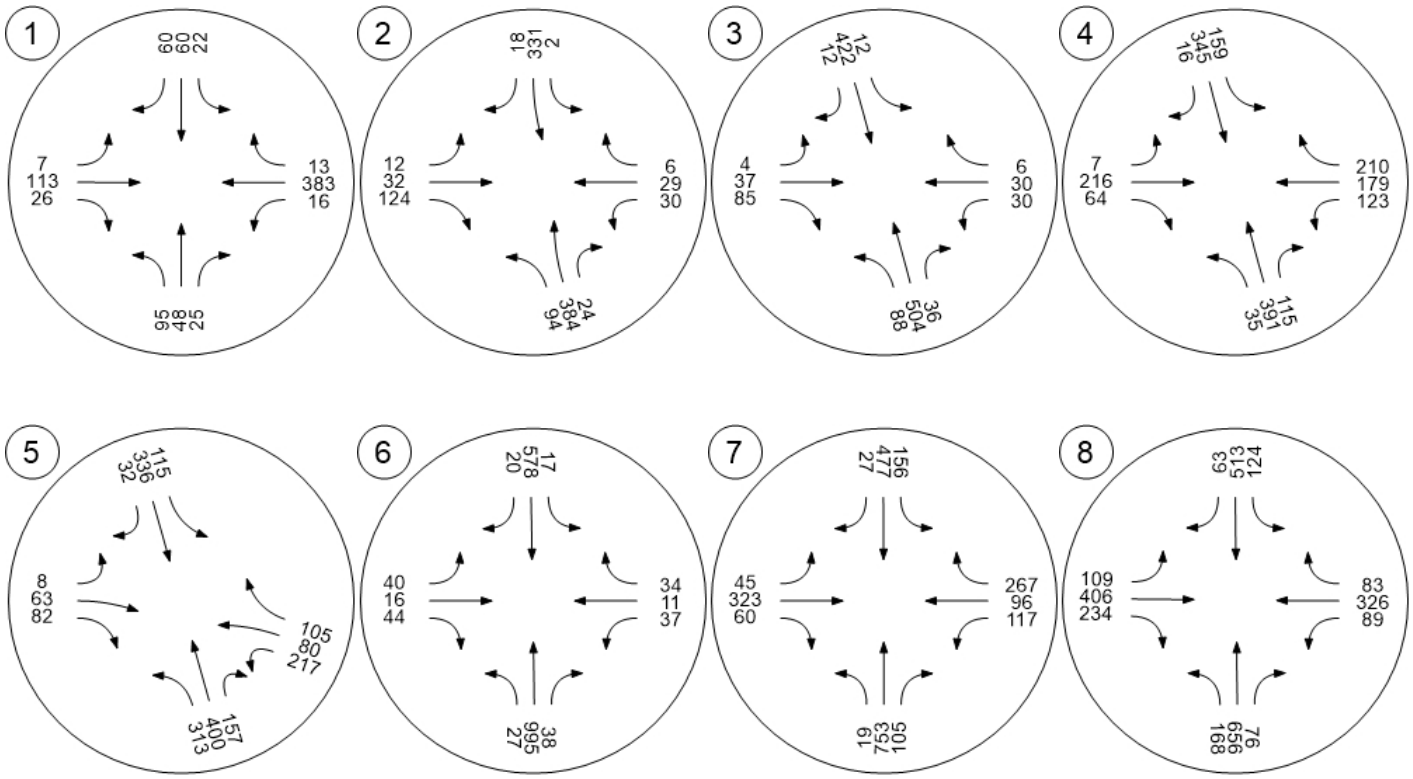
ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
14	Project East Access (NS) at Violet Road (EW)	Final Base	0	0	31	0	0	26	57
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**0**	**31**	**0**	**0**	**26**	**57**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Adelanto Road (NS) at Violet Road (EW)	Final Base	0	255	19	13	105	0	0	0	0	15	0	11	418
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	6	0	0	6	0	0	0	0	0	0	0	12
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**261**	**19**	**13**	**111**	**0**	**0**	**0**	**0**	**15**	**0**	**11**	**430**

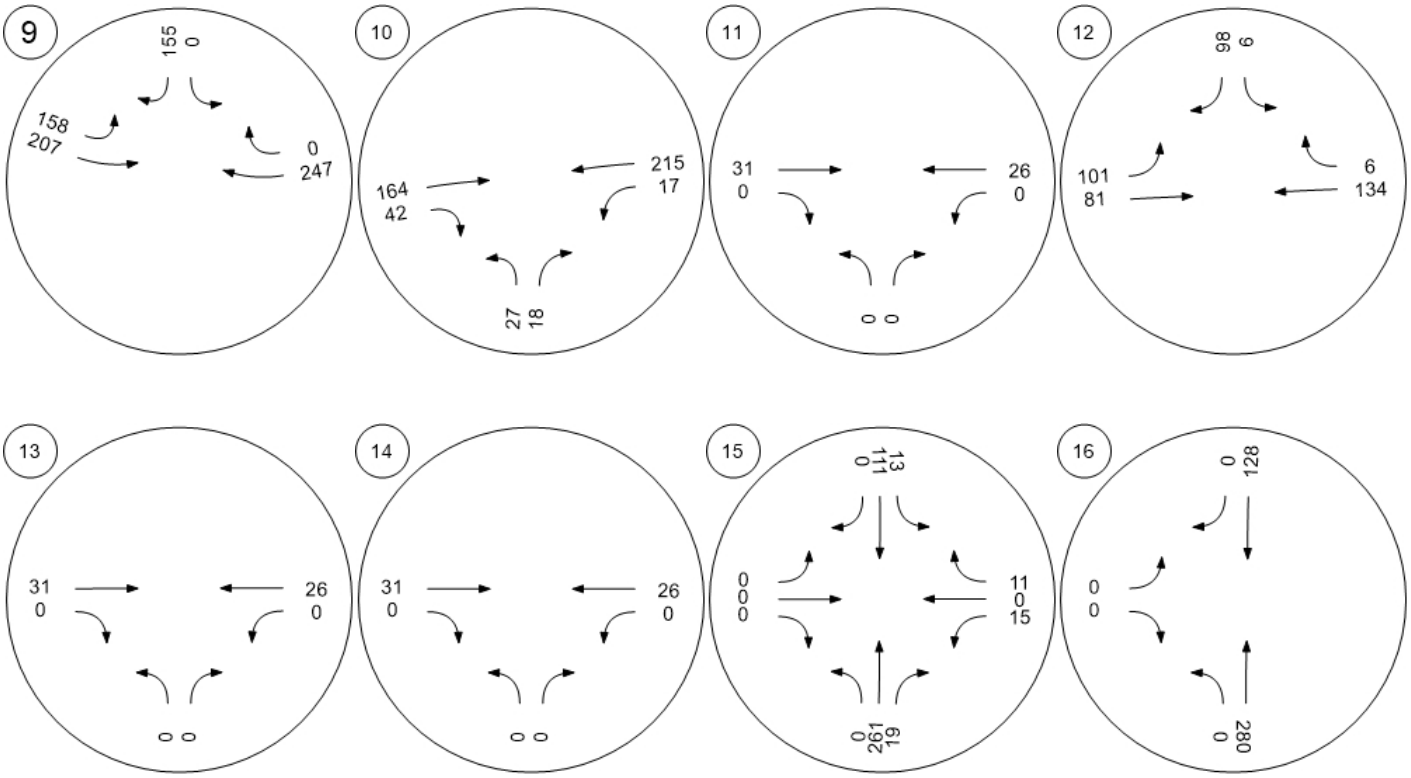
ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
16	Adelanto Road (NS) at Project Access (EW)	Final Base	0	274	122	0	0	0	396
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	6	6	0	0	0	12
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**280**	**128**	**0**	**0**	**0**	**408**

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
17	Adelanto Road (NS) at Rancho Road (EW)	Final Base	38	222	28	94	42	12	436
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	6	6	0	12
		Other	0	0	0	0	0	0	0
		Future Total	**38**	**222**	**28**	**100**	**48**	**12**	**448**

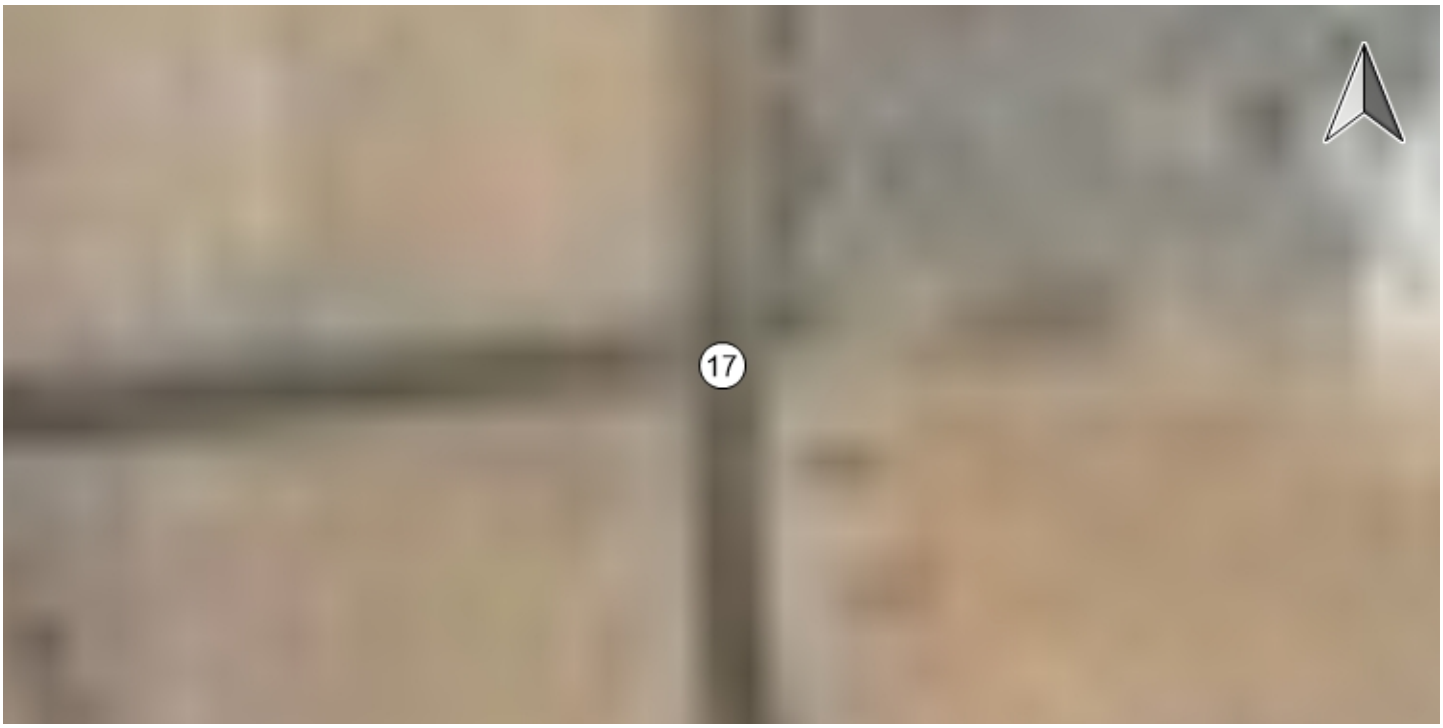
Traffic Volume - Future Total Volume

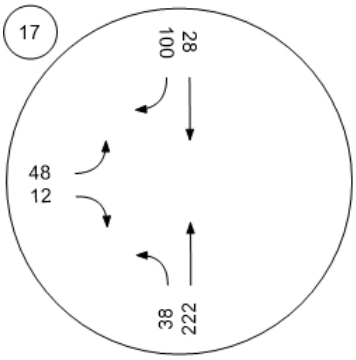


Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume





Adelanto Project

Vistro File: C:\...\PM_E.vistro
Report File: C:\...\PM_OY_2025_phase_I.pdf

Scenario 5 Opening Year (2025) With Project Phase I
12/13/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Bellflower Street (NS) at Rancho Road (EW)	All-way stop	HCM 2010	EB Thru	0.521	12.9	B
2	US-395 (NS) at Chamberlane Way (EW)	Signalized	HCM 2010	SB Left	0.514	13.6	B
3	US-395 (NS) at Bartlett Avenue (EW)	Signalized	HCM 2010	SB Left	0.478	12.3	B
4	US-395 (NS) at Air Base Road (EW)	Signalized	HCM 2010	NB Left	0.581	18.6	B
5	US-395 (NS) at Rancho Road (EW)	Signalized	HCM 2010	WB Left	0.462	11.2	B
6	US-395 (NS) at Cactus Road (EW)	Signalized	HCM 2010	SB Left	0.540	10.0	B
7	US-395 (NS) at Mojave Drive (EW)	Signalized	HCM 2010	EB Left	0.652	24.5	C
8	US-395 (NS) at Palmdale Road (EW)	Signalized	HCM 2010	EB Left	0.760	29.8	C
9	Project West Access (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	SB Right	0.190	10.2	B
10	Sportsman Center (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	NB Left	0.078	12.8	B
11	Project West Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	WB Thru	0.001	0.0	A
12	Project East Access (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	SB Left	0.013	13.3	B
13	Project Center Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	WB Thru	0.001	0.0	A
14	Project East Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	WB Thru	0.001	0.0	A
15	Adelanto Road (NS) at Violet Road (EW)	Two-way stop	HCM 2010	WB Left	0.126	13.5	B
16	Adelanto Road (NS) at Project Access (EW)	Two-way stop	HCM 2010	NB Thru	0.003	0.0	A
17	Adelanto Road (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	EB Left	0.175	11.1	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Bellflower Street (NS) at Rancho Road (EW)

Control Type:	All-way stop	Delay (sec / veh):	12.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.521

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	1	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	19	65	31	10	99	15	19	312	171	42	80	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	7	7	0	0	0	7	0	6	6	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	65	38	17	99	15	19	319	171	48	86	35
Peak Hour Factor	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	20	12	5	31	5	6	99	53	14	27	11
Total Analysis Volume [veh/h]	24	81	47	21	123	19	22	395	212	56	107	43
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	511	575	520	583	539	583	632	484	518	550
Degree of Utilization, x	0.21	0.08	0.28	0.03	0.04	0.52	0.48	0.12	0.14	0.14

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.76	0.27	1.12	0.10	0.13	3.01	2.61	0.39	0.50	0.47
95th-Percentile Queue Length [ft]	19.12	6.65	28.04	2.53	3.19	75.20	65.13	9.75	12.57	11.74
Approach Delay [s/veh]	10.93		11.88		14.31			10.70		
Approach LOS	B		B		B			B		
Intersection Delay [s/veh]	12.87									
Intersection LOS	B									

Intersection Level Of Service Report
Intersection 2: US-395 (NS) at Chamberlane Way (EW)

Control Type:	Signalized	Delay (sec / veh):	13.6
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.514

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	180.00	100.00	100.00	210.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	171	300	27	1	670	11	25	32	148	18	39	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	13	6	0	15	0	0	0	7	7	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	177	313	33	1	685	11	25	32	155	25	39	5
Peak Hour Factor	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	90	10	0	198	3	7	9	45	7	11	1
Total Analysis Volume [veh/h]	193	362	38	1	792	13	29	37	179	29	45	6
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	34	0	8	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	9	42	42	0	33	33	9	9	9
g / C, Green / Cycle	0.14	0.70	0.70	0.00	0.55	0.55	0.15	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.11	0.11	0.12	0.00	0.23	0.23	0.04	0.12	0.05
s, saturation flow rate [veh/h]	1681	1765	1707	1681	1765	1755	1629	1500	1530
c, Capacity [veh/h]	245	1225	1185	6	974	969	335	229	315
d1, Uniform Delay [s]	24.81	3.18	3.18	29.89	7.83	7.83	22.43	24.51	22.63
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.61	0.29	0.30	14.44	1.30	1.31	0.28	5.72	0.42
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.17	0.17	0.18	0.41	0.41	0.20	0.78	0.25
d, Delay for Lane Group [s/veh]	30.42	3.47	3.48	44.34	9.13	9.13	22.71	30.23	23.05
Lane Group LOS	C	A	A	D	A	A	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.67	0.39	0.39	0.04	2.27	2.26	0.80	2.65	0.98
50th-Percentile Queue Length [ft/ln]	66.67	9.82	9.64	0.88	56.64	56.38	19.98	66.36	24.54
95th-Percentile Queue Length [veh/ln]	4.80	0.71	0.69	0.06	4.08	4.06	1.44	4.78	1.77
95th-Percentile Queue Length [ft/ln]	120.00	17.68	17.35	1.59	101.94	101.48	35.96	119.45	44.17

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	30.42	3.47	3.48	44.34	9.13	9.13	22.71	22.71	30.23	23.05	23.05	23.05
Movement LOS	C	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	12.24			9.17			28.21			23.05		
Approach LOS	B			A			C			C		
d_I, Intersection Delay [s/veh]	13.58											
Intersection LOS	B											
Intersection V/C	0.514											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 3: US-395 (NS) at Bartlett Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	12.3
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.478

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	100.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			35.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	127	479	41	9	664	23	15	58	135	42	53	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	25	6	0	29	0	0	0	7	7	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	133	504	47	9	693	23	15	58	142	49	53	17
Peak Hour Factor	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730	0.8730
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	144	13	2	198	7	4	17	41	13	15	5
Total Analysis Volume [veh/h]	144	577	54	10	794	26	16	66	163	53	61	19
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	29	0	13	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	7	39	39	1	33	33	11	11	11	11	11	11
g / C, Green / Cycle	0.11	0.65	0.65	0.01	0.55	0.55	0.19	0.19	0.19	0.19	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.09	0.18	0.18	0.01	0.24	0.02	0.01	0.04	0.11	0.05	0.02	0.02
s, saturation flow rate [veh/h]	1681	1765	1712	1681	3360	1500	1313	1765	1500	1147	1765	1627
c, Capacity [veh/h]	185	1142	1108	22	1850	826	296	335	284	183	335	309
d1, Uniform Delay [s]	26.00	4.56	4.56	29.41	7.94	6.17	22.77	20.47	22.11	28.09	20.17	20.20
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.96	0.61	0.63	14.01	0.73	0.07	0.07	0.29	1.82	0.86	0.16	0.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

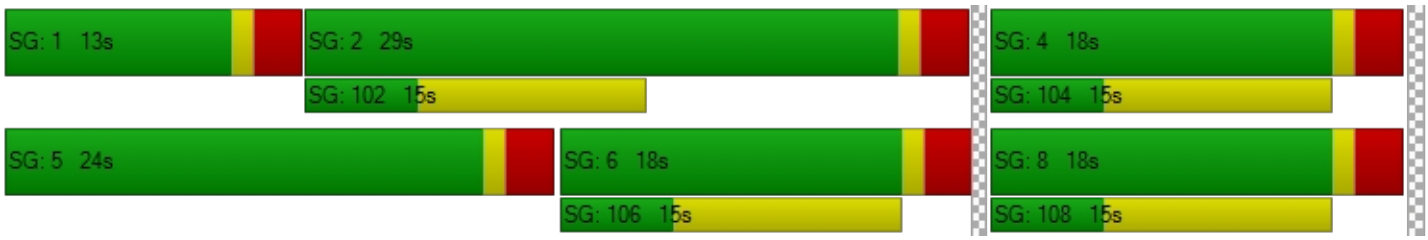
X, volume / capacity	0.78	0.28	0.28	0.46	0.43	0.03	0.05	0.20	0.57	0.29	0.12	0.13
d, Delay for Lane Group [s/veh]	32.96	5.17	5.19	43.42	8.67	6.24	22.84	20.76	23.93	28.95	20.33	20.38
Lane Group LOS	C	A	A	D	A	A	C	C	C	C	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	2.10	1.01	0.99	0.21	2.12	0.11	0.19	0.74	2.04	0.73	0.44	0.43
50th-Percentile Queue Length [ft/ln]	52.42	25.35	24.78	5.32	52.92	2.86	4.73	18.46	51.07	18.32	10.88	10.70
95th-Percentile Queue Length [veh/ln]	3.77	1.83	1.78	0.38	3.81	0.21	0.34	1.33	3.68	1.32	0.78	0.77
95th-Percentile Queue Length [ft/ln]	94.36	45.63	44.61	9.58	95.25	5.15	8.52	33.23	91.92	32.98	19.58	19.25

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	32.96	5.18	5.19	43.42	8.67	6.24	22.84	20.76	23.93	28.95	20.35	20.38
Movement LOS	C	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	10.34			9.01			23.00			23.78		
Approach LOS	B			A			C			C		
d_I, Intersection Delay [s/veh]	12.25											
Intersection LOS	B											
Intersection V/C	0.478											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: US-395 (NS) at Air Base Road (EW)

Control Type:	Signalized	Delay (sec / veh):	18.6
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.581

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	380.00	100.00	100.00	340.00	100.00	100.00	220.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			50.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	56	343	101	287	522	21	9	207	59	199	184	287
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	37	0	0	43	0	0	0	7	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	380	101	287	565	21	9	207	66	199	184	287
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	107	28	76	159	6	2	58	19	53	52	81
Total Analysis Volume [veh/h]	66	427	113	305	635	24	10	233	74	211	207	322
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	8	8	0	27	27	0	0	25	0	0	25	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	3	16	16	13	26	26	22	22	22	22	22
g / C, Green / Cycle	0.06	0.27	0.27	0.22	0.43	0.43	0.37	0.37	0.37	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.04	0.13	0.08	0.18	0.19	0.02	0.01	0.18	0.20	0.12	0.21
s, saturation flow rate [veh/h]	1681	3360	1500	1681	3360	1500	1170	1693	1068	1765	1500
c, Capacity [veh/h]	97	898	401	365	1433	640	411	620	324	646	549
d1, Uniform Delay [s]	27.80	18.50	17.47	22.53	12.20	10.06	17.12	14.76	24.49	13.68	15.38
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.09	1.80	1.75	5.11	1.00	0.11	0.02	0.61	2.20	0.28	1.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.68	0.48	0.28	0.84	0.44	0.04	0.02	0.50	0.65	0.32	0.59
d, Delay for Lane Group [s/veh]	35.89	20.31	19.22	27.64	13.20	10.17	17.14	15.37	26.69	13.97	16.38
Lane Group LOS	D	C	B	C	B	B	B	B	C	B	B
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.04	2.29	1.23	3.98	2.46	0.16	0.09	2.65	2.93	1.80	3.21
50th-Percentile Queue Length [ft/ln]	25.97	57.16	30.63	99.47	61.41	4.00	2.27	66.20	73.20	45.02	80.29
95th-Percentile Queue Length [veh/ln]	1.87	4.12	2.21	7.16	4.42	0.29	0.16	4.77	5.27	3.24	5.78
95th-Percentile Queue Length [ft/ln]	46.75	102.89	55.14	179.04	110.54	7.21	4.09	119.17	131.76	81.03	144.52

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	35.89	20.31	19.22	27.64	13.20	10.17	17.14	15.37	15.37	26.69	13.97	16.38
Movement LOS	D	C	B	C	B	B	B	B	B	C	B	B
d_A, Approach Delay [s/veh]	21.80			17.69			15.43			18.64		
Approach LOS	C			B			B			B		
d_I, Intersection Delay [s/veh]	18.63											
Intersection LOS	B											
Intersection V/C	0.581											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: US-395 (NS) at Rancho Road (EW)

Control Type:	Signalized	Delay (sec / veh):	11.2
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.462

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	340.00	100.00	100.00	290.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			40.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	95	571	20	8	742	19	33	93	241	115	41	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	65	50	0	0	0	21	0	62	18	43
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	-80	80	62	-62	0	0	0	0	78	0	61
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	491	165	120	680	19	33	114	241	255	59	130
Peak Hour Factor	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120	0.9120
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	135	45	31	186	5	9	31	66	66	16	36
Total Analysis Volume [veh/h]	98	538	181	124	746	21	34	125	264	264	65	143
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	32	0	0	32	0	0	28	0	0	28	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	35	35	35	35	35	35	19	19	19	19	19	19
g / C, Green / Cycle	0.59	0.59	0.59	0.59	0.59	0.59	0.31	0.31	0.31	0.31	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.14	0.16	0.12	0.14	0.22	0.01	0.03	0.04	0.18	0.21	0.04	0.10
s, saturation flow rate [veh/h]	712	3360	1500	864	3360	1500	1169	3360	1500	1261	1765	1500
c, Capacity [veh/h]	438	1983	885	539	1983	885	352	1041	465	429	547	465
d1, Uniform Delay [s]	10.65	6.00	5.73	9.30	6.48	5.11	19.84	14.84	17.34	21.61	14.84	15.80
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.18	0.34	0.52	1.00	0.55	0.05	0.12	0.05	1.09	1.43	0.10	0.37
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.22	0.27	0.20	0.23	0.38	0.02	0.10	0.12	0.57	0.61	0.12	0.31
d, Delay for Lane Group [s/veh]	11.83	6.34	6.25	10.29	7.03	5.16	19.95	14.89	18.44	23.04	14.93	16.17
Lane Group LOS	B	A	A	B	A	A	B	B	B	C	B	B
Critical Lane Group	No	No	No	No	Yes	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.76	1.07	0.76	0.84	1.61	0.08	0.36	0.54	2.75	3.03	0.52	1.23
50th-Percentile Queue Length [ft/ln]	19.03	26.72	18.88	21.10	40.28	1.93	9.05	13.42	68.87	75.63	12.98	30.74
95th-Percentile Queue Length [veh/ln]	1.37	1.92	1.36	1.52	2.90	0.14	0.65	0.97	4.96	5.45	0.93	2.21
95th-Percentile Queue Length [ft/ln]	34.26	48.09	33.99	37.99	72.50	3.47	16.29	24.16	123.97	136.14	23.36	55.33

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	11.83	6.34	6.25	10.29	7.03	5.16	19.95	14.89	18.44	23.04	14.93	16.17
Movement LOS	B	A	A	B	A	A	B	B	B	C	B	B
d_A, Approach Delay [s/veh]	6.98			7.44			17.51			19.84		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	11.18											
Intersection LOS	B											
Intersection V/C	0.462											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: US-395 (NS) at Cactus Road (EW)

Control Type:	Signalized	Delay (sec / veh):	10.0
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.540

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	580.00	490.00	100.00	100.00	110.00	100.00	100.00	120.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	105	740	36	36	1051	36	36	22	63	56	11	24
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	58	0	0	56	6	7	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	105	798	36	36	1107	42	43	22	63	56	11	24
Peak Hour Factor	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	220	10	9	305	12	11	6	17	15	3	7
Total Analysis Volume [veh/h]	109	880	40	37	1221	46	45	24	69	58	12	26
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	34	0	8	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	L	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	5	41	41	2	39	39	7	7	7	7
g / C, Green / Cycle	0.08	0.69	0.69	0.04	0.64	0.64	0.12	0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.06	0.26	0.03	0.02	0.36	0.36	0.03	0.06	0.04	0.02
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1742	1364	1560	1298	1575
c, Capacity [veh/h]	144	2310	1031	68	1134	1119	216	191	166	193
d1, Uniform Delay [s]	26.90	3.98	3.02	28.31	6.01	6.02	26.89	24.64	29.20	23.74
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.91	0.48	0.07	6.58	2.02	2.05	0.48	1.92	1.25	0.50
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.38	0.04	0.54	0.56	0.56	0.21	0.49	0.35	0.20
d, Delay for Lane Group [s/veh]	34.81	4.46	3.09	34.89	8.03	8.07	27.36	26.56	30.45	24.24
Lane Group LOS	C	A	A	C	A	A	C	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.65	1.01	0.08	0.59	2.81	2.79	0.62	1.26	0.86	0.48
50th-Percentile Queue Length [ft/ln]	41.36	25.23	1.98	14.68	70.37	69.85	15.38	31.56	21.44	12.09
95th-Percentile Queue Length [veh/ln]	2.98	1.82	0.14	1.06	5.07	5.03	1.11	2.27	1.54	0.87
95th-Percentile Queue Length [ft/ln]	74.46	45.41	3.56	26.43	126.67	125.74	27.68	56.80	38.59	21.76

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	34.81	4.46	3.09	34.89	8.05	8.07	27.36	26.56	26.56	30.45	24.24	24.24
Movement LOS	C	A	A	C	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	7.62			8.81			26.82			27.99		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	10.02											
Intersection LOS	B											
Intersection V/C	0.540											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 7: US-395 (NS) at Mojave Drive (EW)

Control Type:	Signalized	Delay (sec / veh):	24.5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.652

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	380.00	100.00	100.00	250.00	100.00	100.00	280.00	100.00	100.00
Speed [mph]	50.00			50.00			60.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	109	627	241	267	873	28	32	317	92	165	398	220
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	28	0	13	24	19	15	0	0	0	0	15
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	109	655	241	280	897	47	47	317	92	165	398	235
Peak Hour Factor	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860	0.9860
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	166	61	67	227	12	11	80	23	40	101	60
Total Analysis Volume [veh/h]	104	664	244	268	910	48	45	322	93	158	404	238
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	9	20	0	20	31	0	8	18	0	12	22	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	70	70	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	6	26	26	13	34	34	3	11	11	8	16	16
g / C, Green / Cycle	0.08	0.37	0.37	0.19	0.48	0.48	0.04	0.16	0.16	0.12	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.06	0.20	0.16	0.16	0.27	0.27	0.03	0.10	0.06	0.09	0.19	0.19
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1734	1681	3360	1500	1681	1765	1548
c, Capacity [veh/h]	134	1238	553	316	841	826	73	523	233	197	405	355
d1, Uniform Delay [s]	31.71	17.46	16.73	27.56	13.25	13.25	33.01	27.69	26.69	30.21	25.87	25.89
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.23	1.67	2.55	6.34	2.84	2.90	8.06	1.18	1.10	7.39	4.86	5.61
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

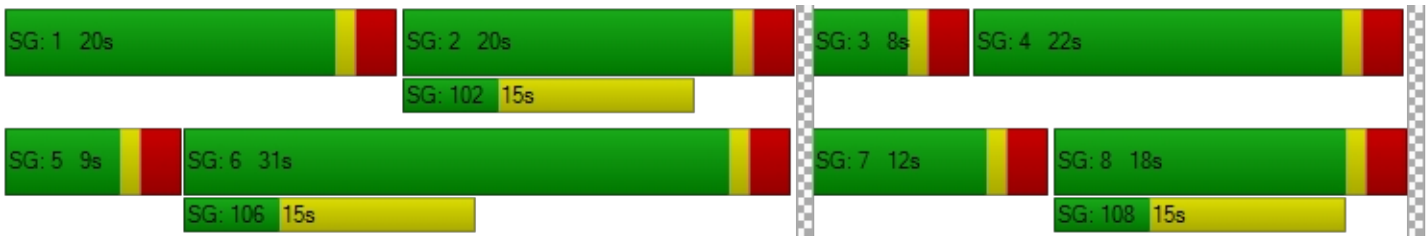
X, volume / capacity	0.78	0.54	0.44	0.85	0.57	0.57	0.61	0.62	0.40	0.80	0.84	0.85
d, Delay for Lane Group [s/veh]	40.94	19.12	19.27	33.90	16.09	16.15	41.07	28.88	27.79	37.60	30.73	31.51
Lane Group LOS	D	B	B	C	B	B	D	C	C	D	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.91	3.79	2.86	4.40	4.90	4.83	0.83	2.26	1.28	2.78	5.39	4.83
50th-Percentile Queue Length [ft/ln]	47.81	94.78	71.48	109.92	122.41	120.77	20.75	56.47	32.03	69.62	134.82	120.67
95th-Percentile Queue Length [veh/ln]	3.44	6.82	5.15	7.84	8.53	8.44	1.49	4.07	2.31	5.01	9.20	8.43
95th-Percentile Queue Length [ft/ln]	86.05	170.60	128.66	195.90	213.14	210.88	37.35	101.64	57.65	125.32	230.04	210.75

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	40.94	19.12	19.27	33.90	16.12	16.15	41.07	28.88	27.79	37.60	30.85	31.51
Movement LOS	D	B	B	C	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	21.40			20.01			29.85			32.38		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	24.53											
Intersection LOS	C											
Intersection V/C	0.652											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: US-395 (NS) at Palmdale Road (EW)

Control Type:	Signalized	Delay (sec / veh):	29.8
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.760

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	2	0	1
Pocket Length [ft]	120.00	100.00	100.00	350.00	100.00	370.00	140.00	100.00	100.00	520.00	100.00	260.00
Speed [mph]	50.00			55.00			55.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	276	845	77	141	833	53	125	475	291	217	651	120
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	0	6	6	6	7	0	0	0	0	7
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	276	852	77	147	839	59	132	475	291	217	651	127
Peak Hour Factor	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840	0.9840
Other Adjustment Factor	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000	0.8888	1.0000	1.0000
Total 15-Minute Volume [veh/h]	66	216	20	35	213	15	32	121	74	49	165	32
Total Analysis Volume [veh/h]	265	866	78	141	853	60	127	483	296	196	662	129
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	18	33	0	11	26	0	10	27	0	9	26	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	14	35	35	8	28	28	7	19	19	6	18	18
g / C, Green / Cycle	0.18	0.43	0.43	0.10	0.35	0.35	0.09	0.24	0.24	0.08	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.16	0.27	0.27	0.08	0.25	0.04	0.08	0.14	0.20	0.06	0.20	0.09
s, saturation flow rate [veh/h]	1681	1765	1714	1681	3360	1500	1681	3360	1500	3264	3360	1500
c, Capacity [veh/h]	303	763	741	169	1186	529	149	810	362	248	769	343
d1, Uniform Delay [s]	31.99	17.72	17.73	35.39	22.50	17.49	36.05	26.97	28.77	36.43	29.71	26.10
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.12	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.84	3.88	4.01	10.04	3.78	0.43	12.88	0.71	4.92	5.58	3.00	0.68
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

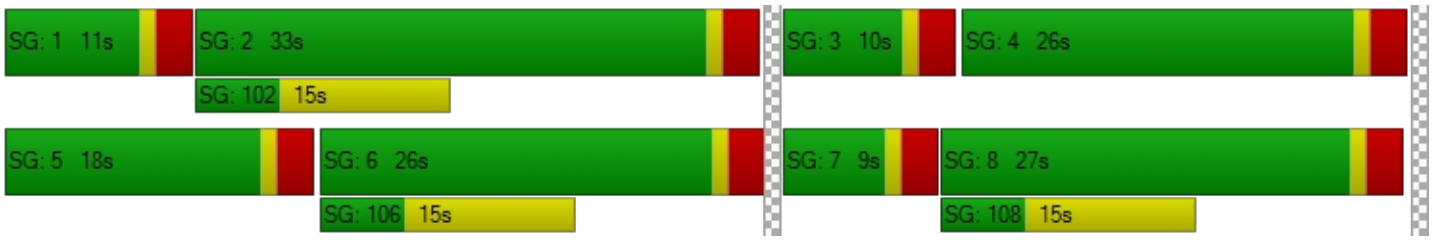
X, volume / capacity	0.87	0.63	0.63	0.83	0.72	0.11	0.85	0.60	0.82	0.79	0.86	0.38
d, Delay for Lane Group [s/veh]	39.83	21.60	21.74	45.44	26.28	17.93	48.92	27.67	33.69	42.01	32.71	26.78
Lane Group LOS	D	C	C	D	C	B	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	5.21	6.62	6.47	2.93	6.55	0.71	2.77	3.71	5.23	1.94	5.83	1.95
50th-Percentile Queue Length [ft/ln]	130.24	165.43	161.68	73.37	163.66	17.79	69.17	92.63	130.87	48.54	145.69	48.77
95th-Percentile Queue Length [veh/ln]	8.95	10.84	10.64	5.28	10.74	1.28	4.98	6.67	8.99	3.49	9.79	3.51
95th-Percentile Queue Length [ft/ln]	223.82	270.90	265.94	132.06	268.56	32.02	124.51	166.73	224.67	87.37	244.67	87.78

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	39.83	21.66	21.74	45.44	26.28	17.93	48.92	27.67	33.69	42.01	32.71	26.78
Movement LOS	D	C	C	D	C	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	25.65			28.37			32.62			33.78		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	29.79											
Intersection LOS	C											
Intersection V/C	0.760											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: Project West Access (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.190

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	131	203	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	73	85	51	50	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	81	83	56	54	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	154	168	238	307	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	41	44	63	81	0
Total Analysis Volume [veh/h]	0	162	177	251	323	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.19	0.14	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	19.23	10.19	8.41	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.70	0.70	0.47	0.24	0.00	0.00
95th-Percentile Queue Length [ft/ln]	17.40	17.40	11.78	5.89	0.00	0.00
d_A, Approach Delay [s/veh]	10.19		3.48		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.44					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 10: Sportsman Center (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.8
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.078

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	32	11	99	32	18	171
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	51	0	0	50
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	56	0	0	54
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	11	206	32	18	275
Peak Hour Factor	0.8140	0.8140	0.8140	0.8140	0.8140	0.8140
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	3	63	10	6	84
Total Analysis Volume [veh/h]	39	14	253	39	22	338
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.02	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	12.85	9.78	0.00	0.00	7.89	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.31	0.31	0.00	0.00	0.04	0.02
95th-Percentile Queue Length [ft/ln]	7.73	7.73	0.00	0.00	1.08	0.54
d_A, Approach Delay [s/veh]	12.04		0.00		0.48	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.15					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 11: Project West Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	30	0	0	71
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	30	0	0	71
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	8	0	0	19
Total Analysis Volume [veh/h]	0	0	32	0	0	75
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.04	8.46	0.00	0.00	7.28	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.75		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 12: Project East Access (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.3
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	110	189	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	50	51	0	0	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	54	56	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	104	107	110	189	7
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	27	28	29	50	2
Total Analysis Volume [veh/h]	6	109	113	116	199	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.12	0.08	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.33	9.47	7.88	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.45	0.45	0.26	0.13	0.00	0.00
95th-Percentile Queue Length [ft/ln]	11.14	11.14	6.38	3.19	0.00	0.00
d_A, Approach Delay [s/veh]	9.67		3.89		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.64					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 13: Project Center Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	30	0	0	71
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	30	0	0	71
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	8	0	0	19
Total Analysis Volume [veh/h]	0	0	32	0	0	75
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.04	8.46	0.00	0.00	7.28	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.75		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 14: Project East Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	30	0	0	71
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	30	0	0	71
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	8	0	0	19
Total Analysis Volume [veh/h]	0	0	32	0	0	75
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.04	8.46	0.00	0.00	7.28	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.75		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 15: Adelanto Road (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.5
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.126

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	232	17	13	128	0	0	0	0	52	0	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	0	0	7	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	238	17	13	135	0	0	0	0	52	0	19
Peak Hour Factor	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340
Other Adjustment Factor	1.0000	1.0000	1.0000	0.9444	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	71	5	4	40	0	0	0	0	16	0	6
Total Analysis Volume [veh/h]	0	285	20	15	162	0	0	0	0	62	0	23
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.13	0.00	0.03
d_M, Delay for Movement [s/veh]	7.54	0.00	0.00	7.90	0.00	0.00	12.63	12.68	9.08	13.51	13.70	10.99
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.55	0.55	0.55
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.91	0.00	0.00	0.00	0.00	0.00	13.74	13.74	13.74
d_A, Approach Delay [s/veh]	0.00			0.67			11.46			12.83		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	2.13											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 16: Adelanto Road (NS) at Project Access (EW)

Control Type:	Two-way stop	Delay (sec / veh):	0.0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	260	180	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	7	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	266	187	0	0	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	70	49	0	0	0
Total Analysis Volume [veh/h]	0	280	197	0	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.62	0.00	0.00	0.00	10.69	8.84
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		9.76	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 17: Adelanto Road (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	11.1
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.175

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	28	162	28	152	98	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	7	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	162	28	159	104	12
Peak Hour Factor	0.8100	0.8100	0.8100	0.8100	0.8100	0.8100
Other Adjustment Factor	0.9444	1.0000	1.0000	1.0000	0.8889	1.0000
Total 15-Minute Volume [veh/h]	8	50	9	49	29	4
Total Analysis Volume [veh/h]	33	200	35	196	114	15
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.17	0.02
d_M, Delay for Movement [s/veh]	7.77	0.00	0.00	0.00	11.05	9.00
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.08	0.00	0.00	0.00	0.29	0.05
95th-Percentile Queue Length [ft/ln]	1.90	0.00	0.00	0.00	7.16	1.25
d_A, Approach Delay [s/veh]	1.10		0.00		10.81	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.78					
Intersection LOS	B					

Adelanto Project

Vistro File: C:\...\PM_E.vistro
Report File: C:\...\PM_OY_2025_phase_I.pdf

Scenario 5 Opening Year (2025) With Project Phase I
12/13/2023

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Bellflower Street (NS) at Rancho Road (EW)	Final Base	19	65	31	10	99	15	19	312	171	42	80	29	892
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	7	7	0	0	0	7	0	6	6	6	39
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**19**	**65**	**38**	**17**	**99**	**15**	**19**	**319**	**171**	**48**	**86**	**35**	**931**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	US-395 (NS) at Chamberlane Way (EW)	Final Base	171	300	27	1	670	11	25	32	148	18	39	5	1447
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	6	13	6	0	15	0	0	0	7	7	0	0	54
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**177**	**313**	**33**	**1**	**685**	**11**	**25**	**32**	**155**	**25**	**39**	**5**	**1501**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	US-395 (NS) at Bartlett Avenue (EW)	Final Base	127	479	41	9	664	23	15	58	135	42	53	17	1663
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	6	25	6	0	29	0	0	0	7	7	0	0	80
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**133**	**504**	**47**	**9**	**693**	**23**	**15**	**58**	**142**	**49**	**53**	**17**	**1743**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	US-395 (NS) at Air Base Road (EW)	Final Base	56	343	101	287	522	21	9	207	59	199	184	287	2275
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	6	37	0	0	43	0	0	0	7	0	0	0	93
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**62**	**380**	**101**	**287**	**565**	**21**	**9**	**207**	**66**	**199**	**184**	**287**	**2368**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	US-395 (NS) at Rancho Road (EW)	Final Base	95	571	20	8	742	19	33	93	241	115	41	26	2004
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	-80	145	112	-62	0	0	21	0	140	18	104	398
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**95**	**491**	**165**	**120**	**680**	**19**	**33**	**114**	**241**	**255**	**59**	**130**	**2402**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	US-395 (NS) at Cactus Road (EW)	Final Base	105	740	36	36	1051	36	36	22	63	56	11	24	2216
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	58	0	0	56	6	7	0	0	0	0	0	127
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**105**	**798**	**36**	**36**	**1107**	**42**	**43**	**22**	**63**	**56**	**11**	**24**	**2343**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	US-395 (NS) at Mojave Drive (EW)	Final Base	109	627	241	267	873	28	32	317	92	165	398	220	3369
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	28	0	13	24	19	15	0	0	0	0	15	114
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**109**	**655**	**241**	**280**	**897**	**47**	**47**	**317**	**92**	**165**	**398**	**235**	**3483**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	US-395 (NS) at Palmdale Road (EW)	Final Base	276	845	77	141	833	53	125	475	291	217	651	120	4104
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	7	0	6	6	6	7	0	0	0	0	7	39
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**276**	**852**	**77**	**147**	**839**	**59**	**132**	**475**	**291**	**217**	**651**	**127**	**4143**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
9	Project West Access (NS) at Rancho Road (EW)	Final Base	0	0	0	131	203	0	334
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	154	168	107	104	0	533
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**154**	**168**	**238**	**307**	**0**	**867**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
10	Sportsman Center (NS) at Rancho Road (EW)	Final Base	32	11	99	32	18	171	363
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	107	0	0	104	211
		Other	0	0	0	0	0	0	0
		Future Total	**32**	**11**	**206**	**32**	**18**	**275**	**574**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
11	Project West Access (NS) at Violet Road (EW)	Final Base	0	0	30	0	0	71	101
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**0**	**30**	**0**	**0**	**71**	**101**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
12	Project East Access (NS) at Rancho Road (EW)	Final Base	0	0	0	110	189	0	299
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	6	104	107	0	0	7	224
		Other	0	0	0	0	0	0	0
		Future Total	**6**	**104**	**107**	**110**	**189**	**7**	**523**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
13	Project Center Access (NS) at Violet Road (EW)	Final Base	0	0	30	0	0	71	101
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**0**	**30**	**0**	**0**	**71**	**101**

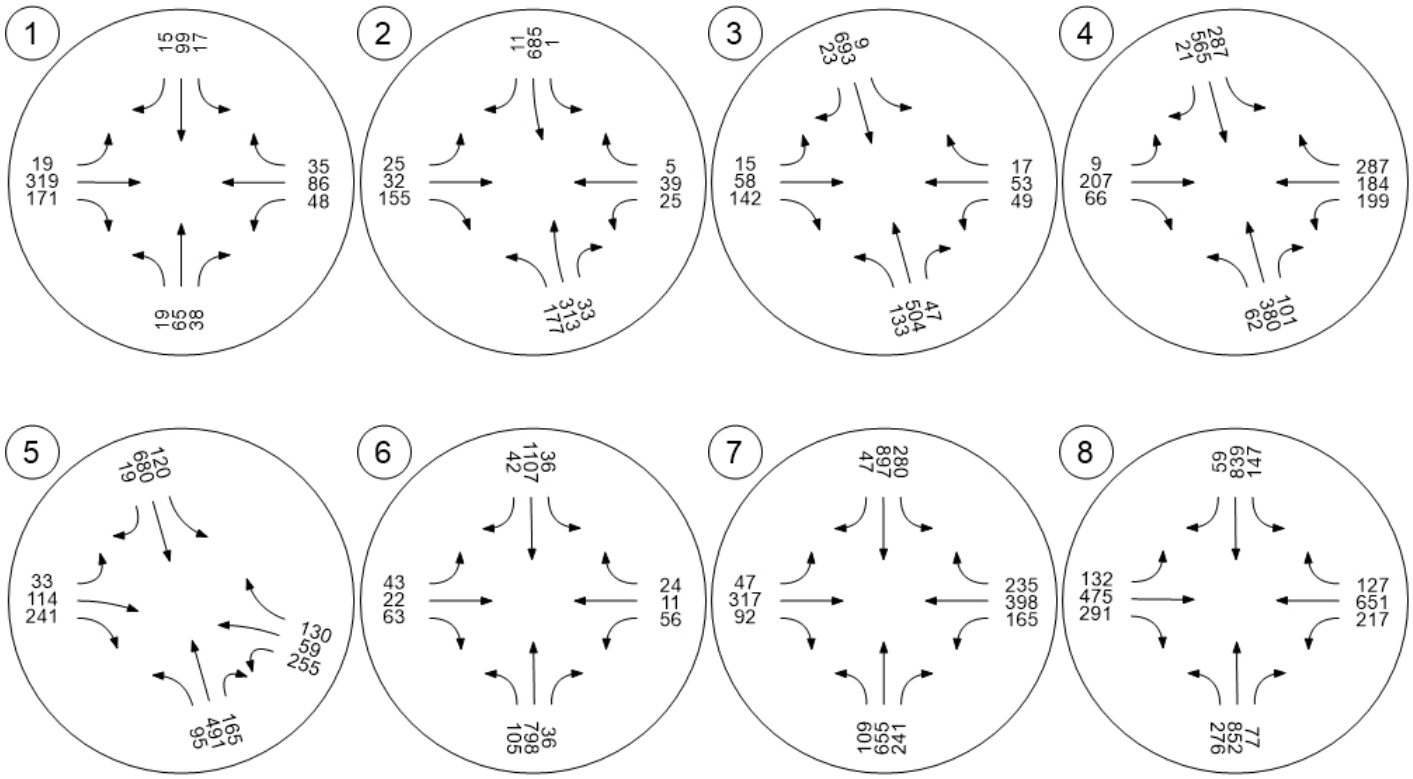
ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
14	Project East Access (NS) at Violet Road (EW)	Final Base	0	0	30	0	0	71	101
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**0**	**30**	**0**	**0**	**71**	**101**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Adelanto Road (NS) at Violet Road (EW)	Final Base	0	232	17	13	128	0	0	0	0	52	0	19	461
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	6	0	0	7	0	0	0	0	0	0	0	13
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**238**	**17**	**13**	**135**	**0**	**0**	**0**	**0**	**52**	**0**	**19**	**474**

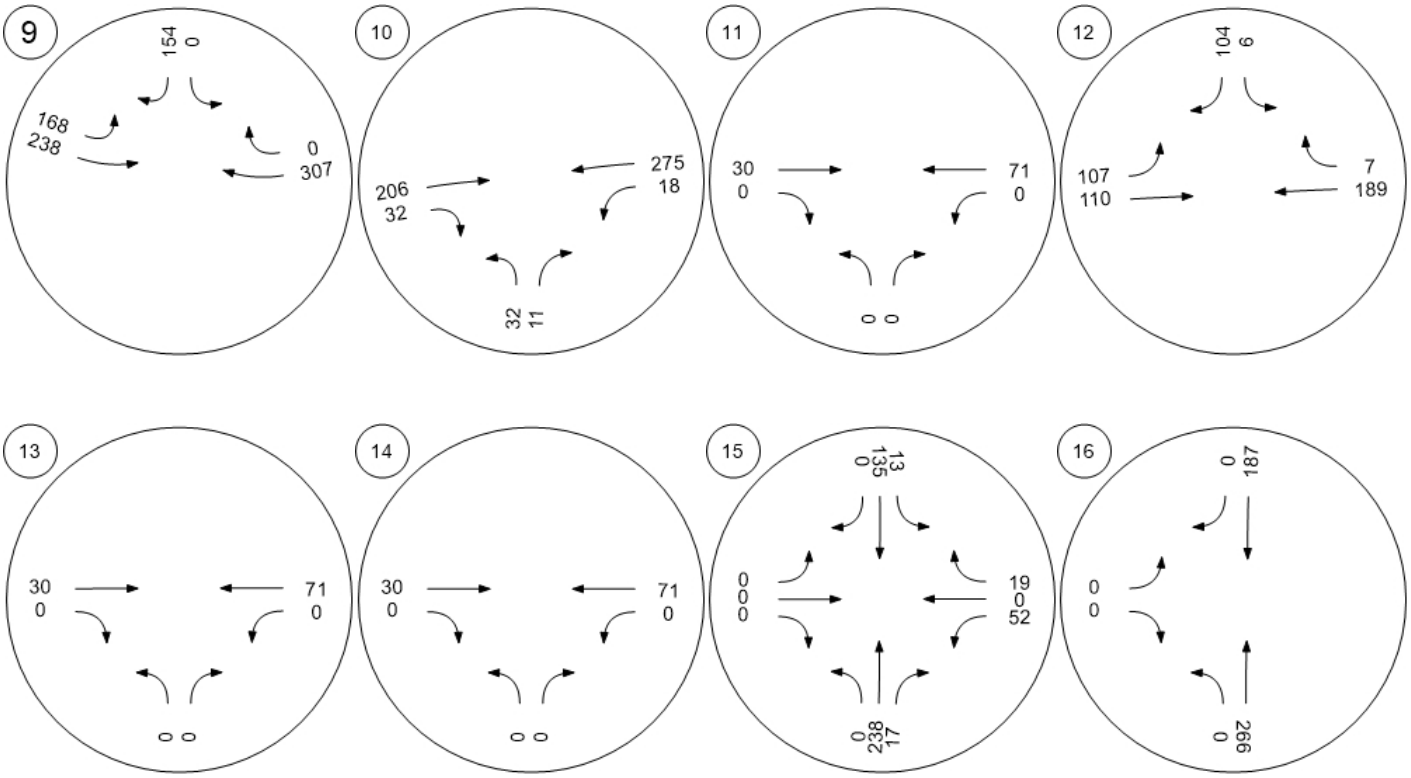
ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
16	Adelanto Road (NS) at Project Access (EW)	Final Base	0	260	180	0	0	0	440
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	6	7	0	0	0	13
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**266**	**187**	**0**	**0**	**0**	**453**

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
17	Adelanto Road (NS) at Rancho Road (EW)	Final Base	28	162	28	152	98	12	480
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	7	6	0	13
		Other	0	0	0	0	0	0	0
		Future Total	**28**	**162**	**28**	**159**	**104**	**12**	**493**

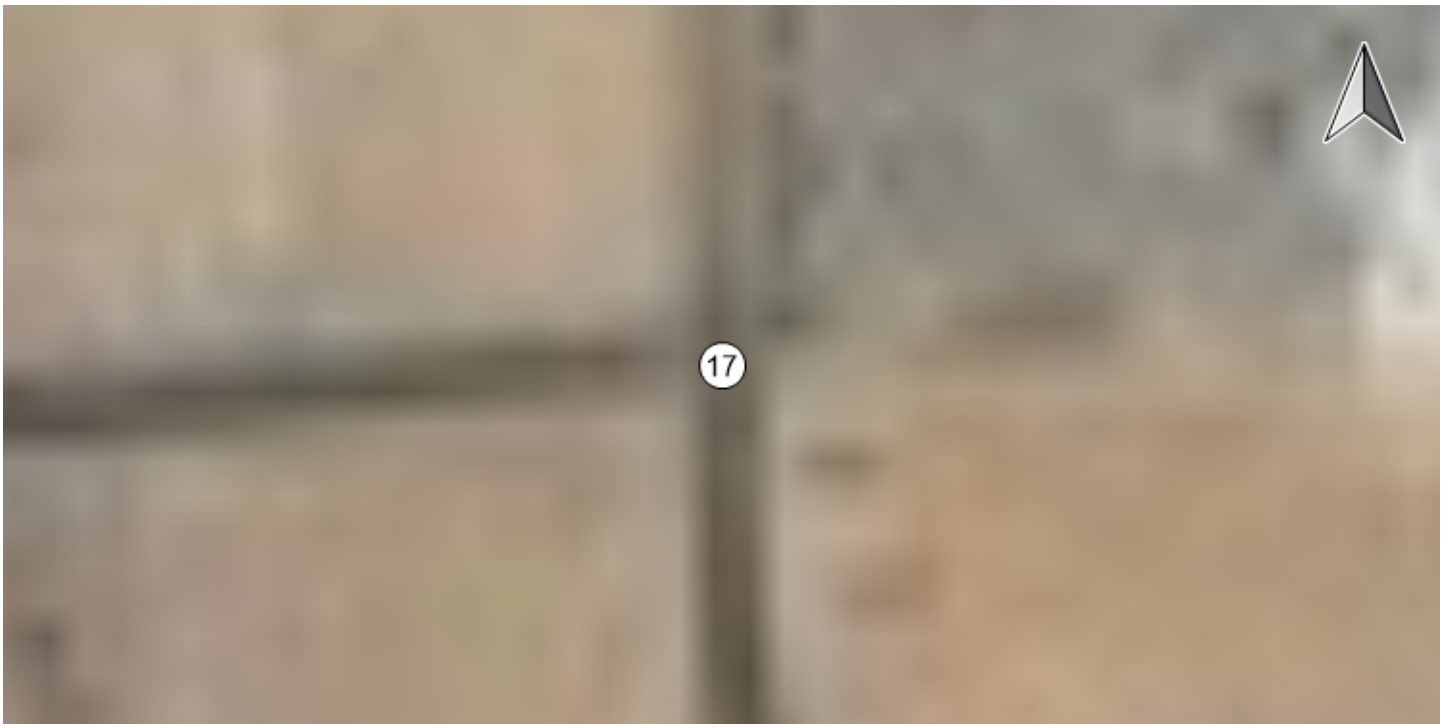
Traffic Volume - Future Total Volume

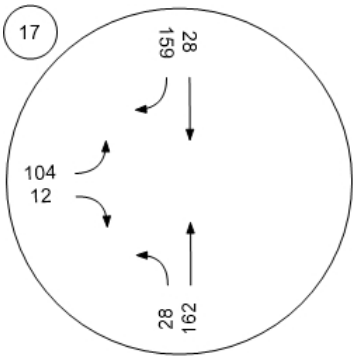


Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume





Opening Year (2035) Without Project

Adelanto Project

Vistro File: C:\...\AM_E.vistro
Report File: C:\...\AM_OY_2035.pdf

Scenario 6 Opening Year (2035) Without Project
12/13/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Bellflower Street (NS) at Rancho Road (EW)	All-way stop	HCM 2010	NB Left	0.359	11.4	B
2	US-395 (NS) at Chamberlane Way (EW)	Signalized	HCM 2010	SB Left	0.363	10.2	B
3	US-395 (NS) at Bartlett Avenue (EW)	Signalized	HCM 2010	SB Left	0.353	12.7	B
4	US-395 (NS) at Air Base Road (EW)	Signalized	HCM 2010	NB Right	0.690	21.4	C
5	US-395 (NS) at Rancho Road (EW)	Signalized	HCM 2010	WB Left	0.642	12.3	B
6	US-395 (NS) at Cactus Road (EW)	Signalized	HCM 2010	SB Left	0.502	7.5	A
7	US-395 (NS) at Mojave Drive (EW)	Signalized	HCM 2010	NB Left	0.742	22.9	C
8	US-395 (NS) at Palmdale Road (EW)	Signalized	HCM 2010	EB Left	0.742	27.4	C
10	Sportsman Center (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	NB Left	0.044	10.4	B
15	Adelanto Road (NS) at Violet Road (EW)	Two-way stop	HCM 2010	WB Left	0.035	13.2	B
17	Adelanto Road (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	EB Left	0.087	12.6	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Bellflower Street (NS) at Rancho Road (EW)

Control Type:	All-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.359

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	1	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	95	51	20	17	62	61	8	134	28	11	395	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	51	20	17	62	61	8	134	28	11	395	7
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	13	5	4	16	16	2	35	7	3	104	2
Total Analysis Volume [veh/h]	100	54	21	18	65	64	8	141	29	11	416	7
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	527	618	534	604	507	545	566	545	589	591
Degree of Utilization, x	0.29	0.03	0.16	0.11	0.02	0.16	0.15	0.02	0.36	0.36

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.21	0.11	0.55	0.35	0.05	0.55	0.53	0.06	1.62	1.62
95th-Percentile Queue Length [ft]	30.18	2.64	13.68	8.83	1.20	13.72	13.15	1.55	40.62	40.39
Approach Delay [s/veh]	11.89		10.10		10.33			12.10		
Approach LOS	B		B		B			B		
Intersection Delay [s/veh]	11.41									
Intersection LOS	B									

Intersection Level Of Service Report
Intersection 2: US-395 (NS) at Chamberlane Way (EW)

Control Type:	Signalized	Delay (sec / veh):	10.2
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.363

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	180.00	100.00	100.00	210.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	92	441	19	4	592	27	13	34	121	27	31	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	441	19	4	592	27	13	34	121	27	31	7
Peak Hour Factor	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	116	5	1	156	7	3	9	32	7	8	2
Total Analysis Volume [veh/h]	92	465	20	4	624	28	14	36	128	28	33	7
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	28	0	14	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	4	44	44	0	40	40	7	7	7
g / C, Green / Cycle	0.07	0.73	0.73	0.01	0.66	0.66	0.11	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.05	0.14	0.14	0.00	0.19	0.19	0.03	0.09	0.05
s, saturation flow rate [veh/h]	1681	1765	1739	1681	1765	1738	1716	1500	1355
c, Capacity [veh/h]	121	1283	1265	12	1169	1151	275	174	241
d1, Uniform Delay [s]	27.39	2.60	2.60	29.70	4.21	4.21	24.20	25.71	24.53
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.23	0.33	0.33	14.26	0.60	0.61	0.31	5.97	0.63
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

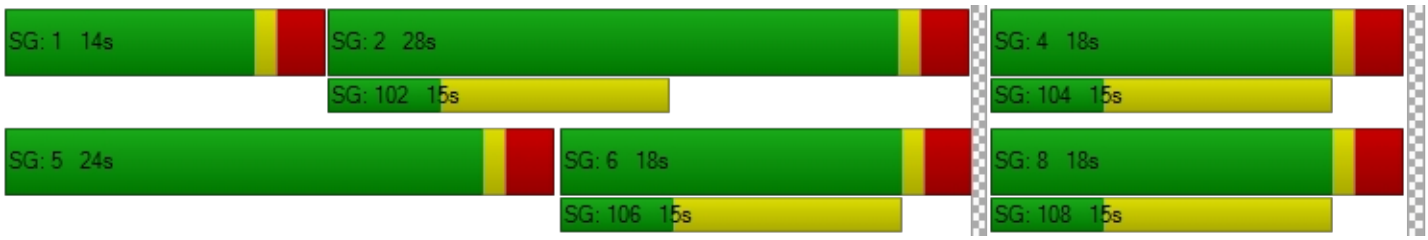
X, volume / capacity	0.76	0.19	0.19	0.32	0.28	0.28	0.18	0.74	0.28
d, Delay for Lane Group [s/veh]	36.62	2.93	2.93	43.96	4.81	4.82	24.51	31.68	25.16
Lane Group LOS	D	A	A	D	A	A	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.45	0.32	0.32	0.10	0.93	0.92	0.64	1.95	0.88
50th-Percentile Queue Length [ft/ln]	36.27	8.10	8.05	2.51	23.14	22.91	15.89	48.79	22.09
95th-Percentile Queue Length [veh/ln]	2.61	0.58	0.58	0.18	1.67	1.65	1.14	3.51	1.59
95th-Percentile Queue Length [ft/ln]	65.28	14.59	14.49	4.52	41.65	41.24	28.60	87.82	39.76

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	36.62	2.93	2.93	43.96	4.82	4.82	24.51	24.51	31.68	25.16	25.16	25.16
Movement LOS	D	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	8.30			5.06			29.67			25.16		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	10.21											
Intersection LOS	B											
Intersection V/C	0.363											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: US-395 (NS) at Bartlett Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	12.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.353

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	100.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			35.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	85	526	70	31	663	12	4	69	98	59	40	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	85	526	70	31	663	12	4	69	98	59	40	10
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9444	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	138	18	8	174	3	1	18	26	15	11	3
Total Analysis Volume [veh/h]	85	554	74	31	698	13	4	73	103	59	42	11
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	44	44	0	18	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	5	57	57	2	54	54	12	12	12	12	12	12
g / C, Green / Cycle	0.07	0.71	0.71	0.03	0.67	0.67	0.15	0.15	0.15	0.15	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.05	0.18	0.18	0.02	0.21	0.01	0.00	0.04	0.07	0.05	0.02	0.02
s, saturation flow rate [veh/h]	1681	1765	1693	1681	3360	1500	1346	1765	1500	1204	1765	1643
c, Capacity [veh/h]	110	1247	1197	53	2261	1009	236	264	224	161	264	245
d1, Uniform Delay [s]	36.81	4.20	4.20	38.24	5.41	4.32	31.89	30.20	31.08	37.22	29.39	29.42
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.92	0.50	0.52	10.05	0.36	0.02	0.03	0.56	1.47	1.38	0.17	0.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

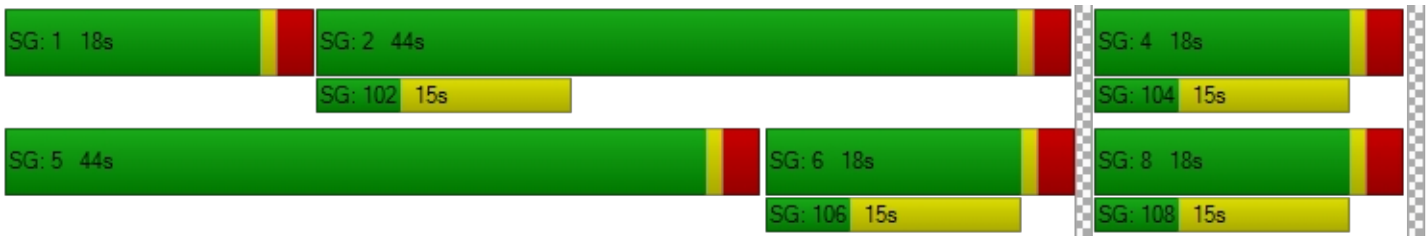
X, volume / capacity	0.77	0.26	0.26	0.59	0.31	0.01	0.02	0.28	0.46	0.37	0.10	0.11
d, Delay for Lane Group [s/veh]	47.72	4.70	4.72	48.30	5.76	4.34	31.92	30.76	32.55	38.60	29.56	29.61
Lane Group LOS	D	A	A	D	A	A	C	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	1.85	1.24	1.20	0.71	1.65	0.05	0.07	1.24	1.84	1.15	0.43	0.43
50th-Percentile Queue Length [ft/ln]	46.33	31.00	30.02	17.68	41.21	1.31	1.72	31.08	45.92	28.78	10.85	10.71
95th-Percentile Queue Length [veh/ln]	3.34	2.23	2.16	1.27	2.97	0.09	0.12	2.24	3.31	2.07	0.78	0.77
95th-Percentile Queue Length [ft/ln]	83.40	55.80	54.04	31.82	74.17	2.35	3.10	55.94	82.66	51.80	19.53	19.29

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.72	4.71	4.72	48.30	5.76	4.34	31.92	30.76	32.55	38.60	29.58	29.61
Movement LOS	D	A	A	D	A	A	C	C	C	D	C	C
d_A, Approach Delay [s/veh]	9.84			7.51			31.81			34.33		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	12.68											
Intersection LOS	B											
Intersection V/C	0.353											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: US-395 (NS) at Air Base Road (EW)

Control Type:	Signalized	Delay (sec / veh):	21.4
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.690

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	380.00	100.00	100.00	340.00	100.00	100.00	220.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			50.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	37	453	248	190	612	17	7	253	113	334	187	219
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	453	248	190	612	17	7	253	113	334	187	219
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	119	65	47	161	4	2	67	30	83	49	58
Total Analysis Volume [veh/h]	37	477	261	189	644	18	7	266	119	333	197	231
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	8	16	0	12	20	0	0	32	0	0	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	2	14	14	8	20	20	29	29	29	29	29
g / C, Green / Cycle	0.04	0.23	0.23	0.14	0.33	0.33	0.48	0.48	0.48	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate	0.02	0.14	0.17	0.11	0.19	0.01	0.01	0.23	0.33	0.11	0.15
s, saturation flow rate [veh/h]	1681	3360	1500	1681	3360	1500	1181	1673	994	1765	1500
c, Capacity [veh/h]	68	771	344	233	1101	492	571	807	408	851	723
d1, Uniform Delay [s]	28.31	20.81	21.62	25.13	16.82	13.76	11.55	10.47	22.52	9.08	9.53
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.23	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.58	3.71	14.49	6.61	2.28	0.14	0.01	0.44	8.04	0.14	0.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.54	0.62	0.76	0.81	0.58	0.04	0.01	0.48	0.82	0.23	0.32
d, Delay for Lane Group [s/veh]	34.89	24.52	36.11	31.74	19.10	13.90	11.56	10.91	30.56	9.22	9.78
Lane Group LOS	C	C	D	C	B	B	B	B	C	A	A
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.59	2.92	4.25	2.68	3.30	0.15	0.05	2.52	5.28	1.26	1.56
50th-Percentile Queue Length [ft/ln]	14.68	72.92	106.23	67.11	82.62	3.86	1.18	62.95	132.06	31.42	38.95
95th-Percentile Queue Length [veh/ln]	1.06	5.25	7.63	4.83	5.95	0.28	0.08	4.53	9.05	2.26	2.80
95th-Percentile Queue Length [ft/ln]	26.43	131.25	190.75	120.79	148.71	6.94	2.12	113.31	226.29	56.56	70.12

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	34.89	24.52	36.11	31.74	19.10	13.90	11.56	10.91	10.91	30.56	9.22	9.78
Movement LOS	C	C	D	C	B	B	B	B	B	C	A	A
d_A, Approach Delay [s/veh]	28.92			21.79			10.93			18.73		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	21.41											
Intersection LOS	C											
Intersection V/C	0.690											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: US-395 (NS) at Rancho Road (EW)

Control Type:	Signalized	Delay (sec / veh):	12.3
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.642

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	340.00	100.00	100.00	290.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			40.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	327	717	23	29	877	82	16	58	85	109	92	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	327	717	23	29	877	82	16	58	85	109	92	7
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	82	189	6	7	231	22	4	15	22	27	24	2
Total Analysis Volume [veh/h]	326	755	24	29	923	86	16	61	89	109	97	7
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	111	0	0	111	0	0	19	0	0	19	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	108	108	108	108	108	108	16	16	16	16	16	16
g / C, Green / Cycle	0.83	0.83	0.83	0.83	0.83	0.83	0.12	0.12	0.12	0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.54	0.22	0.02	0.04	0.27	0.06	0.01	0.02	0.06	0.08	0.03	0.03
s, saturation flow rate [veh/h]	603	3360	1500	706	3360	1500	1285	3360	1500	1336	1765	1724
c, Capacity [veh/h]	507	2795	1248	594	2795	1248	157	409	183	175	215	210
d1, Uniform Delay [s]	8.97	2.36	1.86	3.81	2.53	1.94	55.75	50.96	53.19	58.55	51.56	51.58
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.17	0.24	0.03	0.16	0.32	0.11	0.28	0.17	2.00	3.58	0.58	0.61
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.64	0.27	0.02	0.05	0.33	0.07	0.10	0.15	0.49	0.62	0.24	0.25
d, Delay for Lane Group [s/veh]	15.15	2.60	1.89	3.97	2.84	2.05	56.04	51.13	55.19	62.13	52.14	52.19
Lane Group LOS	B	A	A	A	A	A	E	D	E	E	D	D
Critical Lane Group	Yes	No	No	No	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.64	1.21	0.07	0.17	1.58	0.25	0.50	0.89	2.78	3.59	1.52	1.51
50th-Percentile Queue Length [ft/ln]	116.08	30.20	1.64	4.26	39.52	6.15	12.41	22.23	69.53	89.81	38.06	37.75
95th-Percentile Queue Length [veh/ln]	8.18	2.17	0.12	0.31	2.85	0.44	0.89	1.60	5.01	6.47	2.74	2.72
95th-Percentile Queue Length [ft/ln]	204.42	54.36	2.96	7.67	71.14	11.07	22.33	40.02	125.16	161.66	68.51	67.96

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	15.15	2.60	1.89	3.97	2.84	2.05	56.04	51.13	55.19	62.13	52.16	52.19
Movement LOS	B	A	A	A	A	A	E	D	E	E	D	D
d_A, Approach Delay [s/veh]	6.29			2.81			53.78			57.27		
Approach LOS	A			A			D			E		
d_I, Intersection Delay [s/veh]	12.29											
Intersection LOS	B											
Intersection V/C	0.642											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: US-395 (NS) at Cactus Road (EW)

Control Type:	Signalized	Delay (sec / veh):	7.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.502

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	580.00	490.00	100.00	100.00	110.00	100.00	100.00	120.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	28	1282	37	25	1058	21	41	17	47	38	12	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	1282	37	25	1058	21	41	17	47	38	12	38
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	337	10	6	278	6	10	4	12	9	3	10
Total Analysis Volume [veh/h]	28	1349	39	25	1114	22	41	18	49	38	13	40
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	8	44	0	8	44	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	L	C
C, Cycle Length [s]	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	2	52	52	2	51	51	7	7	7	7
g / C, Green / Cycle	0.03	0.74	0.74	0.03	0.73	0.73	0.11	0.11	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.02	0.40	0.03	0.01	0.32	0.32	0.03	0.04	0.03	0.03
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1753	1346	1563	1329	1557
c, Capacity [veh/h]	51	2477	1106	47	1297	1288	162	166	150	166
d1, Uniform Delay [s]	33.48	4.04	2.48	33.59	3.64	3.64	33.01	29.20	33.54	28.93
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.00	0.87	0.06	9.24	1.08	1.09	0.81	1.57	0.88	1.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.55	0.54	0.04	0.54	0.44	0.44	0.25	0.40	0.25	0.32
d, Delay for Lane Group [s/veh]	42.49	4.90	2.54	42.84	4.72	4.73	33.82	30.77	34.42	30.03
Lane Group LOS	D	A	A	D	A	A	C	C	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.56	1.79	0.07	0.50	1.55	1.54	0.70	1.09	0.66	0.85
50th-Percentile Queue Length [ft/ln]	13.90	44.82	1.78	12.58	38.69	38.51	17.51	27.15	16.43	21.13
95th-Percentile Queue Length [veh/ln]	1.00	3.23	0.13	0.91	2.79	2.77	1.26	1.95	1.18	1.52
95th-Percentile Queue Length [ft/ln]	25.02	80.67	3.21	22.65	69.64	69.32	31.52	48.87	29.58	38.03

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	42.49	4.90	2.54	42.84	4.73	4.73	33.82	30.77	30.77	34.42	30.03	30.03
Movement LOS	D	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	5.58			5.55			31.93			31.87		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	7.45											
Intersection LOS	A											
Intersection V/C	0.502											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 7: US-395 (NS) at Mojave Drive (EW)

Control Type:	Signalized	Delay (sec / veh):	22.9
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.742

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	380.00	100.00	100.00	250.00	100.00	100.00	280.00	100.00	100.00
Speed [mph]	50.00			50.00			60.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	25	1045	152	188	942	18	33	338	98	190	100	266
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	1045	152	188	942	18	33	338	98	190	100	266
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	275	40	47	248	5	8	89	26	47	26	70
Total Analysis Volume [veh/h]	25	1100	160	187	992	19	33	356	103	189	105	280
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	8	24	0	14	30	0	17	18	0	14	15	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	70	70	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	2	29	29	9	37	37	2	10	10	10	17	17
g / C, Green / Cycle	0.03	0.42	0.42	0.14	0.52	0.52	0.03	0.14	0.14	0.14	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.01	0.33	0.11	0.11	0.29	0.29	0.02	0.11	0.07	0.11	0.06	0.19
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1753	1681	3360	1500	1681	1765	1500
c, Capacity [veh/h]	50	1393	622	229	920	914	60	473	211	231	428	364
d1, Uniform Delay [s]	33.58	17.90	13.47	29.48	11.29	11.29	33.30	29.00	27.84	29.43	21.43	24.78
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.74	4.63	1.00	6.95	2.37	2.39	7.56	2.45	1.74	6.95	0.30	3.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.50	0.79	0.26	0.82	0.55	0.55	0.55	0.75	0.49	0.82	0.25	0.77
d, Delay for Lane Group [s/veh]	41.32	22.52	14.47	36.43	13.66	13.68	40.87	31.45	29.58	36.39	21.72	28.24
Lane Group LOS	D	C	B	D	B	B	D	C	C	D	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.49	7.09	1.53	3.19	4.51	4.49	0.62	2.65	1.48	3.27	1.29	4.20
50th-Percentile Queue Length [ft/ln]	12.26	177.13	38.21	79.71	112.83	112.24	15.41	66.21	37.10	81.72	32.13	105.12
95th-Percentile Queue Length [veh/ln]	0.88	11.45	2.75	5.74	8.00	7.96	1.11	4.77	2.67	5.88	2.31	7.57
95th-Percentile Queue Length [ft/ln]	22.07	286.26	68.78	143.48	199.93	199.12	27.73	119.18	66.78	147.09	57.84	189.19

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.32	22.52	14.47	36.43	13.67	13.68	40.87	31.45	29.58	36.39	21.72	28.24
Movement LOS	D	C	B	D	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	21.89			17.22			31.69			29.73		
Approach LOS	C			B			C			C		
d_I, Intersection Delay [s/veh]	22.94											
Intersection LOS	C											
Intersection V/C	0.742											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 8: US-395 (NS) at Palmdale Road (EW)

Control Type:	Signalized	Delay (sec / veh):	27.4
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.742

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	2	0	1
Pocket Length [ft]	120.00	100.00	100.00	350.00	100.00	370.00	140.00	100.00	100.00	520.00	100.00	260.00
Speed [mph]	50.00			55.00			55.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	180	875	89	206	966	91	138	475	298	116	359	107
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	180	875	89	206	966	91	138	475	298	116	359	107
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.8947	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	230	23	51	254	24	34	125	78	27	94	28
Total Analysis Volume [veh/h]	180	921	94	205	1017	96	138	500	314	109	378	113
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	12	25	0	13	26	0	20	24	0	8	12	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	70	70	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	9	26	26	10	27	27	7	17	17	4	14	14
g / C, Green / Cycle	0.13	0.38	0.38	0.14	0.39	0.39	0.10	0.25	0.25	0.06	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.11	0.29	0.29	0.12	0.30	0.06	0.08	0.15	0.21	0.03	0.11	0.08
s, saturation flow rate [veh/h]	1681	1765	1708	1681	3360	1500	1681	3360	1500	3264	3360	1500
c, Capacity [veh/h]	217	663	641	241	1309	585	178	826	369	210	687	307
d1, Uniform Delay [s]	29.82	19.34	19.36	29.35	18.76	13.97	30.59	23.48	25.27	31.80	25.05	24.05
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.84	8.74	9.06	8.16	4.57	0.60	7.08	0.72	5.60	1.97	0.69	0.74
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.83	0.78	0.78	0.85	0.78	0.16	0.78	0.61	0.85	0.52	0.55	0.37
d, Delay for Lane Group [s/veh]	37.66	28.08	28.42	37.51	23.33	14.58	37.68	24.20	30.88	33.77	25.74	24.78
Lane Group LOS	D	C	C	D	C	B	D	C	C	C	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.13	7.69	7.52	3.50	6.56	0.90	2.37	3.22	4.81	0.87	2.56	1.49
50th-Percentile Queue Length [ft/ln]	78.22	192.27	187.89	87.61	163.90	22.58	59.17	80.42	120.29	21.80	63.94	37.32
95th-Percentile Queue Length [veh/ln]	5.63	12.24	12.01	6.31	10.76	1.63	4.26	5.79	8.41	1.57	4.60	2.69
95th-Percentile Queue Length [ft/ln]	140.80	305.97	300.29	157.70	268.88	40.65	106.51	144.76	210.22	39.24	115.08	67.17

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	37.66	28.23	28.42	37.51	23.33	14.58	37.68	24.20	30.88	33.77	25.74	24.78
Movement LOS	D	C	C	D	C	B	D	C	C	C	C	C
d_A, Approach Delay [s/veh]	29.67			24.90			28.35			27.02		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	27.42											
Intersection LOS	C											
Intersection V/C	0.742											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report

Intersection 10: Sportsman Center (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.4
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.044

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	29	19	92	46	18	168
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	19	92	46	18	168
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	5	24	12	5	44
Total Analysis Volume [veh/h]	31	20	97	48	19	177
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.02	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	10.39	9.00	0.00	0.00	7.54	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.21	0.21	0.00	0.00	0.04	0.02
95th-Percentile Queue Length [ft/ln]	5.14	5.14	0.00	0.00	0.95	0.48
d_A, Approach Delay [s/veh]	9.84		0.00		0.73	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.65					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 15: Adelanto Road (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.2
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.035

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	325	20	13	145	0	0	0	0	15	0	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	325	20	13	145	0	0	0	0	15	0	13
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	0.9474	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	86	5	3	38	0	0	0	0	4	0	3
Total Analysis Volume [veh/h]	0	342	21	13	153	0	0	0	0	16	0	14
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.02
d_M, Delay for Movement [s/veh]	7.52	0.00	0.00	8.04	0.00	0.00	13.08	13.13	9.03	13.17	13.29	10.52
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.17	0.17	0.17
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.82	0.00	0.00	0.00	0.00	0.00	4.32	4.32	4.32
d_A, Approach Delay [s/veh]	0.00			0.63			11.75			11.93		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	0.83											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 17: Adelanto Road (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.6
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.087

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	85	304	76	98	46	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	85	304	76	98	46	54
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	1.0000	0.8947	1.0000
Total 15-Minute Volume [veh/h]	21	80	20	26	11	14
Total Analysis Volume [veh/h]	85	320	80	103	43	57
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.00	0.00	0.09	0.06
d_M, Delay for Movement [s/veh]	7.76	0.00	0.00	0.00	12.58	9.04
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.20	0.00	0.00	0.00	0.14	0.19
95th-Percentile Queue Length [ft/ln]	4.88	0.00	0.00	0.00	3.39	4.79
d_A, Approach Delay [s/veh]	1.63		0.00		10.56	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.49					
Intersection LOS	B					

Adelanto Project

Vistro File: C:\...\AM_E.vistro
Report File: C:\...\AM_OY_2035.pdf

Scenario 6 Opening Year (2035) Without Project
12/13/2023

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Bellflower Street (NS) at Rancho Road (EW)	Final Base	95	51	20	17	62	61	8	134	28	11	395	7	889
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**95**	**51**	**20**	**17**	**62**	**61**	**8**	**134**	**28**	**11**	**395**	**7**	**889**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	US-395 (NS) at Chamberlane Way (EW)	Final Base	92	441	19	4	592	27	13	34	121	27	31	7	1408
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**92**	**441**	**19**	**4**	**592**	**27**	**13**	**34**	**121**	**27**	**31**	**7**	**1408**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	US-395 (NS) at Bartlett Avenue (EW)	Final Base	85	526	70	31	663	12	4	69	98	59	40	10	1667
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**85**	**526**	**70**	**31**	**663**	**12**	**4**	**69**	**98**	**59**	**40**	**10**	**1667**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	US-395 (NS) at Air Base Road (EW)	Final Base	37	453	248	190	612	17	7	253	113	334	187	219	2670
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**37**	**453**	**248**	**190**	**612**	**17**	**7**	**253**	**113**	**334**	**187**	**219**	**2670**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	US-395 (NS) at Rancho Road (EW)	Final Base	327	717	23	29	877	82	16	58	85	109	92	7	2422
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**327**	**717**	**23**	**29**	**877**	**82**	**16**	**58**	**85**	**109**	**92**	**7**	**2422**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	US-395 (NS) at Cactus Road (EW)	Final Base	28	1282	37	25	1058	21	41	17	47	38	12	38	2644
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**28**	**1282**	**37**	**25**	**1058**	**21**	**41**	**17**	**47**	**38**	**12**	**38**	**2644**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	US-395 (NS) at Mojave Drive (EW)	Final Base	25	1045	152	188	942	18	33	338	98	190	100	266	3395
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**25**	**1045**	**152**	**188**	**942**	**18**	**33**	**338**	**98**	**190**	**100**	**266**	**3395**

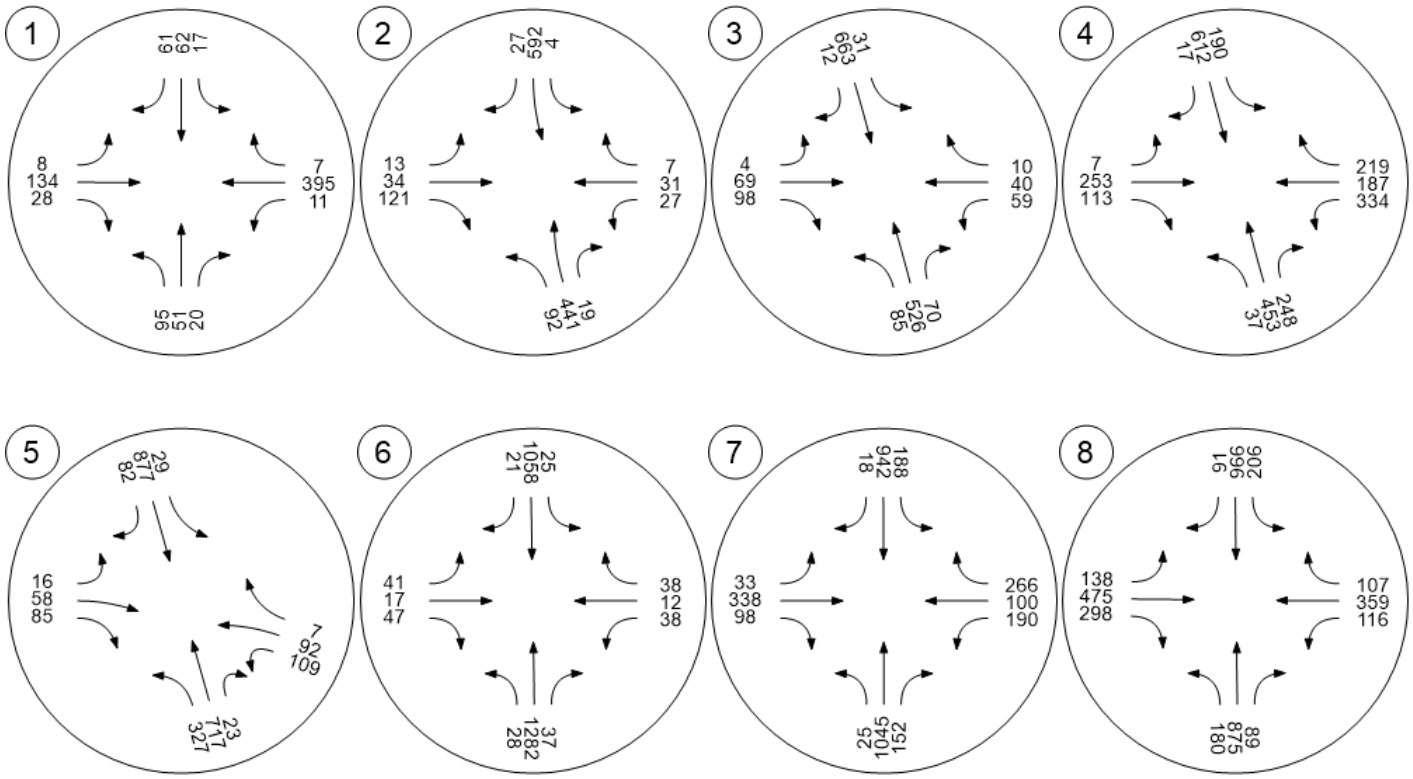
ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	US-395 (NS) at Palmdale Road (EW)	Final Base	180	875	89	206	966	91	138	475	298	116	359	107	3900
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**180**	**875**	**89**	**206**	**966**	**91**	**138**	**475**	**298**	**116**	**359**	**107**	**3900**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
10	Sportsman Center (NS) at Rancho Road (EW)	Final Base	29	19	92	46	18	168	372
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**29**	**19**	**92**	**46**	**18**	**168**	**372**

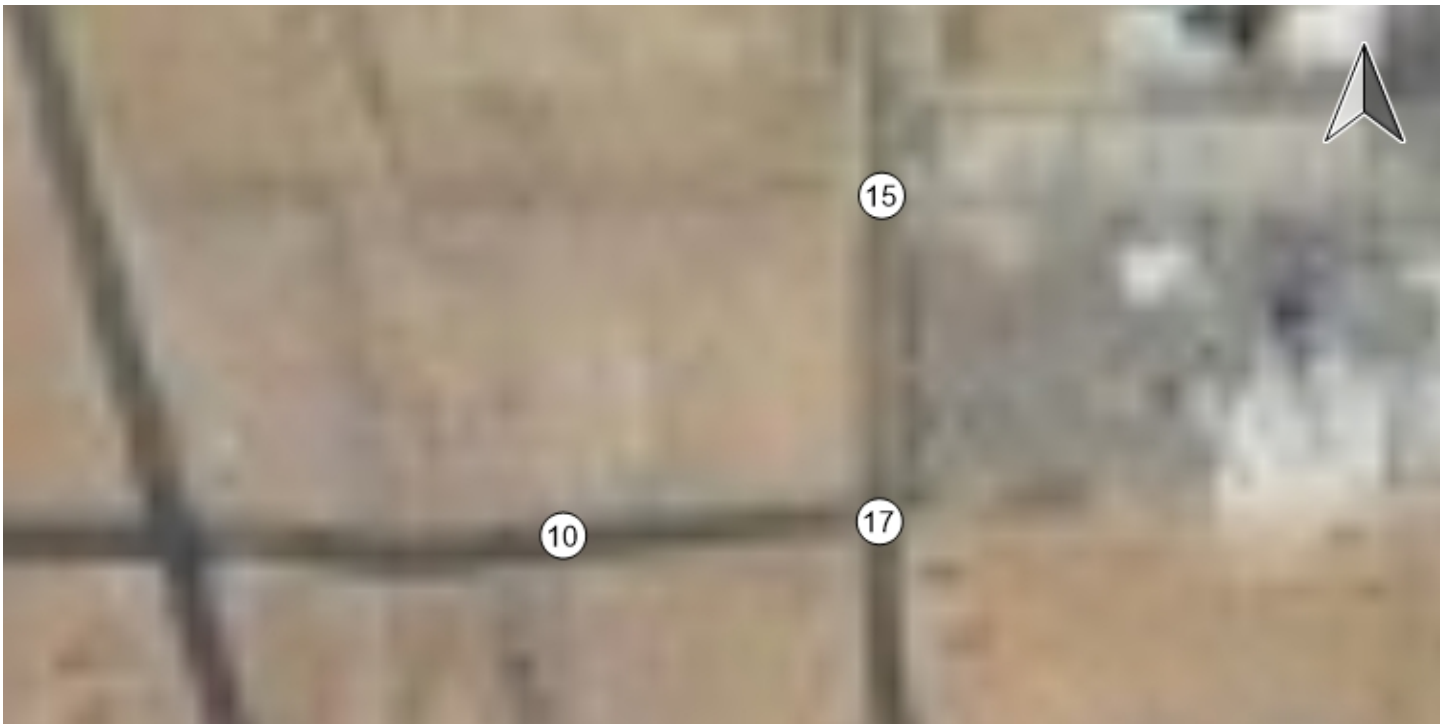
ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Adelanto Road (NS) at Violet Road (EW)	Final Base	0	325	20	13	145	0	0	0	0	15	0	13	531
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**325**	**20**	**13**	**145**	**0**	**0**	**0**	**0**	**15**	**0**	**13**	**531**

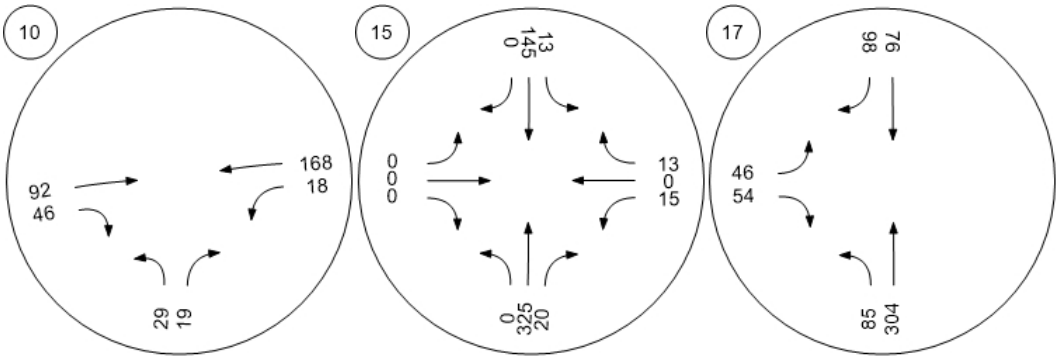
ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
17	Adelanto Road (NS) at Rancho Road (EW)	Final Base	85	304	76	98	46	54	663
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**85**	**304**	**76**	**98**	**46**	**54**	**663**

Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume





Adelanto Project

Vistro File: C:\...\PM_E.vistro
Report File: C:\...\PM_OY_2035.pdf

Scenario 6 Opening Year (2035) Without Project
12/13/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Bellflower Street (NS) at Rancho Road (EW)	All-way stop	HCM 2010	EB Thru	0.433	11.4	B
2	US-395 (NS) at Chamberlane Way (EW)	Signalized	HCM 2010	SB Left	0.538	12.6	B
3	US-395 (NS) at Bartlett Avenue (EW)	Signalized	HCM 2010	SB Left	0.512	13.3	B
4	US-395 (NS) at Air Base Road (EW)	Signalized	HCM 2010	NB Left	0.700	20.0	C
5	US-395 (NS) at Rancho Road (EW)	Signalized	HCM 2010	EB Right	0.600	9.5	A
6	US-395 (NS) at Cactus Road (EW)	Signalized	HCM 2010	SB Left	0.626	10.9	B
7	US-395 (NS) at Mojave Drive (EW)	Signalized	HCM 2010	EB Left	0.865	42.4	D
8	US-395 (NS) at Palmdale Road (EW)	Signalized	HCM 2010	NB Left	0.953	64.4	E
10	Sportsman Center (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	NB Left	0.055	10.9	B
15	Adelanto Road (NS) at Violet Road (EW)	Two-way stop	HCM 2010	WB Left	0.128	14.6	B
17	Adelanto Road (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	EB Left	0.177	12.7	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Bellflower Street (NS) at Rancho Road (EW)

Control Type:	All-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.433

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	1	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	20	68	33	11	103	16	20	329	176	43	86	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	68	33	11	103	16	20	329	176	43	86	31
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	18	9	3	27	4	5	87	46	11	23	8
Total Analysis Volume [veh/h]	21	72	35	12	108	17	20	346	185	43	91	33
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	539	611	548	616	565	614	669	512	550	584
Degree of Utilization, x	0.17	0.06	0.22	0.03	0.04	0.43	0.40	0.08	0.11	0.11

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.62	0.18	0.83	0.09	0.11	2.18	1.90	0.27	0.38	0.35
95th-Percentile Queue Length [ft]	15.47	4.55	20.71	2.13	2.75	54.51	47.55	6.86	9.47	8.87
Approach Delay [s/veh]	10.27		10.81		12.17			9.98		
Approach LOS	B		B		B			A		
Intersection Delay [s/veh]	11.36									
Intersection LOS	B									

Intersection Level Of Service Report
Intersection 2: US-395 (NS) at Chamberlane Way (EW)

Control Type:	Signalized	Delay (sec / veh):	12.6
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.538

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	180.00	100.00	100.00	210.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	176	516	29	1	696	11	37	32	155	19	40	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	176	516	29	1	696	11	37	32	155	19	40	7
Peak Hour Factor	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	149	8	0	201	3	11	9	45	5	12	2
Total Analysis Volume [veh/h]	193	597	34	1	805	13	43	37	179	22	46	8
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	26	0	16	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	9	42	42	0	33	33	9	9	9
g / C, Green / Cycle	0.14	0.70	0.70	0.00	0.55	0.55	0.15	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.11	0.18	0.18	0.00	0.23	0.23	0.05	0.12	0.05
s, saturation flow rate [veh/h]	1681	1765	1731	1681	1765	1755	1527	1500	1604
c, Capacity [veh/h]	245	1224	1201	6	973	967	326	230	323
d1, Uniform Delay [s]	24.81	3.45	3.45	29.89	7.89	7.89	22.60	24.47	22.54
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.61	0.52	0.53	14.44	1.34	1.35	0.39	5.58	0.37
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

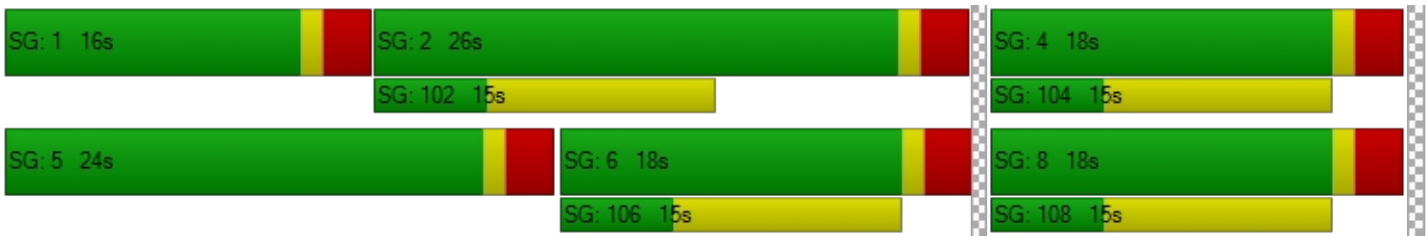
X, volume / capacity	0.79	0.26	0.26	0.18	0.42	0.42	0.25	0.78	0.23
d, Delay for Lane Group [s/veh]	30.42	3.96	3.97	44.34	9.23	9.24	22.98	30.05	22.91
Lane Group LOS	C	A	A	D	A	A	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.67	0.68	0.67	0.04	2.32	2.31	0.98	2.64	0.93
50th-Percentile Queue Length [ft/ln]	66.67	16.97	16.74	0.88	58.08	57.82	24.49	66.11	23.19
95th-Percentile Queue Length [veh/ln]	4.80	1.22	1.21	0.06	4.18	4.16	1.76	4.76	1.67
95th-Percentile Queue Length [ft/ln]	120.00	30.55	30.14	1.59	104.54	104.07	44.08	119.01	41.75

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	30.42	3.97	3.97	44.34	9.23	9.24	22.98	22.98	30.05	22.91	22.91	22.91
Movement LOS	C	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	10.16			9.28			27.87			22.91		
Approach LOS	B			A			C			C		
d_I, Intersection Delay [s/veh]	12.60											
Intersection LOS	B											
Intersection V/C	0.538											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: US-395 (NS) at Bartlett Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	13.3
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.512

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	100.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			35.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	196	704	57	9	710	24	16	60	175	65	56	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	196	704	57	9	710	24	16	60	175	65	56	18
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9444	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	185	15	2	187	6	4	16	46	16	15	5
Total Analysis Volume [veh/h]	195	741	60	9	747	25	16	63	184	65	59	19
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	19	0	23	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	9	37	37	1	29	29	13	13	13	13	13	13
g / C, Green / Cycle	0.15	0.62	0.62	0.01	0.49	0.49	0.21	0.21	0.21	0.21	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.12	0.23	0.23	0.01	0.22	0.02	0.01	0.04	0.12	0.06	0.02	0.02
s, saturation flow rate [veh/h]	1681	1765	1719	1681	3360	1500	1316	1765	1500	1128	1765	1623
c, Capacity [veh/h]	244	1104	1075	20	1653	738	329	375	319	196	375	345
d1, Uniform Delay [s]	24.80	5.47	5.47	29.46	9.95	7.87	21.49	19.29	21.20	27.69	19.03	19.05
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.93	0.94	0.97	15.08	0.89	0.09	0.06	0.21	1.65	0.98	0.12	0.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

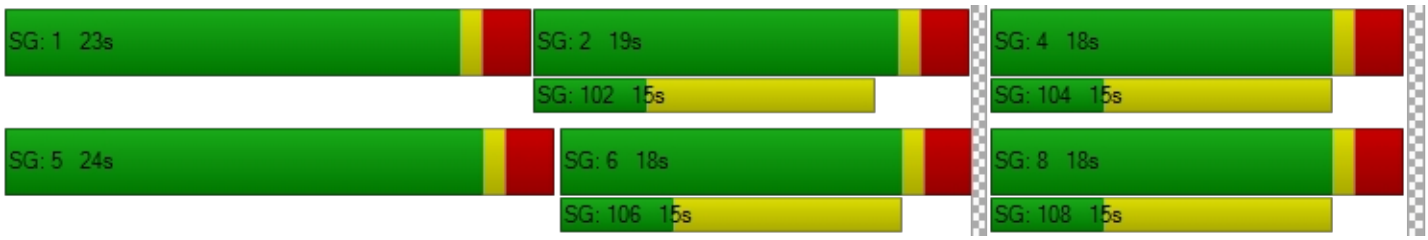
X, volume / capacity	0.80	0.37	0.37	0.45	0.45	0.03	0.05	0.17	0.58	0.33	0.11	0.11
d, Delay for Lane Group [s/veh]	30.74	6.41	6.44	44.54	10.85	7.96	21.55	19.50	22.85	28.68	19.15	19.20
Lane Group LOS	C	A	A	D	B	A	C	B	C	C	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	2.71	1.59	1.55	0.20	2.46	0.14	0.18	0.68	2.24	0.89	0.41	0.40
50th-Percentile Queue Length [ft/ln]	67.73	39.68	38.84	4.96	61.39	3.42	4.55	16.88	56.08	22.36	10.18	9.98
95th-Percentile Queue Length [veh/ln]	4.88	2.86	2.80	0.36	4.42	0.25	0.33	1.22	4.04	1.61	0.73	0.72
95th-Percentile Queue Length [ft/ln]	121.92	71.43	69.90	8.93	110.51	6.15	8.19	30.38	100.94	40.25	18.32	17.97

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	30.74	6.42	6.44	44.54	10.85	7.96	21.55	19.50	22.85	28.68	19.16	19.20
Movement LOS	C	A	A	D	B	A	C	B	C	C	B	B
d_A, Approach Delay [s/veh]	11.18			11.14			21.97			23.49		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	13.27											
Intersection LOS	B											
Intersection V/C	0.512											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: US-395 (NS) at Air Base Road (EW)

Control Type:	Signalized	Delay (sec / veh):	20.0
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.700

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	380.00	100.00	100.00	340.00	100.00	100.00	220.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			50.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	75	559	126	295	631	22	12	216	70	256	212	399
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	559	126	295	631	22	12	216	70	256	212	399
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	147	33	74	166	6	3	57	18	64	56	105
Total Analysis Volume [veh/h]	75	588	133	294	664	23	12	227	74	255	223	420
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	9	13	0	22	26	0	0	25	0	0	25	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	4	17	17	12	25	25	22	22	22	22	22
g / C, Green / Cycle	0.06	0.28	0.28	0.21	0.42	0.42	0.37	0.37	0.37	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.04	0.18	0.09	0.17	0.20	0.02	0.01	0.18	0.24	0.13	0.28
s, saturation flow rate [veh/h]	1681	3360	1500	1681	3360	1500	1153	1691	1074	1765	1500
c, Capacity [veh/h]	103	926	414	350	1420	634	398	619	329	646	549
d1, Uniform Delay [s]	27.73	19.12	17.31	22.84	12.50	10.18	17.50	14.69	25.27	13.83	16.78
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.14
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.24	3.31	2.05	5.40	1.11	0.11	0.03	0.59	3.93	0.32	2.94
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.73	0.63	0.32	0.84	0.47	0.04	0.03	0.49	0.78	0.35	0.76
d, Delay for Lane Group [s/veh]	36.97	22.43	19.36	28.24	13.61	10.29	17.53	15.29	29.19	14.14	19.72
Lane Group LOS	D	C	B	C	B	B	B	B	C	B	B
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.20	3.38	1.44	3.89	2.63	0.16	0.11	2.58	3.81	1.96	4.80
50th-Percentile Queue Length [ft/ln]	29.96	84.47	36.12	97.15	65.80	3.88	2.77	64.61	95.29	49.04	120.03
95th-Percentile Queue Length [veh/ln]	2.16	6.08	2.60	6.99	4.74	0.28	0.20	4.65	6.86	3.53	8.39
95th-Percentile Queue Length [ft/ln]	53.93	152.04	65.01	174.87	118.44	6.98	4.99	116.29	171.53	88.27	209.86

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	36.97	22.43	19.36	28.24	13.61	10.29	17.53	15.29	15.29	29.19	14.14	19.72
Movement LOS	D	C	B	C	B	B	B	B	B	C	B	B
d_A, Approach Delay [s/veh]	23.29			17.91			15.37			21.02		
Approach LOS	C			B			B			C		
d_I, Intersection Delay [s/veh]	20.01											
Intersection LOS	C											
Intersection V/C	0.700											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: US-395 (NS) at Rancho Road (EW)

Control Type:	Signalized	Delay (sec / veh):	9.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.600

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	340.00	100.00	100.00	290.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			40.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	99	1223	28	13	978	24	59	109	252	126	44	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	99	1223	28	13	978	24	59	109	252	126	44	58
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	322	7	3	257	6	15	29	66	31	12	15
Total Analysis Volume [veh/h]	99	1287	29	13	1029	25	59	115	265	126	46	61
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	18	0	0	18	0	0	42	0	0	42	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	41	41	41	41	41	41	13	13	13	13	13	13
g / C, Green / Cycle	0.68	0.68	0.68	0.68	0.68	0.68	0.22	0.22	0.22	0.22	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.18	0.38	0.02	0.03	0.31	0.02	0.05	0.03	0.18	0.10	0.03	0.04
s, saturation flow rate [veh/h]	546	3360	1500	427	3360	1500	1281	3360	1500	1272	1765	1500
c, Capacity [veh/h]	387	2284	1019	304	2284	1019	329	741	331	334	389	331
d1, Uniform Delay [s]	9.60	5.00	3.15	10.03	4.45	3.14	22.06	18.90	22.17	23.06	18.74	19.03
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.60	1.01	0.05	0.26	0.64	0.04	0.26	0.10	4.51	0.70	0.13	0.27
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

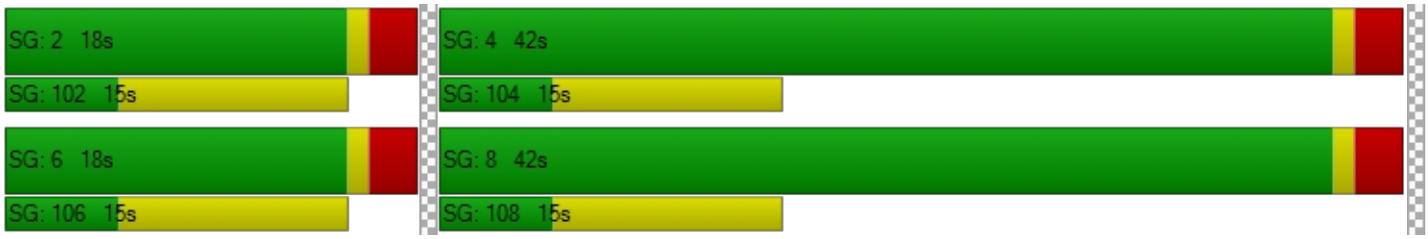
X, volume / capacity	0.26	0.56	0.03	0.04	0.45	0.02	0.18	0.16	0.80	0.38	0.12	0.18
d, Delay for Lane Group [s/veh]	11.20	6.01	3.20	10.30	5.09	3.18	22.31	19.00	26.68	23.77	18.88	19.29
Lane Group LOS	B	A	A	B	A	A	C	B	C	C	B	B
Critical Lane Group	No	Yes	No	No	No	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.74	1.93	0.06	0.10	1.35	0.05	0.68	0.59	3.53	1.44	0.44	0.60
50th-Percentile Queue Length [ft/ln]	18.58	48.13	1.50	2.46	33.63	1.29	17.03	14.65	88.23	36.12	10.98	14.91
95th-Percentile Queue Length [veh/ln]	1.34	3.47	0.11	0.18	2.42	0.09	1.23	1.06	6.35	2.60	0.79	1.07
95th-Percentile Queue Length [ft/ln]	33.44	86.64	2.71	4.44	60.53	2.33	30.66	26.38	158.81	65.02	19.77	26.84

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	11.20	6.01	3.20	10.30	5.09	3.18	22.31	19.00	26.68	23.77	18.88	19.29
Movement LOS	B	A	A	B	A	A	C	B	C	C	B	B
d_A, Approach Delay [s/veh]	6.32			5.11			24.08			21.63		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	9.51											
Intersection LOS	A											
Intersection V/C	0.600											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: US-395 (NS) at Cactus Road (EW)

Control Type:	Signalized	Delay (sec / veh):	10.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.626

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	580.00	490.00	100.00	100.00	110.00	100.00	100.00	120.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	114	1421	43	38	1420	38	42	23	64	56	12	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	114	1421	43	38	1420	38	42	23	64	56	12	27
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	374	11	9	374	10	10	6	17	14	3	7
Total Analysis Volume [veh/h]	114	1496	45	38	1495	40	42	24	67	56	13	28
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	19	0	23	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	L	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	5	41	41	2	38	38	8	8	8	8
g / C, Green / Cycle	0.09	0.68	0.68	0.04	0.64	0.64	0.13	0.13	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.07	0.45	0.03	0.02	0.44	0.44	0.03	0.06	0.04	0.03
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1749	1360	1562	1300	1575
c, Capacity [veh/h]	148	2304	1029	67	1125	1115	211	195	167	196
d1, Uniform Delay [s]	26.79	5.34	3.06	28.32	6.99	7.01	26.95	24.42	29.10	23.61
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.27	1.43	0.08	7.44	3.38	3.45	0.46	1.74	1.17	0.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

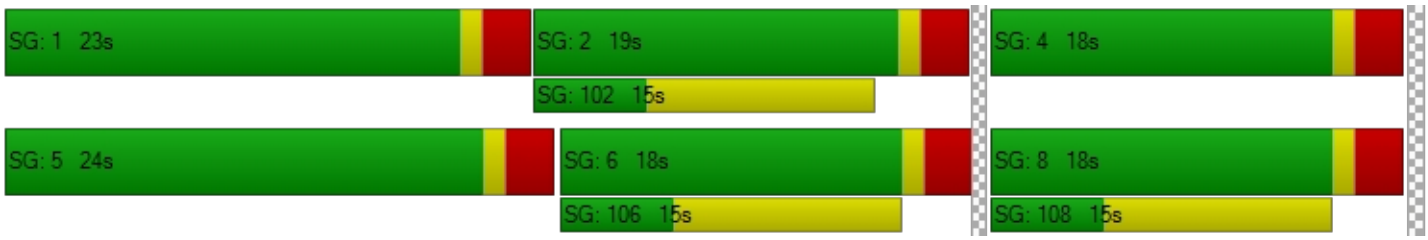
X, volume / capacity	0.77	0.65	0.04	0.57	0.68	0.69	0.20	0.47	0.34	0.21
d, Delay for Lane Group [s/veh]	35.06	6.78	3.14	35.76	10.38	10.46	27.41	26.16	30.27	24.14
Lane Group LOS	D	A	A	D	B	B	C	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.74	2.44	0.09	0.61	4.16	4.16	0.57	1.22	0.82	0.52
50th-Percentile Queue Length [ft/ln]	43.39	60.97	2.28	15.32	103.97	104.01	14.37	30.58	20.61	13.01
95th-Percentile Queue Length [veh/ln]	3.12	4.39	0.16	1.10	7.49	7.49	1.03	2.20	1.48	0.94
95th-Percentile Queue Length [ft/ln]	78.10	109.75	4.10	27.58	187.14	187.22	25.86	55.04	37.09	23.41

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	35.06	6.78	3.14	35.76	10.42	10.46	27.41	26.16	26.16	30.27	24.14	24.14
Movement LOS	D	A	A	D	B	B	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	8.63			11.03			26.55			27.68		
Approach LOS	A			B			C			C		
d_I, Intersection Delay [s/veh]	10.95											
Intersection LOS	B											
Intersection V/C	0.626											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: US-395 (NS) at Mojave Drive (EW)

Control Type:	Signalized	Delay (sec / veh):	42.4
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.865

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	380.00	100.00	100.00	250.00	100.00	100.00	280.00	100.00	100.00
Speed [mph]	50.00			50.00			60.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	156	1223	332	280	1242	29	42	331	119	219	416	296
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	156	1223	332	280	1242	29	42	331	119	219	416	296
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	322	87	70	327	8	10	87	31	55	109	78
Total Analysis Volume [veh/h]	156	1287	349	279	1307	31	42	348	125	218	438	312
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	15	47	0	23	55	0	8	18	0	22	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	12	47	47	20	55	55	4	15	15	16	27	27
g / C, Green / Cycle	0.11	0.43	0.43	0.18	0.50	0.50	0.03	0.13	0.13	0.15	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.09	0.38	0.23	0.17	0.38	0.38	0.02	0.10	0.08	0.13	0.23	0.23
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1750	1681	3360	1500	1681	1765	1523
c, Capacity [veh/h]	183	1436	641	305	882	875	57	453	202	247	438	378
d1, Uniform Delay [s]	48.16	29.25	23.51	44.20	22.20	22.24	52.70	45.96	44.94	46.01	40.32	40.32
k, delay calibration	0.11	0.50	0.50	0.18	0.50	0.50	0.11	0.11	0.11	0.11	0.35	0.35
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.46	9.05	3.30	15.84	6.11	6.25	16.85	2.77	3.06	9.92	20.77	23.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.90	0.54	0.91	0.76	0.76	0.74	0.77	0.62	0.88	0.92	0.92
d, Delay for Lane Group [s/veh]	58.62	38.30	26.81	60.04	28.31	28.49	69.55	48.73	48.00	55.93	61.09	63.43
Lane Group LOS	E	D	C	E	C	C	E	D	D	E	E	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.57	16.09	6.82	8.45	13.91	13.90	1.36	4.48	3.20	6.32	12.65	11.16
50th-Percentile Queue Length [ft/ln]	114.13	402.27	170.42	211.13	347.71	347.47	33.90	112.06	79.96	158.02	316.23	279.12
95th-Percentile Queue Length [veh/ln]	8.07	22.67	11.10	13.21	20.02	20.01	2.44	7.95	5.76	10.44	18.48	16.64
95th-Percentile Queue Length [ft/ln]	201.73	566.74	277.47	330.28	500.62	500.32	61.03	198.87	143.93	261.10	462.05	416.12

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.62	38.30	26.81	60.04	28.40	28.49	69.55	48.73	48.00	55.93	61.28	63.43
Movement LOS	E	D	C	E	C	C	E	D	D	E	E	E
d_A, Approach Delay [s/veh]	37.83			33.86			50.25			60.77		
Approach LOS	D			C			D			E		
d_I, Intersection Delay [s/veh]	42.36											
Intersection LOS	D											
Intersection V/C	0.865											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 8: US-395 (NS) at Palmdale Road (EW)

Control Type:	Signalized	Delay (sec / veh):	64.4
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.953

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	2	0	1
Pocket Length [ft]	120.00	100.00	100.00	350.00	100.00	370.00	140.00	100.00	100.00	520.00	100.00	260.00
Speed [mph]	50.00			55.00			55.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	342	1397	89	173	1136	69	186	497	336	248	718	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	342	1397	89	173	1136	69	186	497	336	248	718	117
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.8947	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	368	23	43	299	18	46	131	88	58	189	31
Total Analysis Volume [veh/h]	341	1471	94	173	1196	73	185	523	354	234	756	123
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	30	62	0	17	49	0	18	38	0	13	33	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	27	59	59	14	46	46	15	35	35	10	30	30
g / C, Green / Cycle	0.21	0.45	0.45	0.11	0.35	0.35	0.12	0.27	0.27	0.08	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.20	0.44	0.45	0.10	0.36	0.05	0.11	0.16	0.24	0.07	0.23	0.08
s, saturation flow rate [veh/h]	1681	1765	1728	1681	3360	1500	1681	3360	1500	3264	3360	1500
c, Capacity [veh/h]	349	802	786	181	1192	532	194	902	402	251	772	345
d1, Uniform Delay [s]	51.19	34.76	35.31	57.69	41.95	28.46	57.15	41.21	45.55	59.65	49.74	41.99
k, delay calibration	0.38	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.38	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	36.79	26.49	30.98	21.95	26.95	0.54	20.68	0.59	18.67	14.31	10.86	0.62
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.98	0.98	1.00	0.96	1.00	0.14	0.95	0.58	0.88	0.93	0.98	0.36
d, Delay for Lane Group [s/veh]	87.98	61.26	66.29	79.63	68.90	28.99	77.83	41.81	64.22	73.96	60.60	42.62
Lane Group LOS	F	E	E	E	F	C	E	D	E	E	E	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	14.18	28.31	29.48	6.54	22.28	1.56	6.92	7.01	12.46	4.22	12.87	3.28
50th-Percentile Queue Length [ft/ln]	354.61	707.83	737.08	163.56	556.93	39.00	172.98	175.18	311.50	105.56	321.78	81.89
95th-Percentile Queue Length [veh/ln]	20.36	37.04	38.39	10.74	30.10	2.81	11.23	11.35	18.25	7.59	18.76	5.90
95th-Percentile Queue Length [ft/ln]	509.03	925.99	959.71	268.44	752.38	70.21	280.83	283.72	456.23	189.81	468.88	147.41

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	87.98	63.61	66.29	79.63	68.90	28.99	77.83	41.81	64.22	73.96	60.60	42.62
Movement LOS	F	E	E	E	F	C	E	D	E	E	E	D
d_A, Approach Delay [s/veh]	68.10			68.17			55.55			61.42		
Approach LOS	E			E			E			E		
d_I, Intersection Delay [s/veh]	64.36											
Intersection LOS	E											
Intersection V/C	0.953											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 10: Sportsman Center (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.055

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	34	12	129	32	18	221
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	12	129	32	18	221
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	3	34	8	5	58
Total Analysis Volume [veh/h]	36	13	136	34	19	233
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	10.91	9.14	0.00	0.00	7.60	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.22	0.22	0.00	0.00	0.04	0.02
95th-Percentile Queue Length [ft/ln]	5.54	5.54	0.00	0.00	0.97	0.49
d_A, Approach Delay [s/veh]	10.44		0.00		0.57	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.39					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 15: Adelanto Road (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	14.6
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.128

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	292	17	15	207	0	0	0	0	53	0	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	292	17	15	207	0	0	0	0	53	0	20
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	0.9474	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	77	4	4	54	0	0	0	0	14	0	5
Total Analysis Volume [veh/h]	0	307	18	15	218	0	0	0	0	56	0	21
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.13	0.00	0.03
d_M, Delay for Movement [s/veh]	7.66	0.00	0.00	7.95	0.00	0.00	13.57	13.48	9.38	14.57	14.64	11.26
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.55	0.55	0.55
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.92	0.00	0.00	0.00	0.00	0.00	13.76	13.76	13.76
d_A, Approach Delay [s/veh]	0.00			0.51			12.15			13.67		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	1.84											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 17: Adelanto Road (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.177

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	66	227	101	164	97	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	227	101	164	97	59
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	1.0000	0.8947	1.0000
Total 15-Minute Volume [veh/h]	16	60	27	43	23	16
Total Analysis Volume [veh/h]	66	239	106	173	91	62
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.00	0.18	0.07
d_M, Delay for Movement [s/veh]	7.96	0.00	0.00	0.00	12.68	9.38
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.16	0.00	0.00	0.00	0.29	0.23
95th-Percentile Queue Length [ft/ln]	4.07	0.00	0.00	0.00	7.24	5.65
d_A, Approach Delay [s/veh]	1.72		0.00		11.34	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.07					
Intersection LOS	B					

Adelanto Project

Vistro File: C:\...\PM_E.vistro
Report File: C:\...\PM_OY_2035.pdf

Scenario 6 Opening Year (2035) Without Project
12/13/2023

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Bellflower Street (NS) at Rancho Road (EW)	Final Base	20	68	33	11	103	16	20	329	176	43	86	31	936
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**20**	**68**	**33**	**11**	**103**	**16**	**20**	**329**	**176**	**43**	**86**	**31**	**936**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	US-395 (NS) at Chamberlane Way (EW)	Final Base	176	516	29	1	696	11	37	32	155	19	40	7	1719
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**176**	**516**	**29**	**1**	**696**	**11**	**37**	**32**	**155**	**19**	**40**	**7**	**1719**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	US-395 (NS) at Bartlett Avenue (EW)	Final Base	196	704	57	9	710	24	16	60	175	65	56	18	2090
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**196**	**704**	**57**	**9**	**710**	**24**	**16**	**60**	**175**	**65**	**56**	**18**	**2090**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	US-395 (NS) at Air Base Road (EW)	Final Base	75	559	126	295	631	22	12	216	70	256	212	399	2873
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**75**	**559**	**126**	**295**	**631**	**22**	**12**	**216**	**70**	**256**	**212**	**399**	**2873**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	US-395 (NS) at Rancho Road (EW)	Final Base	99	1223	28	13	978	24	59	109	252	126	44	58	3013
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**99**	**1223**	**28**	**13**	**978**	**24**	**59**	**109**	**252**	**126**	**44**	**58**	**3013**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	US-395 (NS) at Cactus Road (EW)	Final Base	114	1421	43	38	1420	38	42	23	64	56	12	27	3298
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**114**	**1421**	**43**	**38**	**1420**	**38**	**42**	**23**	**64**	**56**	**12**	**27**	**3298**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	US-395 (NS) at Mojave Drive (EW)	Final Base	156	1223	332	280	1242	29	42	331	119	219	416	296	4685
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**156**	**1223**	**332**	**280**	**1242**	**29**	**42**	**331**	**119**	**219**	**416**	**296**	**4685**

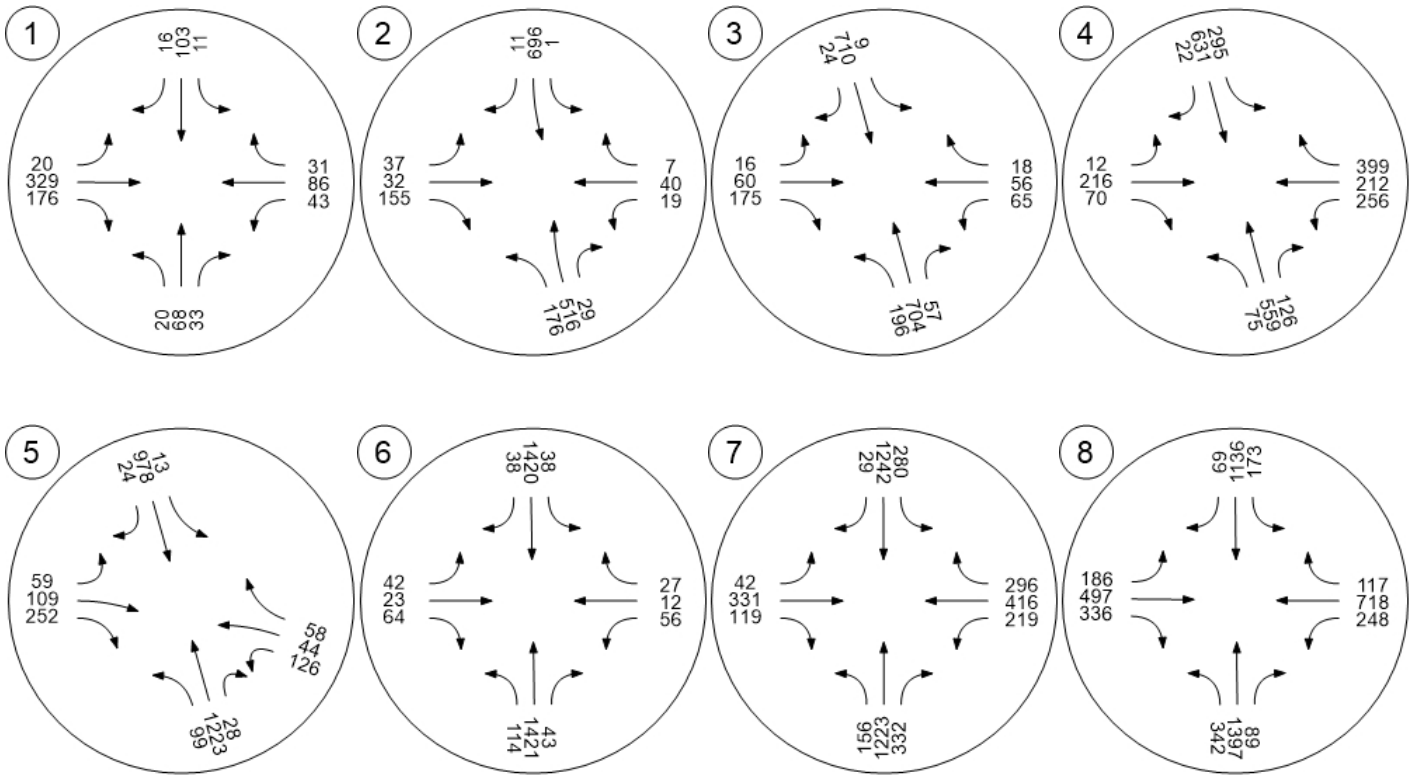
ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	US-395 (NS) at Palmdale Road (EW)	Final Base	342	1397	89	173	1136	69	186	497	336	248	718	117	5308
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**342**	**1397**	**89**	**173**	**1136**	**69**	**186**	**497**	**336**	**248**	**718**	**117**	**5308**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
10	Sportsman Center (NS) at Rancho Road (EW)	Final Base	34	12	129	32	18	221	446
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**34**	**12**	**129**	**32**	**18**	**221**	**446**

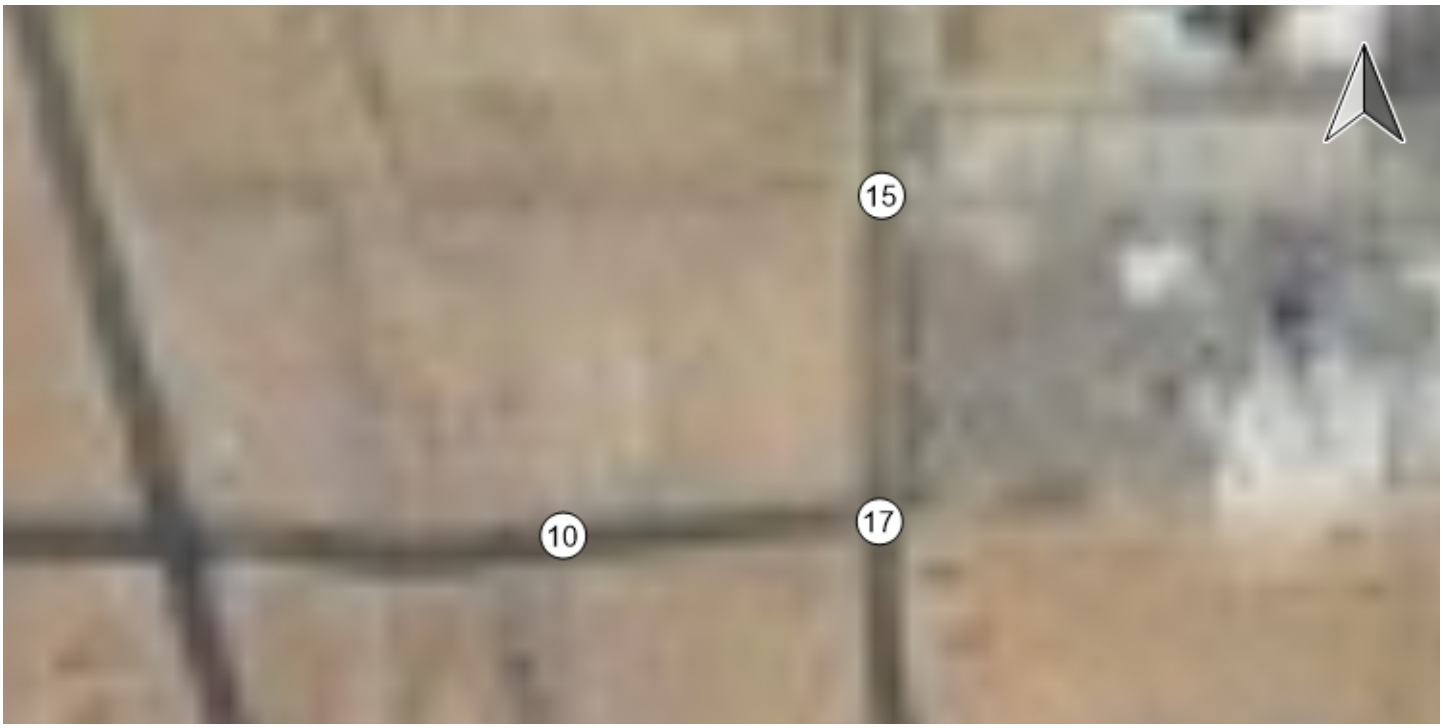
ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Adelanto Road (NS) at Violet Road (EW)	Final Base	0	292	17	15	207	0	0	0	0	53	0	20	604
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**292**	**17**	**15**	**207**	**0**	**0**	**0**	**0**	**53**	**0**	**20**	**604**

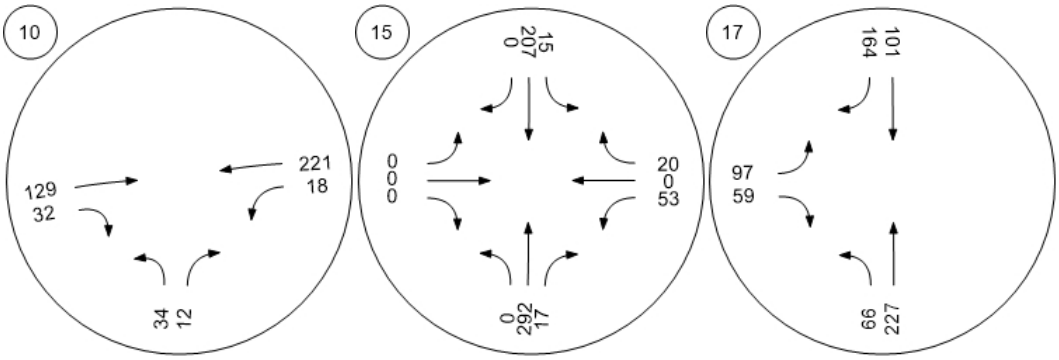
ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
17	Adelanto Road (NS) at Rancho Road (EW)	Final Base	66	227	101	164	97	59	714
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**66**	**227**	**101**	**164**	**97**	**59**	**714**

Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume





Adelanto Project

Vistro File: C:\...\AM_E.vistro

Scenario 10 Opening Year (2035) Without Project - With Improvements

Report File: C:\...\AM_OY_2035_W_IMP.pdf

12/13/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Bellflower Street (NS) at Rancho Road (EW)	All-way stop	HCM 2010	NB Left	0.359	11.4	B
2	US-395 (NS) at Chamberlane Way (EW)	Signalized	HCM 2010	SB Left	0.363	10.2	B
3	US-395 (NS) at Bartlett Avenue (EW)	Signalized	HCM 2010	SB Left	0.353	12.7	B
4	US-395 (NS) at Air Base Road (EW)	Signalized	HCM 2010	NB Right	0.691	21.5	C
5	US-395 (NS) at Rancho Road (EW)	Signalized	HCM 2010	WB Left	0.642	12.3	B
6	US-395 (NS) at Cactus Road (EW)	Signalized	HCM 2010	SB Left	0.502	7.5	A
7	US-395 (NS) at Mojave Drive (EW)	Signalized	HCM 2010	NB Left	0.742	22.9	C
8	US-395 (NS) at Palmdale Road (EW)	Signalized	HCM 2010	EB Left	0.721	24.5	C
10	Sportsman Center (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	NB Left	0.044	10.4	B
15	Adelanto Road (NS) at Violet Road (EW)	Two-way stop	HCM 2010	WB Left	0.035	13.2	B
17	Adelanto Road (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	EB Left	0.087	12.6	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Bellflower Street (NS) at Rancho Road (EW)

Control Type:	All-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.359

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	1	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	95	51	20	17	62	61	8	134	28	11	395	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	51	20	17	62	61	8	134	28	11	395	7
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	13	5	4	16	16	2	35	7	3	104	2
Total Analysis Volume [veh/h]	100	54	21	18	65	64	8	141	29	11	416	7
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	527	618	534	604	507	545	566	545	589	591
Degree of Utilization, x	0.29	0.03	0.16	0.11	0.02	0.16	0.15	0.02	0.36	0.36

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.21	0.11	0.55	0.35	0.05	0.55	0.53	0.06	1.62	1.62
95th-Percentile Queue Length [ft]	30.18	2.64	13.68	8.83	1.20	13.72	13.15	1.55	40.62	40.39
Approach Delay [s/veh]	11.89		10.10		10.33			12.10		
Approach LOS	B		B		B			B		
Intersection Delay [s/veh]	11.41									
Intersection LOS	B									

Intersection Level Of Service Report
Intersection 2: US-395 (NS) at Chamberlane Way (EW)

Control Type:	Signalized	Delay (sec / veh):	10.2
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.363

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	180.00	100.00	100.00	210.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	92	441	19	4	592	27	13	34	121	27	31	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	441	19	4	592	27	13	34	121	27	31	7
Peak Hour Factor	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	116	5	1	156	7	3	9	32	7	8	2
Total Analysis Volume [veh/h]	92	465	20	4	624	28	14	36	128	28	33	7
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	28	0	14	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	4	44	44	0	40	40	7	7	7
g / C, Green / Cycle	0.07	0.73	0.73	0.01	0.66	0.66	0.11	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.05	0.14	0.14	0.00	0.19	0.19	0.03	0.09	0.05
s, saturation flow rate [veh/h]	1681	1765	1739	1681	1765	1738	1716	1500	1355
c, Capacity [veh/h]	121	1283	1265	12	1169	1151	275	174	241
d1, Uniform Delay [s]	27.39	2.60	2.60	29.70	4.21	4.21	24.20	25.71	24.53
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.23	0.33	0.33	14.26	0.60	0.61	0.31	5.97	0.63
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

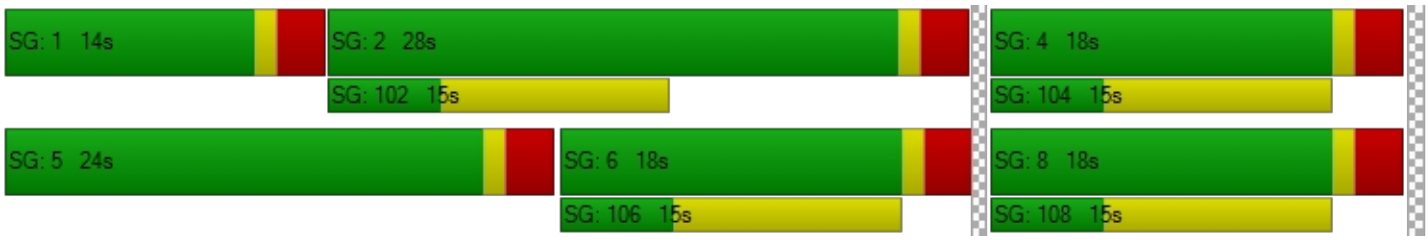
X, volume / capacity	0.76	0.19	0.19	0.32	0.28	0.28	0.18	0.74	0.28
d, Delay for Lane Group [s/veh]	36.62	2.93	2.93	43.96	4.81	4.82	24.51	31.68	25.16
Lane Group LOS	D	A	A	D	A	A	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.45	0.32	0.32	0.10	0.93	0.92	0.64	1.95	0.88
50th-Percentile Queue Length [ft/ln]	36.27	8.10	8.05	2.51	23.14	22.91	15.89	48.79	22.09
95th-Percentile Queue Length [veh/ln]	2.61	0.58	0.58	0.18	1.67	1.65	1.14	3.51	1.59
95th-Percentile Queue Length [ft/ln]	65.28	14.59	14.49	4.52	41.65	41.24	28.60	87.82	39.76

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	36.62	2.93	2.93	43.96	4.82	4.82	24.51	24.51	31.68	25.16	25.16	25.16
Movement LOS	D	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	8.30			5.06			29.67			25.16		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	10.21											
Intersection LOS	B											
Intersection V/C	0.363											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: US-395 (NS) at Bartlett Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	12.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.353

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	100.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			35.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	85	526	70	31	663	12	4	69	98	59	40	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	85	526	70	31	663	12	4	69	98	59	40	10
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9444	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	138	18	8	174	3	1	18	26	15	11	3
Total Analysis Volume [veh/h]	85	554	74	31	698	13	4	73	103	59	42	11
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	44	44	0	18	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	5	57	57	2	54	54	12	12	12	12	12	12
g / C, Green / Cycle	0.07	0.71	0.71	0.03	0.67	0.67	0.15	0.15	0.15	0.15	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.05	0.18	0.18	0.02	0.21	0.01	0.00	0.04	0.07	0.05	0.02	0.02
s, saturation flow rate [veh/h]	1681	1765	1693	1681	3360	1500	1346	1765	1500	1204	1765	1643
c, Capacity [veh/h]	110	1247	1197	53	2261	1009	236	264	224	161	264	245
d1, Uniform Delay [s]	36.81	4.20	4.20	38.24	5.41	4.32	31.89	30.20	31.08	37.22	29.39	29.42
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.92	0.50	0.52	10.05	0.36	0.02	0.03	0.56	1.47	1.38	0.17	0.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

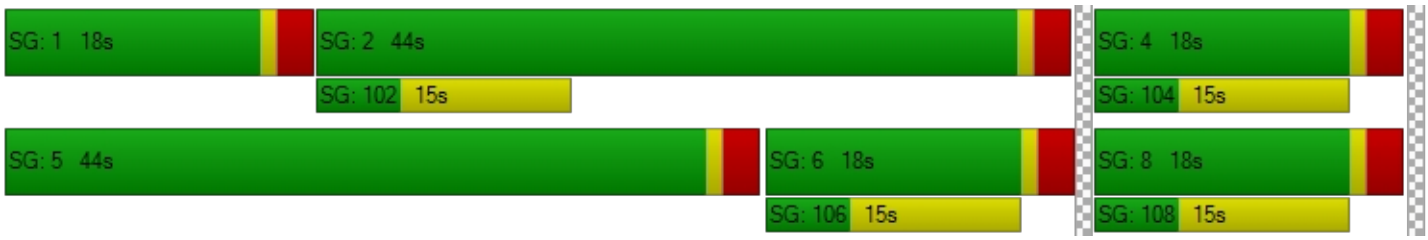
X, volume / capacity	0.77	0.26	0.26	0.59	0.31	0.01	0.02	0.28	0.46	0.37	0.10	0.11
d, Delay for Lane Group [s/veh]	47.72	4.70	4.72	48.30	5.76	4.34	31.92	30.76	32.55	38.60	29.56	29.61
Lane Group LOS	D	A	A	D	A	A	C	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	1.85	1.24	1.20	0.71	1.65	0.05	0.07	1.24	1.84	1.15	0.43	0.43
50th-Percentile Queue Length [ft/ln]	46.33	31.00	30.02	17.68	41.21	1.31	1.72	31.08	45.92	28.78	10.85	10.71
95th-Percentile Queue Length [veh/ln]	3.34	2.23	2.16	1.27	2.97	0.09	0.12	2.24	3.31	2.07	0.78	0.77
95th-Percentile Queue Length [ft/ln]	83.40	55.80	54.04	31.82	74.17	2.35	3.10	55.94	82.66	51.80	19.53	19.29

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	47.72	4.71	4.72	48.30	5.76	4.34	31.92	30.76	32.55	38.60	29.58	29.61
Movement LOS	D	A	A	D	A	A	C	C	C	D	C	C
d_A, Approach Delay [s/veh]	9.84			7.51			31.81			34.33		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	12.68											
Intersection LOS	B											
Intersection V/C	0.353											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: US-395 (NS) at Air Base Road (EW)

Control Type:	Signalized	Delay (sec / veh):	21.5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.691

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	380.00	100.00	100.00	340.00	100.00	100.00	220.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			50.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	37	453	248	190	612	17	7	253	113	334	187	219
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	453	248	190	612	17	7	253	113	334	187	219
Peak Hour Factor	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	119	65	47	161	4	2	67	30	83	49	58
Total Analysis Volume [veh/h]	37	477	261	190	645	18	7	267	119	333	197	231
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	8	16	0	12	20	0	0	32	0	0	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	2	14	14	8	20	20	29	29	29	29	29
g / C, Green / Cycle	0.04	0.23	0.23	0.14	0.33	0.33	0.48	0.48	0.48	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate	0.02	0.14	0.17	0.11	0.19	0.01	0.01	0.23	0.34	0.11	0.15
s, saturation flow rate [veh/h]	1681	3360	1500	1681	3360	1500	1181	1674	993	1765	1500
c, Capacity [veh/h]	68	769	343	234	1101	492	571	807	407	851	723
d1, Uniform Delay [s]	28.31	20.85	21.66	25.11	16.83	13.76	11.55	10.48	22.55	9.08	9.53
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.23	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.58	3.75	14.66	6.61	2.28	0.14	0.01	0.44	8.14	0.14	0.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.54	0.62	0.76	0.81	0.59	0.04	0.01	0.48	0.82	0.23	0.32
d, Delay for Lane Group [s/veh]	34.89	24.59	36.32	31.72	19.11	13.90	11.56	10.92	30.69	9.22	9.78
Lane Group LOS	C	C	D	C	B	B	B	B	C	A	A
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.59	2.92	4.27	2.70	3.31	0.15	0.05	2.53	5.30	1.26	1.56
50th-Percentile Queue Length [ft/ln]	14.68	73.06	106.63	67.43	82.79	3.86	1.18	63.17	132.46	31.42	38.95
95th-Percentile Queue Length [veh/ln]	1.06	5.26	7.65	4.85	5.96	0.28	0.08	4.55	9.07	2.26	2.80
95th-Percentile Queue Length [ft/ln]	26.43	131.51	191.30	121.37	149.02	6.94	2.12	113.70	226.83	56.56	70.12

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	34.89	24.59	36.32	31.72	19.11	13.90	11.56	10.92	10.92	30.69	9.22	9.78
Movement LOS	C	C	D	C	B	B	B	B	B	C	A	A
d_A, Approach Delay [s/veh]	29.03			21.81			10.93			18.79		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	21.46											
Intersection LOS	C											
Intersection V/C	0.691											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: US-395 (NS) at Rancho Road (EW)

Control Type:	Signalized	Delay (sec / veh):	12.3
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.642

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	340.00	100.00	100.00	290.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			40.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	327	717	23	29	877	82	16	58	85	109	92	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	327	717	23	29	877	82	16	58	85	109	92	7
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	82	189	6	7	231	22	4	15	22	27	24	2
Total Analysis Volume [veh/h]	326	755	24	29	923	86	16	61	89	109	97	7
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	111	0	0	111	0	0	19	0	0	19	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	108	108	108	108	108	108	16	16	16	16	16	16
g / C, Green / Cycle	0.83	0.83	0.83	0.83	0.83	0.83	0.12	0.12	0.12	0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.54	0.22	0.02	0.04	0.27	0.06	0.01	0.02	0.06	0.08	0.03	0.03
s, saturation flow rate [veh/h]	603	3360	1500	706	3360	1500	1285	3360	1500	1336	1765	1724
c, Capacity [veh/h]	507	2795	1248	594	2795	1248	157	409	183	175	215	210
d1, Uniform Delay [s]	8.97	2.36	1.86	3.81	2.53	1.94	55.75	50.96	53.19	58.55	51.56	51.58
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.17	0.24	0.03	0.16	0.32	0.11	0.28	0.17	2.00	3.58	0.58	0.61
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.64	0.27	0.02	0.05	0.33	0.07	0.10	0.15	0.49	0.62	0.24	0.25
d, Delay for Lane Group [s/veh]	15.15	2.60	1.89	3.97	2.84	2.05	56.04	51.13	55.19	62.13	52.14	52.19
Lane Group LOS	B	A	A	A	A	A	E	D	E	E	D	D
Critical Lane Group	Yes	No	No	No	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.64	1.21	0.07	0.17	1.58	0.25	0.50	0.89	2.78	3.59	1.52	1.51
50th-Percentile Queue Length [ft/ln]	116.08	30.20	1.64	4.26	39.52	6.15	12.41	22.23	69.53	89.81	38.06	37.75
95th-Percentile Queue Length [veh/ln]	8.18	2.17	0.12	0.31	2.85	0.44	0.89	1.60	5.01	6.47	2.74	2.72
95th-Percentile Queue Length [ft/ln]	204.42	54.36	2.96	7.67	71.14	11.07	22.33	40.02	125.16	161.66	68.51	67.96

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	15.15	2.60	1.89	3.97	2.84	2.05	56.04	51.13	55.19	62.13	52.16	52.19
Movement LOS	B	A	A	A	A	A	E	D	E	E	D	D
d_A, Approach Delay [s/veh]	6.29			2.81			53.78			57.27		
Approach LOS	A			A			D			E		
d_I, Intersection Delay [s/veh]	12.29											
Intersection LOS	B											
Intersection V/C	0.642											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: US-395 (NS) at Cactus Road (EW)

Control Type:	Signalized	Delay (sec / veh):	7.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.502

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	580.00	490.00	100.00	100.00	110.00	100.00	100.00	120.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	28	1282	37	25	1058	21	41	17	47	38	12	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	1282	37	25	1058	21	41	17	47	38	12	38
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	337	10	6	278	6	10	4	12	9	3	10
Total Analysis Volume [veh/h]	28	1349	39	25	1114	22	41	18	49	38	13	40
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	8	44	0	8	44	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	L	C
C, Cycle Length [s]	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	2	52	52	2	51	51	7	7	7	7
g / C, Green / Cycle	0.03	0.74	0.74	0.03	0.73	0.73	0.11	0.11	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.02	0.40	0.03	0.01	0.32	0.32	0.03	0.04	0.03	0.03
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1753	1346	1563	1329	1557
c, Capacity [veh/h]	51	2477	1106	47	1297	1288	162	166	150	166
d1, Uniform Delay [s]	33.48	4.04	2.48	33.59	3.64	3.64	33.01	29.20	33.54	28.93
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.00	0.87	0.06	9.24	1.08	1.09	0.81	1.57	0.88	1.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.55	0.54	0.04	0.54	0.44	0.44	0.25	0.40	0.25	0.32
d, Delay for Lane Group [s/veh]	42.49	4.90	2.54	42.84	4.72	4.73	33.82	30.77	34.42	30.03
Lane Group LOS	D	A	A	D	A	A	C	C	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.56	1.79	0.07	0.50	1.55	1.54	0.70	1.09	0.66	0.85
50th-Percentile Queue Length [ft/ln]	13.90	44.82	1.78	12.58	38.69	38.51	17.51	27.15	16.43	21.13
95th-Percentile Queue Length [veh/ln]	1.00	3.23	0.13	0.91	2.79	2.77	1.26	1.95	1.18	1.52
95th-Percentile Queue Length [ft/ln]	25.02	80.67	3.21	22.65	69.64	69.32	31.52	48.87	29.58	38.03

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	42.49	4.90	2.54	42.84	4.73	4.73	33.82	30.77	30.77	34.42	30.03	30.03
Movement LOS	D	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	5.58			5.55			31.93			31.87		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	7.45											
Intersection LOS	A											
Intersection V/C	0.502											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 7: US-395 (NS) at Mojave Drive (EW)

Control Type:	Signalized	Delay (sec / veh):	22.9
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.742

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	380.00	100.00	100.00	250.00	100.00	100.00	280.00	100.00	100.00
Speed [mph]	50.00			50.00			60.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	25	1045	152	188	942	18	33	338	98	190	100	266
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	1045	152	188	942	18	33	338	98	190	100	266
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	275	40	47	248	5	8	89	26	47	26	70
Total Analysis Volume [veh/h]	25	1100	160	187	992	19	33	356	103	189	105	280
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	8	24	0	14	30	0	17	18	0	14	15	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	70	70	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	2	29	29	9	37	37	2	10	10	10	17	17
g / C, Green / Cycle	0.03	0.42	0.42	0.14	0.52	0.52	0.03	0.14	0.14	0.14	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.01	0.33	0.11	0.11	0.29	0.29	0.02	0.11	0.07	0.11	0.06	0.19
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1753	1681	3360	1500	1681	1765	1500
c, Capacity [veh/h]	50	1393	622	229	920	914	60	473	211	231	428	364
d1, Uniform Delay [s]	33.58	17.90	13.47	29.48	11.29	11.29	33.30	29.00	27.84	29.43	21.43	24.78
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.74	4.63	1.00	6.95	2.37	2.39	7.56	2.45	1.74	6.95	0.30	3.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.50	0.79	0.26	0.82	0.55	0.55	0.55	0.75	0.49	0.82	0.25	0.77
d, Delay for Lane Group [s/veh]	41.32	22.52	14.47	36.43	13.66	13.68	40.87	31.45	29.58	36.39	21.72	28.24
Lane Group LOS	D	C	B	D	B	B	D	C	C	D	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.49	7.09	1.53	3.19	4.51	4.49	0.62	2.65	1.48	3.27	1.29	4.20
50th-Percentile Queue Length [ft/ln]	12.26	177.13	38.21	79.71	112.83	112.24	15.41	66.21	37.10	81.72	32.13	105.12
95th-Percentile Queue Length [veh/ln]	0.88	11.45	2.75	5.74	8.00	7.96	1.11	4.77	2.67	5.88	2.31	7.57
95th-Percentile Queue Length [ft/ln]	22.07	286.26	68.78	143.48	199.93	199.12	27.73	119.18	66.78	147.09	57.84	189.19

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.32	22.52	14.47	36.43	13.67	13.68	40.87	31.45	29.58	36.39	21.72	28.24
Movement LOS	D	C	B	D	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	21.89			17.22			31.69			29.73		
Approach LOS	C			B			C			C		
d_I, Intersection Delay [s/veh]	22.94											
Intersection LOS	C											
Intersection V/C	0.742											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 8: US-395 (NS) at Palmdale Road (EW)

Control Type:	Signalized	Delay (sec / veh):	24.5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.721

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	2	0	1
Pocket Length [ft]	120.00	100.00	100.00	350.00	100.00	370.00	140.00	100.00	100.00	520.00	100.00	260.00
Speed [mph]	50.00			55.00			55.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	180	875	89	206	966	91	138	475	298	116	359	107
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	180	875	89	206	966	91	138	475	298	116	359	107
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.8947	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	230	23	51	254	24	34	125	78	27	94	28
Total Analysis Volume [veh/h]	180	921	94	205	1017	96	138	500	314	109	378	113
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	8	20	0	14	26	0	26	28	0	8	10	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	70	70	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	5	26	26	10	31	31	7	18	18	4	15	15
g / C, Green / Cycle	0.07	0.37	0.37	0.15	0.44	0.44	0.11	0.25	0.25	0.06	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.06	0.27	0.06	0.12	0.30	0.06	0.08	0.15	0.21	0.03	0.11	0.08
s, saturation flow rate [veh/h]	3264	3360	1500	1681	3360	1500	1681	3360	1500	3264	3360	1500
c, Capacity [veh/h]	237	1231	550	247	1482	662	179	844	377	210	702	314
d1, Uniform Delay [s]	31.97	19.42	15.04	29.10	15.74	11.72	30.55	23.14	24.91	31.80	24.76	23.76
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.97	4.18	0.67	6.99	2.61	0.46	6.87	0.67	4.86	1.97	0.64	0.70
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.75	0.17	0.83	0.69	0.15	0.77	0.59	0.83	0.52	0.54	0.36
d, Delay for Lane Group [s/veh]	36.94	23.60	15.71	36.09	18.34	12.18	37.42	23.81	29.78	33.77	25.40	24.46
Lane Group LOS	D	C	B	D	B	B	D	C	C	C	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.52	6.11	0.96	3.42	5.52	0.79	2.36	3.19	4.71	0.87	2.54	1.48
50th-Percentile Queue Length [ft/ln]	38.10	152.81	23.90	85.62	138.03	19.64	58.92	79.63	117.74	21.80	63.43	37.01
95th-Percentile Queue Length [veh/ln]	2.74	10.17	1.72	6.16	9.37	1.41	4.24	5.73	8.27	1.57	4.57	2.67
95th-Percentile Queue Length [ft/ln]	68.58	254.17	43.02	154.11	234.36	35.36	106.05	143.33	206.71	39.24	114.17	66.63

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	36.94	23.60	15.71	36.09	18.34	12.18	37.42	23.81	29.78	33.77	25.40	24.46
Movement LOS	D	C	B	D	B	B	D	C	C	C	C	C
d_A, Approach Delay [s/veh]	24.99			20.66			27.75			26.74		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	24.49											
Intersection LOS	C											
Intersection V/C	0.721											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 10: Sportsman Center (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.4
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.044

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	29	19	92	46	18	168
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	19	92	46	18	168
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	5	24	12	5	44
Total Analysis Volume [veh/h]	31	20	97	48	19	177
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.02	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	10.39	9.00	0.00	0.00	7.54	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.21	0.21	0.00	0.00	0.04	0.02
95th-Percentile Queue Length [ft/ln]	5.14	5.14	0.00	0.00	0.95	0.48
d_A, Approach Delay [s/veh]	9.84		0.00		0.73	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.65					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 15: Adelanto Road (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.2
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.035

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	325	20	13	145	0	0	0	0	15	0	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	325	20	13	145	0	0	0	0	15	0	13
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	0.9474	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	86	5	3	38	0	0	0	0	4	0	3
Total Analysis Volume [veh/h]	0	342	21	13	153	0	0	0	0	16	0	14
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.02
d_M, Delay for Movement [s/veh]	7.52	0.00	0.00	8.04	0.00	0.00	13.08	13.13	9.03	13.17	13.29	10.52
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.17	0.17	0.17
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.82	0.00	0.00	0.00	0.00	0.00	4.32	4.32	4.32
d_A, Approach Delay [s/veh]	0.00			0.63			11.75			11.93		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	0.83											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 17: Adelanto Road (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.6
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.087

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	85	304	76	98	46	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	85	304	76	98	46	54
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	1.0000	0.8947	1.0000
Total 15-Minute Volume [veh/h]	21	80	20	26	11	14
Total Analysis Volume [veh/h]	85	320	80	103	43	57
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.00	0.00	0.09	0.06
d_M, Delay for Movement [s/veh]	7.76	0.00	0.00	0.00	12.58	9.04
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.20	0.00	0.00	0.00	0.14	0.19
95th-Percentile Queue Length [ft/ln]	4.88	0.00	0.00	0.00	3.39	4.79
d_A, Approach Delay [s/veh]	1.63		0.00		10.56	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.49					
Intersection LOS	B					

Adelanto Project

Vistro File: C:\...\AM_E.vistro

Scenario 10 Opening Year (2035) Without Project - With Improvements

Report File: C:\...\AM_OY_2035_W_IMP.pdf

12/13/2023

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Bellflower Street (NS) at Rancho Road (EW)	Final Base	95	51	20	17	62	61	8	134	28	11	395	7	889
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**95**	**51**	**20**	**17**	**62**	**61**	**8**	**134**	**28**	**11**	**395**	**7**	**889**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	US-395 (NS) at Chamberlane Way (EW)	Final Base	92	441	19	4	592	27	13	34	121	27	31	7	1408
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**92**	**441**	**19**	**4**	**592**	**27**	**13**	**34**	**121**	**27**	**31**	**7**	**1408**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	US-395 (NS) at Bartlett Avenue (EW)	Final Base	85	526	70	31	663	12	4	69	98	59	40	10	1667
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**85**	**526**	**70**	**31**	**663**	**12**	**4**	**69**	**98**	**59**	**40**	**10**	**1667**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	US-395 (NS) at Air Base Road (EW)	Final Base	37	453	248	190	612	17	7	253	113	334	187	219	2670
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**37**	**453**	**248**	**190**	**612**	**17**	**7**	**253**	**113**	**334**	**187**	**219**	**2670**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	US-395 (NS) at Rancho Road (EW)	Final Base	327	717	23	29	877	82	16	58	85	109	92	7	2422
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**327**	**717**	**23**	**29**	**877**	**82**	**16**	**58**	**85**	**109**	**92**	**7**	**2422**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	US-395 (NS) at Cactus Road (EW)	Final Base	28	1282	37	25	1058	21	41	17	47	38	12	38	2644
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**28**	**1282**	**37**	**25**	**1058**	**21**	**41**	**17**	**47**	**38**	**12**	**38**	**2644**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	US-395 (NS) at Mojave Drive (EW)	Final Base	25	1045	152	188	942	18	33	338	98	190	100	266	3395
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**25**	**1045**	**152**	**188**	**942**	**18**	**33**	**338**	**98**	**190**	**100**	**266**	**3395**

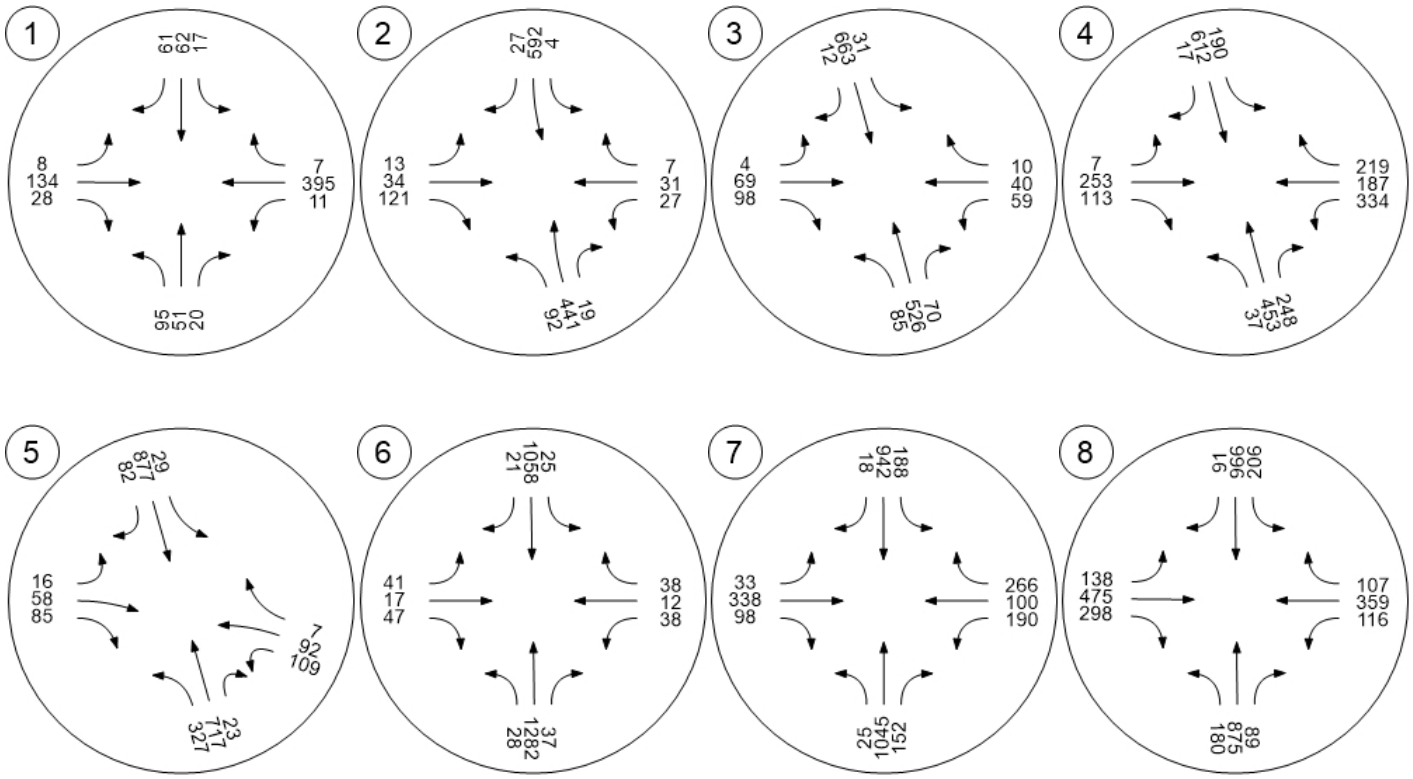
ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	US-395 (NS) at Palmdale Road (EW)	Final Base	180	875	89	206	966	91	138	475	298	116	359	107	3900
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**180**	**875**	**89**	**206**	**966**	**91**	**138**	**475**	**298**	**116**	**359**	**107**	**3900**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
10	Sportsman Center (NS) at Rancho Road (EW)	Final Base	29	19	92	46	18	168	372
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**29**	**19**	**92**	**46**	**18**	**168**	**372**

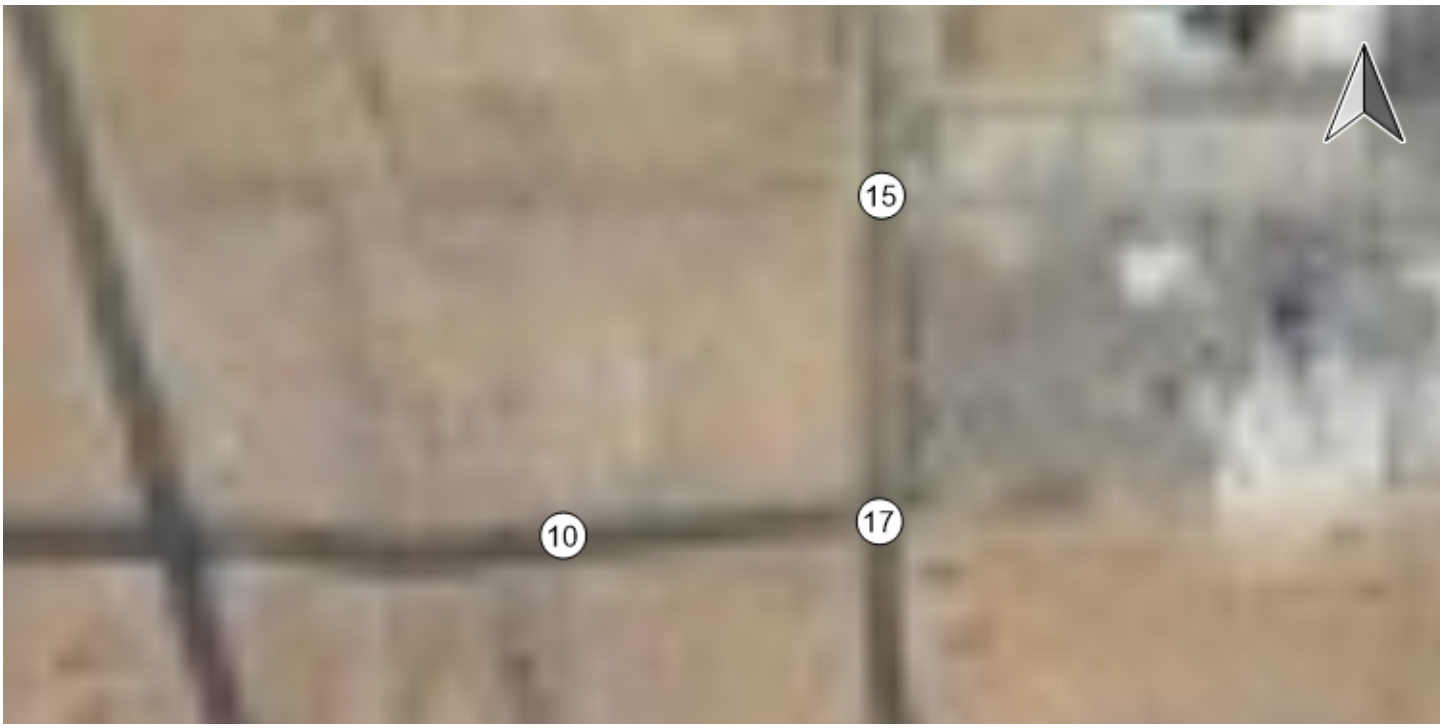
ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Adelanto Road (NS) at Violet Road (EW)	Final Base	0	325	20	13	145	0	0	0	0	15	0	13	531
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**325**	**20**	**13**	**145**	**0**	**0**	**0**	**0**	**15**	**0**	**13**	**531**

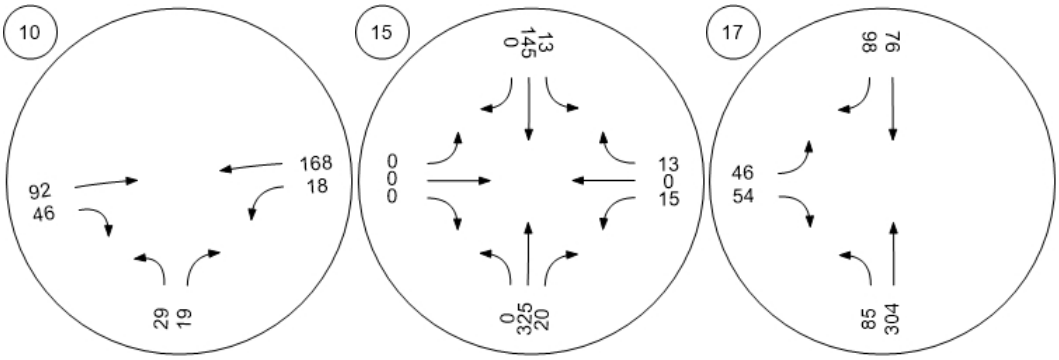
ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
17	Adelanto Road (NS) at Rancho Road (EW)	Final Base	85	304	76	98	46	54	663
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**85**	**304**	**76**	**98**	**46**	**54**	**663**

Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume





Adelanto Project

Vistro File: C:\...\PM_E.vistro

Scenario 10 Opening Year (2035) Without Project - With Improvements

Report File: C:\...\PM_OY_2035_W_IMP.pdf

12/13/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Bellflower Street (NS) at Rancho Road (EW)	All-way stop	HCM 2010	EB Thru	0.433	11.4	B
2	US-395 (NS) at Chamberlane Way (EW)	Signalized	HCM 2010	SB Left	0.538	12.6	B
3	US-395 (NS) at Bartlett Avenue (EW)	Signalized	HCM 2010	SB Left	0.512	13.3	B
4	US-395 (NS) at Air Base Road (EW)	Signalized	HCM 2010	NB Left	0.700	20.0	C
5	US-395 (NS) at Rancho Road (EW)	Signalized	HCM 2010	EB Right	0.600	9.5	A
6	US-395 (NS) at Cactus Road (EW)	Signalized	HCM 2010	SB Left	0.626	10.9	B
7	US-395 (NS) at Mojave Drive (EW)	Signalized	HCM 2010	EB Left	0.865	42.4	D
8	US-395 (NS) at Palmdale Road (EW)	Signalized	HCM 2010	SB Left	0.933	51.4	D
10	Sportsman Center (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	NB Left	0.055	10.9	B
15	Adelanto Road (NS) at Violet Road (EW)	Two-way stop	HCM 2010	WB Left	0.128	14.6	B
17	Adelanto Road (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	EB Left	0.177	12.7	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Bellflower Street (NS) at Rancho Road (EW)

Control Type:	All-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.433

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	1	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	20	68	33	11	103	16	20	329	176	43	86	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	68	33	11	103	16	20	329	176	43	86	31
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	18	9	3	27	4	5	87	46	11	23	8
Total Analysis Volume [veh/h]	21	72	35	12	108	17	20	346	185	43	91	33
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	539	611	548	616	565	614	669	512	550	584
Degree of Utilization, x	0.17	0.06	0.22	0.03	0.04	0.43	0.40	0.08	0.11	0.11

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.62	0.18	0.83	0.09	0.11	2.18	1.90	0.27	0.38	0.35
95th-Percentile Queue Length [ft]	15.47	4.55	20.71	2.13	2.75	54.51	47.55	6.86	9.47	8.87
Approach Delay [s/veh]	10.27		10.81		12.17			9.98		
Approach LOS	B		B		B			A		
Intersection Delay [s/veh]	11.36									
Intersection LOS	B									

Intersection Level Of Service Report
Intersection 2: US-395 (NS) at Chamberlane Way (EW)

Control Type:	Signalized	Delay (sec / veh):	12.6
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.538

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	180.00	100.00	100.00	210.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	176	516	29	1	696	11	37	32	155	19	40	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	176	516	29	1	696	11	37	32	155	19	40	7
Peak Hour Factor	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	149	8	0	201	3	11	9	45	5	12	2
Total Analysis Volume [veh/h]	193	597	34	1	805	13	43	37	179	22	46	8
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	26	0	16	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	9	42	42	0	33	33	9	9	9
g / C, Green / Cycle	0.14	0.70	0.70	0.00	0.55	0.55	0.15	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.11	0.18	0.18	0.00	0.23	0.23	0.05	0.12	0.05
s, saturation flow rate [veh/h]	1681	1765	1731	1681	1765	1755	1527	1500	1604
c, Capacity [veh/h]	245	1224	1201	6	973	967	326	230	323
d1, Uniform Delay [s]	24.81	3.45	3.45	29.89	7.89	7.89	22.60	24.47	22.54
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.61	0.52	0.53	14.44	1.34	1.35	0.39	5.58	0.37
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

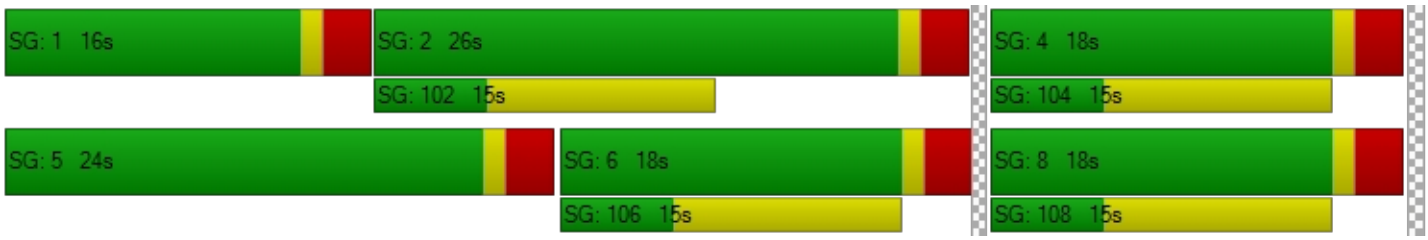
X, volume / capacity	0.79	0.26	0.26	0.18	0.42	0.42	0.25	0.78	0.23
d, Delay for Lane Group [s/veh]	30.42	3.96	3.97	44.34	9.23	9.24	22.98	30.05	22.91
Lane Group LOS	C	A	A	D	A	A	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.67	0.68	0.67	0.04	2.32	2.31	0.98	2.64	0.93
50th-Percentile Queue Length [ft/ln]	66.67	16.97	16.74	0.88	58.08	57.82	24.49	66.11	23.19
95th-Percentile Queue Length [veh/ln]	4.80	1.22	1.21	0.06	4.18	4.16	1.76	4.76	1.67
95th-Percentile Queue Length [ft/ln]	120.00	30.55	30.14	1.59	104.54	104.07	44.08	119.01	41.75

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	30.42	3.97	3.97	44.34	9.23	9.24	22.98	22.98	30.05	22.91	22.91	22.91
Movement LOS	C	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	10.16			9.28			27.87			22.91		
Approach LOS	B			A			C			C		
d_I, Intersection Delay [s/veh]	12.60											
Intersection LOS	B											
Intersection V/C	0.538											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: US-395 (NS) at Bartlett Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	13.3
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.512

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	100.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			35.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	196	704	57	9	710	24	16	60	175	65	56	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	196	704	57	9	710	24	16	60	175	65	56	18
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9444	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	185	15	2	187	6	4	16	46	16	15	5
Total Analysis Volume [veh/h]	195	741	60	9	747	25	16	63	184	65	59	19
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	19	0	23	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	9	37	37	1	29	29	13	13	13	13	13	13
g / C, Green / Cycle	0.15	0.62	0.62	0.01	0.49	0.49	0.21	0.21	0.21	0.21	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.12	0.23	0.23	0.01	0.22	0.02	0.01	0.04	0.12	0.06	0.02	0.02
s, saturation flow rate [veh/h]	1681	1765	1719	1681	3360	1500	1316	1765	1500	1128	1765	1623
c, Capacity [veh/h]	244	1104	1075	20	1653	738	329	375	319	196	375	345
d1, Uniform Delay [s]	24.80	5.47	5.47	29.46	9.95	7.87	21.49	19.29	21.20	27.69	19.03	19.05
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.93	0.94	0.97	15.08	0.89	0.09	0.06	0.21	1.65	0.98	0.12	0.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

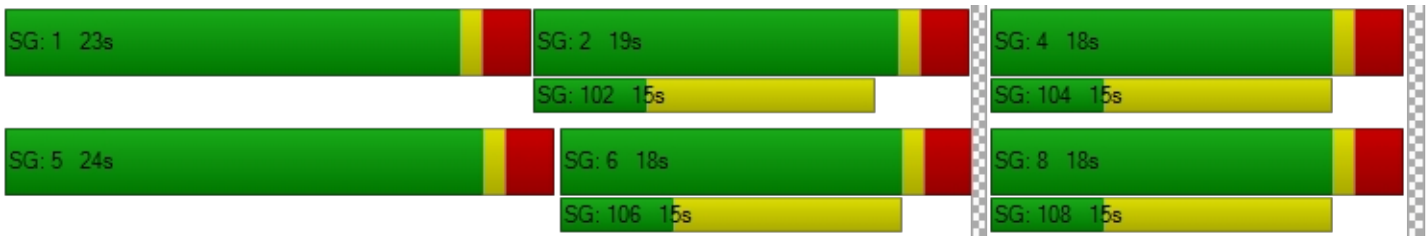
X, volume / capacity	0.80	0.37	0.37	0.45	0.45	0.03	0.05	0.17	0.58	0.33	0.11	0.11
d, Delay for Lane Group [s/veh]	30.74	6.41	6.44	44.54	10.85	7.96	21.55	19.50	22.85	28.68	19.15	19.20
Lane Group LOS	C	A	A	D	B	A	C	B	C	C	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	2.71	1.59	1.55	0.20	2.46	0.14	0.18	0.68	2.24	0.89	0.41	0.40
50th-Percentile Queue Length [ft/ln]	67.73	39.68	38.84	4.96	61.39	3.42	4.55	16.88	56.08	22.36	10.18	9.98
95th-Percentile Queue Length [veh/ln]	4.88	2.86	2.80	0.36	4.42	0.25	0.33	1.22	4.04	1.61	0.73	0.72
95th-Percentile Queue Length [ft/ln]	121.92	71.43	69.90	8.93	110.51	6.15	8.19	30.38	100.94	40.25	18.32	17.97

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	30.74	6.42	6.44	44.54	10.85	7.96	21.55	19.50	22.85	28.68	19.16	19.20
Movement LOS	C	A	A	D	B	A	C	B	C	C	B	B
d_A, Approach Delay [s/veh]	11.18			11.14			21.97			23.49		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	13.27											
Intersection LOS	B											
Intersection V/C	0.512											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: US-395 (NS) at Air Base Road (EW)

Control Type:	Signalized	Delay (sec / veh):	20.0
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.700

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	380.00	100.00	100.00	340.00	100.00	100.00	220.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			50.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	75	559	126	295	631	22	12	216	70	256	212	399
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	559	126	295	631	22	12	216	70	256	212	399
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	147	33	74	166	6	3	57	18	64	56	105
Total Analysis Volume [veh/h]	75	588	133	294	664	23	12	227	74	255	223	420
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	9	13	0	22	26	0	0	25	0	0	25	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	4	17	17	12	25	25	22	22	22	22	22
g / C, Green / Cycle	0.06	0.28	0.28	0.21	0.42	0.42	0.37	0.37	0.37	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.04	0.18	0.09	0.17	0.20	0.02	0.01	0.18	0.24	0.13	0.28
s, saturation flow rate [veh/h]	1681	3360	1500	1681	3360	1500	1153	1691	1074	1765	1500
c, Capacity [veh/h]	103	926	414	350	1420	634	398	619	329	646	549
d1, Uniform Delay [s]	27.73	19.12	17.31	22.84	12.50	10.18	17.50	14.69	25.27	13.83	16.78
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.14
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.24	3.31	2.05	5.40	1.11	0.11	0.03	0.59	3.93	0.32	2.94
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.73	0.63	0.32	0.84	0.47	0.04	0.03	0.49	0.78	0.35	0.76
d, Delay for Lane Group [s/veh]	36.97	22.43	19.36	28.24	13.61	10.29	17.53	15.29	29.19	14.14	19.72
Lane Group LOS	D	C	B	C	B	B	B	B	C	B	B
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.20	3.38	1.44	3.89	2.63	0.16	0.11	2.58	3.81	1.96	4.80
50th-Percentile Queue Length [ft/ln]	29.96	84.47	36.12	97.15	65.80	3.88	2.77	64.61	95.29	49.04	120.03
95th-Percentile Queue Length [veh/ln]	2.16	6.08	2.60	6.99	4.74	0.28	0.20	4.65	6.86	3.53	8.39
95th-Percentile Queue Length [ft/ln]	53.93	152.04	65.01	174.87	118.44	6.98	4.99	116.29	171.53	88.27	209.86

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	36.97	22.43	19.36	28.24	13.61	10.29	17.53	15.29	15.29	29.19	14.14	19.72
Movement LOS	D	C	B	C	B	B	B	B	B	C	B	B
d_A, Approach Delay [s/veh]	23.29			17.91			15.37			21.02		
Approach LOS	C			B			B			C		
d_I, Intersection Delay [s/veh]	20.01											
Intersection LOS	C											
Intersection V/C	0.700											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: US-395 (NS) at Rancho Road (EW)

Control Type:	Signalized	Delay (sec / veh):	9.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.600

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	340.00	100.00	100.00	290.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			40.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	99	1223	28	13	978	24	59	109	252	126	44	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	99	1223	28	13	978	24	59	109	252	126	44	58
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	322	7	3	257	6	15	29	66	31	12	15
Total Analysis Volume [veh/h]	99	1287	29	13	1029	25	59	115	265	126	46	61
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	18	0	0	18	0	0	42	0	0	42	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	41	41	41	41	41	41	13	13	13	13	13	13
g / C, Green / Cycle	0.68	0.68	0.68	0.68	0.68	0.68	0.22	0.22	0.22	0.22	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.18	0.38	0.02	0.03	0.31	0.02	0.05	0.03	0.18	0.10	0.03	0.04
s, saturation flow rate [veh/h]	546	3360	1500	427	3360	1500	1281	3360	1500	1272	1765	1500
c, Capacity [veh/h]	387	2284	1019	304	2284	1019	329	741	331	334	389	331
d1, Uniform Delay [s]	9.60	5.00	3.15	10.03	4.45	3.14	22.06	18.90	22.17	23.06	18.74	19.03
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.60	1.01	0.05	0.26	0.64	0.04	0.26	0.10	4.51	0.70	0.13	0.27
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

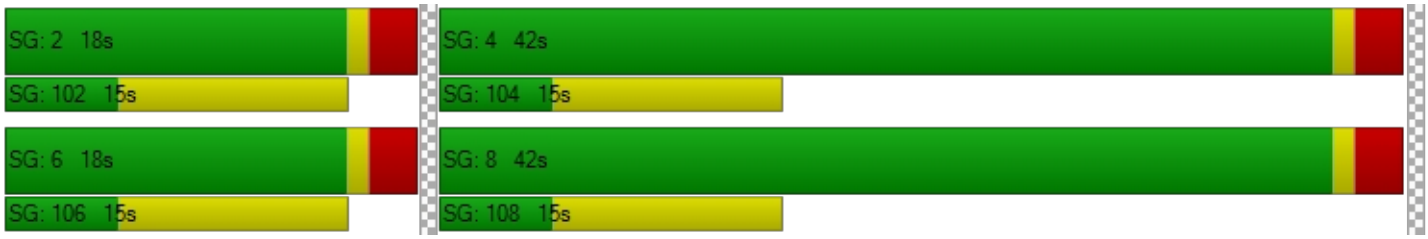
X, volume / capacity	0.26	0.56	0.03	0.04	0.45	0.02	0.18	0.16	0.80	0.38	0.12	0.18
d, Delay for Lane Group [s/veh]	11.20	6.01	3.20	10.30	5.09	3.18	22.31	19.00	26.68	23.77	18.88	19.29
Lane Group LOS	B	A	A	B	A	A	C	B	C	C	B	B
Critical Lane Group	No	Yes	No	No	No	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.74	1.93	0.06	0.10	1.35	0.05	0.68	0.59	3.53	1.44	0.44	0.60
50th-Percentile Queue Length [ft/ln]	18.58	48.13	1.50	2.46	33.63	1.29	17.03	14.65	88.23	36.12	10.98	14.91
95th-Percentile Queue Length [veh/ln]	1.34	3.47	0.11	0.18	2.42	0.09	1.23	1.06	6.35	2.60	0.79	1.07
95th-Percentile Queue Length [ft/ln]	33.44	86.64	2.71	4.44	60.53	2.33	30.66	26.38	158.81	65.02	19.77	26.84

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	11.20	6.01	3.20	10.30	5.09	3.18	22.31	19.00	26.68	23.77	18.88	19.29
Movement LOS	B	A	A	B	A	A	C	B	C	C	B	B
d_A, Approach Delay [s/veh]	6.32			5.11			24.08			21.63		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	9.51											
Intersection LOS	A											
Intersection V/C	0.600											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: US-395 (NS) at Cactus Road (EW)

Control Type:	Signalized	Delay (sec / veh):	10.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.626

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	580.00	490.00	100.00	100.00	110.00	100.00	100.00	120.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	114	1421	43	38	1420	38	42	23	64	56	12	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	114	1421	43	38	1420	38	42	23	64	56	12	27
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	374	11	9	374	10	10	6	17	14	3	7
Total Analysis Volume [veh/h]	114	1496	45	38	1495	40	42	24	67	56	13	28
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	19	0	23	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	L	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	5	41	41	2	38	38	8	8	8	8
g / C, Green / Cycle	0.09	0.68	0.68	0.04	0.64	0.64	0.13	0.13	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.07	0.45	0.03	0.02	0.44	0.44	0.03	0.06	0.04	0.03
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1749	1360	1562	1300	1575
c, Capacity [veh/h]	148	2304	1029	67	1125	1115	211	195	167	196
d1, Uniform Delay [s]	26.79	5.34	3.06	28.32	6.99	7.01	26.95	24.42	29.10	23.61
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.27	1.43	0.08	7.44	3.38	3.45	0.46	1.74	1.17	0.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

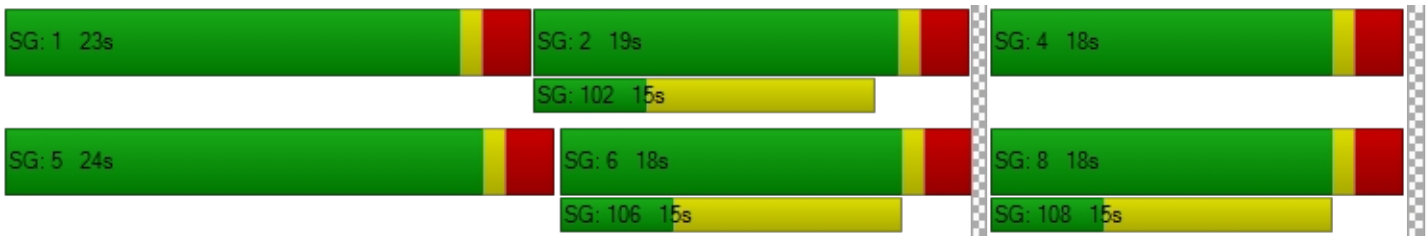
X, volume / capacity	0.77	0.65	0.04	0.57	0.68	0.69	0.20	0.47	0.34	0.21
d, Delay for Lane Group [s/veh]	35.06	6.78	3.14	35.76	10.38	10.46	27.41	26.16	30.27	24.14
Lane Group LOS	D	A	A	D	B	B	C	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.74	2.44	0.09	0.61	4.16	4.16	0.57	1.22	0.82	0.52
50th-Percentile Queue Length [ft/ln]	43.39	60.97	2.28	15.32	103.97	104.01	14.37	30.58	20.61	13.01
95th-Percentile Queue Length [veh/ln]	3.12	4.39	0.16	1.10	7.49	7.49	1.03	2.20	1.48	0.94
95th-Percentile Queue Length [ft/ln]	78.10	109.75	4.10	27.58	187.14	187.22	25.86	55.04	37.09	23.41

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	35.06	6.78	3.14	35.76	10.42	10.46	27.41	26.16	26.16	30.27	24.14	24.14
Movement LOS	D	A	A	D	B	B	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	8.63			11.03			26.55			27.68		
Approach LOS	A			B			C			C		
d_I, Intersection Delay [s/veh]	10.95											
Intersection LOS	B											
Intersection V/C	0.626											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: US-395 (NS) at Mojave Drive (EW)

Control Type:	Signalized	Delay (sec / veh):	42.4
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.865

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	380.00	100.00	100.00	250.00	100.00	100.00	280.00	100.00	100.00
Speed [mph]	50.00			50.00			60.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	156	1223	332	280	1242	29	42	331	119	219	416	296
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	156	1223	332	280	1242	29	42	331	119	219	416	296
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	322	87	70	327	8	10	87	31	55	109	78
Total Analysis Volume [veh/h]	156	1287	349	279	1307	31	42	348	125	218	438	312
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	15	47	0	23	55	0	8	18	0	22	32	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	12	47	47	20	55	55	4	15	15	16	27	27
g / C, Green / Cycle	0.11	0.43	0.43	0.18	0.50	0.50	0.03	0.13	0.13	0.15	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.09	0.38	0.23	0.17	0.38	0.38	0.02	0.10	0.08	0.13	0.23	0.23
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1750	1681	3360	1500	1681	1765	1523
c, Capacity [veh/h]	183	1436	641	305	882	875	57	453	202	247	438	378
d1, Uniform Delay [s]	48.16	29.25	23.51	44.20	22.20	22.24	52.70	45.96	44.94	46.01	40.32	40.32
k, delay calibration	0.11	0.50	0.50	0.18	0.50	0.50	0.11	0.11	0.11	0.11	0.35	0.35
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.46	9.05	3.30	15.84	6.11	6.25	16.85	2.77	3.06	9.92	20.77	23.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.90	0.54	0.91	0.76	0.76	0.74	0.77	0.62	0.88	0.92	0.92
d, Delay for Lane Group [s/veh]	58.62	38.30	26.81	60.04	28.31	28.49	69.55	48.73	48.00	55.93	61.09	63.43
Lane Group LOS	E	D	C	E	C	C	E	D	D	E	E	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.57	16.09	6.82	8.45	13.91	13.90	1.36	4.48	3.20	6.32	12.65	11.16
50th-Percentile Queue Length [ft/ln]	114.13	402.27	170.42	211.13	347.71	347.47	33.90	112.06	79.96	158.02	316.23	279.12
95th-Percentile Queue Length [veh/ln]	8.07	22.67	11.10	13.21	20.02	20.01	2.44	7.95	5.76	10.44	18.48	16.64
95th-Percentile Queue Length [ft/ln]	201.73	566.74	277.47	330.28	500.62	500.32	61.03	198.87	143.93	261.10	462.05	416.12

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	58.62	38.30	26.81	60.04	28.40	28.49	69.55	48.73	48.00	55.93	61.28	63.43
Movement LOS	E	D	C	E	C	C	E	D	D	E	E	E
d_A, Approach Delay [s/veh]	37.83			33.86			50.25			60.77		
Approach LOS	D			C			D			E		
d_I, Intersection Delay [s/veh]	42.36											
Intersection LOS	D											
Intersection V/C	0.865											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 8: US-395 (NS) at Palmdale Road (EW)

Control Type:	Signalized	Delay (sec / veh):	51.4
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.933

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	2	0	1
Pocket Length [ft]	120.00	100.00	100.00	350.00	100.00	370.00	140.00	100.00	100.00	520.00	100.00	260.00
Speed [mph]	50.00			55.00			55.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	342	1397	89	173	1136	69	186	497	336	248	718	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	342	1397	89	173	1136	69	186	497	336	248	718	117
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.8947	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	368	23	43	299	18	46	131	88	58	189	31
Total Analysis Volume [veh/h]	341	1471	94	173	1196	73	185	523	354	234	756	123
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	18	61	0	17	60	0	18	39	0	13	34	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	15	58	58	14	57	57	15	36	36	10	31	31
g / C, Green / Cycle	0.12	0.45	0.45	0.11	0.44	0.44	0.12	0.28	0.28	0.08	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.10	0.44	0.06	0.10	0.36	0.05	0.11	0.16	0.24	0.07	0.23	0.08
s, saturation flow rate [veh/h]	3264	3360	1500	1681	3360	1500	1681	3360	1500	3264	3360	1500
c, Capacity [veh/h]	377	1505	672	181	1479	660	194	924	412	252	794	355
d1, Uniform Delay [s]	56.79	35.24	21.14	57.68	31.62	21.41	57.14	40.48	44.74	59.64	48.90	41.28
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.37	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.21	18.40	0.44	21.85	4.86	0.34	20.60	0.55	15.61	14.19	7.22	0.58
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.90	0.98	0.14	0.95	0.81	0.11	0.95	0.57	0.86	0.93	0.95	0.35
d, Delay for Lane Group [s/veh]	65.00	53.64	21.57	79.53	36.48	21.75	77.74	41.03	60.35	73.84	56.12	41.86
Lane Group LOS	E	D	C	E	D	C	E	D	E	E	E	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	5.79	24.99	1.70	6.54	16.05	1.31	6.92	6.93	12.05	4.22	12.39	3.24
50th-Percentile Queue Length [ft/ln]	144.74	624.63	42.54	163.45	401.20	32.64	172.88	173.22	301.22	105.47	309.66	81.02
95th-Percentile Queue Length [veh/ln]	9.74	33.18	3.06	10.73	22.62	2.35	11.23	11.25	17.74	7.59	18.16	5.83
95th-Percentile Queue Length [ft/ln]	243.39	829.57	76.57	268.29	565.45	58.76	280.69	281.14	443.54	189.68	453.95	145.84

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.00	53.64	21.57	79.53	36.48	21.75	77.74	41.03	60.35	73.84	56.12	41.86
Movement LOS	E	D	C	E	D	C	E	D	E	E	E	D
d_A, Approach Delay [s/veh]	54.09			40.90			53.86			58.27		
Approach LOS	D			D			D			E		
d_I, Intersection Delay [s/veh]	51.45											
Intersection LOS	D											
Intersection V/C	0.933											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 10: Sportsman Center (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.055

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	34	12	129	32	18	221
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	12	129	32	18	221
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	3	34	8	5	58
Total Analysis Volume [veh/h]	36	13	136	34	19	233
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	10.91	9.14	0.00	0.00	7.60	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.22	0.22	0.00	0.00	0.04	0.02
95th-Percentile Queue Length [ft/ln]	5.54	5.54	0.00	0.00	0.97	0.49
d_A, Approach Delay [s/veh]	10.44		0.00		0.57	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.39					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 15: Adelanto Road (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	14.6
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.128

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	292	17	15	207	0	0	0	0	53	0	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	292	17	15	207	0	0	0	0	53	0	20
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	0.9474	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	77	4	4	54	0	0	0	0	14	0	5
Total Analysis Volume [veh/h]	0	307	18	15	218	0	0	0	0	56	0	21
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.13	0.00	0.03
d_M, Delay for Movement [s/veh]	7.66	0.00	0.00	7.95	0.00	0.00	13.57	13.48	9.38	14.57	14.64	11.26
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.55	0.55	0.55
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.92	0.00	0.00	0.00	0.00	0.00	13.76	13.76	13.76
d_A, Approach Delay [s/veh]	0.00			0.51			12.15			13.67		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	1.84											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 17: Adelanto Road (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.177

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	66	227	101	164	97	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	227	101	164	97	59
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	1.0000	0.8947	1.0000
Total 15-Minute Volume [veh/h]	16	60	27	43	23	16
Total Analysis Volume [veh/h]	66	239	106	173	91	62
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.00	0.18	0.07
d_M, Delay for Movement [s/veh]	7.96	0.00	0.00	0.00	12.68	9.38
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.16	0.00	0.00	0.00	0.29	0.23
95th-Percentile Queue Length [ft/ln]	4.07	0.00	0.00	0.00	7.24	5.65
d_A, Approach Delay [s/veh]	1.72		0.00		11.34	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.07					
Intersection LOS	B					

Adelanto Project

Vistro File: C:\...\PM_E.vistro

Scenario 10 Opening Year (2035) Without Project - With Improvements

Report File: C:\...\PM_OY_2035_W_IMP.pdf

12/13/2023

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Bellflower Street (NS) at Rancho Road (EW)	Final Base	20	68	33	11	103	16	20	329	176	43	86	31	936
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**20**	**68**	**33**	**11**	**103**	**16**	**20**	**329**	**176**	**43**	**86**	**31**	**936**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	US-395 (NS) at Chamberlane Way (EW)	Final Base	176	516	29	1	696	11	37	32	155	19	40	7	1719
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**176**	**516**	**29**	**1**	**696**	**11**	**37**	**32**	**155**	**19**	**40**	**7**	**1719**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	US-395 (NS) at Bartlett Avenue (EW)	Final Base	196	704	57	9	710	24	16	60	175	65	56	18	2090
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**196**	**704**	**57**	**9**	**710**	**24**	**16**	**60**	**175**	**65**	**56**	**18**	**2090**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	US-395 (NS) at Air Base Road (EW)	Final Base	75	559	126	295	631	22	12	216	70	256	212	399	2873
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**75**	**559**	**126**	**295**	**631**	**22**	**12**	**216**	**70**	**256**	**212**	**399**	**2873**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	US-395 (NS) at Rancho Road (EW)	Final Base	99	1223	28	13	978	24	59	109	252	126	44	58	3013
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**99**	**1223**	**28**	**13**	**978**	**24**	**59**	**109**	**252**	**126**	**44**	**58**	**3013**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	US-395 (NS) at Cactus Road (EW)	Final Base	114	1421	43	38	1420	38	42	23	64	56	12	27	3298
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**114**	**1421**	**43**	**38**	**1420**	**38**	**42**	**23**	**64**	**56**	**12**	**27**	**3298**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	US-395 (NS) at Mojave Drive (EW)	Final Base	156	1223	332	280	1242	29	42	331	119	219	416	296	4685
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**156**	**1223**	**332**	**280**	**1242**	**29**	**42**	**331**	**119**	**219**	**416**	**296**	**4685**

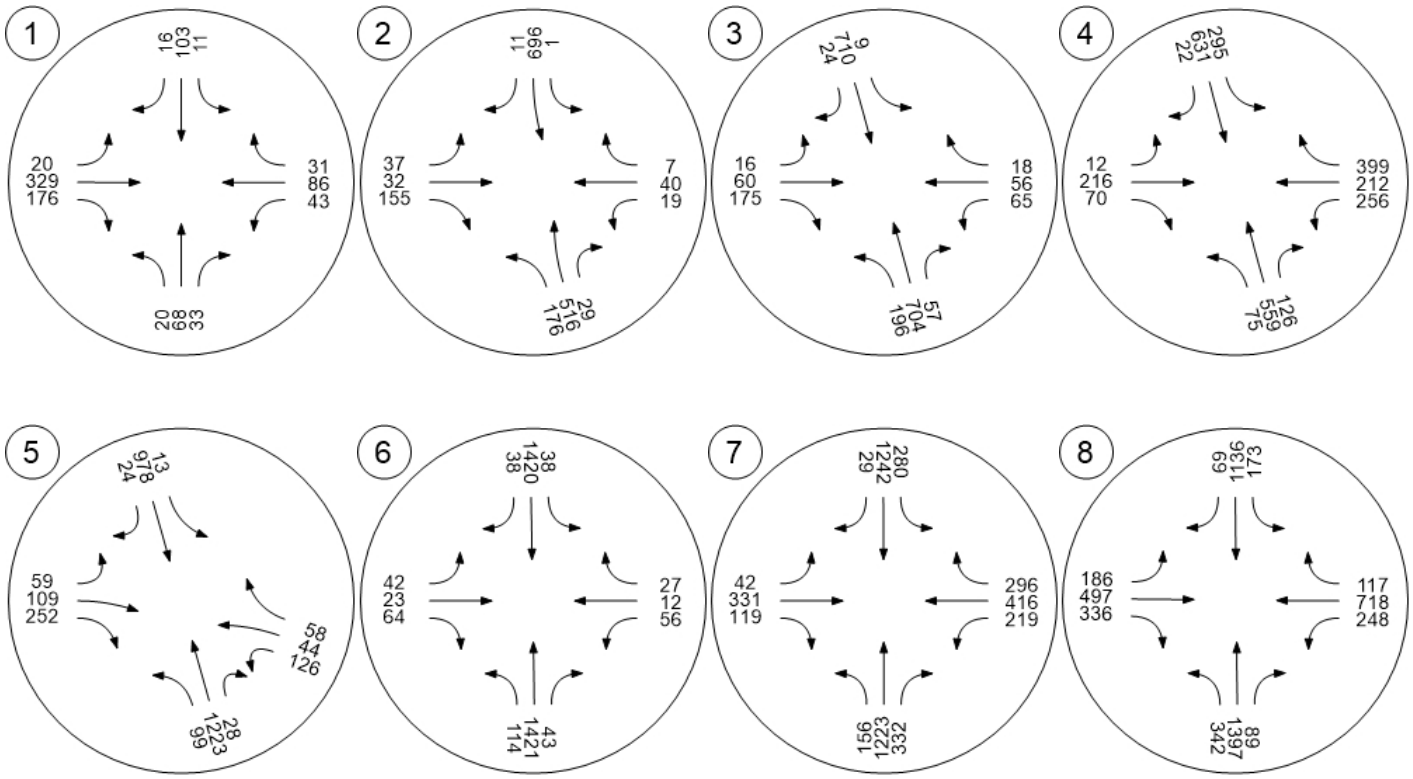
ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	US-395 (NS) at Palmdale Road (EW)	Final Base	342	1397	89	173	1136	69	186	497	336	248	718	117	5308
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**342**	**1397**	**89**	**173**	**1136**	**69**	**186**	**497**	**336**	**248**	**718**	**117**	**5308**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
10	Sportsman Center (NS) at Rancho Road (EW)	Final Base	34	12	129	32	18	221	446
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**34**	**12**	**129**	**32**	**18**	**221**	**446**

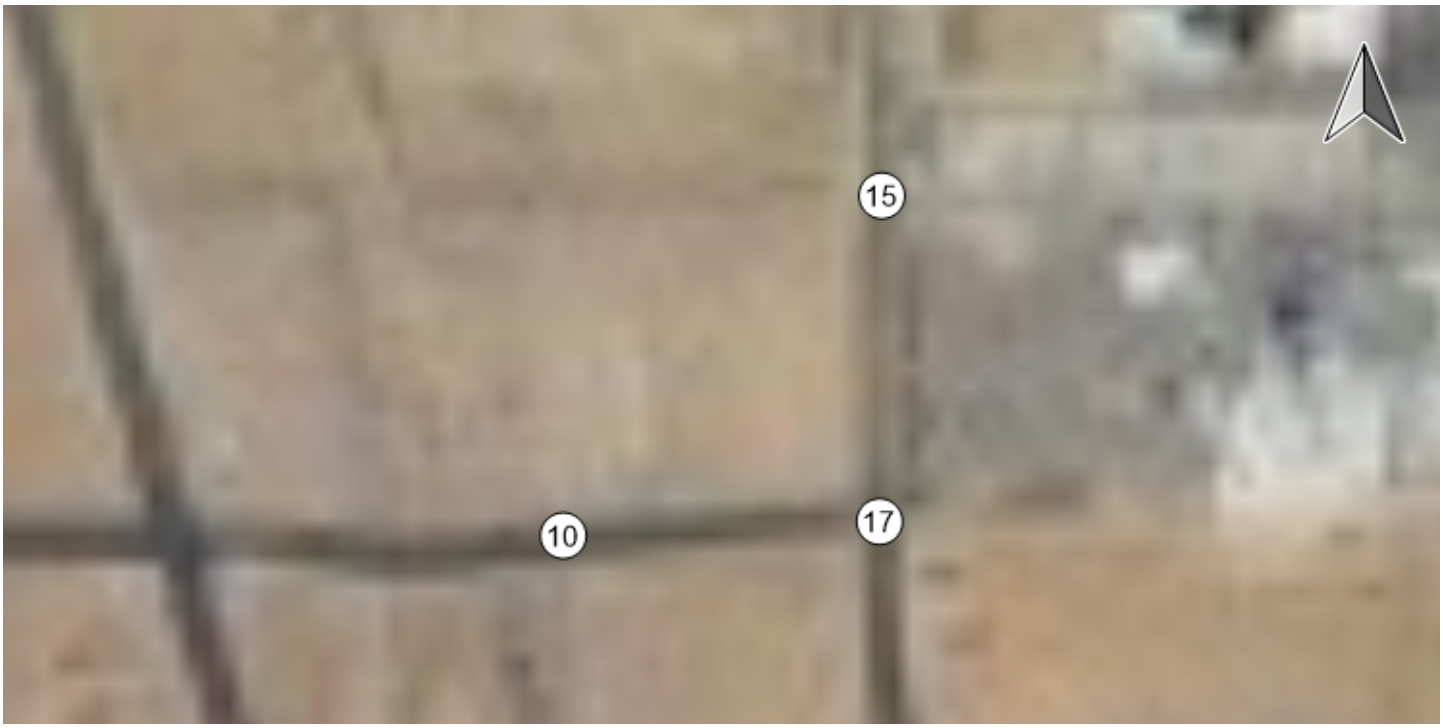
ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Adelanto Road (NS) at Violet Road (EW)	Final Base	0	292	17	15	207	0	0	0	0	53	0	20	604
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**292**	**17**	**15**	**207**	**0**	**0**	**0**	**0**	**53**	**0**	**20**	**604**

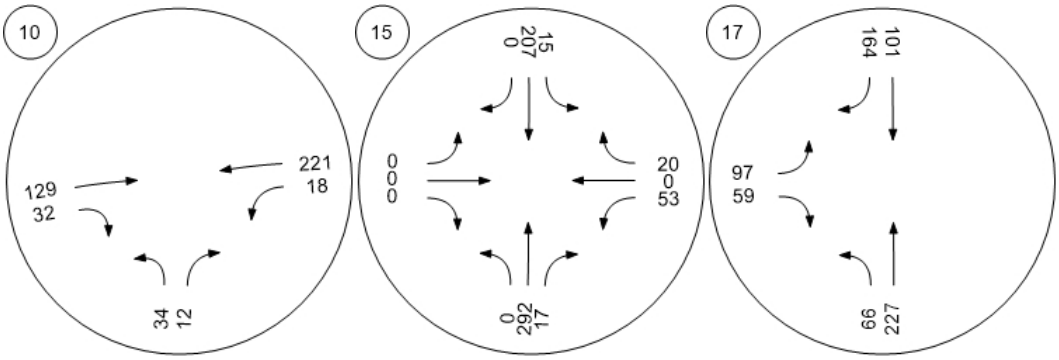
ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
17	Adelanto Road (NS) at Rancho Road (EW)	Final Base	66	227	101	164	97	59	714
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**66**	**227**	**101**	**164**	**97**	**59**	**714**

Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume





Opening Year (2035) With Project

Adelanto Project

Vistro File: C:\...\AM_E.vistro
Report File: C:\...\AM_OY_2035_phase_I_II.pdf

Scenario 7 Opening Year (2035) With Project Phase I & II
12/13/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Bellflower Street (NS) at Rancho Road (EW)	All-way stop	HCM 2010	WB Thru	0.431	12.6	B
2	US-395 (NS) at Chamberlane Way (EW)	Signalized	HCM 2010	SB Left	0.548	12.2	B
3	US-395 (NS) at Bartlett Avenue (EW)	Signalized	HCM 2010	NB Left	0.374	11.9	B
4	US-395 (NS) at Air Base Road (EW)	Signalized	HCM 2010	NB Left	0.682	24.0	C
5	US-395 (NS) at Rancho Road (EW)	Signalized	HCM 2010	WB Left	0.737	12.1	B
6	US-395 (NS) at Cactus Road (EW)	Signalized	HCM 2010	SB Left	0.521	7.7	A
7	US-395 (NS) at Mojave Drive (EW)	Signalized	HCM 2010	NB Left	0.764	23.8	C
8	US-395 (NS) at Palmdale Road (EW)	Signalized	HCM 2010	NB Left	0.737	29.1	C
9	Project West Access (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	SB Right	0.192	10.2	B
10	Sportsman Center (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	NB Left	0.055	11.9	B
11	Project West Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	NB Right	0.001	8.5	A
12	Project East Access (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	SB Left	0.013	13.1	B
13	Project Center Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	NB Right	0.001	8.5	A
14	Project East Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	NB Right	0.001	8.5	A
15	Adelanto Road (NS) at Violet Road (EW)	Two-way stop	HCM 2010	WB Left	0.035	13.3	B
16	Adelanto Road (NS) at Project Access (EW)	Two-way stop	HCM 2010	EB Right	0.002	8.8	A
17	Adelanto Road (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	EB Left	0.100	12.7	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Bellflower Street (NS) at Rancho Road (EW)

Control Type:	All-way stop	Delay (sec / veh):	12.6
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.431

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	1	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	95	51	20	17	62	61	8	134	28	11	395	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	6	6	0	0	0	6	0	6	7	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	51	26	23	62	61	8	140	28	17	402	13
Peak Hour Factor	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	15	8	7	18	18	2	41	8	5	118	4
Total Analysis Volume [veh/h]	111	60	30	27	73	71	9	164	33	19	470	15
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	505	587	508	574	483	518	536	522	563	566
Degree of Utilization, x	0.34	0.05	0.20	0.12	0.02	0.19	0.18	0.04	0.43	0.43

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.48	0.16	0.72	0.42	0.06	0.70	0.67	0.11	2.16	2.13
95th-Percentile Queue Length [ft]	37.06	4.03	18.12	10.52	1.42	17.39	16.69	2.83	53.94	53.36
Approach Delay [s/veh]	12.79		10.83		11.07			13.65		
Approach LOS	B		B		B			B		
Intersection Delay [s/veh]	12.55									
Intersection LOS	B									

Intersection Level Of Service Report
Intersection 2: US-395 (NS) at Chamberlane Way (EW)

Control Type:	Signalized	Delay (sec / veh):	12.2
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.548

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	180.00	100.00	100.00	210.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	92	441	19	4	592	27	13	34	121	27	31	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	14	6	0	13	0	0	0	6	6	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	98	455	25	4	605	27	13	34	127	33	31	7
Peak Hour Factor	0.6500	0.6500	0.6500	0.6500	0.6500	0.6500	0.6500	0.6500	0.6500	0.6500	0.6500	0.6500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	175	10	1	233	10	5	13	49	13	12	3
Total Analysis Volume [veh/h]	143	700	38	6	931	42	20	52	195	51	48	11
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	15	25	0	8	18	0	0	27	0	0	27	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	7	41	41	1	35	35	10	10	10
g / C, Green / Cycle	0.11	0.67	0.67	0.01	0.58	0.58	0.17	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.09	0.21	0.21	0.00	0.28	0.28	0.04	0.13	0.08
s, saturation flow rate [veh/h]	1681	1765	1733	1681	1765	1738	1706	1500	1327
c, Capacity [veh/h]	184	1188	1167	17	1013	997	362	251	310
d1, Uniform Delay [s]	26.08	4.07	4.07	29.59	7.56	7.56	21.75	23.98	22.81
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.93	0.69	0.70	12.44	1.66	1.68	0.27	5.15	0.69
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

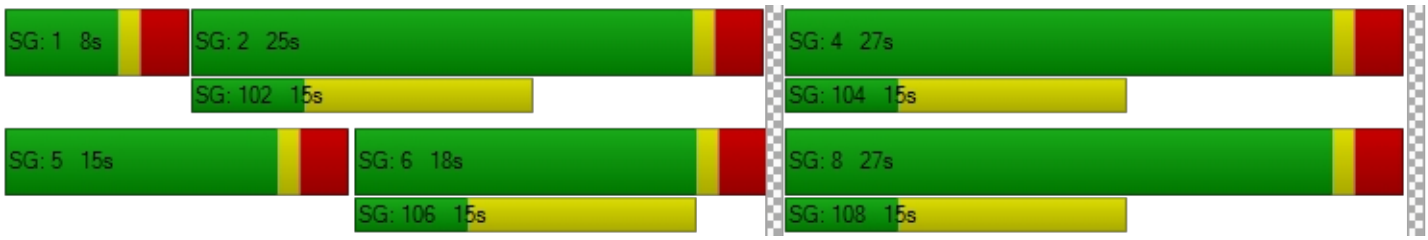
X, volume / capacity	0.78	0.31	0.31	0.36	0.48	0.48	0.20	0.78	0.36
d, Delay for Lane Group [s/veh]	33.01	4.76	4.77	42.03	9.22	9.25	22.01	29.13	23.51
Lane Group LOS	C	A	A	D	A	A	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.09	1.00	0.98	0.13	2.70	2.67	0.85	2.83	1.41
50th-Percentile Queue Length [ft/ln]	52.17	24.96	24.61	3.37	67.52	66.67	21.36	70.77	35.22
95th-Percentile Queue Length [veh/ln]	3.76	1.80	1.77	0.24	4.86	4.80	1.54	5.10	2.54
95th-Percentile Queue Length [ft/ln]	93.90	44.92	44.31	6.06	121.53	120.00	38.46	127.38	63.40

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	33.01	4.77	4.77	42.03	9.23	9.25	22.01	22.01	29.13	23.51	23.51	23.51
Movement LOS	C	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	9.35			9.43			27.21			23.51		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	12.21											
Intersection LOS	B											
Intersection V/C	0.548											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: US-395 (NS) at Bartlett Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	11.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.374

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	100.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			35.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	85	526	70	31	663	12	4	69	98	59	40	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	26	6	0	25	0	0	0	6	6	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	552	76	31	688	12	4	69	104	65	40	10
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	145	20	8	181	3	1	18	27	16	11	3
Total Analysis Volume [veh/h]	91	581	80	31	724	13	4	73	109	65	42	11
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	34	44	0	8	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	70	70	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	5	47	47	2	45	45	11	11	11	11	11	11
g / C, Green / Cycle	0.07	0.68	0.68	0.03	0.64	0.64	0.16	0.16	0.16	0.16	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.05	0.19	0.19	0.02	0.22	0.01	0.00	0.04	0.07	0.05	0.02	0.02
s, saturation flow rate [veh/h]	1681	1765	1691	1681	3360	1500	1346	1765	1500	1197	1765	1643
c, Capacity [veh/h]	118	1197	1147	55	2154	961	259	283	241	179	283	264
d1, Uniform Delay [s]	32.01	4.48	4.48	33.38	5.75	4.55	27.42	25.74	26.61	32.45	25.05	25.07
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.25	0.59	0.62	8.87	0.42	0.03	0.02	0.48	1.33	1.23	0.14	0.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

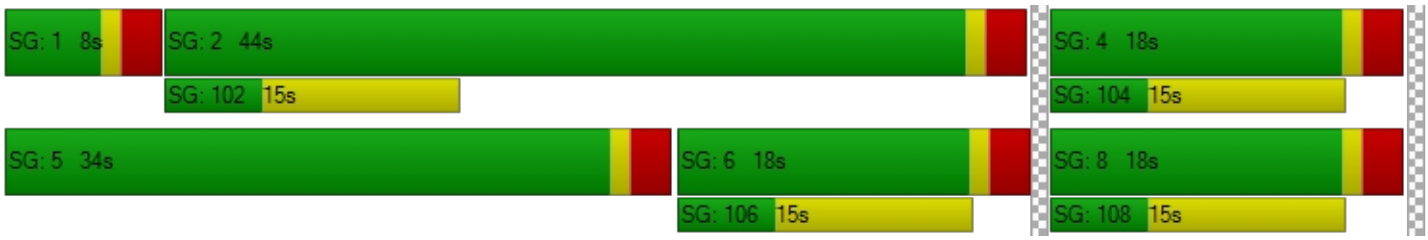
X, volume / capacity	0.77	0.28	0.28	0.57	0.34	0.01	0.02	0.26	0.45	0.36	0.09	0.10
d, Delay for Lane Group [s/veh]	42.26	5.06	5.09	42.25	6.17	4.58	27.45	26.21	27.94	33.68	25.20	25.24
Lane Group LOS	D	A	A	D	A	A	C	C	C	C	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	1.71	1.23	1.19	0.61	1.60	0.05	0.06	1.04	1.64	1.08	0.36	0.36
50th-Percentile Queue Length [ft/ln]	42.76	30.64	29.65	15.23	40.07	1.22	1.45	26.07	41.02	27.06	9.08	8.96
95th-Percentile Queue Length [veh/ln]	3.08	2.21	2.13	1.10	2.88	0.09	0.10	1.88	2.95	1.95	0.65	0.65
95th-Percentile Queue Length [ft/ln]	76.96	55.16	53.37	27.42	72.12	2.20	2.62	46.93	73.84	48.71	16.35	16.13

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	42.26	5.08	5.09	42.25	6.17	4.58	27.45	26.21	27.94	33.68	25.21	25.24
Movement LOS	D	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	9.58			7.60			27.25			29.88		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	11.86											
Intersection LOS	B											
Intersection V/C	0.374											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: US-395 (NS) at Air Base Road (EW)

Control Type:	Signalized	Delay (sec / veh):	24.0
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.682

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	380.00	100.00	100.00	340.00	100.00	100.00	220.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			50.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	37	453	248	190	612	17	7	253	113	334	187	219
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	38	0	0	37	0	0	0	6	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	491	248	190	649	17	7	253	119	334	187	219
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	129	65	47	171	4	2	67	31	83	49	58
Total Analysis Volume [veh/h]	44	517	261	189	683	18	7	266	125	333	197	231
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	8	18	0	14	24	0	0	38	0	0	38	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	70	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	3	17	17	10	23	23	35	35	35	35	35
g / C, Green / Cycle	0.04	0.24	0.24	0.14	0.33	0.33	0.50	0.50	0.50	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.03	0.15	0.17	0.11	0.20	0.01	0.01	0.23	0.34	0.11	0.15
s, saturation flow rate [veh/h]	1681	3360	1500	1681	3360	1500	1181	1670	989	1765	1500
c, Capacity [veh/h]	72	793	354	230	1109	495	581	833	412	880	748
d1, Uniform Delay [s]	32.98	24.18	24.77	29.44	19.75	15.93	12.48	11.49	24.87	9.91	10.41
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.23	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.14	4.14	12.85	7.21	2.57	0.14	0.01	0.41	7.77	0.13	0.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.61	0.65	0.74	0.82	0.62	0.04	0.01	0.47	0.81	0.22	0.31
d, Delay for Lane Group [s/veh]	41.12	28.32	37.62	36.65	22.32	16.07	12.49	11.91	32.64	10.04	10.64
Lane Group LOS	D	C	D	D	C	B	B	B	C	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.83	3.84	4.76	3.23	4.36	0.19	0.06	3.13	6.04	1.50	1.86
50th-Percentile Queue Length [ft/ln]	20.84	95.97	119.08	80.81	108.93	4.68	1.40	78.30	150.93	37.54	46.47
95th-Percentile Queue Length [veh/ln]	1.50	6.91	8.34	5.82	7.78	0.34	0.10	5.64	10.07	2.70	3.35
95th-Percentile Queue Length [ft/ln]	37.51	172.75	208.56	145.47	194.51	8.43	2.52	140.93	251.66	67.56	83.64

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.12	28.32	37.62	36.65	22.32	16.07	12.49	11.91	11.91	32.64	10.04	10.64
Movement LOS	D	C	D	D	C	B	B	B	B	C	B	B
d_A, Approach Delay [s/veh]	31.95			25.24			11.92			20.11		
Approach LOS	C			C			B			C		
d_I, Intersection Delay [s/veh]	23.95											
Intersection LOS	C											
Intersection V/C	0.682											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: US-395 (NS) at Rancho Road (EW)

Control Type:	Signalized	Delay (sec / veh):	12.1
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.737

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	340.00	100.00	100.00	290.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			40.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	327	717	23	29	877	82	16	58	85	109	92	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	56	43	0	0	0	18	0	59	19	45
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	-80	80	62	-62	0	0	0	0	78	0	61
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	327	637	159	134	815	82	16	76	85	246	111	113
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	82	168	42	33	214	22	4	20	22	61	29	30
Total Analysis Volume [veh/h]	326	671	167	134	858	86	16	80	89	245	117	119
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	51	0	0	51	0	0	19	0	0	19	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	70	70	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	48	48	48	48	48	48	16	16	16	16	16	16
g / C, Green / Cycle	0.68	0.68	0.68	0.68	0.68	0.68	0.23	0.23	0.23	0.23	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.51	0.20	0.11	0.18	0.26	0.06	0.01	0.02	0.06	0.19	0.07	0.08
s, saturation flow rate [veh/h]	641	3360	1500	763	3360	1500	1140	3360	1500	1313	1765	1500
c, Capacity [veh/h]	449	2298	1026	538	2298	1026	263	774	345	349	406	345
d1, Uniform Delay [s]	15.10	4.36	3.93	7.86	4.69	3.71	26.23	21.24	22.04	28.42	22.20	22.52
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.86	0.32	0.34	1.11	0.47	0.16	0.10	0.06	0.39	2.59	0.39	0.59
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.73	0.29	0.16	0.25	0.37	0.08	0.06	0.10	0.26	0.70	0.29	0.34
d, Delay for Lane Group [s/veh]	24.96	4.69	4.27	8.97	5.16	3.87	26.33	21.29	22.43	31.02	22.59	23.11
Lane Group LOS	C	A	A	A	A	A	C	C	C	C	C	C
Critical Lane Group	Yes	No	No	No	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.64	1.08	0.54	0.91	1.49	0.26	0.22	0.48	1.14	3.80	1.42	1.47
50th-Percentile Queue Length [ft/ln]	116.04	27.03	13.39	22.65	37.33	6.47	5.61	12.08	28.48	95.12	35.42	36.83
95th-Percentile Queue Length [veh/ln]	8.17	1.95	0.96	1.63	2.69	0.47	0.40	0.87	2.05	6.85	2.55	2.65
95th-Percentile Queue Length [ft/ln]	204.37	48.66	24.10	40.77	67.19	11.64	10.10	21.75	51.26	171.21	63.76	66.30

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	24.96	4.69	4.27	8.97	5.16	3.87	26.33	21.29	22.43	31.02	22.59	23.11
Movement LOS	C	A	A	A	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	10.31			5.53			22.27			27.01		
Approach LOS	B			A			C			C		
d_I, Intersection Delay [s/veh]	12.06											
Intersection LOS	B											
Intersection V/C	0.737											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: US-395 (NS) at Cactus Road (EW)

Control Type:	Signalized	Delay (sec / veh):	7.7
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.521

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	580.00	490.00	100.00	100.00	110.00	100.00	100.00	120.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	28	1282	37	25	1058	21	41	17	47	38	12	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	50	0	0	53	6	6	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	1332	37	25	1111	27	47	17	47	38	12	38
Peak Hour Factor	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	351	10	6	293	7	12	4	12	9	3	10
Total Analysis Volume [veh/h]	28	1404	39	25	1171	28	47	18	50	38	13	40
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	8	44	0	8	44	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	L	C
C, Cycle Length [s]	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	2	51	51	2	51	51	8	8	8	8
g / C, Green / Cycle	0.03	0.73	0.73	0.03	0.73	0.73	0.11	0.11	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.02	0.42	0.03	0.01	0.34	0.34	0.03	0.04	0.03	0.03
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1750	1346	1562	1328	1557
c, Capacity [veh/h]	51	2457	1097	47	1286	1276	170	176	157	175
d1, Uniform Delay [s]	33.48	4.34	2.59	33.59	3.91	3.91	32.75	28.84	33.17	28.55
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.00	0.97	0.06	9.24	1.22	1.24	0.87	1.39	0.79	0.96
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.55	0.57	0.04	0.54	0.47	0.47	0.28	0.39	0.24	0.30
d, Delay for Lane Group [s/veh]	42.49	5.31	2.65	42.84	5.13	5.14	33.63	30.23	33.97	29.52
Lane Group LOS	D	A	A	D	A	A	C	C	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.56	2.07	0.08	0.50	1.80	1.79	0.80	1.09	0.65	0.84
50th-Percentile Queue Length [ft/ln]	13.90	51.72	1.90	12.58	44.93	44.69	20.00	27.23	16.28	20.88
95th-Percentile Queue Length [veh/ln]	1.00	3.72	0.14	0.91	3.24	3.22	1.44	1.96	1.17	1.50
95th-Percentile Queue Length [ft/ln]	25.02	93.10	3.43	22.65	80.88	80.45	36.01	49.02	29.30	37.58

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	42.49	5.31	2.65	42.84	5.14	5.14	33.63	30.23	30.23	33.97	29.52	29.52
Movement LOS	D	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	5.95			5.91			31.62			31.37		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	7.75											
Intersection LOS	A											
Intersection V/C	0.521											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 7: US-395 (NS) at Mojave Drive (EW)

Control Type:	Signalized	Delay (sec / veh):	23.8
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.764

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	380.00	100.00	100.00	250.00	100.00	100.00	280.00	100.00	100.00
Speed [mph]	50.00			50.00			60.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	25	1045	152	188	942	18	33	338	98	190	100	266
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	24	0	12	29	12	13	0	0	0	0	13
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	1069	152	200	971	30	46	338	98	190	100	279
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	281	40	50	256	8	11	89	26	47	26	73
Total Analysis Volume [veh/h]	25	1125	160	199	1022	32	46	356	103	189	105	294
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	8	26	0	13	31	0	14	18	0	13	17	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	70	70	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	2	29	29	10	37	37	3	10	10	10	16	16
g / C, Green / Cycle	0.03	0.41	0.41	0.14	0.52	0.52	0.04	0.14	0.14	0.14	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.01	0.33	0.11	0.12	0.30	0.30	0.03	0.11	0.07	0.11	0.06	0.20
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1746	1681	3360	1500	1681	1765	1500
c, Capacity [veh/h]	50	1377	615	240	923	913	74	470	210	230	411	349
d1, Uniform Delay [s]	33.58	18.40	13.70	29.29	11.43	11.43	32.99	29.05	27.89	29.48	21.99	25.72
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.74	5.48	1.03	7.26	2.59	2.63	8.14	2.52	1.77	7.15	0.33	5.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

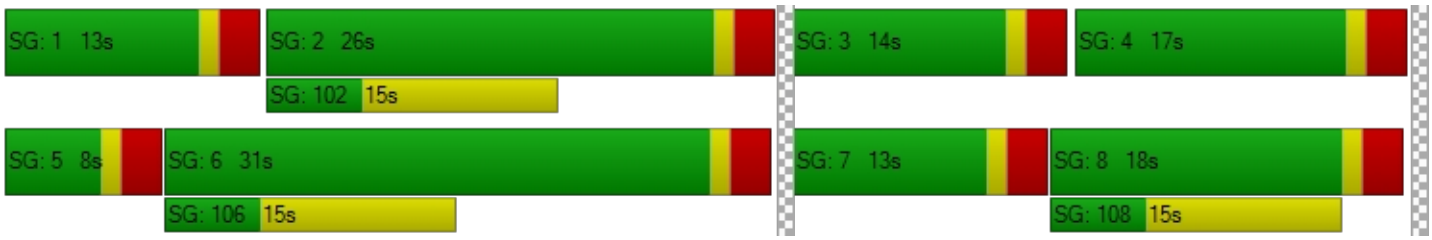
X, volume / capacity	0.50	0.82	0.26	0.83	0.57	0.57	0.62	0.76	0.49	0.82	0.26	0.84
d, Delay for Lane Group [s/veh]	41.32	23.88	14.73	36.55	14.02	14.06	41.13	31.57	29.66	36.63	22.31	31.24
Lane Group LOS	D	C	B	D	B	B	D	C	C	D	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.49	7.54	1.55	3.40	4.80	4.76	0.85	2.65	1.49	3.28	1.31	4.70
50th-Percentile Queue Length [ft/ln]	12.26	188.41	38.74	85.00	120.00	119.06	21.21	66.37	37.16	82.04	32.71	117.48
95th-Percentile Queue Length [veh/ln]	0.88	12.04	2.79	6.12	8.39	8.34	1.53	4.78	2.68	5.91	2.35	8.25
95th-Percentile Queue Length [ft/ln]	22.07	300.97	69.74	153.01	209.83	208.54	38.17	119.46	66.89	147.67	58.87	206.35

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.32	23.88	14.73	36.55	14.04	14.06	41.13	31.57	29.66	36.63	22.31	31.24
Movement LOS	D	C	B	D	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	23.09			17.61			32.05			31.38		
Approach LOS	C			B			C			C		
d_I, Intersection Delay [s/veh]	23.78											
Intersection LOS	C											
Intersection V/C	0.764											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: US-395 (NS) at Palmdale Road (EW)

Control Type:	Signalized	Delay (sec / veh):	29.1
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.737

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	2	0	1
Pocket Length [ft]	120.00	100.00	100.00	350.00	100.00	370.00	140.00	100.00	100.00	520.00	100.00	260.00
Speed [mph]	50.00			55.00			55.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	180	875	89	206	966	91	138	475	298	116	359	107
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	0	7	9	7	6	0	0	0	0	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	180	881	89	213	975	98	144	475	298	116	359	113
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.8947	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	232	23	53	257	26	36	125	78	27	94	30
Total Analysis Volume [veh/h]	180	927	94	212	1026	103	144	500	314	109	378	119
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	13	30	0	15	32	0	22	27	0	8	13	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	10	32	32	12	34	34	9	19	19	5	15	15
g / C, Green / Cycle	0.13	0.40	0.40	0.15	0.43	0.43	0.11	0.24	0.24	0.06	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.11	0.29	0.29	0.13	0.31	0.07	0.09	0.15	0.21	0.03	0.11	0.08
s, saturation flow rate [veh/h]	1681	1765	1708	1681	3360	1500	1681	3360	1500	3264	3360	1500
c, Capacity [veh/h]	211	709	686	249	1426	637	182	813	363	190	646	288
d1, Uniform Delay [s]	34.33	20.32	20.34	33.29	19.13	14.27	34.88	27.06	29.13	36.79	29.49	28.43
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.14	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.32	6.55	6.80	7.95	3.16	0.55	7.53	0.76	7.89	2.71	0.85	0.95
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.73	0.73	0.85	0.72	0.16	0.79	0.61	0.86	0.57	0.59	0.41
d, Delay for Lane Group [s/veh]	43.65	26.87	27.13	41.24	22.29	14.81	42.41	27.82	37.02	39.50	30.34	29.37
Lane Group LOS	D	C	C	D	C	B	D	C	D	D	C	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.71	8.26	8.06	4.18	7.10	1.07	2.87	3.86	5.90	1.04	3.10	1.91
50th-Percentile Queue Length [ft/ln]	92.64	206.45	201.44	104.40	177.56	26.66	71.87	96.45	147.41	26.00	77.39	47.71
95th-Percentile Queue Length [veh/ln]	6.67	12.97	12.71	7.52	11.47	1.92	5.17	6.94	9.88	1.87	5.57	3.44
95th-Percentile Queue Length [ft/ln]	166.75	324.26	317.82	187.92	286.82	47.98	129.36	173.61	246.96	46.80	139.30	85.88

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	43.65	26.99	27.13	41.24	22.29	14.81	42.41	27.82	37.02	39.50	30.34	29.37
Movement LOS	D	C	C	D	C	B	D	C	D	D	C	C
d_A, Approach Delay [s/veh]	29.50			24.71			33.03			31.80		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	29.10											
Intersection LOS	C											
Intersection V/C	0.737											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Intersection Level Of Service Report
Intersection 9: Project West Access (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.192

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	139	208	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	72	73	44	51	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	83	85	57	56	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	155	158	240	315	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	41	42	63	83	0
Total Analysis Volume [veh/h]	0	163	166	253	332	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.19	0.14	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	18.89	10.24	8.40	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.71	0.71	0.44	0.22	0.00	0.00
95th-Percentile Queue Length [ft/ln]	17.67	17.67	11.08	5.54	0.00	0.00
d_A, Approach Delay [s/veh]	10.24		3.33		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.35					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Sportsman Center (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	11.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.055

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	29	19	92	46	18	168
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	44	0	0	51
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	57	0	0	56
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	19	193	46	18	275
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	5	51	12	5	72
Total Analysis Volume [veh/h]	31	20	203	48	19	289
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.02	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	11.87	9.45	0.00	0.00	7.79	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.25	0.25	0.00	0.00	0.04	0.02
95th-Percentile Queue Length [ft/ln]	6.27	6.27	0.00	0.00	1.04	0.52
d_A, Approach Delay [s/veh]	10.92		0.00		0.48	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.16					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 11: Project West Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	33	0	0	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1	33	0	0	28
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	9	0	0	7
Total Analysis Volume [veh/h]	0	1	35	0	0	29
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.83	8.47	0.00	0.00	7.28	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.07	0.07	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.47		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.13					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 12: Project East Access (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.1
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	111	186	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	47	44	0	4	6
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	56	57	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	103	101	111	190	6
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	27	27	29	50	2
Total Analysis Volume [veh/h]	6	108	106	117	200	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.12	0.08	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.13	9.46	7.86	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.44	0.44	0.24	0.12	0.00	0.00
95th-Percentile Queue Length [ft/ln]	11.00	11.00	6.00	3.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.65		3.74		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.56					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 13: Project Center Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	33	0	0	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1	34	0	0	28
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	9	0	0	7
Total Analysis Volume [veh/h]	0	1	36	0	0	29
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.83	8.48	0.00	0.00	7.29	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.07	0.07	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.48		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.13					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 14: Project East Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	33	0	0	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	2	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1	35	0	0	28
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	9	0	0	7
Total Analysis Volume [veh/h]	0	1	37	0	0	29
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.84	8.48	0.00	0.00	7.29	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.07	0.07	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.48		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.13					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 15: Adelanto Road (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.3
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.035

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	325	20	13	145	0	0	0	0	15	0	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	0	0	6	0	1	0	2	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	331	20	13	151	0	1	0	2	15	0	13
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	0.9474	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	87	5	3	40	0	0	0	1	4	0	3
Total Analysis Volume [veh/h]	0	348	21	13	159	0	1	0	2	16	0	14
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.02
d_M, Delay for Movement [s/veh]	7.53	0.00	0.00	8.06	0.00	0.00	13.25	13.29	9.09	13.34	13.43	10.57
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.03	0.00	0.00	0.01	0.01	0.01	0.18	0.18	0.18
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.83	0.00	0.00	0.34	0.34	0.34	4.39	4.39	4.39
d_A, Approach Delay [s/veh]	0.00			0.61			10.48			12.05		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	0.87											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 16: Adelanto Road (NS) at Project Access (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	350	174	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	8	0	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	356	182	0	0	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	94	48	0	0	1
Total Analysis Volume [veh/h]	0	375	192	0	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.61	0.00	0.00	0.00	11.06	8.83
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.16	0.16
d_A, Approach Delay [s/veh]	0.00		0.00		8.83	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.03					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 17: Adelanto Road (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.100

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	85	304	76	98	46	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	10	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	85	304	76	108	52	54
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	1.0000	0.8947	1.0000
Total 15-Minute Volume [veh/h]	21	80	20	28	12	14
Total Analysis Volume [veh/h]	85	320	80	114	49	57
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.00	0.00	0.10	0.06
d_M, Delay for Movement [s/veh]	7.79	0.00	0.00	0.00	12.70	9.08
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.20	0.00	0.00	0.00	0.16	0.19
95th-Percentile Queue Length [ft/ln]	4.93	0.00	0.00	0.00	3.92	4.83
d_A, Approach Delay [s/veh]	1.63		0.00		10.75	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.56					
Intersection LOS	B					

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Scenario 7 Opening Year (2035) With Project Phase I & II
12/13/2023

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Bellflower Street (NS) at Rancho Road (EW)	Final Base	95	51	20	17	62	61	8	134	28	11	395	7	889
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	6	6	0	0	0	6	0	6	7	6	37
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**95**	**51**	**26**	**23**	**62**	**61**	**8**	**140**	**28**	**17**	**402**	**13**	**926**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	US-395 (NS) at Chamberlane Way (EW)	Final Base	92	441	19	4	592	27	13	34	121	27	31	7	1408
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	6	14	6	0	13	0	0	0	6	6	0	0	51
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**98**	**455**	**25**	**4**	**605**	**27**	**13**	**34**	**127**	**33**	**31**	**7**	**1459**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	US-395 (NS) at Bartlett Avenue (EW)	Final Base	85	526	70	31	663	12	4	69	98	59	40	10	1667
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	6	26	6	0	25	0	0	0	6	6	0	0	75
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**91**	**552**	**76**	**31**	**688**	**12**	**4**	**69**	**104**	**65**	**40**	**10**	**1742**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	US-395 (NS) at Air Base Road (EW)	Final Base	37	453	248	190	612	17	7	253	113	334	187	219	2670
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	7	38	0	0	37	0	0	0	6	0	0	0	88
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**44**	**491**	**248**	**190**	**649**	**17**	**7**	**253**	**119**	**334**	**187**	**219**	**2758**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	US-395 (NS) at Rancho Road (EW)	Final Base	327	717	23	29	877	82	16	58	85	109	92	7	2422
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	-80	136	105	-62	0	0	18	0	137	19	106	379
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**327**	**637**	**159**	**134**	**815**	**82**	**16**	**76**	**85**	**246**	**111**	**113**	**2801**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	US-395 (NS) at Cactus Road (EW)	Final Base	28	1282	37	25	1058	21	41	17	47	38	12	38	2644
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	50	0	0	53	6	6	0	0	0	0	0	115
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**28**	**1332**	**37**	**25**	**1111**	**27**	**47**	**17**	**47**	**38**	**12**	**38**	**2759**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	US-395 (NS) at Mojave Drive (EW)	Final Base	25	1045	152	188	942	18	33	338	98	190	100	266	3395
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	24	0	12	29	12	13	0	0	0	0	13	103
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**25**	**1069**	**152**	**200**	**971**	**30**	**46**	**338**	**98**	**190**	**100**	**279**	**3498**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	US-395 (NS) at Palmdale Road (EW)	Final Base	180	875	89	206	966	91	138	475	298	116	359	107	3900
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	6	0	7	9	7	6	0	0	0	0	6	41
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**180**	**881**	**89**	**213**	**975**	**98**	**144**	**475**	**298**	**116**	**359**	**113**	**3941**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
9	Project West Access (NS) at Rancho Road (EW)	Final Base	0	0	0	139	208	0	347
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	155	158	101	107	0	521
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**155**	**158**	**240**	**315**	**0**	**868**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
10	Sportsman Center (NS) at Rancho Road (EW)	Final Base	29	19	92	46	18	168	372
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	101	0	0	107	208
		Other	0	0	0	0	0	0	0
		Future Total	**29**	**19**	**193**	**46**	**18**	**275**	**580**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
11	Project West Access (NS) at Violet Road (EW)	Final Base	0	0	33	0	0	28	61
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	1	0	0	0	0	1
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**1**	**33**	**0**	**0**	**28**	**62**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
12	Project East Access (NS) at Rancho Road (EW)	Final Base	0	0	0	111	186	0	297
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	6	103	101	0	4	6	220
		Other	0	0	0	0	0	0	0
		Future Total	**6**	**103**	**101**	**111**	**190**	**6**	**517**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
13	Project Center Access (NS) at Violet Road (EW)	Final Base	0	0	33	0	0	28	61
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	1	1	0	0	0	2
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**1**	**34**	**0**	**0**	**28**	**63**

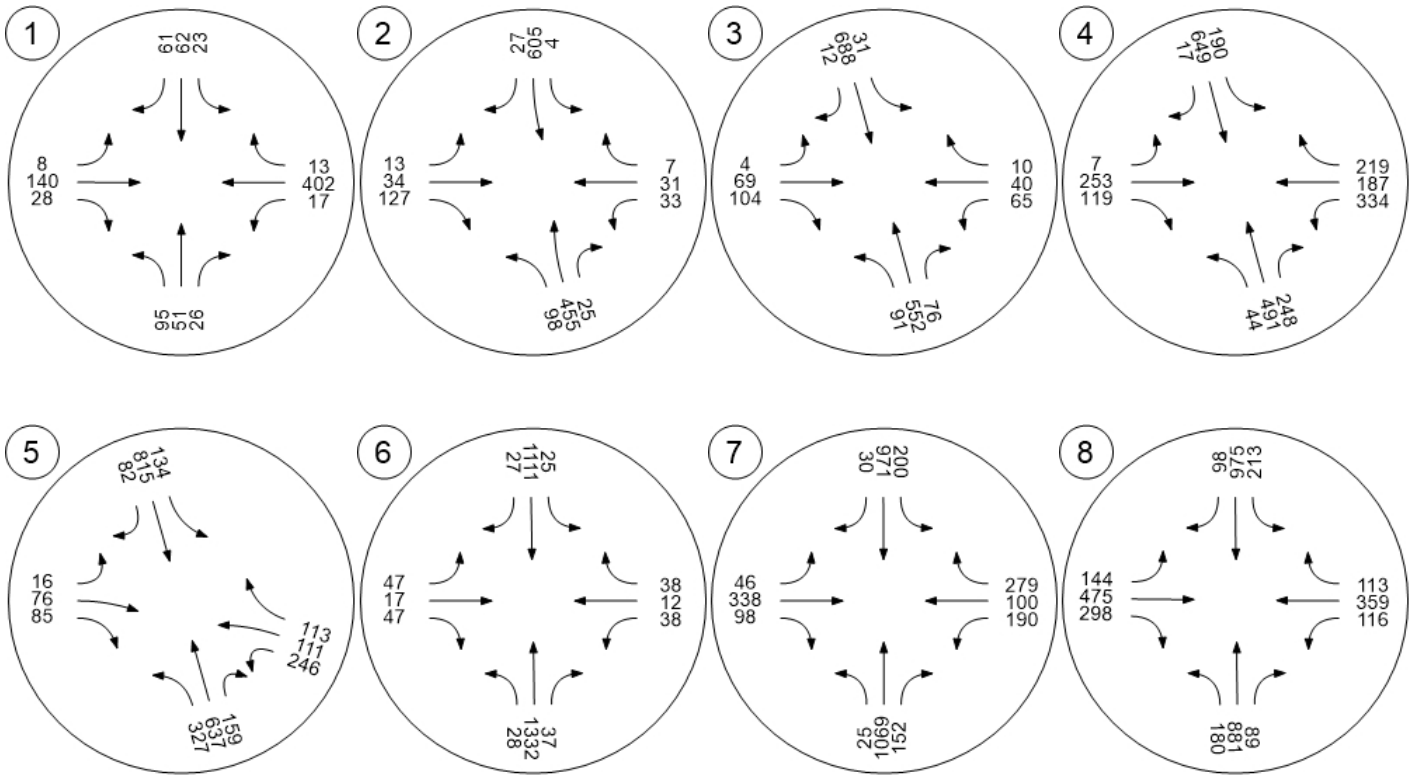
ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
14	Project East Access (NS) at Violet Road (EW)	Final Base	0	0	33	0	0	28	61
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	1	2	0	0	0	3
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**1**	**35**	**0**	**0**	**28**	**64**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Adelanto Road (NS) at Violet Road (EW)	Final Base	0	325	20	13	145	0	0	0	0	15	0	13	531
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	6	0	0	6	0	1	0	2	0	0	0	15
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**331**	**20**	**13**	**151**	**0**	**1**	**0**	**2**	**15**	**0**	**13**	**546**

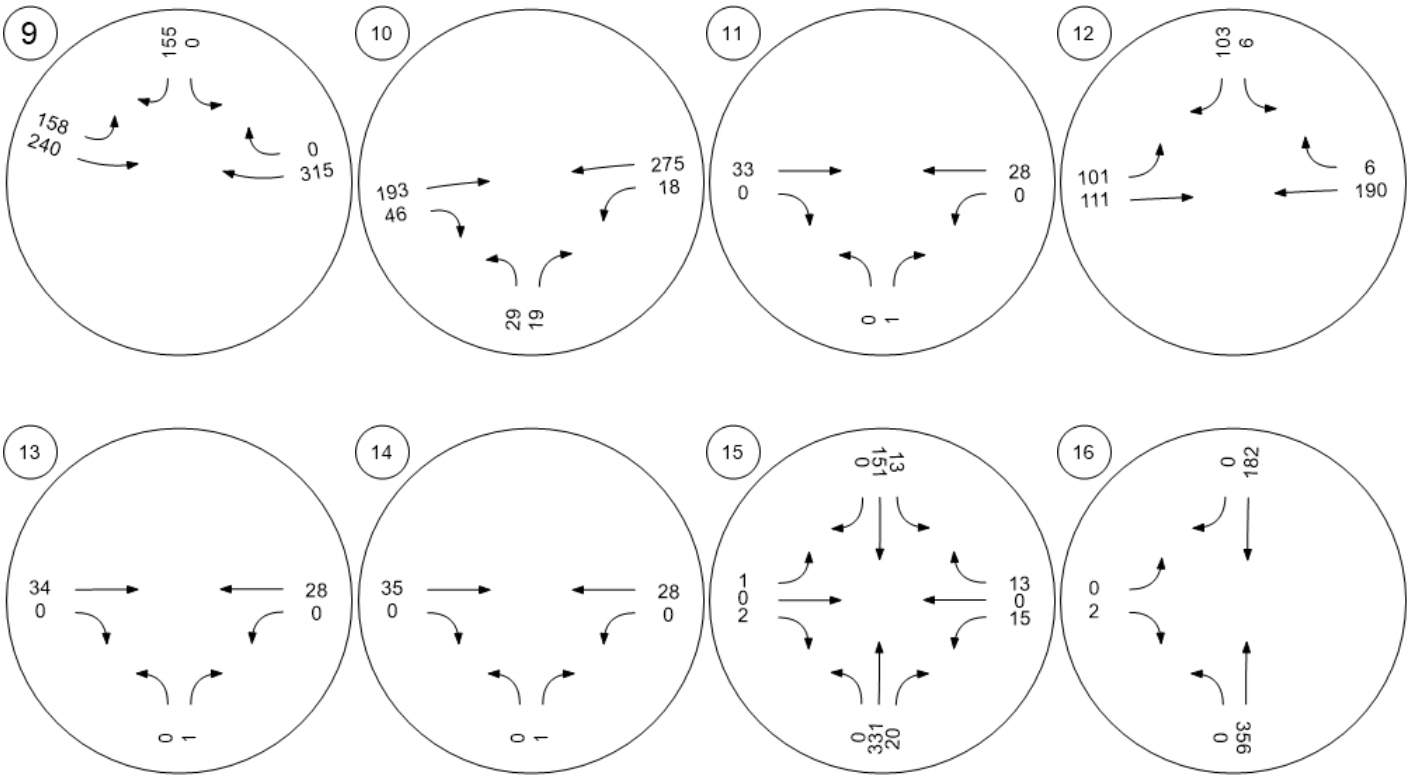
ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
16	Adelanto Road (NS) at Project Access (EW)	Final Base	0	350	174	0	0	0	524
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	6	8	0	0	2	16
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**356**	**182**	**0**	**0**	**2**	**540**

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
17	Adelanto Road (NS) at Rancho Road (EW)	Final Base	85	304	76	98	46	54	663
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	10	6	0	16
		Other	0	0	0	0	0	0	0
		Future Total	**85**	**304**	**76**	**108**	**52**	**54**	**679**

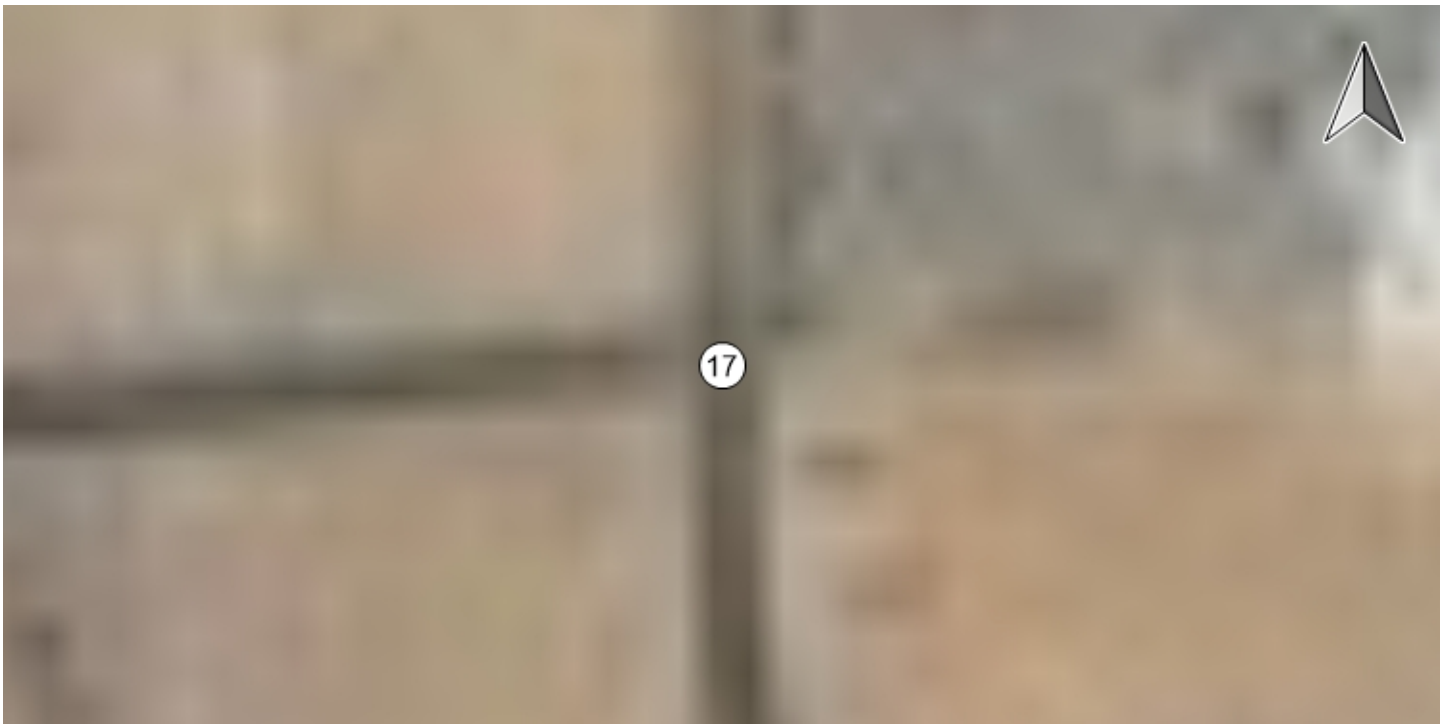
Traffic Volume - Future Total Volume

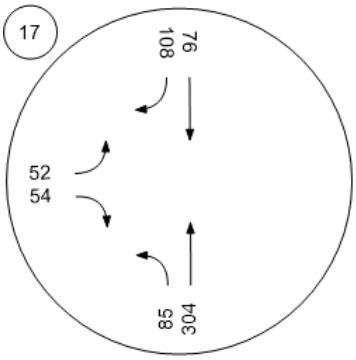


Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume





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12/13/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Bellflower Street (NS) at Rancho Road (EW)	All-way stop	HCM 2010	EB Thru	0.554	13.5	B
2	US-395 (NS) at Chamberlane Way (EW)	Signalized	HCM 2010	SB Left	0.534	12.8	B
3	US-395 (NS) at Bartlett Avenue (EW)	Signalized	HCM 2010	SB Left	0.532	13.6	B
4	US-395 (NS) at Air Base Road (EW)	Signalized	HCM 2010	NB Left	0.716	20.5	C
5	US-395 (NS) at Rancho Road (EW)	Signalized	HCM 2010	SB Left	0.629	12.2	B
6	US-395 (NS) at Cactus Road (EW)	Signalized	HCM 2010	SB Left	0.655	11.5	B
7	US-395 (NS) at Mojave Drive (EW)	Signalized	HCM 2010	EB Left	0.887	49.4	D
8	US-395 (NS) at Palmdale Road (EW)	Signalized	HCM 2010	NB Left	0.968	63.8	E
9	Project West Access (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	SB Right	0.204	10.7	B
10	Sportsman Center (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	NB Left	0.073	12.9	B
11	Project West Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	NB Right	0.005	8.5	A
12	Project East Access (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	SB Left	0.015	14.8	B
13	Project Center Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	NB Right	0.005	8.5	A
14	Project East Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	NB Right	0.005	8.5	A
15	Adelanto Road (NS) at Violet Road (EW)	Two-way stop	HCM 2010	WB Left	0.132	15.0	B
16	Adelanto Road (NS) at Project Access (EW)	Two-way stop	HCM 2010	EB Right	0.010	9.2	A
17	Adelanto Road (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	EB Left	0.193	12.9	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Bellflower Street (NS) at Rancho Road (EW)

Control Type:	All-way stop	Delay (sec / veh):	13.5
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.554

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	1	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	20	68	33	11	103	16	20	329	176	43	86	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	7	7	0	0	0	7	0	6	11	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	68	40	18	103	16	20	336	176	49	97	37
Peak Hour Factor	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	21	12	6	32	5	6	104	55	14	30	11
Total Analysis Volume [veh/h]	25	84	50	22	128	20	23	416	218	57	120	46
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	501	563	512	571	530	573	620	476	509	539
Degree of Utilization, x	0.22	0.09	0.29	0.04	0.04	0.55	0.51	0.12	0.16	0.15

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.82	0.29	1.21	0.11	0.14	3.37	2.92	0.41	0.58	0.54
95th-Percentile Queue Length [ft]	20.48	7.28	30.32	2.72	3.39	84.23	72.91	10.14	14.45	13.54
Approach Delay [s/veh]	11.18		12.24		15.28			10.98		
Approach LOS	B		B		C			B		
Intersection Delay [s/veh]	13.52									
Intersection LOS	B									

Intersection Level Of Service Report
Intersection 2: US-395 (NS) at Chamberlane Way (EW)

Control Type:	Signalized	Delay (sec / veh):	12.8
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.534

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	180.00	100.00	100.00	210.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	176	516	29	1	696	11	37	32	155	19	40	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	22	6	0	15	0	0	0	7	7	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	182	538	35	1	711	11	37	32	162	26	40	7
Peak Hour Factor	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	155	10	0	205	3	11	9	47	8	12	2
Total Analysis Volume [veh/h]	199	622	40	1	822	13	43	37	187	30	46	8
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	27	0	15	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	9	41	41	0	33	33	9	9	9
g / C, Green / Cycle	0.15	0.69	0.69	0.00	0.54	0.54	0.16	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.12	0.19	0.19	0.00	0.24	0.24	0.05	0.12	0.06
s, saturation flow rate [veh/h]	1681	1765	1727	1681	1765	1755	1491	1500	1453
c, Capacity [veh/h]	251	1214	1189	6	956	951	329	238	312
d1, Uniform Delay [s]	24.68	3.61	3.61	29.89	8.27	8.27	22.32	24.31	22.37
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.56	0.56	0.57	14.44	1.46	1.47	0.38	5.61	0.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

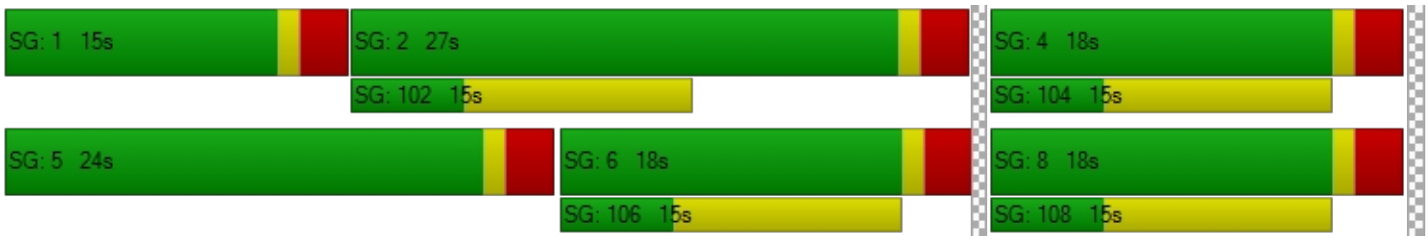
X, volume / capacity	0.79	0.28	0.28	0.18	0.44	0.44	0.24	0.78	0.27
d, Delay for Lane Group [s/veh]	30.23	4.17	4.18	44.34	9.73	9.74	22.70	29.92	22.83
Lane Group LOS	C	A	A	D	A	A	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.74	0.76	0.75	0.04	2.49	2.48	0.97	2.76	1.03
50th-Percentile Queue Length [ft/ln]	68.47	19.03	18.74	0.88	62.17	61.89	24.30	68.92	25.63
95th-Percentile Queue Length [veh/ln]	4.93	1.37	1.35	0.06	4.48	4.46	1.75	4.96	1.85
95th-Percentile Queue Length [ft/ln]	123.25	34.26	33.73	1.59	111.90	111.40	43.74	124.06	46.14

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	30.23	4.18	4.18	44.34	9.73	9.74	22.70	22.70	29.92	22.83	22.83	22.83
Movement LOS	C	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	10.20			9.78			27.75			22.83		
Approach LOS	B			A			C			C		
d_I, Intersection Delay [s/veh]	12.83											
Intersection LOS	B											
Intersection V/C	0.534											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: US-395 (NS) at Bartlett Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	13.6
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.532

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	100.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			35.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	196	704	57	9	710	24	16	60	175	65	56	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	34	6	0	29	0	0	0	7	7	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	202	738	63	9	739	24	16	60	182	72	56	18
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	194	17	2	194	6	4	16	48	18	15	5
Total Analysis Volume [veh/h]	201	777	66	9	778	25	16	63	192	72	59	19
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	19	0	23	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	9	37	37	1	29	29	13	13	13	13	13	13
g / C, Green / Cycle	0.15	0.61	0.61	0.01	0.48	0.48	0.22	0.22	0.22	0.22	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.12	0.24	0.24	0.01	0.23	0.02	0.01	0.04	0.13	0.06	0.02	0.02
s, saturation flow rate [veh/h]	1681	1765	1717	1681	3360	1500	1316	1765	1500	1120	1765	1623
c, Capacity [veh/h]	251	1086	1057	20	1607	717	343	392	334	203	392	361
d1, Uniform Delay [s]	24.66	5.85	5.85	29.45	10.64	8.31	20.94	18.82	20.82	27.51	18.57	18.59
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.82	1.07	1.10	14.24	1.05	0.09	0.06	0.19	1.57	1.05	0.11	0.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

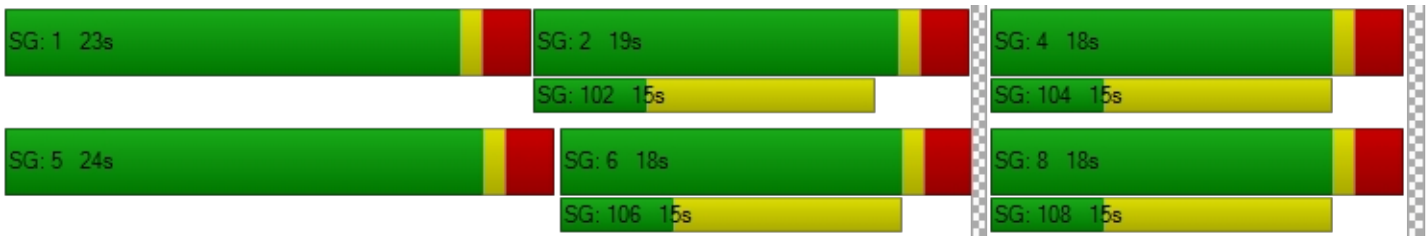
X, volume / capacity	0.80	0.39	0.39	0.44	0.48	0.03	0.05	0.16	0.58	0.36	0.10	0.11
d, Delay for Lane Group [s/veh]	30.48	6.92	6.95	43.70	11.68	8.40	21.00	19.01	22.38	28.57	18.68	18.72
Lane Group LOS	C	A	A	D	B	A	C	B	C	C	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	2.78	1.81	1.77	0.20	2.73	0.14	0.18	0.66	2.31	0.99	0.40	0.39
50th-Percentile Queue Length [ft/ln]	69.46	45.27	44.27	4.89	68.22	3.58	4.47	16.57	57.73	24.71	9.99	9.79
95th-Percentile Queue Length [veh/ln]	5.00	3.26	3.19	0.35	4.91	0.26	0.32	1.19	4.16	1.78	0.72	0.71
95th-Percentile Queue Length [ft/ln]	125.03	81.49	79.68	8.80	122.80	6.45	8.04	29.82	103.91	44.48	17.99	17.63

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	30.48	6.94	6.95	43.70	11.68	8.40	21.00	19.01	22.38	28.57	18.69	18.72
Movement LOS	C	A	A	D	B	A	C	B	C	C	B	B
d_A, Approach Delay [s/veh]	11.47			11.94			21.52			23.44		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	13.62											
Intersection LOS	B											
Intersection V/C	0.532											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: US-395 (NS) at Air Base Road (EW)

Control Type:	Signalized	Delay (sec / veh):	20.5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.716

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	380.00	100.00	100.00	340.00	100.00	100.00	220.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			50.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	75	559	126	295	631	22	12	216	70	259	212	399
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	11	46	0	0	43	0	0	0	7	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	86	605	126	295	674	22	12	216	77	259	212	399
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	159	33	74	177	6	3	57	20	65	56	105
Total Analysis Volume [veh/h]	86	637	133	294	709	23	12	227	81	258	223	420
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	17	17	0	18	18	0	0	25	0	0	25	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	4	17	17	12	25	25	22	22	22	22	22
g / C, Green / Cycle	0.07	0.28	0.28	0.20	0.42	0.42	0.37	0.37	0.37	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.05	0.19	0.09	0.17	0.21	0.02	0.01	0.18	0.24	0.13	0.28
s, saturation flow rate [veh/h]	1681	3360	1500	1681	3360	1500	1153	1686	1067	1765	1500
c, Capacity [veh/h]	113	935	417	346	1401	626	398	618	323	646	549
d1, Uniform Delay [s]	27.59	19.33	17.19	22.99	12.95	10.38	17.50	14.78	25.57	13.83	16.78
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.14
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.18	4.00	2.00	5.86	1.31	0.11	0.03	0.62	4.57	0.32	2.94
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.68	0.32	0.85	0.51	0.04	0.03	0.50	0.80	0.35	0.76
d, Delay for Lane Group [s/veh]	37.77	23.33	19.19	28.85	14.26	10.49	17.53	15.40	30.13	14.14	19.72
Lane Group LOS	D	C	B	C	B	B	B	B	C	B	B
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.39	3.76	1.44	3.94	2.92	0.16	0.11	2.66	3.91	1.96	4.80
50th-Percentile Queue Length [ft/ln]	34.68	93.98	35.88	98.48	72.90	3.94	2.77	66.55	97.81	49.04	120.03
95th-Percentile Queue Length [veh/ln]	2.50	6.77	2.58	7.09	5.25	0.28	0.20	4.79	7.04	3.53	8.39
95th-Percentile Queue Length [ft/ln]	62.43	169.17	64.59	177.26	131.22	7.08	4.99	119.78	176.05	88.27	209.86

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	37.77	23.33	19.19	28.85	14.26	10.49	17.53	15.40	15.40	30.13	14.14	19.72
Movement LOS	D	C	B	C	B	B	B	B	B	C	B	B
d_A, Approach Delay [s/veh]	24.14			18.36			15.48			21.32		
Approach LOS	C			B			B			C		
d_I, Intersection Delay [s/veh]	20.52											
Intersection LOS	C											
Intersection V/C	0.716											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: US-395 (NS) at Rancho Road (EW)

Control Type:	Signalized	Delay (sec / veh):	12.2
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.629

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	340.00	100.00	100.00	290.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			40.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	99	1223	28	13	978	24	59	109	252	126	44	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	65	50	0	0	0	21	0	83	23	57
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	-76	76	61	-61	0	0	0	0	76	0	59
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	99	1147	169	124	917	24	59	130	252	285	67	174
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	302	44	31	241	6	15	34	66	71	18	46
Total Analysis Volume [veh/h]	99	1207	178	124	965	25	59	137	265	284	71	183
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	36	0	0	36	0	0	24	0	0	24	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	36	36	36	36	36	36	19	19	19	19	19	19
g / C, Green / Cycle	0.59	0.59	0.59	0.59	0.59	0.59	0.31	0.31	0.31	0.31	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.17	0.36	0.12	0.27	0.29	0.02	0.05	0.04	0.18	0.23	0.04	0.12
s, saturation flow rate [veh/h]	580	3360	1500	461	3360	1500	1121	3360	1500	1247	1765	1500
c, Capacity [veh/h]	335	1987	887	259	1987	887	341	1038	463	446	545	463
d1, Uniform Delay [s]	14.30	7.84	5.70	19.98	7.05	5.11	20.47	14.98	17.45	21.24	14.97	16.37
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.23	1.39	0.51	6.19	0.85	0.06	0.24	0.06	1.11	1.51	0.11	0.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.30	0.61	0.20	0.48	0.49	0.03	0.17	0.13	0.57	0.64	0.13	0.39
d, Delay for Lane Group [s/veh]	16.54	9.23	6.21	26.17	7.90	5.17	20.71	15.04	18.57	22.76	15.08	16.91
Lane Group LOS	B	A	A	C	A	A	C	B	B	C	B	B
Critical Lane Group	No	Yes	No	No	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.01	3.23	0.74	1.78	2.28	0.09	0.65	0.59	2.78	3.25	0.57	1.64
50th-Percentile Queue Length [ft/ln]	25.15	80.75	18.39	44.38	57.02	2.28	16.25	14.86	69.62	81.13	14.32	40.96
95th-Percentile Queue Length [veh/ln]	1.81	5.81	1.32	3.20	4.11	0.16	1.17	1.07	5.01	5.84	1.03	2.95
95th-Percentile Queue Length [ft/ln]	45.28	145.35	33.11	79.89	102.64	4.11	29.25	26.74	125.32	146.03	25.77	73.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	16.54	9.23	6.21	26.17	7.90	5.17	20.71	15.04	18.57	22.76	15.08	16.91
Movement LOS	B	A	A	C	A	A	C	B	B	C	B	B
d_A, Approach Delay [s/veh]	9.36			9.87			17.79			19.76		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	12.15											
Intersection LOS	B											
Intersection V/C	0.629											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: US-395 (NS) at Cactus Road (EW)

Control Type:	Signalized	Delay (sec / veh):	11.5
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.655

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	580.00	490.00	100.00	100.00	110.00	100.00	100.00	120.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	114	1421	43	38	1420	38	42	23	64	56	12	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	58	0	0	77	6	7	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	114	1479	43	38	1497	44	49	23	64	56	12	27
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	389	11	9	394	12	12	6	17	14	3	7
Total Analysis Volume [veh/h]	114	1557	45	38	1576	46	49	24	67	56	13	28
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	34	0	8	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	L	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	5	41	41	2	38	38	8	8	8	8
g / C, Green / Cycle	0.09	0.68	0.68	0.04	0.64	0.64	0.13	0.13	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.07	0.46	0.03	0.02	0.46	0.46	0.04	0.06	0.04	0.03
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1747	1360	1562	1300	1575
c, Capacity [veh/h]	148	2304	1029	67	1125	1114	211	195	167	196
d1, Uniform Delay [s]	26.79	5.53	3.06	28.32	7.31	7.34	27.10	24.42	29.10	23.61
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.27	1.61	0.08	7.44	4.04	4.15	0.55	1.74	1.17	0.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.68	0.04	0.57	0.72	0.73	0.23	0.47	0.34	0.21
d, Delay for Lane Group [s/veh]	35.06	7.14	3.14	35.76	11.35	11.49	27.65	26.16	30.27	24.14
Lane Group LOS	D	A	A	D	B	B	C	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.74	2.65	0.09	0.61	4.69	4.71	0.68	1.22	0.82	0.52
50th-Percentile Queue Length [ft/ln]	43.39	66.15	2.28	15.32	117.17	117.64	16.88	30.58	20.61	13.01
95th-Percentile Queue Length [veh/ln]	3.12	4.76	0.16	1.10	8.24	8.26	1.22	2.20	1.48	0.94
95th-Percentile Queue Length [ft/ln]	78.10	119.08	4.10	27.58	205.93	206.57	30.38	55.04	37.09	23.41

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	35.06	7.14	3.14	35.76	11.42	11.49	27.65	26.16	26.16	30.27	24.14	24.14
Movement LOS	D	A	A	D	B	B	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	8.89			11.98			26.68			27.68		
Approach LOS	A			B			C			C		
d_I, Intersection Delay [s/veh]	11.50											
Intersection LOS	B											
Intersection V/C	0.655											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 7: US-395 (NS) at Mojave Drive (EW)

Control Type:	Signalized	Delay (sec / veh):	49.4
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.887

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	380.00	100.00	100.00	250.00	100.00	100.00	280.00	100.00	100.00
Speed [mph]	50.00			50.00			60.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	156	1223	332	280	1242	29	42	331	119	219	416	296
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	28	0	13	45	19	15	0	0	0	0	15
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	156	1251	332	293	1287	48	57	331	119	219	416	311
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	329	87	73	339	13	14	87	31	55	109	82
Total Analysis Volume [veh/h]	156	1317	349	292	1355	51	57	348	125	218	438	327
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	16	54	0	28	66	0	8	22	0	26	40	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	13	56	56	24	67	67	5	19	19	19	33	33
g / C, Green / Cycle	0.10	0.43	0.43	0.19	0.52	0.52	0.04	0.15	0.15	0.14	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.09	0.39	0.23	0.17	0.40	0.40	0.03	0.10	0.08	0.13	0.23	0.23
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1742	1681	3360	1500	1681	1765	1517
c, Capacity [veh/h]	170	1446	646	314	911	900	67	489	218	243	442	380
d1, Uniform Delay [s]	57.91	34.68	27.48	52.00	25.31	25.43	62.02	52.94	51.77	54.65	47.65	47.65
k, delay calibration	0.11	0.50	0.50	0.29	0.50	0.50	0.11	0.11	0.11	0.14	0.35	0.35
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	17.54	10.13	3.23	24.42	6.35	6.61	24.02	1.93	2.35	14.07	22.32	24.81
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.92	0.91	0.54	0.93	0.77	0.78	0.85	0.71	0.57	0.90	0.93	0.93
d, Delay for Lane Group [s/veh]	75.45	44.81	30.71	76.42	31.66	32.04	86.04	54.87	54.13	68.72	69.97	72.46
Lane Group LOS	E	D	C	E	C	C	F	D	D	E	E	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.76	20.20	8.21	11.17	17.64	17.67	2.24	5.29	3.77	7.80	15.33	13.45
50th-Percentile Queue Length [ft/ln]	144.02	504.98	205.20	279.21	440.90	441.64	56.11	132.36	94.25	194.90	383.35	336.14
95th-Percentile Queue Length [veh/ln]	9.70	27.57	12.91	16.65	24.52	24.56	4.04	9.07	6.79	12.38	21.76	19.46
95th-Percentile Queue Length [ft/ln]	242.42	689.25	322.66	416.23	613.08	613.97	101.00	226.70	169.65	309.38	543.90	486.47

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	75.45	44.81	30.71	76.42	31.85	32.04	86.04	54.87	54.13	68.72	70.12	72.46
Movement LOS	E	D	C	E	C	C	F	D	D	E	E	E
d_A, Approach Delay [s/veh]	44.73			39.52			58.05			70.59		
Approach LOS	D			D			E			E		
d_I, Intersection Delay [s/veh]	49.42											
Intersection LOS	D											
Intersection V/C	0.887											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 8: US-395 (NS) at Palmdale Road (EW)

Control Type:	Signalized	Delay (sec / veh):	63.8
Analysis Method:	HCM 2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.968

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	2	0	1
Pocket Length [ft]	120.00	100.00	100.00	350.00	100.00	370.00	140.00	100.00	100.00	520.00	100.00	260.00
Speed [mph]	50.00			55.00			55.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	342	1397	89	173	1136	69	186	497	336	248	718	177
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	0	11	17	11	7	0	0	0	0	7
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	342	1404	89	184	1153	80	193	497	336	248	718	184
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.8947	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	369	23	46	303	21	48	131	88	58	189	48
Total Analysis Volume [veh/h]	341	1478	94	183	1214	84	192	523	354	234	756	194
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	27	57	0	16	46	0	17	35	0	12	30	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	24	54	54	13	43	43	14	32	32	9	27	27
g / C, Green / Cycle	0.20	0.45	0.45	0.11	0.36	0.36	0.12	0.27	0.27	0.08	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.20	0.45	0.45	0.11	0.36	0.06	0.11	0.16	0.24	0.07	0.23	0.13
s, saturation flow rate [veh/h]	1681	1765	1728	1681	3360	1500	1681	3360	1500	3264	3360	1500
c, Capacity [veh/h]	336	797	780	182	1209	540	196	890	397	245	750	335
d1, Uniform Delay [s]	48.00	32.57	32.92	53.50	38.41	26.04	52.85	38.40	42.44	55.29	46.61	41.58
k, delay calibration	0.33	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.39	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	43.63	28.94	33.87	31.94	26.83	0.61	25.03	0.62	20.37	17.69	17.14	1.59
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.01	0.99	1.01	1.00	1.00	0.16	0.98	0.59	0.89	0.95	1.01	0.58
d, Delay for Lane Group [s/veh]	91.63	61.52	66.78	85.43	65.24	26.66	77.88	39.02	62.81	72.98	63.75	43.17
Lane Group LOS	F	E	F	F	F	C	E	D	E	E	F	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	13.69	27.00	27.99	6.87	20.89	1.64	6.88	6.41	11.73	4.01	12.45	5.07
50th-Percentile Queue Length [ft/ln]	342.17	675.07	699.65	171.80	522.15	40.88	171.89	160.30	293.16	100.27	311.17	126.66
95th-Percentile Queue Length [veh/ln]	19.91	35.52	36.86	11.19	28.46	2.94	11.18	10.56	17.34	7.22	18.31	8.76
95th-Percentile Queue Length [ft/ln]	497.69	888.12	921.38	279.71	711.49	73.58	279.40	264.12	433.57	180.48	457.77	218.94

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	91.63	63.98	66.78	85.43	65.24	26.66	77.88	39.02	62.81	72.98	63.75	43.17
Movement LOS	F	E	E	F	F	C	E	D	E	E	F	D
d_A, Approach Delay [s/veh]	69.05			65.55			53.88			62.20		
Approach LOS	E			E			D			E		
d_I, Intersection Delay [s/veh]	63.82											
Intersection LOS	E											
Intersection V/C	0.968											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 9: Project West Access (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.204

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	161	255	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	73	85	51	90	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	81	83	56	54	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	154	168	268	399	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	41	44	71	105	0
Total Analysis Volume [veh/h]	0	162	177	282	420	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.20	0.16	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	22.08	10.68	8.75	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.76	0.76	0.52	0.26	0.00	0.00
95th-Percentile Queue Length [ft/ln]	18.99	18.99	12.97	6.48	0.00	0.00
d_A, Approach Delay [s/veh]	10.68		3.38		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.15					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Sportsman Center (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.073

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	34	12	129	32	18	221
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	51	0	0	90
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	56	0	0	54
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	12	236	32	18	365
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	3	62	8	5	96
Total Analysis Volume [veh/h]	36	13	248	34	19	384
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	12.88	9.70	0.00	0.00	7.86	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.29	0.29	0.00	0.00	0.04	0.02
95th-Percentile Queue Length [ft/ln]	7.15	7.15	0.00	0.00	1.07	0.54
d_A, Approach Delay [s/veh]	12.04		0.00		0.37	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.01					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 11: Project West Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	32	0	0	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	32	0	0	73
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	8	0	0	19
Total Analysis Volume [veh/h]	0	5	34	0	0	77
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.08	8.48	0.00	0.00	7.28	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.36	0.36	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.48		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.37					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 12: Project East Access (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	14.8
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	156	239	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	71	51	0	19	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	54	56	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	125	107	156	258	7
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	33	28	41	68	2
Total Analysis Volume [veh/h]	6	132	113	164	272	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.15	0.09	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.80	9.92	8.08	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.59	0.59	0.27	0.14	0.00	0.00
95th-Percentile Queue Length [ft/ln]	14.66	14.66	6.82	3.41	0.00	0.00
d_A, Approach Delay [s/veh]	10.13		3.30		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.33					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 13: Project Center Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	32	0	0	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	5	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	37	0	0	73
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	10	0	0	19
Total Analysis Volume [veh/h]	0	5	39	0	0	77
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.11	8.50	0.00	0.00	7.29	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.36	0.36	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.50		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.35					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 14: Project East Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	32	0	0	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	10	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	42	0	0	73
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	11	0	0	19
Total Analysis Volume [veh/h]	0	5	44	0	0	77
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.13	8.53	0.00	0.00	7.30	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.37	0.37	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.53		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.34					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 15: Adelanto Road (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	15.0
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.132

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	292	17	15	207	0	0	0	0	53	0	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	0	0	7	0	5	0	10	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	298	17	15	214	0	5	0	10	53	0	20
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	0.9474	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	78	4	4	56	0	1	0	3	14	0	5
Total Analysis Volume [veh/h]	0	314	18	15	225	0	5	0	11	56	0	21
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00	0.01	0.13	0.00	0.03
d_M, Delay for Movement [s/veh]	7.68	0.00	0.00	7.97	0.00	0.00	13.92	13.79	9.57	14.95	14.88	11.40
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.04	0.00	0.00	0.08	0.08	0.08	0.57	0.57	0.57
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.93	0.00	0.00	1.97	1.97	1.97	14.26	14.26	14.26
d_A, Approach Delay [s/veh]	0.00			0.50			10.93			13.98		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	2.06											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 16: Adelanto Road (NS) at Project Access (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	324	265	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	17	0	0	9
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	330	282	0	0	9
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	87	74	0	0	2
Total Analysis Volume [veh/h]	0	347	297	0	0	9
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	7.85	0.00	0.00	0.00	11.94	9.17
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.78	0.78
d_A, Approach Delay [s/veh]	0.00		0.00		9.17	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.13					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 17: Adelanto Road (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.193

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	66	227	101	164	97	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	26	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	227	101	190	103	59
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	1.0000	0.8947	1.0000
Total 15-Minute Volume [veh/h]	16	60	27	50	24	16
Total Analysis Volume [veh/h]	66	239	106	200	97	62
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.00	0.19	0.07
d_M, Delay for Movement [s/veh]	8.04	0.00	0.00	0.00	12.91	9.48
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.17	0.00	0.00	0.00	0.32	0.23
95th-Percentile Queue Length [ft/ln]	4.17	0.00	0.00	0.00	7.95	5.77
d_A, Approach Delay [s/veh]	1.74		0.00		11.57	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.08					
Intersection LOS	B					

Adelanto Project

Vistro File: C:\...\PM_E.vistro
Report File: C:\...\PM_OY_2035_phase_I_II.pdf

Scenario 7 Opening Year (2035) With Project Phase I & II
12/13/2023

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Bellflower Street (NS) at Rancho Road (EW)	Final Base	20	68	33	11	103	16	20	329	176	43	86	31	936
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	7	7	0	0	0	7	0	6	11	6	44
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**20**	**68**	**40**	**18**	**103**	**16**	**20**	**336**	**176**	**49**	**97**	**37**	**980**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	US-395 (NS) at Chamberlane Way (EW)	Final Base	176	516	29	1	696	11	37	32	155	19	40	7	1719
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	6	22	6	0	15	0	0	0	7	7	0	0	63
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**182**	**538**	**35**	**1**	**711**	**11**	**37**	**32**	**162**	**26**	**40**	**7**	**1782**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	US-395 (NS) at Bartlett Avenue (EW)	Final Base	196	704	57	9	710	24	16	60	175	65	56	18	2090
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	6	34	6	0	29	0	0	0	7	7	0	0	89
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**202**	**738**	**63**	**9**	**739**	**24**	**16**	**60**	**182**	**72**	**56**	**18**	**2179**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	US-395 (NS) at Air Base Road (EW)	Final Base	75	559	126	295	631	22	12	216	70	259	212	399	2876
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	11	46	0	0	43	0	0	0	7	0	0	0	107
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**86**	**605**	**126**	**295**	**674**	**22**	**12**	**216**	**77**	**259**	**212**	**399**	**2983**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	US-395 (NS) at Rancho Road (EW)	Final Base	99	1223	28	13	978	24	59	109	252	126	44	58	3013
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	-76	141	111	-61	0	0	21	0	159	23	116	434
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**99**	**1147**	**169**	**124**	**917**	**24**	**59**	**130**	**252**	**285**	**67**	**174**	**3447**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	US-395 (NS) at Cactus Road (EW)	Final Base	114	1421	43	38	1420	38	42	23	64	56	12	27	3298
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	58	0	0	77	6	7	0	0	0	0	0	148
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**114**	**1479**	**43**	**38**	**1497**	**44**	**49**	**23**	**64**	**56**	**12**	**27**	**3446**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	US-395 (NS) at Mojave Drive (EW)	Final Base	156	1223	332	280	1242	29	42	331	119	219	416	296	4685
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	28	0	13	45	19	15	0	0	0	0	15	135
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**156**	**1251**	**332**	**293**	**1287**	**48**	**57**	**331**	**119**	**219**	**416**	**311**	**4820**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	US-395 (NS) at Palmdale Road (EW)	Final Base	342	1397	89	173	1136	69	186	497	336	248	718	177	5368
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	7	0	11	17	11	7	0	0	0	0	7	60
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**342**	**1404**	**89**	**184**	**1153**	**80**	**193**	**497**	**336**	**248**	**718**	**184**	**5428**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
9	Project West Access (NS) at Rancho Road (EW)	Final Base	0	0	0	161	255	0	416
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	154	168	107	144	0	573
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**154**	**168**	**268**	**399**	**0**	**989**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
10	Sportsman Center (NS) at Rancho Road (EW)	Final Base	34	12	129	32	18	221	446
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	107	0	0	144	251
		Other	0	0	0	0	0	0	0
		Future Total	**34**	**12**	**236**	**32**	**18**	**365**	**697**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
11	Project West Access (NS) at Violet Road (EW)	Final Base	0	0	32	0	0	73	105
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	5	0	0	0	0	5
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**5**	**32**	**0**	**0**	**73**	**110**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
12	Project East Access (NS) at Rancho Road (EW)	Final Base	0	0	0	156	239	0	395
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	6	125	107	0	19	7	264
		Other	0	0	0	0	0	0	0
		Future Total	**6**	**125**	**107**	**156**	**258**	**7**	**659**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
13	Project Center Access (NS) at Violet Road (EW)	Final Base	0	0	32	0	0	73	105
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	5	5	0	0	0	10
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**5**	**37**	**0**	**0**	**73**	**115**

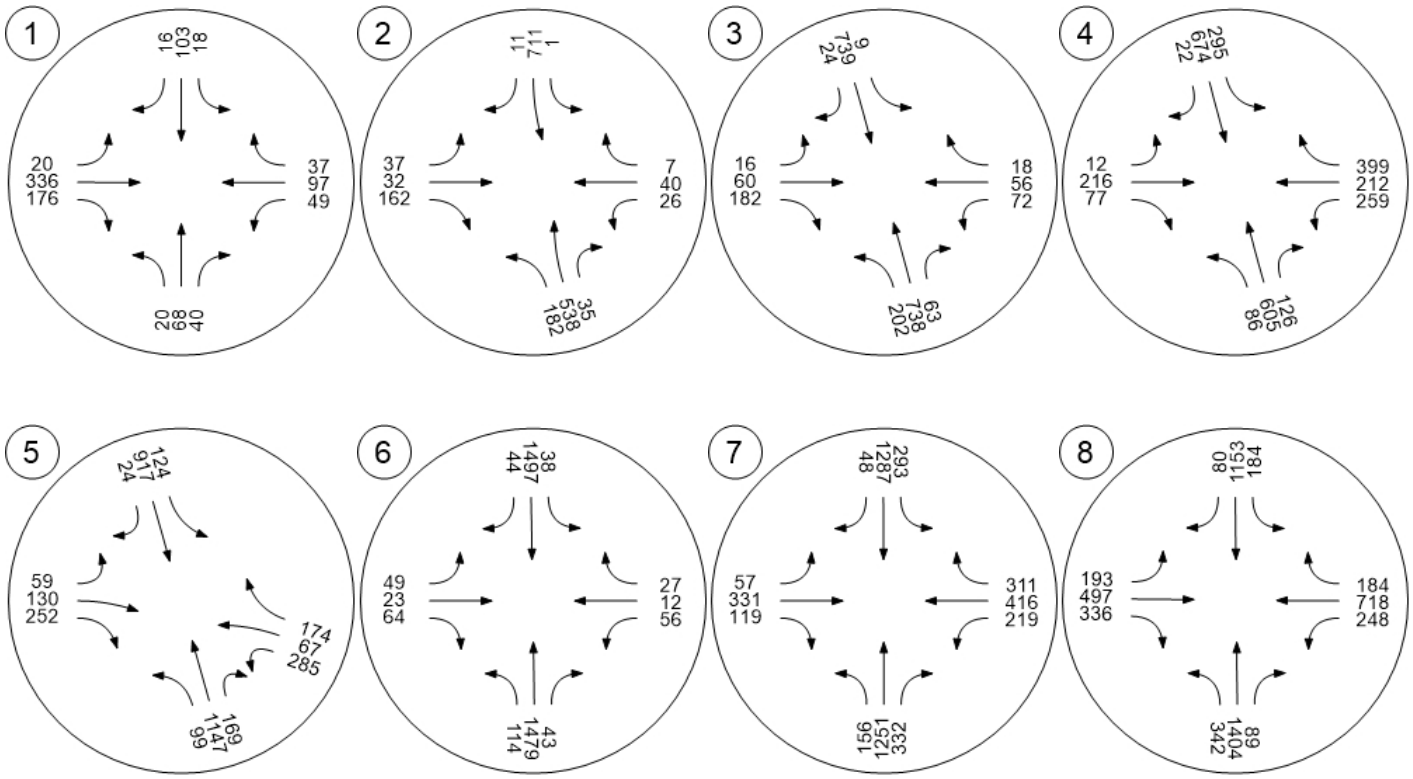
ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
14	Project East Access (NS) at Violet Road (EW)	Final Base	0	0	32	0	0	73	105
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	5	10	0	0	0	15
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**5**	**42**	**0**	**0**	**73**	**120**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Adelanto Road (NS) at Violet Road (EW)	Final Base	0	292	17	15	207	0	0	0	0	53	0	20	604
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	6	0	0	7	0	5	0	10	0	0	0	28
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**298**	**17**	**15**	**214**	**0**	**5**	**0**	**10**	**53**	**0**	**20**	**632**

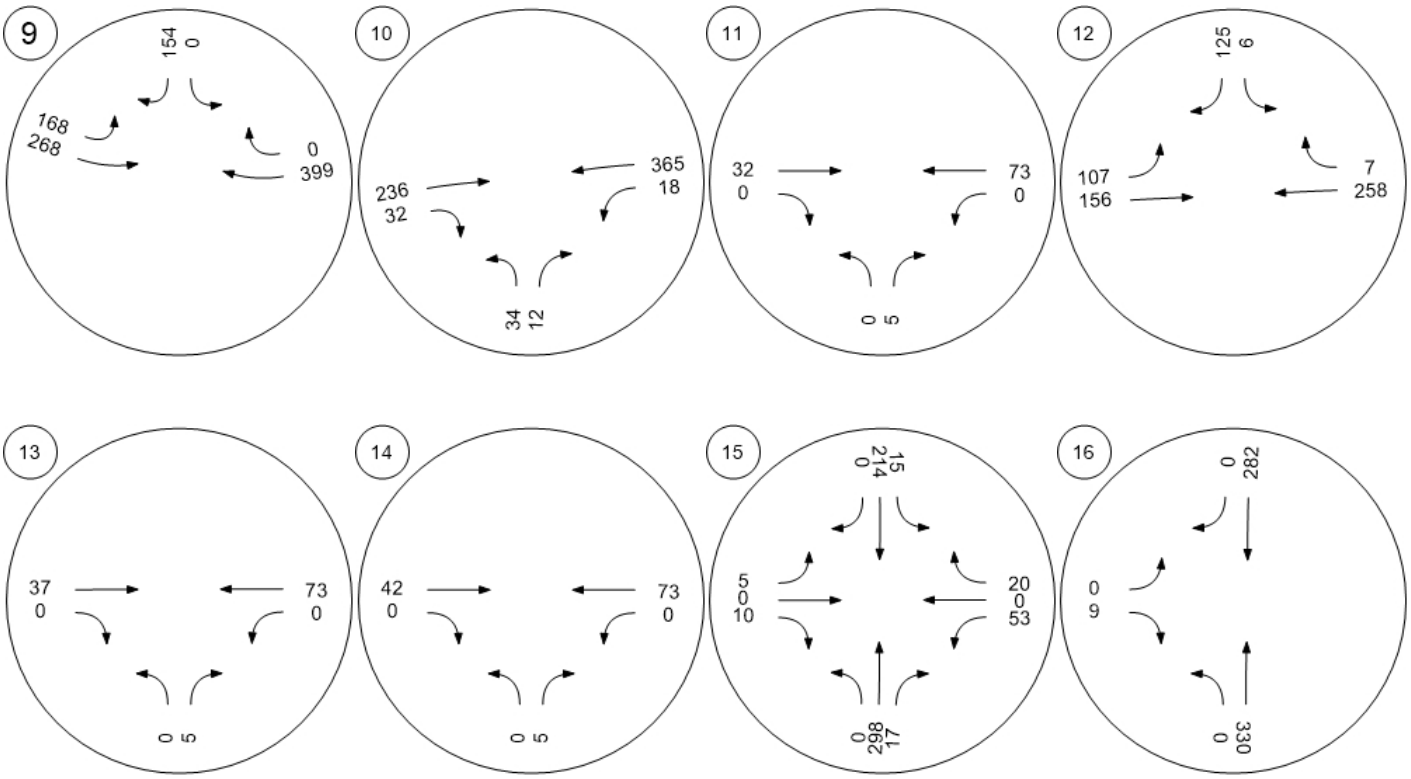
ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
16	Adelanto Road (NS) at Project Access (EW)	Final Base	0	324	265	0	0	0	589
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	6	17	0	0	9	32
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**330**	**282**	**0**	**0**	**9**	**621**

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
17	Adelanto Road (NS) at Rancho Road (EW)	Final Base	66	227	101	164	97	59	714
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	26	6	0	32
		Other	0	0	0	0	0	0	0
		Future Total	**66**	**227**	**101**	**190**	**103**	**59**	**746**

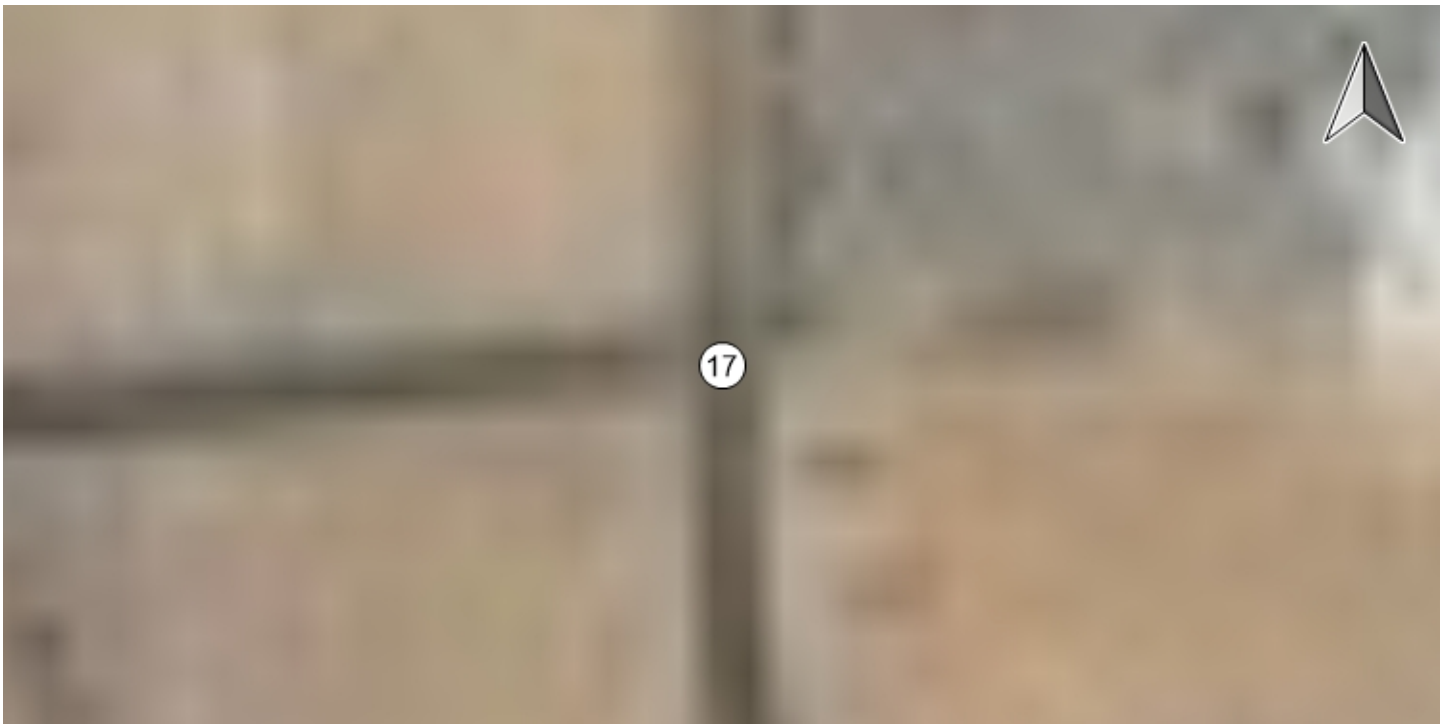
Traffic Volume - Future Total Volume

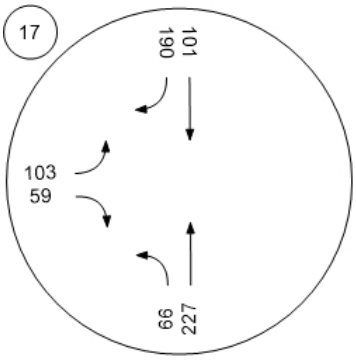


Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume





Adelanto Project

Vistro File: C:\...\AM_E.vistro

Scenario 11 Opening Year (2035) With Project Phase I & II - With Improvements

Report File: C:\...\AM_OY_2035_phase_I_II_W_IMP.pdf

12/13/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Bellflower Street (NS) at Rancho Road (EW)	All-way stop	HCM 2010	WB Thru	0.431	12.6	B
2	US-395 (NS) at Chamberlane Way (EW)	Signalized	HCM 2010	SB Left	0.548	12.2	B
3	US-395 (NS) at Bartlett Avenue (EW)	Signalized	HCM 2010	NB Left	0.374	11.9	B
4	US-395 (NS) at Air Base Road (EW)	Signalized	HCM 2010	NB Left	0.682	24.0	C
5	US-395 (NS) at Rancho Road (EW)	Signalized	HCM 2010	WB Left	0.737	12.1	B
6	US-395 (NS) at Cactus Road (EW)	Signalized	HCM 2010	SB Left	0.521	7.7	A
7	US-395 (NS) at Mojave Drive (EW)	Signalized	HCM 2010	NB Left	0.764	23.8	C
8	US-395 (NS) at Palmdale Road (EW)	Signalized	HCM 2010	EB Left	0.744	23.4	C
9	Project West Access (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	SB Right	0.192	10.2	B
10	Sportsman Center (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	NB Left	0.055	11.9	B
11	Project West Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	NB Right	0.001	8.5	A
12	Project East Access (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	SB Left	0.013	13.1	B
13	Project Center Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	NB Right	0.001	8.5	A
14	Project East Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	NB Right	0.001	8.5	A
15	Adelanto Road (NS) at Violet Road (EW)	Two-way stop	HCM 2010	WB Left	0.035	13.3	B
16	Adelanto Road (NS) at Project Access (EW)	Two-way stop	HCM 2010	EB Right	0.002	8.8	A
17	Adelanto Road (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	EB Left	0.100	12.7	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Bellflower Street (NS) at Rancho Road (EW)

Control Type:	All-way stop	Delay (sec / veh):	12.6
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.431

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	1	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	95	51	20	17	62	61	8	134	28	11	395	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	6	6	0	0	0	6	0	6	7	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	51	26	23	62	61	8	140	28	17	402	13
Peak Hour Factor	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550	0.8550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	15	8	7	18	18	2	41	8	5	118	4
Total Analysis Volume [veh/h]	111	60	30	27	73	71	9	164	33	19	470	15
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	505	587	508	574	483	518	536	522	563	566
Degree of Utilization, x	0.34	0.05	0.20	0.12	0.02	0.19	0.18	0.04	0.43	0.43

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.48	0.16	0.72	0.42	0.06	0.70	0.67	0.11	2.16	2.13
95th-Percentile Queue Length [ft]	37.06	4.03	18.12	10.52	1.42	17.39	16.69	2.83	53.94	53.36
Approach Delay [s/veh]	12.79		10.83		11.07			13.65		
Approach LOS	B		B		B			B		
Intersection Delay [s/veh]	12.55									
Intersection LOS	B									

Intersection Level Of Service Report
Intersection 2: US-395 (NS) at Chamberlane Way (EW)

Control Type:	Signalized	Delay (sec / veh):	12.2
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.548

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	180.00	100.00	100.00	210.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	92	441	19	4	592	27	13	34	121	27	31	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	14	6	0	13	0	0	0	6	6	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	98	455	25	4	605	27	13	34	127	33	31	7
Peak Hour Factor	0.6500	0.6500	0.6500	0.6500	0.6500	0.6500	0.6500	0.6500	0.6500	0.6500	0.6500	0.6500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	175	10	1	233	10	5	13	49	13	12	3
Total Analysis Volume [veh/h]	143	700	38	6	931	42	20	52	195	51	48	11
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	15	25	0	8	18	0	0	27	0	0	27	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	7	41	41	1	35	35	10	10	10
g / C, Green / Cycle	0.11	0.67	0.67	0.01	0.58	0.58	0.17	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.09	0.21	0.21	0.00	0.28	0.28	0.04	0.13	0.08
s, saturation flow rate [veh/h]	1681	1765	1733	1681	1765	1738	1706	1500	1327
c, Capacity [veh/h]	184	1188	1167	17	1013	997	362	251	310
d1, Uniform Delay [s]	26.08	4.07	4.07	29.59	7.56	7.56	21.75	23.98	22.81
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.93	0.69	0.70	12.44	1.66	1.68	0.27	5.15	0.69
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

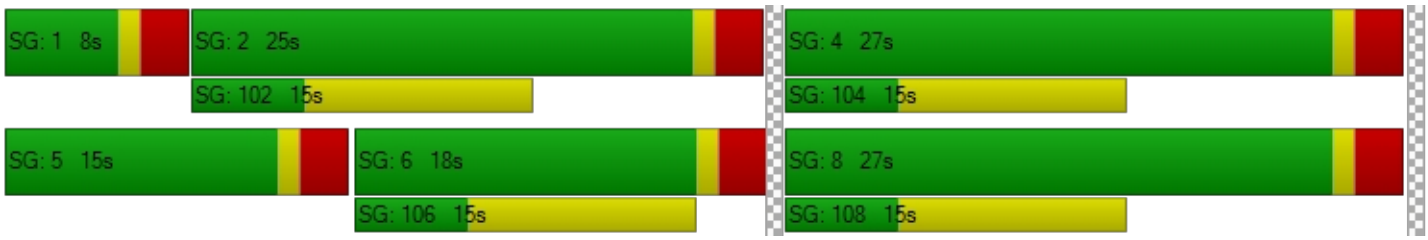
X, volume / capacity	0.78	0.31	0.31	0.36	0.48	0.48	0.20	0.78	0.36
d, Delay for Lane Group [s/veh]	33.01	4.76	4.77	42.03	9.22	9.25	22.01	29.13	23.51
Lane Group LOS	C	A	A	D	A	A	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.09	1.00	0.98	0.13	2.70	2.67	0.85	2.83	1.41
50th-Percentile Queue Length [ft/ln]	52.17	24.96	24.61	3.37	67.52	66.67	21.36	70.77	35.22
95th-Percentile Queue Length [veh/ln]	3.76	1.80	1.77	0.24	4.86	4.80	1.54	5.10	2.54
95th-Percentile Queue Length [ft/ln]	93.90	44.92	44.31	6.06	121.53	120.00	38.46	127.38	63.40

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	33.01	4.77	4.77	42.03	9.23	9.25	22.01	22.01	29.13	23.51	23.51	23.51
Movement LOS	C	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	9.35			9.43			27.21			23.51		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	12.21											
Intersection LOS	B											
Intersection V/C	0.548											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: US-395 (NS) at Bartlett Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	11.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.374

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	100.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			35.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	85	526	70	31	663	12	4	69	98	59	40	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	26	6	0	25	0	0	0	6	6	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	552	76	31	688	12	4	69	104	65	40	10
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	145	20	8	181	3	1	18	27	16	11	3
Total Analysis Volume [veh/h]	91	581	80	31	724	13	4	73	109	65	42	11
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	34	44	0	8	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	70	70	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	5	47	47	2	45	45	11	11	11	11	11	11
g / C, Green / Cycle	0.07	0.68	0.68	0.03	0.64	0.64	0.16	0.16	0.16	0.16	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.05	0.19	0.19	0.02	0.22	0.01	0.00	0.04	0.07	0.05	0.02	0.02
s, saturation flow rate [veh/h]	1681	1765	1691	1681	3360	1500	1346	1765	1500	1197	1765	1643
c, Capacity [veh/h]	118	1197	1147	55	2154	961	259	283	241	179	283	264
d1, Uniform Delay [s]	32.01	4.48	4.48	33.38	5.75	4.55	27.42	25.74	26.61	32.45	25.05	25.07
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.25	0.59	0.62	8.87	0.42	0.03	0.02	0.48	1.33	1.23	0.14	0.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

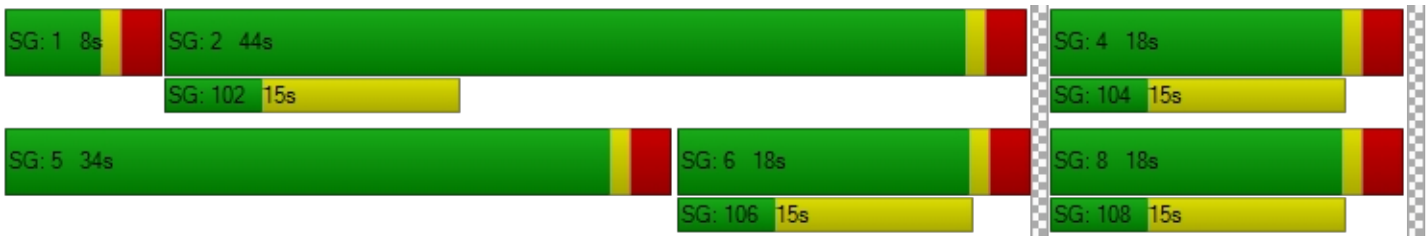
X, volume / capacity	0.77	0.28	0.28	0.57	0.34	0.01	0.02	0.26	0.45	0.36	0.09	0.10
d, Delay for Lane Group [s/veh]	42.26	5.06	5.09	42.25	6.17	4.58	27.45	26.21	27.94	33.68	25.20	25.24
Lane Group LOS	D	A	A	D	A	A	C	C	C	C	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	1.71	1.23	1.19	0.61	1.60	0.05	0.06	1.04	1.64	1.08	0.36	0.36
50th-Percentile Queue Length [ft/ln]	42.76	30.64	29.65	15.23	40.07	1.22	1.45	26.07	41.02	27.06	9.08	8.96
95th-Percentile Queue Length [veh/ln]	3.08	2.21	2.13	1.10	2.88	0.09	0.10	1.88	2.95	1.95	0.65	0.65
95th-Percentile Queue Length [ft/ln]	76.96	55.16	53.37	27.42	72.12	2.20	2.62	46.93	73.84	48.71	16.35	16.13

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	42.26	5.08	5.09	42.25	6.17	4.58	27.45	26.21	27.94	33.68	25.21	25.24
Movement LOS	D	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	9.58			7.60			27.25			29.88		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	11.86											
Intersection LOS	B											
Intersection V/C	0.374											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: US-395 (NS) at Air Base Road (EW)

Control Type:	Signalized	Delay (sec / veh):	24.0
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.682

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	380.00	100.00	100.00	340.00	100.00	100.00	220.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			50.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	37	453	248	190	612	17	7	253	113	334	187	219
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	38	0	0	37	0	0	0	6	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	491	248	190	649	17	7	253	119	334	187	219
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	129	65	47	171	4	2	67	31	83	49	58
Total Analysis Volume [veh/h]	44	517	261	189	683	18	7	266	125	333	197	231
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	8	18	0	14	24	0	0	38	0	0	38	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	70	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	3	17	17	10	23	23	35	35	35	35	35
g / C, Green / Cycle	0.04	0.24	0.24	0.14	0.33	0.33	0.50	0.50	0.50	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.03	0.15	0.17	0.11	0.20	0.01	0.01	0.23	0.34	0.11	0.15
s, saturation flow rate [veh/h]	1681	3360	1500	1681	3360	1500	1181	1670	989	1765	1500
c, Capacity [veh/h]	72	793	354	230	1109	495	581	833	412	880	748
d1, Uniform Delay [s]	32.98	24.18	24.77	29.44	19.75	15.93	12.48	11.49	24.87	9.91	10.41
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.23	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.14	4.14	12.85	7.21	2.57	0.14	0.01	0.41	7.77	0.13	0.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.61	0.65	0.74	0.82	0.62	0.04	0.01	0.47	0.81	0.22	0.31
d, Delay for Lane Group [s/veh]	41.12	28.32	37.62	36.65	22.32	16.07	12.49	11.91	32.64	10.04	10.64
Lane Group LOS	D	C	D	D	C	B	B	B	C	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.83	3.84	4.76	3.23	4.36	0.19	0.06	3.13	6.04	1.50	1.86
50th-Percentile Queue Length [ft/ln]	20.84	95.97	119.08	80.81	108.93	4.68	1.40	78.30	150.93	37.54	46.47
95th-Percentile Queue Length [veh/ln]	1.50	6.91	8.34	5.82	7.78	0.34	0.10	5.64	10.07	2.70	3.35
95th-Percentile Queue Length [ft/ln]	37.51	172.75	208.56	145.47	194.51	8.43	2.52	140.93	251.66	67.56	83.64

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.12	28.32	37.62	36.65	22.32	16.07	12.49	11.91	11.91	32.64	10.04	10.64
Movement LOS	D	C	D	D	C	B	B	B	B	C	B	B
d_A, Approach Delay [s/veh]	31.95			25.24			11.92			20.11		
Approach LOS	C			C			B			C		
d_I, Intersection Delay [s/veh]	23.95											
Intersection LOS	C											
Intersection V/C	0.682											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: US-395 (NS) at Rancho Road (EW)

Control Type:	Signalized	Delay (sec / veh):	12.1
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.737

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	340.00	100.00	100.00	290.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			40.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	327	717	23	29	877	82	16	58	85	109	92	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	56	43	0	0	0	18	0	59	19	45
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	-80	80	62	-62	0	0	0	0	78	0	61
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	327	637	159	134	815	82	16	76	85	246	111	113
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	82	168	42	33	214	22	4	20	22	61	29	30
Total Analysis Volume [veh/h]	326	671	167	134	858	86	16	80	89	245	117	119
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	51	0	0	51	0	0	19	0	0	19	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	70	70	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	48	48	48	48	48	48	16	16	16	16	16	16
g / C, Green / Cycle	0.68	0.68	0.68	0.68	0.68	0.68	0.23	0.23	0.23	0.23	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.51	0.20	0.11	0.18	0.26	0.06	0.01	0.02	0.06	0.19	0.07	0.08
s, saturation flow rate [veh/h]	641	3360	1500	763	3360	1500	1140	3360	1500	1313	1765	1500
c, Capacity [veh/h]	449	2298	1026	538	2298	1026	263	774	345	349	406	345
d1, Uniform Delay [s]	15.10	4.36	3.93	7.86	4.69	3.71	26.23	21.24	22.04	28.42	22.20	22.52
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.86	0.32	0.34	1.11	0.47	0.16	0.10	0.06	0.39	2.59	0.39	0.59
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.73	0.29	0.16	0.25	0.37	0.08	0.06	0.10	0.26	0.70	0.29	0.34
d, Delay for Lane Group [s/veh]	24.96	4.69	4.27	8.97	5.16	3.87	26.33	21.29	22.43	31.02	22.59	23.11
Lane Group LOS	C	A	A	A	A	A	C	C	C	C	C	C
Critical Lane Group	Yes	No	No	No	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.64	1.08	0.54	0.91	1.49	0.26	0.22	0.48	1.14	3.80	1.42	1.47
50th-Percentile Queue Length [ft/ln]	116.04	27.03	13.39	22.65	37.33	6.47	5.61	12.08	28.48	95.12	35.42	36.83
95th-Percentile Queue Length [veh/ln]	8.17	1.95	0.96	1.63	2.69	0.47	0.40	0.87	2.05	6.85	2.55	2.65
95th-Percentile Queue Length [ft/ln]	204.37	48.66	24.10	40.77	67.19	11.64	10.10	21.75	51.26	171.21	63.76	66.30

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	24.96	4.69	4.27	8.97	5.16	3.87	26.33	21.29	22.43	31.02	22.59	23.11
Movement LOS	C	A	A	A	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	10.31			5.53			22.27			27.01		
Approach LOS	B			A			C			C		
d_I, Intersection Delay [s/veh]	12.06											
Intersection LOS	B											
Intersection V/C	0.737											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: US-395 (NS) at Cactus Road (EW)

Control Type:	Signalized	Delay (sec / veh):	7.7
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.521

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	580.00	490.00	100.00	100.00	110.00	100.00	100.00	120.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	28	1282	37	25	1058	21	41	17	47	38	12	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	50	0	0	53	6	6	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	1332	37	25	1111	27	47	17	47	38	12	38
Peak Hour Factor	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	351	10	6	293	7	12	4	12	9	3	10
Total Analysis Volume [veh/h]	28	1404	39	25	1171	28	47	18	50	38	13	40
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	8	44	0	8	44	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	L	C
C, Cycle Length [s]	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	2	51	51	2	51	51	8	8	8	8
g / C, Green / Cycle	0.03	0.73	0.73	0.03	0.73	0.73	0.11	0.11	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.02	0.42	0.03	0.01	0.34	0.34	0.03	0.04	0.03	0.03
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1750	1346	1562	1328	1557
c, Capacity [veh/h]	51	2457	1097	47	1286	1276	170	176	157	175
d1, Uniform Delay [s]	33.48	4.34	2.59	33.59	3.91	3.91	32.75	28.84	33.17	28.55
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.00	0.97	0.06	9.24	1.22	1.24	0.87	1.39	0.79	0.96
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.55	0.57	0.04	0.54	0.47	0.47	0.28	0.39	0.24	0.30
d, Delay for Lane Group [s/veh]	42.49	5.31	2.65	42.84	5.13	5.14	33.63	30.23	33.97	29.52
Lane Group LOS	D	A	A	D	A	A	C	C	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.56	2.07	0.08	0.50	1.80	1.79	0.80	1.09	0.65	0.84
50th-Percentile Queue Length [ft/ln]	13.90	51.72	1.90	12.58	44.93	44.69	20.00	27.23	16.28	20.88
95th-Percentile Queue Length [veh/ln]	1.00	3.72	0.14	0.91	3.24	3.22	1.44	1.96	1.17	1.50
95th-Percentile Queue Length [ft/ln]	25.02	93.10	3.43	22.65	80.88	80.45	36.01	49.02	29.30	37.58

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	42.49	5.31	2.65	42.84	5.14	5.14	33.63	30.23	30.23	33.97	29.52	29.52
Movement LOS	D	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	5.95			5.91			31.62			31.37		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	7.75											
Intersection LOS	A											
Intersection V/C	0.521											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 7: US-395 (NS) at Mojave Drive (EW)

Control Type:	Signalized	Delay (sec / veh):	23.8
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.764

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	380.00	100.00	100.00	250.00	100.00	100.00	280.00	100.00	100.00
Speed [mph]	50.00			50.00			60.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	25	1045	152	188	942	18	33	338	98	190	100	266
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	24	0	12	29	12	13	0	0	0	0	13
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	1069	152	200	971	30	46	338	98	190	100	279
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	281	40	50	256	8	11	89	26	47	26	73
Total Analysis Volume [veh/h]	25	1125	160	199	1022	32	46	356	103	189	105	294
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	8	26	0	13	31	0	14	18	0	13	17	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	70	70	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	2	29	29	10	37	37	3	10	10	10	16	16
g / C, Green / Cycle	0.03	0.41	0.41	0.14	0.52	0.52	0.04	0.14	0.14	0.14	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.01	0.33	0.11	0.12	0.30	0.30	0.03	0.11	0.07	0.11	0.06	0.20
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1746	1681	3360	1500	1681	1765	1500
c, Capacity [veh/h]	50	1377	615	240	923	913	74	470	210	230	411	349
d1, Uniform Delay [s]	33.58	18.40	13.70	29.29	11.43	11.43	32.99	29.05	27.89	29.48	21.99	25.72
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.74	5.48	1.03	7.26	2.59	2.63	8.14	2.52	1.77	7.15	0.33	5.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

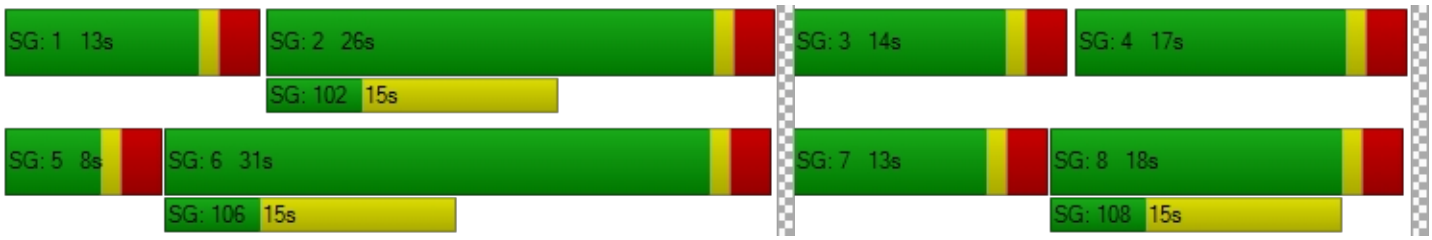
X, volume / capacity	0.50	0.82	0.26	0.83	0.57	0.57	0.62	0.76	0.49	0.82	0.26	0.84
d, Delay for Lane Group [s/veh]	41.32	23.88	14.73	36.55	14.02	14.06	41.13	31.57	29.66	36.63	22.31	31.24
Lane Group LOS	D	C	B	D	B	B	D	C	C	D	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.49	7.54	1.55	3.40	4.80	4.76	0.85	2.65	1.49	3.28	1.31	4.70
50th-Percentile Queue Length [ft/ln]	12.26	188.41	38.74	85.00	120.00	119.06	21.21	66.37	37.16	82.04	32.71	117.48
95th-Percentile Queue Length [veh/ln]	0.88	12.04	2.79	6.12	8.39	8.34	1.53	4.78	2.68	5.91	2.35	8.25
95th-Percentile Queue Length [ft/ln]	22.07	300.97	69.74	153.01	209.83	208.54	38.17	119.46	66.89	147.67	58.87	206.35

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.32	23.88	14.73	36.55	14.04	14.06	41.13	31.57	29.66	36.63	22.31	31.24
Movement LOS	D	C	B	D	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	23.09			17.61			32.05			31.38		
Approach LOS	C			B			C			C		
d_I, Intersection Delay [s/veh]	23.78											
Intersection LOS	C											
Intersection V/C	0.764											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: US-395 (NS) at Palmdale Road (EW)

Control Type:	Signalized	Delay (sec / veh):	23.4
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.744

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	2	0	1
Pocket Length [ft]	120.00	100.00	100.00	350.00	100.00	370.00	140.00	100.00	100.00	520.00	100.00	260.00
Speed [mph]	50.00			55.00			55.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	180	875	89	206	966	91	138	475	298	116	359	107
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	0	7	9	7	6	0	0	0	0	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	180	881	89	213	975	98	144	475	298	116	359	113
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.8947	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	232	23	53	257	26	36	125	78	27	94	30
Total Analysis Volume [veh/h]	180	927	94	212	1026	103	144	500	314	109	378	119
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	8	21	0	12	25	0	16	19	0	8	11	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	5	20	20	9	24	24	7	15	15	4	12	12
g / C, Green / Cycle	0.08	0.33	0.33	0.15	0.40	0.40	0.11	0.25	0.25	0.07	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.06	0.28	0.06	0.13	0.31	0.07	0.09	0.15	0.21	0.03	0.11	0.08
s, saturation flow rate [veh/h]	3264	3360	1500	1681	3360	1500	1681	3360	1500	3264	3360	1500
c, Capacity [veh/h]	273	1123	501	253	1348	602	185	823	367	231	692	309
d1, Uniform Delay [s]	26.73	18.40	14.22	24.84	15.53	11.58	26.06	20.14	21.68	26.86	21.37	20.60
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.72	6.95	0.83	7.29	4.10	0.62	6.96	0.73	5.72	1.49	0.67	0.79
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

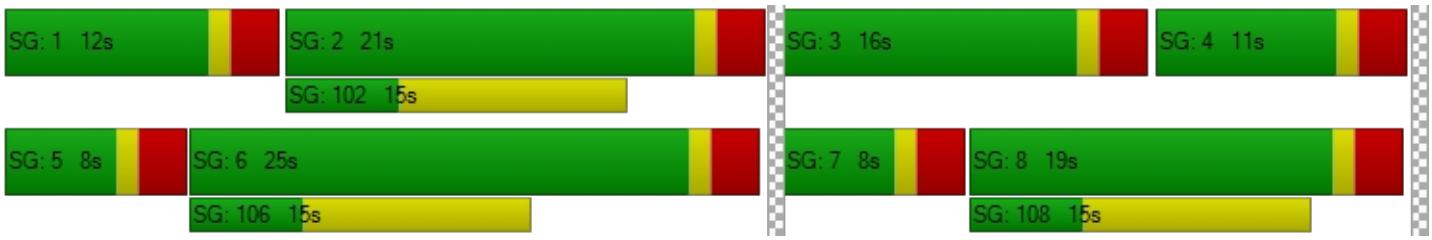
X, volume / capacity	0.66	0.83	0.19	0.84	0.76	0.17	0.78	0.61	0.85	0.47	0.55	0.39
d, Delay for Lane Group [s/veh]	29.45	25.35	15.04	32.13	19.63	12.20	33.01	20.87	27.40	28.34	22.04	21.38
Lane Group LOS	C	C	B	C	B	B	C	C	C	C	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.20	5.77	0.85	2.98	5.17	0.76	2.06	2.60	3.99	0.71	2.08	1.29
50th-Percentile Queue Length [ft/ln]	29.98	144.14	21.21	74.41	129.36	19.07	51.62	65.03	99.71	17.72	51.92	32.22
95th-Percentile Queue Length [veh/ln]	2.16	9.70	1.53	5.36	8.90	1.37	3.72	4.68	7.18	1.28	3.74	2.32
95th-Percentile Queue Length [ft/ln]	53.96	242.59	38.18	133.94	222.62	34.33	92.92	117.05	179.48	31.89	93.46	57.99

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	29.45	25.35	15.04	32.13	19.63	12.20	33.01	20.87	27.40	28.34	22.04	21.38
Movement LOS	C	C	B	C	B	B	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	25.16			21.04			24.84			23.04		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	23.43											
Intersection LOS	C											
Intersection V/C	0.744											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	



Intersection Level Of Service Report
Intersection 9: Project West Access (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.192

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	139	208	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	72	73	44	51	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	83	85	57	56	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	155	158	240	315	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	41	42	63	83	0
Total Analysis Volume [veh/h]	0	163	166	253	332	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.19	0.14	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	18.89	10.24	8.40	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.71	0.71	0.44	0.22	0.00	0.00
95th-Percentile Queue Length [ft/ln]	17.67	17.67	11.08	5.54	0.00	0.00
d_A, Approach Delay [s/veh]	10.24		3.33		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.35					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Sportsman Center (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	11.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.055

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	29	19	92	46	18	168
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	44	0	0	51
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	57	0	0	56
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	19	193	46	18	275
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	5	51	12	5	72
Total Analysis Volume [veh/h]	31	20	203	48	19	289
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.02	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	11.87	9.45	0.00	0.00	7.79	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.25	0.25	0.00	0.00	0.04	0.02
95th-Percentile Queue Length [ft/ln]	6.27	6.27	0.00	0.00	1.04	0.52
d_A, Approach Delay [s/veh]	10.92		0.00		0.48	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.16					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 11: Project West Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	33	0	0	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1	33	0	0	28
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	9	0	0	7
Total Analysis Volume [veh/h]	0	1	35	0	0	29
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.83	8.47	0.00	0.00	7.28	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.07	0.07	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.47		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.13					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 12: Project East Access (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.1
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	111	186	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	47	44	0	4	6
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	56	57	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	103	101	111	190	6
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	27	27	29	50	2
Total Analysis Volume [veh/h]	6	108	106	117	200	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.12	0.08	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.13	9.46	7.86	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.44	0.44	0.24	0.12	0.00	0.00
95th-Percentile Queue Length [ft/ln]	11.00	11.00	6.00	3.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.65		3.74		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.56					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 13: Project Center Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	33	0	0	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1	34	0	0	28
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	9	0	0	7
Total Analysis Volume [veh/h]	0	1	36	0	0	29
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.83	8.48	0.00	0.00	7.29	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.07	0.07	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.48		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.13					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 14: Project East Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	33	0	0	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	2	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1	35	0	0	28
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	9	0	0	7
Total Analysis Volume [veh/h]	0	1	37	0	0	29
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.84	8.48	0.00	0.00	7.29	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.07	0.07	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.48		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.13					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 15: Adelanto Road (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.3
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.035

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	325	20	13	145	0	0	0	0	15	0	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	0	0	6	0	1	0	2	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	331	20	13	151	0	1	0	2	15	0	13
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	0.9474	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	87	5	3	40	0	0	0	1	4	0	3
Total Analysis Volume [veh/h]	0	348	21	13	159	0	1	0	2	16	0	14
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.02
d_M, Delay for Movement [s/veh]	7.53	0.00	0.00	8.06	0.00	0.00	13.25	13.29	9.09	13.34	13.43	10.57
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.03	0.00	0.00	0.01	0.01	0.01	0.18	0.18	0.18
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.83	0.00	0.00	0.34	0.34	0.34	4.39	4.39	4.39
d_A, Approach Delay [s/veh]	0.00			0.61			10.48			12.05		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	0.87											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 16: Adelanto Road (NS) at Project Access (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	350	174	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	8	0	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	356	182	0	0	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	94	48	0	0	1
Total Analysis Volume [veh/h]	0	375	192	0	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.61	0.00	0.00	0.00	11.06	8.83
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.16	0.16
d_A, Approach Delay [s/veh]	0.00		0.00		8.83	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.03					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 17: Adelanto Road (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.100

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	85	304	76	98	46	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	10	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	85	304	76	108	52	54
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	1.0000	0.8947	1.0000
Total 15-Minute Volume [veh/h]	21	80	20	28	12	14
Total Analysis Volume [veh/h]	85	320	80	114	49	57
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.00	0.00	0.10	0.06
d_M, Delay for Movement [s/veh]	7.79	0.00	0.00	0.00	12.70	9.08
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.20	0.00	0.00	0.00	0.16	0.19
95th-Percentile Queue Length [ft/ln]	4.93	0.00	0.00	0.00	3.92	4.83
d_A, Approach Delay [s/veh]	1.63		0.00		10.75	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.56					
Intersection LOS	B					

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Scenario 11 Opening Year (2035) With Project Phase I & II - With Improvements

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12/13/2023

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Bellflower Street (NS) at Rancho Road (EW)	Final Base	95	51	20	17	62	61	8	134	28	11	395	7	889
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	6	6	0	0	0	6	0	6	7	6	37
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**95**	**51**	**26**	**23**	**62**	**61**	**8**	**140**	**28**	**17**	**402**	**13**	**926**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	US-395 (NS) at Chamberlane Way (EW)	Final Base	92	441	19	4	592	27	13	34	121	27	31	7	1408
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	6	14	6	0	13	0	0	0	6	6	0	0	51
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**98**	**455**	**25**	**4**	**605**	**27**	**13**	**34**	**127**	**33**	**31**	**7**	**1459**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	US-395 (NS) at Bartlett Avenue (EW)	Final Base	85	526	70	31	663	12	4	69	98	59	40	10	1667
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	6	26	6	0	25	0	0	0	6	6	0	0	75
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**91**	**552**	**76**	**31**	**688**	**12**	**4**	**69**	**104**	**65**	**40**	**10**	**1742**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	US-395 (NS) at Air Base Road (EW)	Final Base	37	453	248	190	612	17	7	253	113	334	187	219	2670
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	7	38	0	0	37	0	0	0	6	0	0	0	88
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**44**	**491**	**248**	**190**	**649**	**17**	**7**	**253**	**119**	**334**	**187**	**219**	**2758**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	US-395 (NS) at Rancho Road (EW)	Final Base	327	717	23	29	877	82	16	58	85	109	92	7	2422
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	-80	136	105	-62	0	0	18	0	137	19	106	379
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**327**	**637**	**159**	**134**	**815**	**82**	**16**	**76**	**85**	**246**	**111**	**113**	**2801**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	US-395 (NS) at Cactus Road (EW)	Final Base	28	1282	37	25	1058	21	41	17	47	38	12	38	2644
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	50	0	0	53	6	6	0	0	0	0	0	115
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**28**	**1332**	**37**	**25**	**1111**	**27**	**47**	**17**	**47**	**38**	**12**	**38**	**2759**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	US-395 (NS) at Mojave Drive (EW)	Final Base	25	1045	152	188	942	18	33	338	98	190	100	266	3395
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	24	0	12	29	12	13	0	0	0	0	13	103
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**25**	**1069**	**152**	**200**	**971**	**30**	**46**	**338**	**98**	**190**	**100**	**279**	**3498**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	US-395 (NS) at Palmdale Road (EW)	Final Base	180	875	89	206	966	91	138	475	298	116	359	107	3900
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	6	0	7	9	7	6	0	0	0	0	6	41
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**180**	**881**	**89**	**213**	**975**	**98**	**144**	**475**	**298**	**116**	**359**	**113**	**3941**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
9	Project West Access (NS) at Rancho Road (EW)	Final Base	0	0	0	139	208	0	347
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	155	158	101	107	0	521
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**155**	**158**	**240**	**315**	**0**	**868**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
10	Sportsman Center (NS) at Rancho Road (EW)	Final Base	29	19	92	46	18	168	372
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	101	0	0	107	208
		Other	0	0	0	0	0	0	0
		Future Total	**29**	**19**	**193**	**46**	**18**	**275**	**580**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
11	Project West Access (NS) at Violet Road (EW)	Final Base	0	0	33	0	0	28	61
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	1	0	0	0	0	1
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**1**	**33**	**0**	**0**	**28**	**62**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
12	Project East Access (NS) at Rancho Road (EW)	Final Base	0	0	0	111	186	0	297
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	6	103	101	0	4	6	220
		Other	0	0	0	0	0	0	0
		Future Total	**6**	**103**	**101**	**111**	**190**	**6**	**517**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
13	Project Center Access (NS) at Violet Road (EW)	Final Base	0	0	33	0	0	28	61
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	1	1	0	0	0	2
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**1**	**34**	**0**	**0**	**28**	**63**

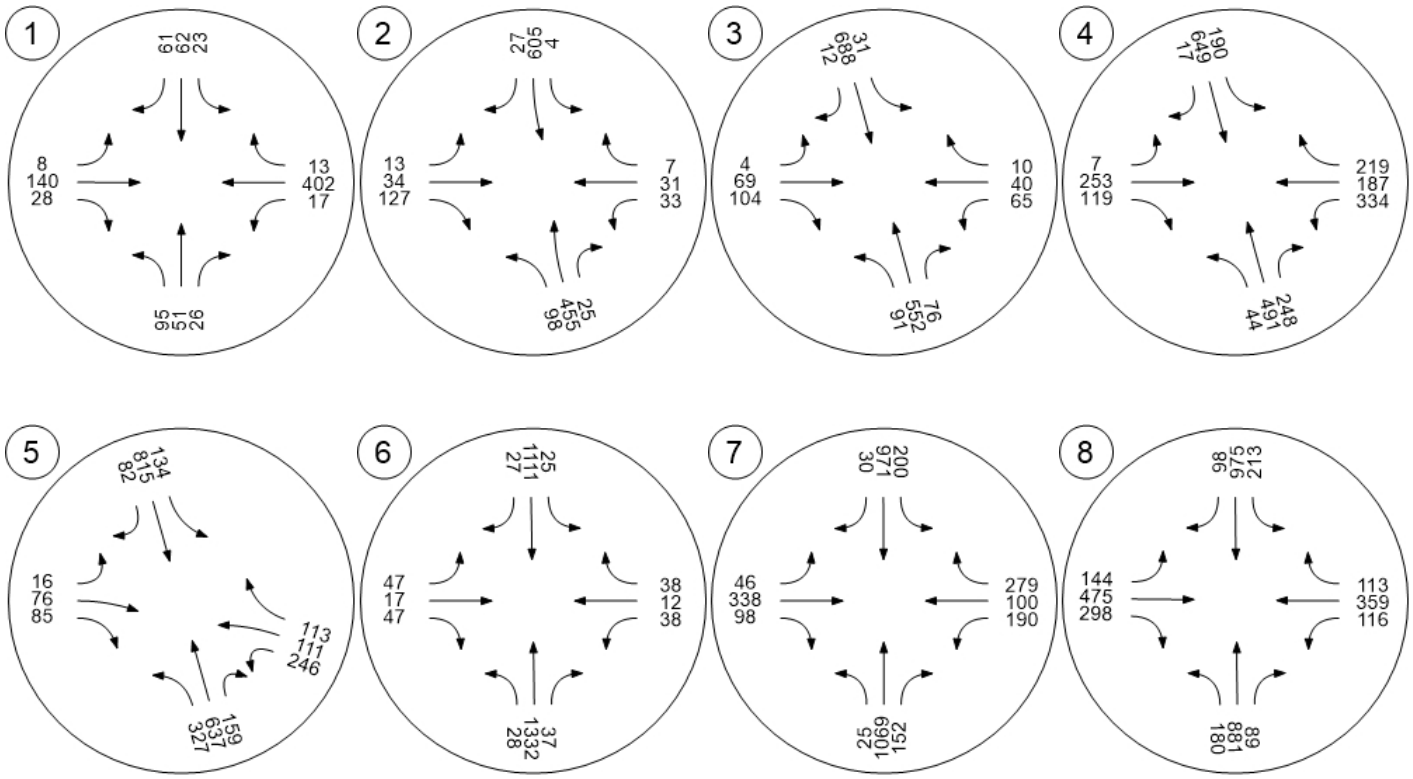
ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
14	Project East Access (NS) at Violet Road (EW)	Final Base	0	0	33	0	0	28	61
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	1	2	0	0	0	3
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**1**	**35**	**0**	**0**	**28**	**64**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Adelanto Road (NS) at Violet Road (EW)	Final Base	0	325	20	13	145	0	0	0	0	15	0	13	531
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	6	0	0	6	0	1	0	2	0	0	0	15
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**331**	**20**	**13**	**151**	**0**	**1**	**0**	**2**	**15**	**0**	**13**	**546**

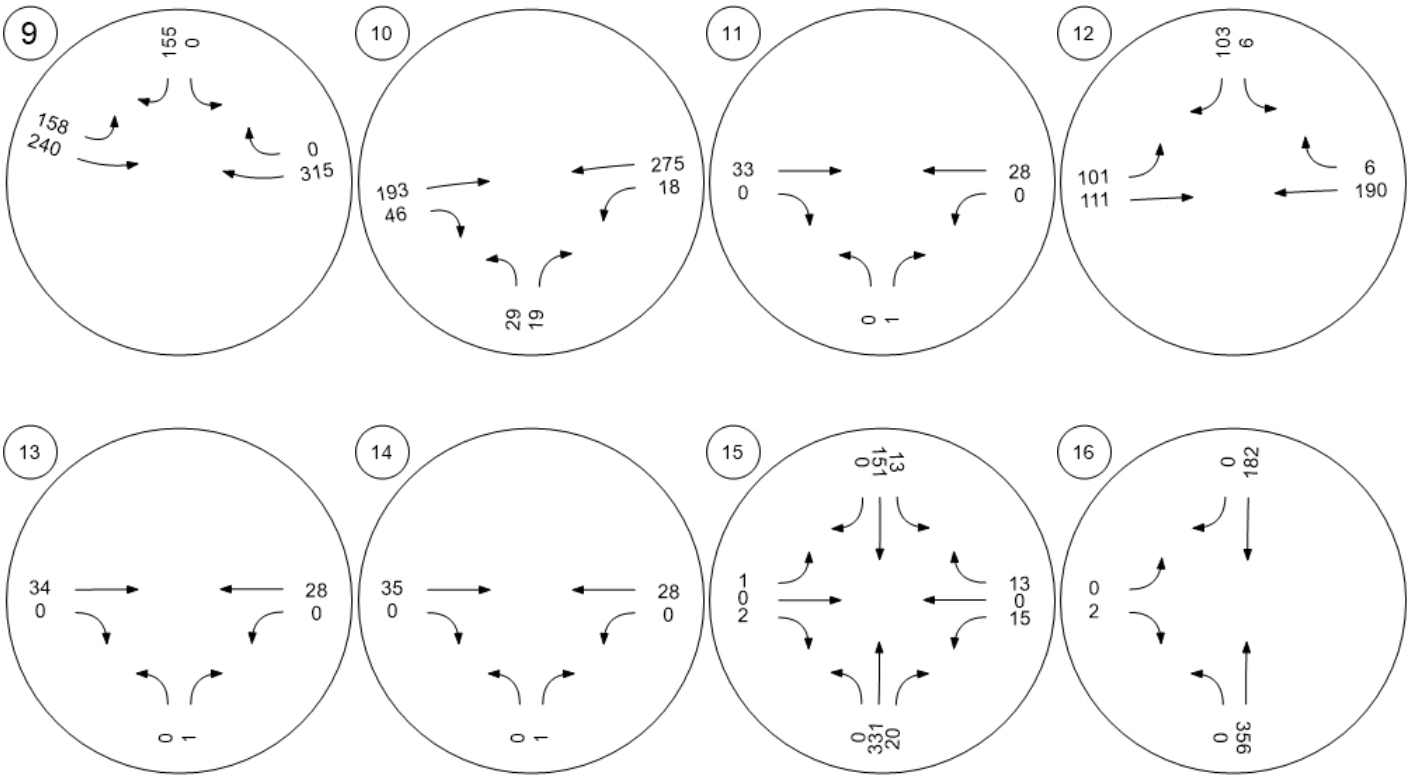
ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
16	Adelanto Road (NS) at Project Access (EW)	Final Base	0	350	174	0	0	0	524
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	6	8	0	0	2	16
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**356**	**182**	**0**	**0**	**2**	**540**

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
17	Adelanto Road (NS) at Rancho Road (EW)	Final Base	85	304	76	98	46	54	663
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	10	6	0	16
		Other	0	0	0	0	0	0	0
		Future Total	**85**	**304**	**76**	**108**	**52**	**54**	**679**

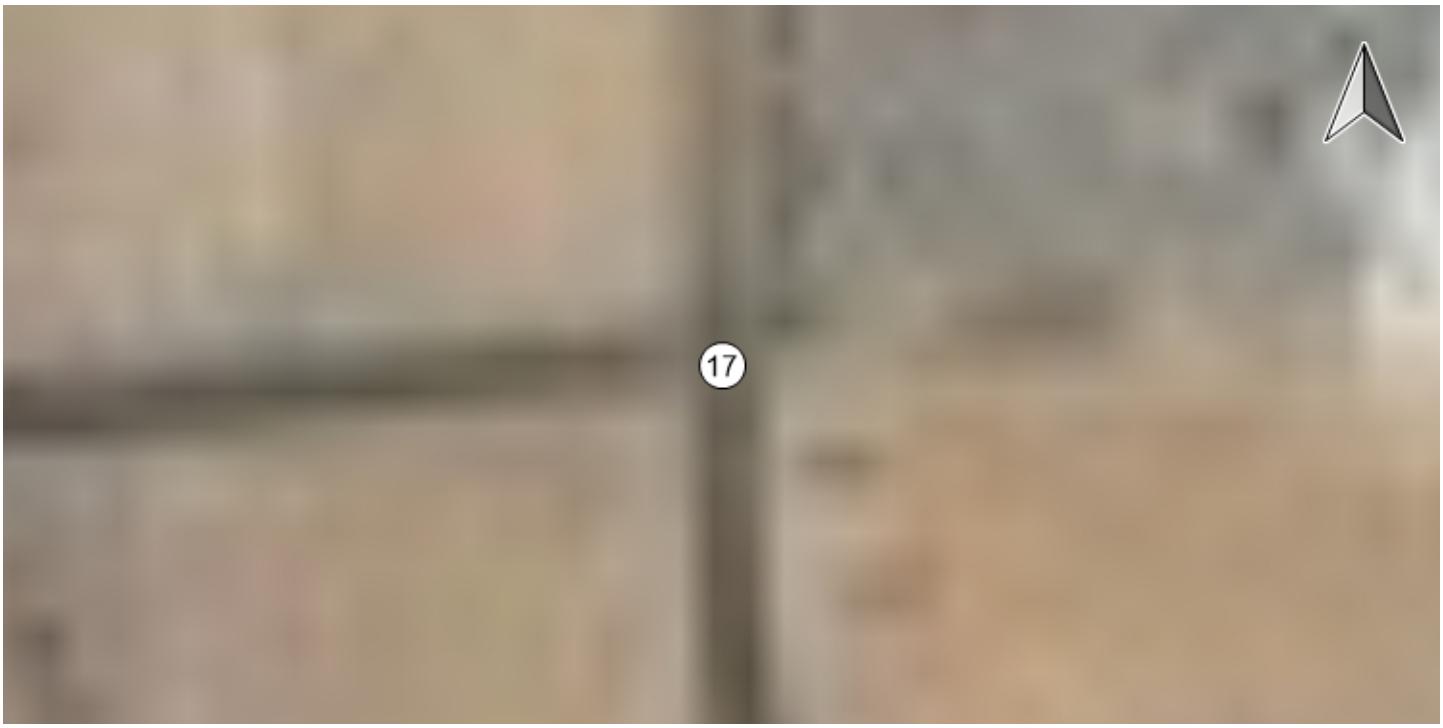
Traffic Volume - Future Total Volume

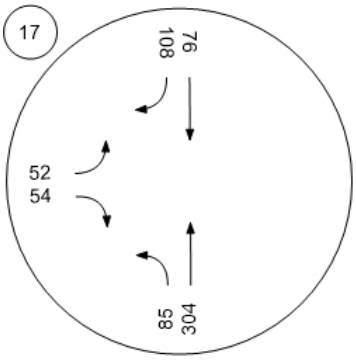


Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume





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Scenario 11 Opening Year (2035) With Project Phase I & II - With Improvements

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12/13/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Bellflower Street (NS) at Rancho Road (EW)	All-way stop	HCM 2010	EB Thru	0.554	13.5	B
2	US-395 (NS) at Chamberlane Way (EW)	Signalized	HCM 2010	SB Left	0.534	12.8	B
3	US-395 (NS) at Bartlett Avenue (EW)	Signalized	HCM 2010	SB Left	0.532	13.6	B
4	US-395 (NS) at Air Base Road (EW)	Signalized	HCM 2010	NB Left	0.716	20.5	C
5	US-395 (NS) at Rancho Road (EW)	Signalized	HCM 2010	SB Left	0.629	12.2	B
6	US-395 (NS) at Cactus Road (EW)	Signalized	HCM 2010	SB Left	0.655	11.5	B
7	US-395 (NS) at Mojave Drive (EW)	Signalized	HCM 2010	EB Left	0.887	49.4	D
8	US-395 (NS) at Palmdale Road (EW)	Signalized	HCM 2010	EB Left	0.946	52.8	D
9	Project West Access (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	SB Right	0.204	10.7	B
10	Sportsman Center (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	NB Left	0.073	12.9	B
11	Project West Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	NB Right	0.005	8.5	A
12	Project East Access (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	SB Left	0.015	14.8	B
13	Project Center Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	NB Right	0.005	8.5	A
14	Project East Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	NB Right	0.005	8.5	A
15	Adelanto Road (NS) at Violet Road (EW)	Two-way stop	HCM 2010	WB Left	0.132	15.0	B
16	Adelanto Road (NS) at Project Access (EW)	Two-way stop	HCM 2010	EB Right	0.010	9.2	A
17	Adelanto Road (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	EB Left	0.193	12.9	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Bellflower Street (NS) at Rancho Road (EW)

Control Type:	All-way stop	Delay (sec / veh):	13.5
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.554

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	1	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	20	68	33	11	103	16	20	329	176	43	86	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	7	7	0	0	0	7	0	6	11	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	68	40	18	103	16	20	336	176	49	97	37
Peak Hour Factor	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070	0.8070
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9444	1.0000	1.0000	0.9444	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	21	12	6	32	5	6	104	55	14	30	11
Total Analysis Volume [veh/h]	25	84	50	22	128	20	23	416	218	57	120	46
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	501	563	512	571	530	573	620	476	509	539
Degree of Utilization, x	0.22	0.09	0.29	0.04	0.04	0.55	0.51	0.12	0.16	0.15

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.82	0.29	1.21	0.11	0.14	3.37	2.92	0.41	0.58	0.54
95th-Percentile Queue Length [ft]	20.48	7.28	30.32	2.72	3.39	84.23	72.91	10.14	14.45	13.54
Approach Delay [s/veh]	11.18		12.24		15.28			10.98		
Approach LOS	B		B		C			B		
Intersection Delay [s/veh]	13.52									
Intersection LOS	B									

Intersection Level Of Service Report
Intersection 2: US-395 (NS) at Chamberlane Way (EW)

Control Type:	Signalized	Delay (sec / veh):	12.8
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.534

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	180.00	100.00	100.00	210.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	176	516	29	1	696	11	37	32	155	19	40	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	22	6	0	15	0	0	0	7	7	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	182	538	35	1	711	11	37	32	162	26	40	7
Peak Hour Factor	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650	0.8650
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	155	10	0	205	3	11	9	47	8	12	2
Total Analysis Volume [veh/h]	199	622	40	1	822	13	43	37	187	30	46	8
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	27	0	15	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	9	41	41	0	33	33	9	9	9
g / C, Green / Cycle	0.15	0.69	0.69	0.00	0.54	0.54	0.16	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.12	0.19	0.19	0.00	0.24	0.24	0.05	0.12	0.06
s, saturation flow rate [veh/h]	1681	1765	1727	1681	1765	1755	1491	1500	1453
c, Capacity [veh/h]	251	1214	1189	6	956	951	329	238	312
d1, Uniform Delay [s]	24.68	3.61	3.61	29.89	8.27	8.27	22.32	24.31	22.37
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.56	0.56	0.57	14.44	1.46	1.47	0.38	5.61	0.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

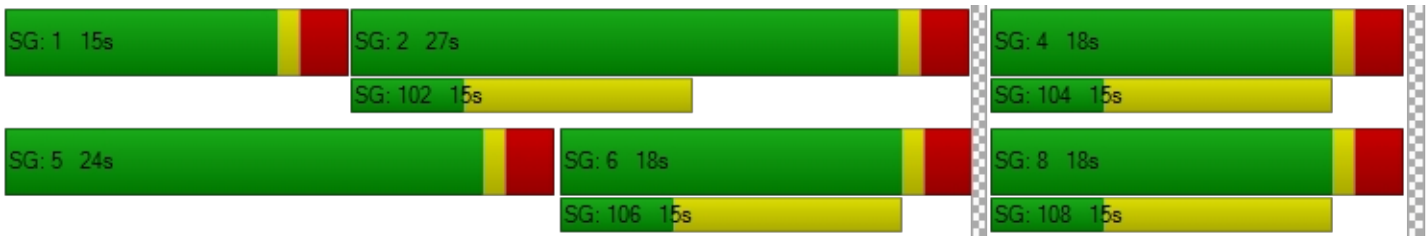
X, volume / capacity	0.79	0.28	0.28	0.18	0.44	0.44	0.24	0.78	0.27
d, Delay for Lane Group [s/veh]	30.23	4.17	4.18	44.34	9.73	9.74	22.70	29.92	22.83
Lane Group LOS	C	A	A	D	A	A	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.74	0.76	0.75	0.04	2.49	2.48	0.97	2.76	1.03
50th-Percentile Queue Length [ft/ln]	68.47	19.03	18.74	0.88	62.17	61.89	24.30	68.92	25.63
95th-Percentile Queue Length [veh/ln]	4.93	1.37	1.35	0.06	4.48	4.46	1.75	4.96	1.85
95th-Percentile Queue Length [ft/ln]	123.25	34.26	33.73	1.59	111.90	111.40	43.74	124.06	46.14

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	30.23	4.18	4.18	44.34	9.73	9.74	22.70	22.70	29.92	22.83	22.83	22.83
Movement LOS	C	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	10.20			9.78			27.75			22.83		
Approach LOS	B			A			C			C		
d_I, Intersection Delay [s/veh]	12.83											
Intersection LOS	B											
Intersection V/C	0.534											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: US-395 (NS) at Bartlett Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	13.6
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.532

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	100.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			35.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	196	704	57	9	710	24	16	60	175	65	56	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	34	6	0	29	0	0	0	7	7	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	202	738	63	9	739	24	16	60	182	72	56	18
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	194	17	2	194	6	4	16	48	18	15	5
Total Analysis Volume [veh/h]	201	777	66	9	778	25	16	63	192	72	59	19
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	19	0	23	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	9	37	37	1	29	29	13	13	13	13	13	13
g / C, Green / Cycle	0.15	0.61	0.61	0.01	0.48	0.48	0.22	0.22	0.22	0.22	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.12	0.24	0.24	0.01	0.23	0.02	0.01	0.04	0.13	0.06	0.02	0.02
s, saturation flow rate [veh/h]	1681	1765	1717	1681	3360	1500	1316	1765	1500	1120	1765	1623
c, Capacity [veh/h]	251	1086	1057	20	1607	717	343	392	334	203	392	361
d1, Uniform Delay [s]	24.66	5.85	5.85	29.45	10.64	8.31	20.94	18.82	20.82	27.51	18.57	18.59
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.82	1.07	1.10	14.24	1.05	0.09	0.06	0.19	1.57	1.05	0.11	0.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

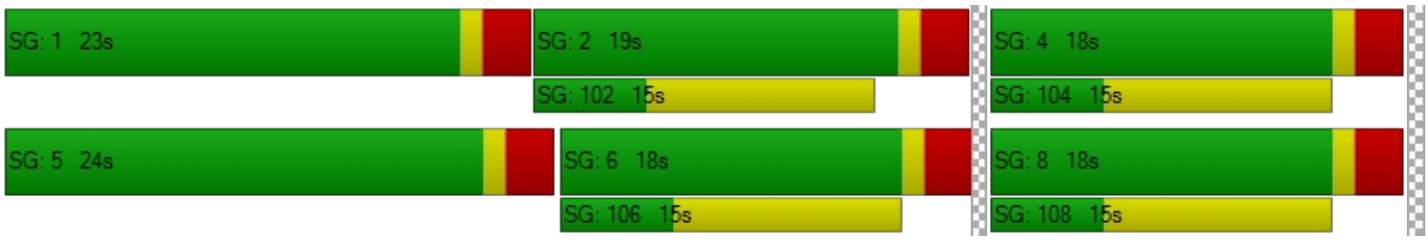
X, volume / capacity	0.80	0.39	0.39	0.44	0.48	0.03	0.05	0.16	0.58	0.36	0.10	0.11
d, Delay for Lane Group [s/veh]	30.48	6.92	6.95	43.70	11.68	8.40	21.00	19.01	22.38	28.57	18.68	18.72
Lane Group LOS	C	A	A	D	B	A	C	B	C	C	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	2.78	1.81	1.77	0.20	2.73	0.14	0.18	0.66	2.31	0.99	0.40	0.39
50th-Percentile Queue Length [ft/ln]	69.46	45.27	44.27	4.89	68.22	3.58	4.47	16.57	57.73	24.71	9.99	9.79
95th-Percentile Queue Length [veh/ln]	5.00	3.26	3.19	0.35	4.91	0.26	0.32	1.19	4.16	1.78	0.72	0.71
95th-Percentile Queue Length [ft/ln]	125.03	81.49	79.68	8.80	122.80	6.45	8.04	29.82	103.91	44.48	17.99	17.63

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	30.48	6.94	6.95	43.70	11.68	8.40	21.00	19.01	22.38	28.57	18.69	18.72
Movement LOS	C	A	A	D	B	A	C	B	C	C	B	B
d_A, Approach Delay [s/veh]	11.47			11.94			21.52			23.44		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	13.62											
Intersection LOS	B											
Intersection V/C	0.532											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: US-395 (NS) at Air Base Road (EW)

Control Type:	Signalized	Delay (sec / veh):	20.5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.716

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	380.00	100.00	100.00	340.00	100.00	100.00	220.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			50.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	75	559	126	295	631	22	12	216	70	259	212	399
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	11	46	0	0	43	0	0	0	7	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	86	605	126	295	674	22	12	216	77	259	212	399
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	159	33	74	177	6	3	57	20	65	56	105
Total Analysis Volume [veh/h]	86	637	133	294	709	23	12	227	81	258	223	420
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	17	17	0	18	18	0	0	25	0	0	25	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	4	17	17	12	25	25	22	22	22	22	22
g / C, Green / Cycle	0.07	0.28	0.28	0.20	0.42	0.42	0.37	0.37	0.37	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.05	0.19	0.09	0.17	0.21	0.02	0.01	0.18	0.24	0.13	0.28
s, saturation flow rate [veh/h]	1681	3360	1500	1681	3360	1500	1153	1686	1067	1765	1500
c, Capacity [veh/h]	113	935	417	346	1401	626	398	618	323	646	549
d1, Uniform Delay [s]	27.59	19.33	17.19	22.99	12.95	10.38	17.50	14.78	25.57	13.83	16.78
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.14
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.18	4.00	2.00	5.86	1.31	0.11	0.03	0.62	4.57	0.32	2.94
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.68	0.32	0.85	0.51	0.04	0.03	0.50	0.80	0.35	0.76
d, Delay for Lane Group [s/veh]	37.77	23.33	19.19	28.85	14.26	10.49	17.53	15.40	30.13	14.14	19.72
Lane Group LOS	D	C	B	C	B	B	B	B	C	B	B
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.39	3.76	1.44	3.94	2.92	0.16	0.11	2.66	3.91	1.96	4.80
50th-Percentile Queue Length [ft/ln]	34.68	93.98	35.88	98.48	72.90	3.94	2.77	66.55	97.81	49.04	120.03
95th-Percentile Queue Length [veh/ln]	2.50	6.77	2.58	7.09	5.25	0.28	0.20	4.79	7.04	3.53	8.39
95th-Percentile Queue Length [ft/ln]	62.43	169.17	64.59	177.26	131.22	7.08	4.99	119.78	176.05	88.27	209.86

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	37.77	23.33	19.19	28.85	14.26	10.49	17.53	15.40	15.40	30.13	14.14	19.72
Movement LOS	D	C	B	C	B	B	B	B	B	C	B	B
d_A, Approach Delay [s/veh]	24.14			18.36			15.48			21.32		
Approach LOS	C			B			B			C		
d_I, Intersection Delay [s/veh]	20.52											
Intersection LOS	C											
Intersection V/C	0.716											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: US-395 (NS) at Rancho Road (EW)

Control Type:	Signalized	Delay (sec / veh):	12.2
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.629

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	340.00	100.00	100.00	290.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			40.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	99	1223	28	13	978	24	59	109	252	126	44	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	65	50	0	0	0	21	0	83	23	57
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	-76	76	61	-61	0	0	0	0	76	0	59
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	99	1147	169	124	917	24	59	130	252	285	67	174
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	302	44	31	241	6	15	34	66	71	18	46
Total Analysis Volume [veh/h]	99	1207	178	124	965	25	59	137	265	284	71	183
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	36	0	0	36	0	0	24	0	0	24	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	36	36	36	36	36	36	19	19	19	19	19	19
g / C, Green / Cycle	0.59	0.59	0.59	0.59	0.59	0.59	0.31	0.31	0.31	0.31	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.17	0.36	0.12	0.27	0.29	0.02	0.05	0.04	0.18	0.23	0.04	0.12
s, saturation flow rate [veh/h]	580	3360	1500	461	3360	1500	1121	3360	1500	1247	1765	1500
c, Capacity [veh/h]	335	1987	887	259	1987	887	341	1038	463	446	545	463
d1, Uniform Delay [s]	14.30	7.84	5.70	19.98	7.05	5.11	20.47	14.98	17.45	21.24	14.97	16.37
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.23	1.39	0.51	6.19	0.85	0.06	0.24	0.06	1.11	1.51	0.11	0.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.30	0.61	0.20	0.48	0.49	0.03	0.17	0.13	0.57	0.64	0.13	0.39
d, Delay for Lane Group [s/veh]	16.54	9.23	6.21	26.17	7.90	5.17	20.71	15.04	18.57	22.76	15.08	16.91
Lane Group LOS	B	A	A	C	A	A	C	B	B	C	B	B
Critical Lane Group	No	Yes	No	No	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.01	3.23	0.74	1.78	2.28	0.09	0.65	0.59	2.78	3.25	0.57	1.64
50th-Percentile Queue Length [ft/ln]	25.15	80.75	18.39	44.38	57.02	2.28	16.25	14.86	69.62	81.13	14.32	40.96
95th-Percentile Queue Length [veh/ln]	1.81	5.81	1.32	3.20	4.11	0.16	1.17	1.07	5.01	5.84	1.03	2.95
95th-Percentile Queue Length [ft/ln]	45.28	145.35	33.11	79.89	102.64	4.11	29.25	26.74	125.32	146.03	25.77	73.73

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	16.54	9.23	6.21	26.17	7.90	5.17	20.71	15.04	18.57	22.76	15.08	16.91
Movement LOS	B	A	A	C	A	A	C	B	B	C	B	B
d_A, Approach Delay [s/veh]	9.36			9.87			17.79			19.76		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	12.15											
Intersection LOS	B											
Intersection V/C	0.629											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: US-395 (NS) at Cactus Road (EW)

Control Type:	Signalized	Delay (sec / veh):	11.5
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.655

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	580.00	490.00	100.00	100.00	110.00	100.00	100.00	120.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	114	1421	43	38	1420	38	42	23	64	56	12	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	58	0	0	77	6	7	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	114	1479	43	38	1497	44	49	23	64	56	12	27
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	389	11	9	394	12	12	6	17	14	3	7
Total Analysis Volume [veh/h]	114	1557	45	38	1576	46	49	24	67	56	13	28
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	34	0	8	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	L	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	5	41	41	2	38	38	8	8	8	8
g / C, Green / Cycle	0.09	0.68	0.68	0.04	0.64	0.64	0.13	0.13	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.07	0.46	0.03	0.02	0.46	0.46	0.04	0.06	0.04	0.03
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1747	1360	1562	1300	1575
c, Capacity [veh/h]	148	2304	1029	67	1125	1114	211	195	167	196
d1, Uniform Delay [s]	26.79	5.53	3.06	28.32	7.31	7.34	27.10	24.42	29.10	23.61
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.27	1.61	0.08	7.44	4.04	4.15	0.55	1.74	1.17	0.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.68	0.04	0.57	0.72	0.73	0.23	0.47	0.34	0.21
d, Delay for Lane Group [s/veh]	35.06	7.14	3.14	35.76	11.35	11.49	27.65	26.16	30.27	24.14
Lane Group LOS	D	A	A	D	B	B	C	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.74	2.65	0.09	0.61	4.69	4.71	0.68	1.22	0.82	0.52
50th-Percentile Queue Length [ft/ln]	43.39	66.15	2.28	15.32	117.17	117.64	16.88	30.58	20.61	13.01
95th-Percentile Queue Length [veh/ln]	3.12	4.76	0.16	1.10	8.24	8.26	1.22	2.20	1.48	0.94
95th-Percentile Queue Length [ft/ln]	78.10	119.08	4.10	27.58	205.93	206.57	30.38	55.04	37.09	23.41

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	35.06	7.14	3.14	35.76	11.42	11.49	27.65	26.16	26.16	30.27	24.14	24.14
Movement LOS	D	A	A	D	B	B	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	8.89			11.98			26.68			27.68		
Approach LOS	A			B			C			C		
d_I, Intersection Delay [s/veh]	11.50											
Intersection LOS	B											
Intersection V/C	0.655											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 7: US-395 (NS) at Mojave Drive (EW)

Control Type:	Signalized	Delay (sec / veh):	49.4
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.887

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	380.00	100.00	100.00	250.00	100.00	100.00	280.00	100.00	100.00
Speed [mph]	50.00			50.00			60.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	156	1223	332	280	1242	29	42	331	119	219	416	296
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	28	0	13	45	19	15	0	0	0	0	15
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	156	1251	332	293	1287	48	57	331	119	219	416	311
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	329	87	73	339	13	14	87	31	55	109	82
Total Analysis Volume [veh/h]	156	1317	349	292	1355	51	57	348	125	218	438	327
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	16	54	0	28	66	0	8	22	0	26	40	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	13	56	56	24	67	67	5	19	19	19	33	33
g / C, Green / Cycle	0.10	0.43	0.43	0.19	0.52	0.52	0.04	0.15	0.15	0.14	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.09	0.39	0.23	0.17	0.40	0.40	0.03	0.10	0.08	0.13	0.23	0.23
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1742	1681	3360	1500	1681	1765	1517
c, Capacity [veh/h]	170	1446	646	314	911	900	67	489	218	243	442	380
d1, Uniform Delay [s]	57.91	34.68	27.48	52.00	25.31	25.43	62.02	52.94	51.77	54.65	47.65	47.65
k, delay calibration	0.11	0.50	0.50	0.29	0.50	0.50	0.11	0.11	0.11	0.14	0.35	0.35
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	17.54	10.13	3.23	24.42	6.35	6.61	24.02	1.93	2.35	14.07	22.32	24.81
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.92	0.91	0.54	0.93	0.77	0.78	0.85	0.71	0.57	0.90	0.93	0.93
d, Delay for Lane Group [s/veh]	75.45	44.81	30.71	76.42	31.66	32.04	86.04	54.87	54.13	68.72	69.97	72.46
Lane Group LOS	E	D	C	E	C	C	F	D	D	E	E	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.76	20.20	8.21	11.17	17.64	17.67	2.24	5.29	3.77	7.80	15.33	13.45
50th-Percentile Queue Length [ft/ln]	144.02	504.98	205.20	279.21	440.90	441.64	56.11	132.36	94.25	194.90	383.35	336.14
95th-Percentile Queue Length [veh/ln]	9.70	27.57	12.91	16.65	24.52	24.56	4.04	9.07	6.79	12.38	21.76	19.46
95th-Percentile Queue Length [ft/ln]	242.42	689.25	322.66	416.23	613.08	613.97	101.00	226.70	169.65	309.38	543.90	486.47

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	75.45	44.81	30.71	76.42	31.85	32.04	86.04	54.87	54.13	68.72	70.12	72.46
Movement LOS	E	D	C	E	C	C	F	D	D	E	E	E
d_A, Approach Delay [s/veh]	44.73			39.52			58.05			70.59		
Approach LOS	D			D			E			E		
d_I, Intersection Delay [s/veh]	49.42											
Intersection LOS	D											
Intersection V/C	0.887											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 8: US-395 (NS) at Palmdale Road (EW)

Control Type:	Signalized	Delay (sec / veh):	52.8
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.946

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	2	0	1
Pocket Length [ft]	120.00	100.00	100.00	350.00	100.00	370.00	140.00	100.00	100.00	520.00	100.00	260.00
Speed [mph]	50.00			55.00			55.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	342	1397	89	173	1136	69	186	497	336	248	718	177
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	0	11	17	11	7	0	0	0	0	7
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	342	1404	89	184	1153	80	193	497	336	248	718	184
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.8947	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	369	23	46	303	21	48	131	88	58	189	48
Total Analysis Volume [veh/h]	341	1478	94	183	1214	84	192	523	354	234	756	194
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	18	61	0	18	61	0	18	38	0	13	33	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	15	58	58	15	58	58	15	35	35	10	30	30
g / C, Green / Cycle	0.12	0.45	0.45	0.12	0.45	0.45	0.12	0.27	0.27	0.08	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.10	0.44	0.06	0.11	0.36	0.06	0.11	0.16	0.24	0.07	0.23	0.13
s, saturation flow rate [veh/h]	3264	3360	1500	1681	3360	1500	1681	3360	1500	3264	3360	1500
c, Capacity [veh/h]	377	1504	671	194	1504	671	194	899	401	252	770	344
d1, Uniform Delay [s]	56.79	35.42	21.17	57.07	31.06	21.02	57.41	41.29	45.64	59.64	49.83	44.36
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.38	0.11	0.11	0.14
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.21	19.49	0.44	18.99	4.76	0.38	27.52	0.60	18.99	14.19	11.38	1.90
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.90	0.98	0.14	0.94	0.81	0.13	0.99	0.58	0.88	0.93	0.98	0.56
d, Delay for Lane Group [s/veh]	65.00	54.91	21.60	76.06	35.82	21.40	84.93	41.89	64.62	73.84	61.22	46.25
Lane Group LOS	E	D	C	E	D	C	F	D	E	E	E	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	5.79	25.42	1.70	6.76	16.15	1.49	7.54	7.01	12.50	4.22	12.93	5.53
50th-Percentile Queue Length [ft/ln]	144.74	635.46	42.60	168.96	403.86	37.27	188.40	175.30	312.40	105.47	323.27	138.31
95th-Percentile Queue Length [veh/ln]	9.74	33.69	3.07	11.02	22.75	2.68	12.04	11.35	18.29	7.59	18.83	9.39
95th-Percentile Queue Length [ft/ln]	243.39	842.17	76.68	275.54	568.65	67.09	300.96	283.87	457.34	189.68	470.71	234.74

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.00	54.91	21.60	76.06	35.82	21.40	84.93	41.89	64.62	73.84	61.22	46.25
Movement LOS	E	D	C	E	D	C	F	D	E	E	E	D
d_A, Approach Delay [s/veh]	55.07			39.97			57.15			61.26		
Approach LOS	E			D			E			E		
d_I, Intersection Delay [s/veh]	52.80											
Intersection LOS	D											
Intersection V/C	0.946											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 9: Project West Access (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.204

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	161	255	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	73	85	51	90	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	81	83	56	54	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	154	168	268	399	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	41	44	71	105	0
Total Analysis Volume [veh/h]	0	162	177	282	420	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.20	0.16	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	22.08	10.68	8.75	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.76	0.76	0.52	0.26	0.00	0.00
95th-Percentile Queue Length [ft/ln]	18.99	18.99	12.97	6.48	0.00	0.00
d_A, Approach Delay [s/veh]	10.68		3.38		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.15					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Sportsman Center (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.073

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	34	12	129	32	18	221
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	51	0	0	90
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	56	0	0	54
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	12	236	32	18	365
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	3	62	8	5	96
Total Analysis Volume [veh/h]	36	13	248	34	19	384
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	12.88	9.70	0.00	0.00	7.86	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.29	0.29	0.00	0.00	0.04	0.02
95th-Percentile Queue Length [ft/ln]	7.15	7.15	0.00	0.00	1.07	0.54
d_A, Approach Delay [s/veh]	12.04		0.00		0.37	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.01					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 11: Project West Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	32	0	0	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	32	0	0	73
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	8	0	0	19
Total Analysis Volume [veh/h]	0	5	34	0	0	77
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.08	8.48	0.00	0.00	7.28	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.36	0.36	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.48		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.37					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 12: Project East Access (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	14.8
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	156	239	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	71	51	0	19	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	54	56	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	125	107	156	258	7
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	33	28	41	68	2
Total Analysis Volume [veh/h]	6	132	113	164	272	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.15	0.09	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.80	9.92	8.08	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.59	0.59	0.27	0.14	0.00	0.00
95th-Percentile Queue Length [ft/ln]	14.66	14.66	6.82	3.41	0.00	0.00
d_A, Approach Delay [s/veh]	10.13		3.30		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.33					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 13: Project Center Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	32	0	0	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	5	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	37	0	0	73
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	10	0	0	19
Total Analysis Volume [veh/h]	0	5	39	0	0	77
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.11	8.50	0.00	0.00	7.29	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.36	0.36	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.50		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.35					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 14: Project East Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	32	0	0	73
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	10	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	42	0	0	73
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	11	0	0	19
Total Analysis Volume [veh/h]	0	5	44	0	0	77
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.13	8.53	0.00	0.00	7.30	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.37	0.37	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.53		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.34					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 15: Adelanto Road (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	15.0
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.132

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	292	17	15	207	0	0	0	0	53	0	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	0	0	7	0	5	0	10	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	298	17	15	214	0	5	0	10	53	0	20
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	0.9474	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	78	4	4	56	0	1	0	3	14	0	5
Total Analysis Volume [veh/h]	0	314	18	15	225	0	5	0	11	56	0	21
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00	0.01	0.13	0.00	0.03
d_M, Delay for Movement [s/veh]	7.68	0.00	0.00	7.97	0.00	0.00	13.92	13.79	9.57	14.95	14.88	11.40
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.04	0.00	0.00	0.08	0.08	0.08	0.57	0.57	0.57
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.93	0.00	0.00	1.97	1.97	1.97	14.26	14.26	14.26
d_A, Approach Delay [s/veh]	0.00			0.50			10.93			13.98		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	2.06											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 16: Adelanto Road (NS) at Project Access (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	324	265	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	17	0	0	9
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	330	282	0	0	9
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	87	74	0	0	2
Total Analysis Volume [veh/h]	0	347	297	0	0	9
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	7.85	0.00	0.00	0.00	11.94	9.17
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.78	0.78
d_A, Approach Delay [s/veh]	0.00		0.00		9.17	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.13					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 17: Adelanto Road (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.193

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	66	227	101	164	97	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	26	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	227	101	190	103	59
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	1.0000	0.8947	1.0000
Total 15-Minute Volume [veh/h]	16	60	27	50	24	16
Total Analysis Volume [veh/h]	66	239	106	200	97	62
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.00	0.19	0.07
d_M, Delay for Movement [s/veh]	8.04	0.00	0.00	0.00	12.91	9.48
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.17	0.00	0.00	0.00	0.32	0.23
95th-Percentile Queue Length [ft/ln]	4.17	0.00	0.00	0.00	7.95	5.77
d_A, Approach Delay [s/veh]	1.74		0.00		11.57	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.08					
Intersection LOS	B					

Adelanto Project

Vistro File: C:\...\PM_E.vistro

Scenario 11 Opening Year (2035) With Project Phase I & II - With Improvements

Report File: C:\...\PM_OY_2035_phase_I_II_W_IMP.pdf

12/13/2023

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Bellflower Street (NS) at Rancho Road (EW)	Final Base	20	68	33	11	103	16	20	329	176	43	86	31	936
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	7	7	0	0	0	7	0	6	11	6	44
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**20**	**68**	**40**	**18**	**103**	**16**	**20**	**336**	**176**	**49**	**97**	**37**	**980**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	US-395 (NS) at Chamberlane Way (EW)	Final Base	176	516	29	1	696	11	37	32	155	19	40	7	1719
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	6	22	6	0	15	0	0	0	7	7	0	0	63
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**182**	**538**	**35**	**1**	**711**	**11**	**37**	**32**	**162**	**26**	**40**	**7**	**1782**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	US-395 (NS) at Bartlett Avenue (EW)	Final Base	196	704	57	9	710	24	16	60	175	65	56	18	2090
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	6	34	6	0	29	0	0	0	7	7	0	0	89
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**202**	**738**	**63**	**9**	**739**	**24**	**16**	**60**	**182**	**72**	**56**	**18**	**2179**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	US-395 (NS) at Air Base Road (EW)	Final Base	75	559	126	295	631	22	12	216	70	259	212	399	2876
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	11	46	0	0	43	0	0	0	7	0	0	0	107
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**86**	**605**	**126**	**295**	**674**	**22**	**12**	**216**	**77**	**259**	**212**	**399**	**2983**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	US-395 (NS) at Rancho Road (EW)	Final Base	99	1223	28	13	978	24	59	109	252	126	44	58	3013
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	-76	141	111	-61	0	0	21	0	159	23	116	434
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**99**	**1147**	**169**	**124**	**917**	**24**	**59**	**130**	**252**	**285**	**67**	**174**	**3447**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	US-395 (NS) at Cactus Road (EW)	Final Base	114	1421	43	38	1420	38	42	23	64	56	12	27	3298
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	58	0	0	77	6	7	0	0	0	0	0	148
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**114**	**1479**	**43**	**38**	**1497**	**44**	**49**	**23**	**64**	**56**	**12**	**27**	**3446**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	US-395 (NS) at Mojave Drive (EW)	Final Base	156	1223	332	280	1242	29	42	331	119	219	416	296	4685
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	28	0	13	45	19	15	0	0	0	0	15	135
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**156**	**1251**	**332**	**293**	**1287**	**48**	**57**	**331**	**119**	**219**	**416**	**311**	**4820**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	US-395 (NS) at Palmdale Road (EW)	Final Base	342	1397	89	173	1136	69	186	497	336	248	718	177	5368
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	7	0	11	17	11	7	0	0	0	0	7	60
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**342**	**1404**	**89**	**184**	**1153**	**80**	**193**	**497**	**336**	**248**	**718**	**184**	**5428**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
9	Project West Access (NS) at Rancho Road (EW)	Final Base	0	0	0	161	255	0	416
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	154	168	107	144	0	573
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**154**	**168**	**268**	**399**	**0**	**989**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
10	Sportsman Center (NS) at Rancho Road (EW)	Final Base	34	12	129	32	18	221	446
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	107	0	0	144	251
		Other	0	0	0	0	0	0	0
		Future Total	**34**	**12**	**236**	**32**	**18**	**365**	**697**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
11	Project West Access (NS) at Violet Road (EW)	Final Base	0	0	32	0	0	73	105
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	5	0	0	0	0	5
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**5**	**32**	**0**	**0**	**73**	**110**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
12	Project East Access (NS) at Rancho Road (EW)	Final Base	0	0	0	156	239	0	395
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	6	125	107	0	19	7	264
		Other	0	0	0	0	0	0	0
		Future Total	**6**	**125**	**107**	**156**	**258**	**7**	**659**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
13	Project Center Access (NS) at Violet Road (EW)	Final Base	0	0	32	0	0	73	105
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	5	5	0	0	0	10
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**5**	**37**	**0**	**0**	**73**	**115**

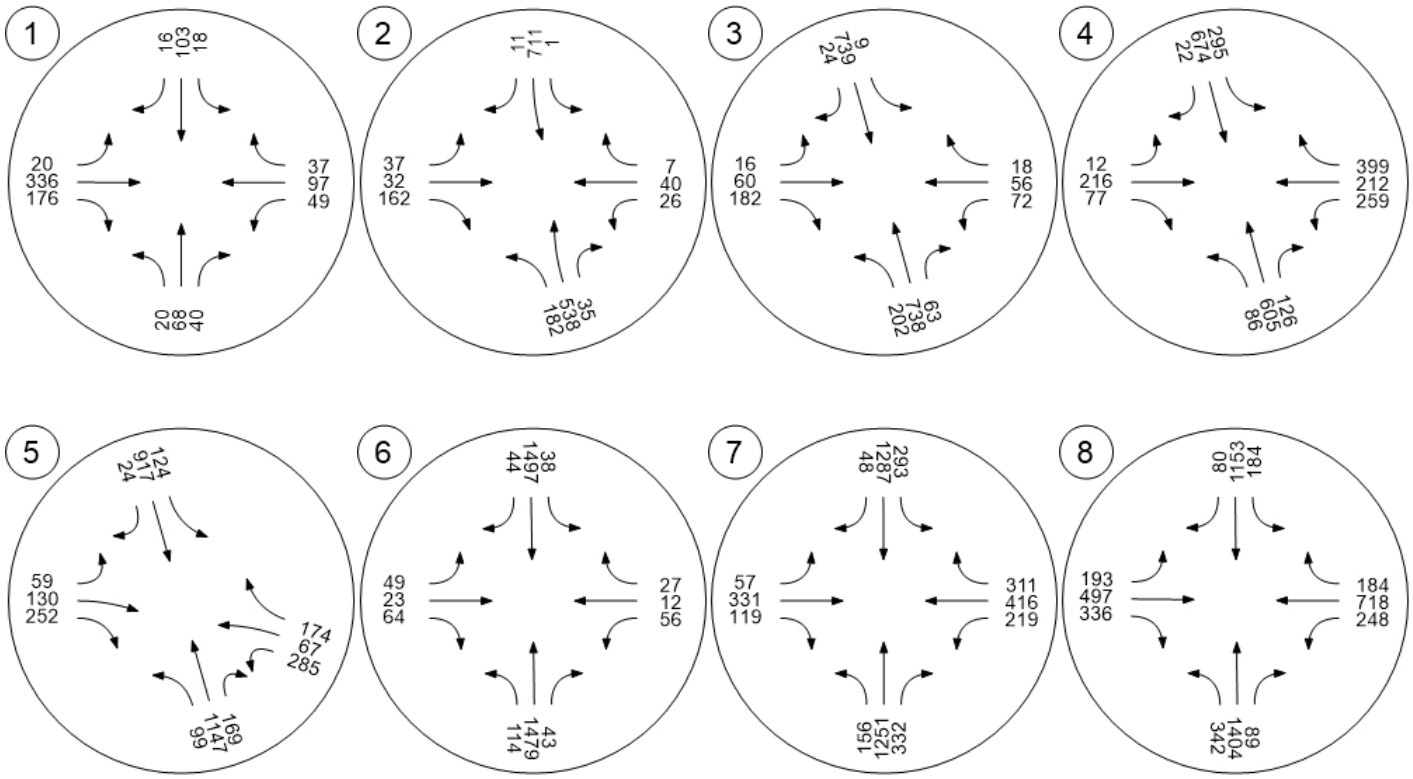
ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
14	Project East Access (NS) at Violet Road (EW)	Final Base	0	0	32	0	0	73	105
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	5	10	0	0	0	15
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**5**	**42**	**0**	**0**	**73**	**120**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Adelanto Road (NS) at Violet Road (EW)	Final Base	0	292	17	15	207	0	0	0	0	53	0	20	604
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	6	0	0	7	0	5	0	10	0	0	0	28
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**298**	**17**	**15**	**214**	**0**	**5**	**0**	**10**	**53**	**0**	**20**	**632**

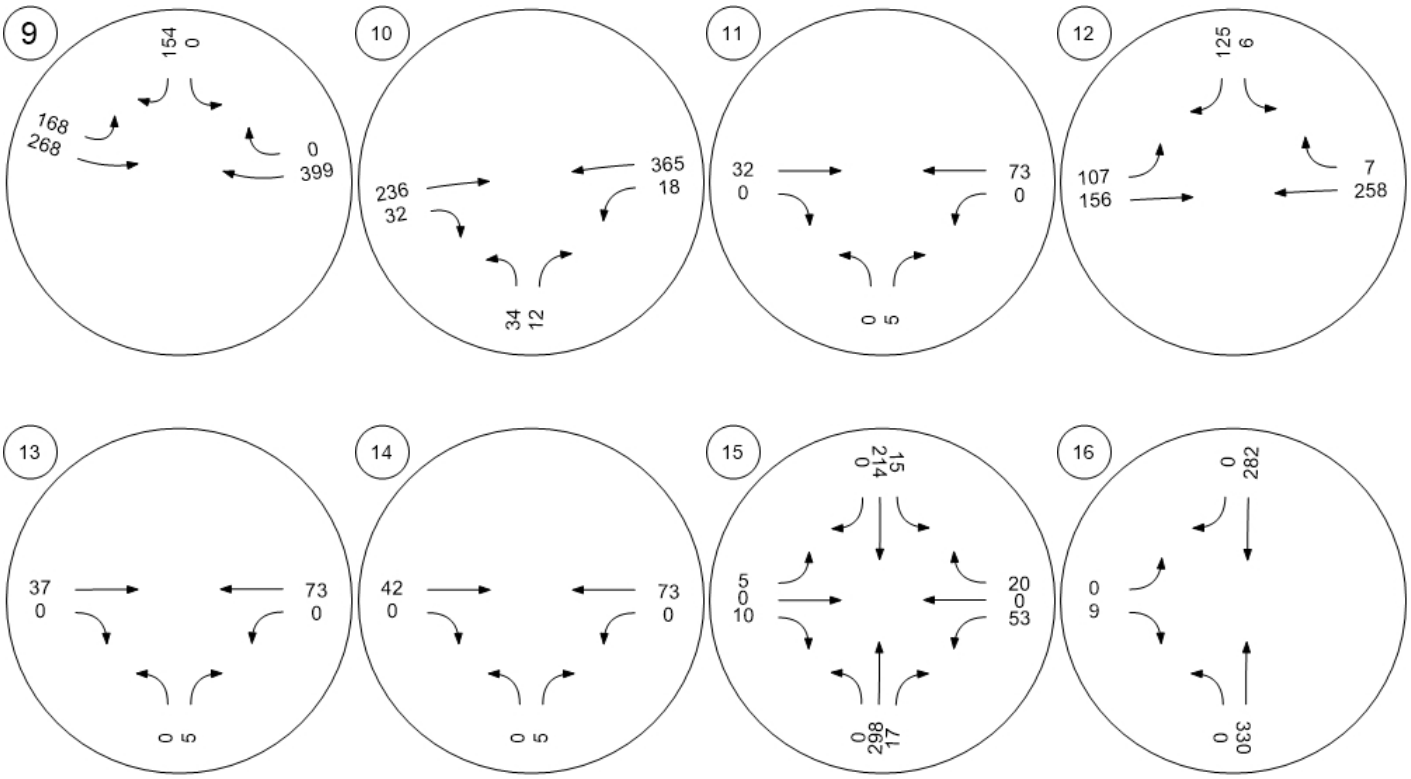
ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
16	Adelanto Road (NS) at Project Access (EW)	Final Base	0	324	265	0	0	0	589
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	6	17	0	0	9	32
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**330**	**282**	**0**	**0**	**9**	**621**

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
17	Adelanto Road (NS) at Rancho Road (EW)	Final Base	66	227	101	164	97	59	714
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	26	6	0	32
		Other	0	0	0	0	0	0	0
		Future Total	**66**	**227**	**101**	**190**	**103**	**59**	**746**

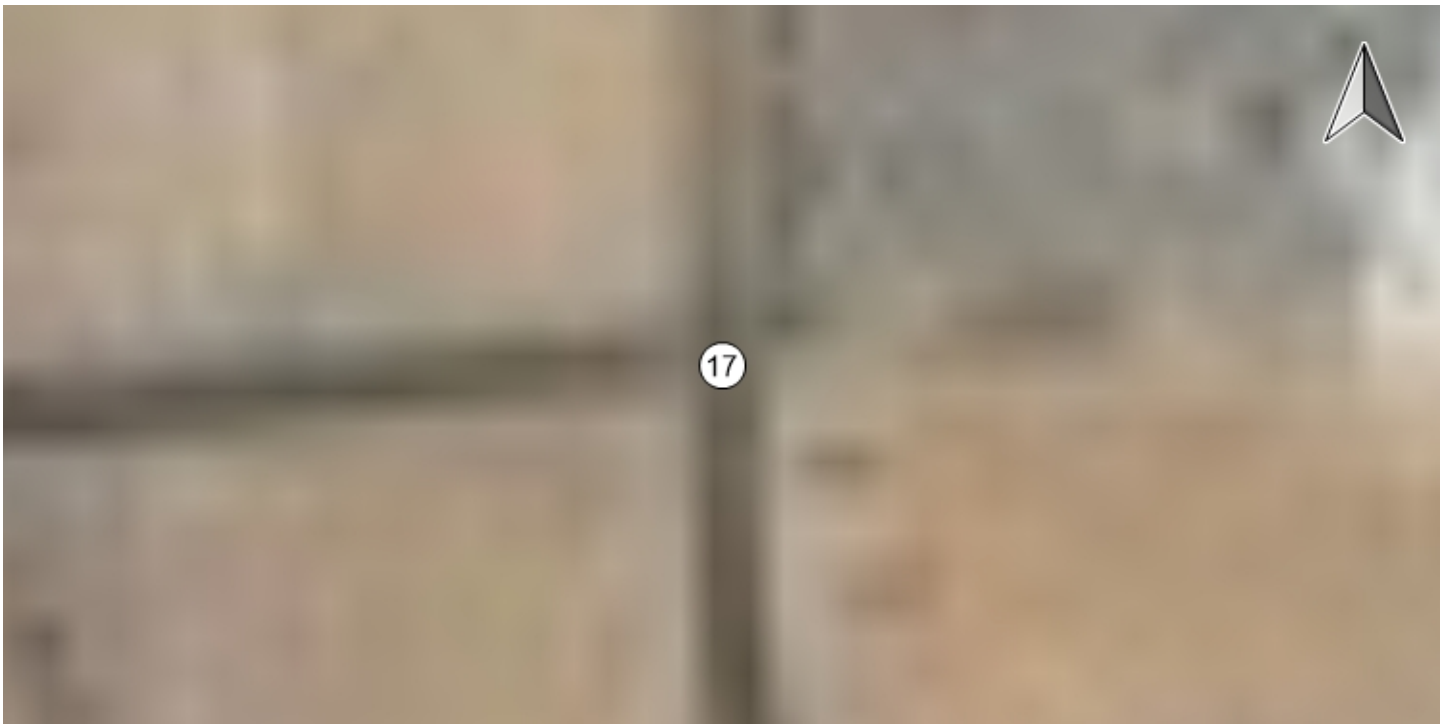
Traffic Volume - Future Total Volume

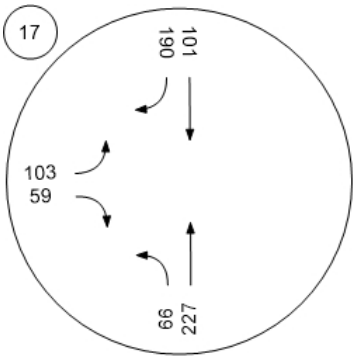


Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume





Year 2045 Without Project

Adelanto Project

Vistro File: C:\...\AM_E.vistro
Report File: C:\...\AM_FY_2045.pdf

Scenario 8 Year 2045 Without Project
12/13/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Bellflower Street (NS) at Rancho Road (EW)	All-way stop	HCM 2010	NB Left	0.380	11.7	B
2	US-395 (NS) at Chamberlane Way (EW)	Signalized	HCM 2010	SB Left	0.450	9.9	A
3	US-395 (NS) at Bartlett Avenue (EW)	Signalized	HCM 2010	SB Left	0.464	14.2	B
4	US-395 (NS) at Air Base Road (EW)	Signalized	HCM 2010	NB Right	1.052	84.2	F
5	US-395 (NS) at Rancho Road (EW)	Signalized	HCM 2010	NB Left	1.042	20.1	C
6	US-395 (NS) at Cactus Road (EW)	Signalized	HCM 2010	NB Left	0.602	9.9	A
7	US-395 (NS) at Mojave Drive (EW)	Signalized	HCM 2010	EB Left	0.873	40.9	D
8	US-395 (NS) at Palmdale Road (EW)	Signalized	HCM 2010	EB Right	0.913	53.1	D
10	Sportsman Center (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	NB Left	0.049	10.9	B
15	Adelanto Road (NS) at Violet Road (EW)	Two-way stop	HCM 2010	WB Left	0.043	14.7	B
17	Adelanto Road (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	EB Left	0.115	15.2	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Bellflower Street (NS) at Rancho Road (EW)

Control Type:	All-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.380

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	1	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	98	53	21	18	65	64	10	139	32	11	411	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	98	53	21	18	65	64	10	139	32	11	411	8
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	14	6	5	17	17	2	37	8	3	108	2
Total Analysis Volume [veh/h]	103	56	22	19	68	67	10	146	34	11	433	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	520	608	526	596	500	537	559	537	581	583
Degree of Utilization, x	0.31	0.04	0.17	0.11	0.02	0.17	0.16	0.02	0.38	0.38

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.28	0.11	0.59	0.38	0.06	0.60	0.57	0.06	1.77	1.76
95th-Percentile Queue Length [ft]	32.11	2.81	14.70	9.46	1.53	14.95	14.26	1.57	44.15	43.88
Approach Delay [s/veh]	12.18		10.29		10.54			12.53		
Approach LOS	B		B		B			B		
Intersection Delay [s/veh]	11.72									
Intersection LOS	B									

Intersection Level Of Service Report
Intersection 2: US-395 (NS) at Chamberlane Way (EW)

Control Type:	Signalized	Delay (sec / veh):	9.9
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.450

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	180.00	100.00	100.00	210.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	96	482	20	5	832	32	13	35	125	28	32	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	96	482	20	5	832	32	13	35	125	28	32	7
Peak Hour Factor	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	127	5	1	219	8	3	9	33	7	8	2
Total Analysis Volume [veh/h]	96	508	21	5	877	34	14	37	132	30	34	7
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	30	0	12	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	4	44	44	0	40	40	7	7	7
g / C, Green / Cycle	0.07	0.72	0.72	0.01	0.66	0.66	0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.06	0.15	0.15	0.00	0.26	0.26	0.03	0.09	0.05
s, saturation flow rate [veh/h]	1681	1765	1740	1681	1765	1742	1716	1500	1354
c, Capacity [veh/h]	127	1276	1258	15	1158	1143	280	178	246
d1, Uniform Delay [s]	27.27	2.72	2.72	29.64	4.80	4.80	24.05	25.61	24.44
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.86	0.37	0.38	13.30	1.02	1.03	0.31	5.94	0.64
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

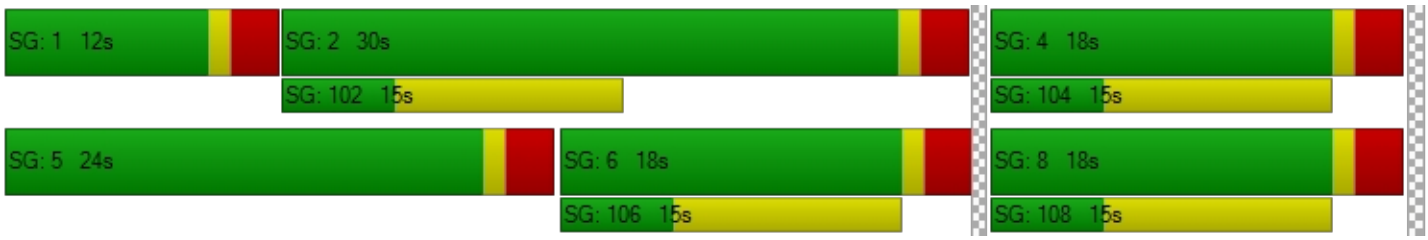
X, volume / capacity	0.76	0.21	0.21	0.34	0.40	0.40	0.18	0.74	0.29
d, Delay for Lane Group [s/veh]	36.13	3.09	3.10	42.94	5.82	5.83	24.36	31.54	25.08
Lane Group LOS	D	A	A	D	A	A	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.50	0.38	0.38	0.12	1.51	1.50	0.65	2.01	0.92
50th-Percentile Queue Length [ft/ln]	37.46	9.58	9.51	2.95	37.83	37.44	16.14	50.17	23.00
95th-Percentile Queue Length [veh/ln]	2.70	0.69	0.68	0.21	2.72	2.70	1.16	3.61	1.66
95th-Percentile Queue Length [ft/ln]	67.44	17.24	17.12	5.31	68.09	67.39	29.05	90.31	41.40

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	36.13	3.09	3.10	42.94	5.83	5.83	24.36	24.36	31.54	25.08	25.08	25.08
Movement LOS	D	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	8.17			6.03			29.54			25.08		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	9.92											
Intersection LOS	A											
Intersection V/C	0.450											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: US-395 (NS) at Bartlett Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	14.2
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.464

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	100.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			35.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	89	581	105	51	927	12	4	95	114	99	48	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	89	581	105	51	927	12	4	95	114	99	48	15
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	153	28	13	244	3	1	25	30	25	13	4
Total Analysis Volume [veh/h]	89	612	111	51	976	13	4	100	120	99	51	16
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	44	38	0	24	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	6	53	53	3	50	50	15	15	15	15	15	15
g / C, Green / Cycle	0.07	0.66	0.66	0.04	0.63	0.63	0.19	0.19	0.19	0.19	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.05	0.21	0.21	0.03	0.29	0.01	0.00	0.06	0.08	0.09	0.02	0.02
s, saturation flow rate [veh/h]	1681	1765	1672	1681	3360	1500	1329	1765	1500	1156	1765	1626
c, Capacity [veh/h]	117	1157	1096	74	2117	945	287	332	282	199	332	306
d1, Uniform Delay [s]	36.61	6.01	6.01	37.75	7.72	5.53	29.12	27.98	28.69	35.89	26.91	26.94
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.80	0.73	0.77	11.05	0.72	0.03	0.02	0.50	1.02	1.91	0.13	0.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

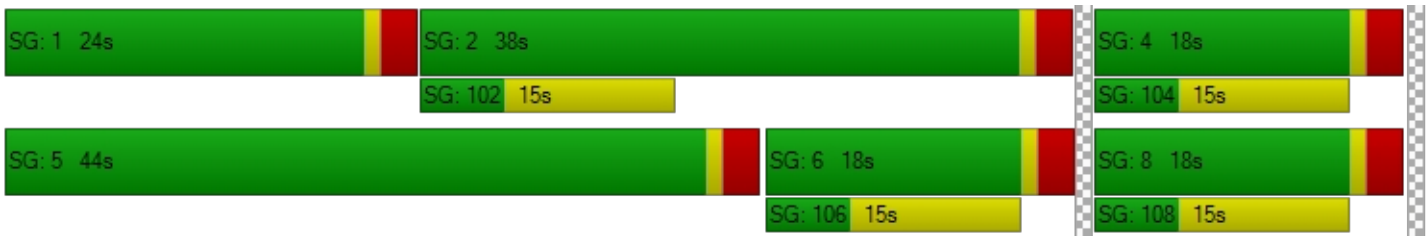
X, volume / capacity	0.76	0.32	0.32	0.69	0.46	0.01	0.01	0.30	0.43	0.50	0.10	0.11
d, Delay for Lane Group [s/veh]	46.41	6.74	6.78	48.81	8.45	5.55	29.14	28.48	29.71	37.80	27.05	27.10
Lane Group LOS	D	A	A	D	A	A	C	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.91	2.04	1.95	1.15	3.25	0.06	0.07	1.63	2.03	1.92	0.52	0.51
50th-Percentile Queue Length [ft/ln]	47.67	50.99	48.70	28.63	81.22	1.62	1.63	40.78	50.73	48.11	13.04	12.75
95th-Percentile Queue Length [veh/ln]	3.43	3.67	3.51	2.06	5.85	0.12	0.12	2.94	3.65	3.46	0.94	0.92
95th-Percentile Queue Length [ft/ln]	85.81	91.77	87.66	51.54	146.19	2.92	2.93	73.40	91.32	86.60	23.48	22.94

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.41	6.76	6.78	48.81	8.45	5.55	29.14	28.48	29.71	37.80	27.06	27.10
Movement LOS	D	A	A	D	A	A	C	C	C	D	C	C
d_A, Approach Delay [s/veh]	11.11			10.39			29.15			33.47		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	14.23											
Intersection LOS	B											
Intersection V/C	0.464											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: US-395 (NS) at Air Base Road (EW)

Control Type:	Signalized	Delay (sec / veh):	84.2
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.052

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	380.00	100.00	100.00	340.00	100.00	100.00	220.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			50.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	45	542	392	216	912	18	8	282	165	553	195	229
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	542	392	216	912	18	8	282	165	553	195	229
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	143	103	54	240	5	2	74	43	138	51	60
Total Analysis Volume [veh/h]	45	571	413	215	960	19	8	297	174	551	205	241
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	8	32	0	17	41	0	0	81	0	0	81	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	4	29	29	14	39	39	78	78	78	78	78
g / C, Green / Cycle	0.03	0.22	0.22	0.11	0.30	0.30	0.60	0.60	0.60	0.60	0.60
(v / s)_i Volume / Saturation Flow Rate	0.03	0.17	0.28	0.13	0.29	0.01	0.01	0.28	0.60	0.12	0.16
s, saturation flow rate [veh/h]	1681	3360	1500	1681	3360	1500	1172	1657	919	1765	1500
c, Capacity [veh/h]	57	753	336	181	1002	447	673	992	440	1057	898
d1, Uniform Delay [s]	62.36	47.14	50.43	58.00	44.83	32.43	14.63	14.61	41.19	11.83	12.46
k, delay calibration	0.11	0.50	0.50	0.14	0.50	0.50	0.11	0.11	0.49	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	21.51	7.04	126.22	99.15	20.00	0.18	0.01	0.35	130.38	0.09	0.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

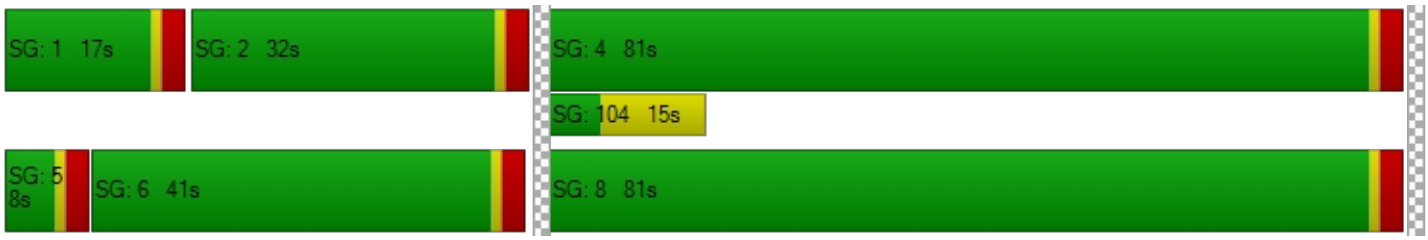
X, volume / capacity	0.79	0.76	1.23	1.19	0.96	0.04	0.01	0.47	1.25	0.19	0.27
d, Delay for Lane Group [s/veh]	83.87	54.17	176.65	157.14	64.82	32.61	14.64	14.96	171.57	11.92	12.62
Lane Group LOS	F	D	F	F	E	C	B	B	F	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.78	9.07	22.29	10.75	17.28	0.44	0.11	7.12	30.48	2.66	3.30
50th-Percentile Queue Length [ft/ln]	44.41	226.87	557.34	268.80	431.96	10.93	2.70	178.00	761.98	66.48	82.49
95th-Percentile Queue Length [veh/ln]	3.20	14.02	33.41	17.22	24.10	0.79	0.19	11.50	46.40	4.79	5.94
95th-Percentile Queue Length [ft/ln]	79.94	350.38	835.15	430.50	602.38	19.68	4.87	287.40	1160.11	119.67	148.47

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	83.87	54.17	176.65	157.14	64.82	32.61	14.64	14.96	14.96	171.57	11.92	12.62
Movement LOS	F	D	F	F	E	C	B	B	B	F	B	B
d_A, Approach Delay [s/veh]	104.63			80.94			14.96			100.32		
Approach LOS	F			F			B			F		
d_I, Intersection Delay [s/veh]	84.21											
Intersection LOS	F											
Intersection V/C	1.052											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: US-395 (NS) at Rancho Road (EW)

Control Type:	Signalized	Delay (sec / veh):	20.1
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.042

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	340.00	100.00	100.00	290.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			40.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	341	944	24	52	1354	119	23	65	89	136	108	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	341	944	24	52	1354	119	23	65	89	136	108	13
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	248	6	13	356	31	6	17	23	34	28	3
Total Analysis Volume [veh/h]	340	994	25	52	1425	125	23	68	94	136	114	14
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	112	0	0	112	0	0	18	0	0	18	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	109	109	109	109	109	109	15	15	15	15	15	15
g / C, Green / Cycle	0.84	0.84	0.84	0.84	0.84	0.84	0.12	0.12	0.12	0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.91	0.30	0.02	0.09	0.42	0.08	0.02	0.02	0.06	0.10	0.04	0.04
s, saturation flow rate [veh/h]	375	3360	1500	564	3360	1500	1257	3360	1500	1328	1765	1699
c, Capacity [veh/h]	317	2816	1257	478	2816	1257	140	389	174	166	204	197
d1, Uniform Delay [s]	27.54	2.42	1.73	4.49	2.96	1.86	57.56	51.83	54.17	60.57	52.71	52.75
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	71.30	0.35	0.03	0.46	0.65	0.16	0.55	0.21	2.61	9.62	0.88	0.94
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.07	0.35	0.02	0.11	0.51	0.10	0.16	0.17	0.54	0.82	0.32	0.32
d, Delay for Lane Group [s/veh]	98.84	2.77	1.76	4.94	3.61	2.02	58.11	52.04	56.79	70.19	53.58	53.69
Lane Group LOS	F	A	A	A	A	A	E	D	E	E	D	D
Critical Lane Group	Yes	No	No	No	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	16.51	1.58	0.06	0.36	2.78	0.33	0.73	1.00	2.99	4.80	1.92	1.89
50th-Percentile Queue Length [ft/ln]	412.79	39.48	1.55	9.02	69.62	8.35	18.30	25.09	74.82	120.11	48.00	47.24
95th-Percentile Queue Length [veh/ln]	24.61	2.84	0.11	0.65	5.01	0.60	1.32	1.81	5.39	8.40	3.46	3.40
95th-Percentile Queue Length [ft/ln]	615.13	71.07	2.80	16.24	125.32	15.03	32.94	45.15	134.67	209.98	86.41	85.03

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	98.84	2.77	1.76	4.94	3.61	2.02	58.11	52.04	56.79	70.19	53.63	53.69
Movement LOS	F	A	A	A	A	A	E	D	E	E	D	D
d_A, Approach Delay [s/veh]	26.78			3.53			55.21			62.16		
Approach LOS	C			A			E			E		
d_I, Intersection Delay [s/veh]	20.14											
Intersection LOS	C											
Intersection V/C	1.042											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: US-395 (NS) at Cactus Road (EW)

Control Type:	Signalized	Delay (sec / veh):	9.9
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.602

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	580.00	490.00	100.00	100.00	110.00	100.00	100.00	120.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	30	1619	39	29	1586	24	42	18	48	40	12	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	1619	39	29	1586	24	42	18	48	40	12	39
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	426	10	7	417	6	10	5	13	10	3	10
Total Analysis Volume [veh/h]	30	1704	41	29	1669	25	42	19	51	40	13	41
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	8	84	0	8	84	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	L	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	3	87	87	3	87	87	11	11	11	11
g / C, Green / Cycle	0.03	0.79	0.79	0.03	0.79	0.79	0.10	0.10	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.02	0.51	0.03	0.02	0.48	0.48	0.03	0.04	0.03	0.03
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1756	1345	1564	1325	1556
c, Capacity [veh/h]	46	2646	1181	45	1389	1382	135	162	121	161
d1, Uniform Delay [s]	52.97	5.03	2.55	53.00	4.80	4.81	51.08	46.25	52.09	45.77
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	14.47	1.22	0.05	14.28	2.01	2.03	1.31	1.81	1.59	1.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.65	0.64	0.03	0.64	0.61	0.61	0.31	0.43	0.33	0.33
d, Delay for Lane Group [s/veh]	67.44	6.25	2.61	67.28	6.81	6.85	52.39	48.06	53.68	46.97
Lane Group LOS	E	A	A	E	A	A	D	D	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.98	5.12	0.13	0.94	5.21	5.22	1.18	1.88	1.14	1.42
50th-Percentile Queue Length [ft/ln]	24.42	128.03	3.30	23.61	130.36	130.59	29.50	46.91	28.55	35.61
95th-Percentile Queue Length [veh/ln]	1.76	8.83	0.24	1.70	8.96	8.97	2.12	3.38	2.06	2.56
95th-Percentile Queue Length [ft/ln]	43.96	220.81	5.94	42.50	223.98	224.30	53.10	84.43	51.38	64.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	67.44	6.25	2.61	67.28	6.83	6.85	52.39	48.06	48.06	53.68	46.97	46.97
Movement LOS	E	A	A	E	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	7.20			7.85			49.68			49.83		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	9.87											
Intersection LOS	A											
Intersection V/C	0.602											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 7: US-395 (NS) at Mojave Drive (EW)

Control Type:	Signalized	Delay (sec / veh):	40.9
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.873

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	380.00	100.00	100.00	250.00	100.00	100.00	280.00	100.00	100.00
Speed [mph]	50.00			50.00			60.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	29	1364	194	226	1452	20	35	352	130	249	105	277
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	1364	194	226	1452	20	35	352	130	249	105	277
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	359	51	56	382	5	9	93	34	62	28	73
Total Analysis Volume [veh/h]	29	1436	204	225	1528	21	35	371	137	248	111	292
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	8	60	0	23	75	0	18	18	0	29	29	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	3	61	61	19	77	77	4	17	17	21	34	34
g / C, Green / Cycle	0.03	0.47	0.47	0.15	0.59	0.59	0.03	0.13	0.13	0.16	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.02	0.43	0.14	0.13	0.44	0.44	0.02	0.11	0.09	0.15	0.06	0.19
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1756	1681	3360	1500	1681	1765	1500
c, Capacity [veh/h]	43	1579	705	248	1045	1040	48	429	191	273	462	392
d1, Uniform Delay [s]	62.78	31.88	21.13	54.53	19.31	19.35	62.67	55.62	54.45	53.49	37.82	44.01
k, delay calibration	0.11	0.50	0.50	0.16	0.50	0.50	0.11	0.11	0.11	0.20	0.11	0.24
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	16.38	9.30	1.04	15.98	4.76	4.84	19.32	5.37	4.93	18.22	0.27	5.97
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.67	0.91	0.29	0.91	0.74	0.74	0.73	0.87	0.72	0.91	0.24	0.74
d, Delay for Lane Group [s/veh]	79.16	41.18	22.17	70.51	24.07	24.19	81.99	60.99	59.39	71.71	38.08	49.97
Lane Group LOS	E	D	C	E	C	C	F	E	E	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.12	21.27	3.82	8.11	16.48	16.52	1.36	6.00	4.37	9.14	2.77	9.02
50th-Percentile Queue Length [ft/ln]	28.10	531.82	95.62	202.83	412.12	412.90	33.97	150.09	109.30	228.62	69.22	225.54
95th-Percentile Queue Length [veh/ln]	2.02	28.84	6.88	12.78	23.14	23.18	2.45	10.02	7.80	14.10	4.98	13.95
95th-Percentile Queue Length [ft/ln]	50.57	720.92	172.11	319.61	578.59	579.52	61.15	250.55	195.03	352.60	124.60	348.69

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	79.16	41.18	22.17	70.51	24.13	24.19	81.99	60.99	59.39	71.71	38.08	49.97
Movement LOS	E	D	C	E	C	C	F	E	E	E	D	D
d_A, Approach Delay [s/veh]	39.51			30.01			61.94			56.23		
Approach LOS	D			C			E			E		
d_I, Intersection Delay [s/veh]	40.85											
Intersection LOS	D											
Intersection V/C	0.873											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 8: US-395 (NS) at Palmdale Road (EW)

Control Type:	Signalized	Delay (sec / veh):	53.1
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.913

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	2	0	1
Pocket Length [ft]	120.00	100.00	100.00	350.00	100.00	370.00	140.00	100.00	100.00	520.00	100.00	260.00
Speed [mph]	50.00			55.00			55.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	194	1094	103	290	1429	120	172	547	361	141	386	134
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	194	1094	103	290	1429	120	172	547	361	141	386	134
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.8947	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	288	27	72	376	32	43	144	95	33	102	35
Total Analysis Volume [veh/h]	193	1152	108	289	1504	126	172	576	380	133	406	141
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	19	53	0	29	63	0	28	39	0	9	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	16	53	53	24	61	61	15	35	35	6	26	26
g / C, Green / Cycle	0.12	0.41	0.41	0.19	0.47	0.47	0.12	0.27	0.27	0.05	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.11	0.36	0.36	0.17	0.45	0.08	0.10	0.17	0.25	0.04	0.12	0.09
s, saturation flow rate [veh/h]	1681	1765	1712	1681	3360	1500	1681	3360	1500	3264	3360	1500
c, Capacity [veh/h]	207	721	699	312	1582	706	198	898	401	151	659	294
d1, Uniform Delay [s]	56.46	35.61	35.75	52.06	32.94	19.87	56.38	42.12	46.74	61.63	47.79	46.38
k, delay calibration	0.11	0.50	0.50	0.28	0.50	0.50	0.11	0.11	0.41	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	16.70	14.83	15.85	23.75	13.58	0.55	11.08	0.77	29.80	14.75	0.94	1.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.93	0.88	0.89	0.93	0.95	0.18	0.87	0.64	0.95	0.88	0.62	0.48
d, Delay for Lane Group [s/veh]	73.16	50.44	51.60	75.81	46.53	20.42	67.46	42.89	76.54	76.38	48.74	47.59
Lane Group LOS	E	D	D	E	D	C	E	D	E	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	7.04	20.51	20.29	10.92	23.54	2.19	5.94	7.89	14.73	2.43	5.91	4.02
50th-Percentile Queue Length [ft/ln]	175.94	512.74	507.30	272.98	588.59	54.64	148.59	197.21	368.21	60.86	147.76	100.61
95th-Percentile Queue Length [veh/ln]	11.39	27.94	27.68	16.34	31.50	3.93	9.94	12.49	21.02	4.38	9.90	7.24
95th-Percentile Queue Length [ft/ln]	284.71	698.42	691.99	408.46	787.53	98.35	248.54	312.37	525.55	109.56	247.43	181.10

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	73.16	50.96	51.60	75.81	46.53	20.42	67.46	42.89	76.54	76.38	48.74	47.59
Movement LOS	E	D	D	E	D	C	E	D	E	E	D	D
d_A, Approach Delay [s/veh]	53.95			49.22			57.97			53.91		
Approach LOS	D			D			E			D		
d_I, Intersection Delay [s/veh]	53.07											
Intersection LOS	D											
Intersection V/C	0.913											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 10: Sportsman Center (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.049

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	30	20	121	46	19	211
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	20	121	46	19	211
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	5	32	12	5	56
Total Analysis Volume [veh/h]	32	21	127	48	20	222
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.02	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	10.86	9.14	0.00	0.00	7.61	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.23	0.23	0.00	0.00	0.04	0.02
95th-Percentile Queue Length [ft/ln]	5.70	5.70	0.00	0.00	1.03	0.52
d_A, Approach Delay [s/veh]	10.18		0.00		0.63	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.47					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 15: Adelanto Road (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	14.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.043

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	397	21	13	174	0	0	0	0	16	0	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	397	21	13	174	0	0	0	0	16	0	13
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	0.9474	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	104	6	3	46	0	0	0	0	4	0	3
Total Analysis Volume [veh/h]	0	418	22	13	183	0	0	0	0	17	0	14
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.02
d_M, Delay for Movement [s/veh]	7.59	0.00	0.00	8.25	0.00	0.00	14.54	14.37	9.19	14.70	14.63	11.20
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.21	0.21	0.21
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	5.22	5.22	5.22
d_A, Approach Delay [s/veh]	0.00			0.55			12.70			13.12		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	0.77											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 17: Adelanto Road (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	15.2
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.115

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	130	377	112	102	46	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	130	377	112	102	46	98
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	1.0000	0.8947	1.0000
Total 15-Minute Volume [veh/h]	32	99	29	27	11	26
Total Analysis Volume [veh/h]	130	397	118	107	43	103
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.00	0.00	0.00	0.12	0.11
d_M, Delay for Movement [s/veh]	7.97	0.00	0.00	0.00	15.22	9.41
Movement LOS	A	A	A	A	C	A
95th-Percentile Queue Length [veh/ln]	0.32	0.00	0.00	0.00	0.18	0.38
95th-Percentile Queue Length [ft/ln]	8.04	0.00	0.00	0.00	4.56	9.43
d_A, Approach Delay [s/veh]	1.97		0.00		11.12	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.96					
Intersection LOS	C					

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Scenario 8 Year 2045 Without Project
12/13/2023

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Bellflower Street (NS) at Rancho Road (EW)	Final Base	98	53	21	18	65	64	10	139	32	11	411	8	930
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**98**	**53**	**21**	**18**	**65**	**64**	**10**	**139**	**32**	**11**	**411**	**8**	**930**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	US-395 (NS) at Chamberlane Way (EW)	Final Base	96	482	20	5	832	32	13	35	125	28	32	7	1707
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**96**	**482**	**20**	**5**	**832**	**32**	**13**	**35**	**125**	**28**	**32**	**7**	**1707**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	US-395 (NS) at Bartlett Avenue (EW)	Final Base	89	581	105	51	927	12	4	95	114	99	48	15	2140
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**89**	**581**	**105**	**51**	**927**	**12**	**4**	**95**	**114**	**99**	**48**	**15**	**2140**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	US-395 (NS) at Air Base Road (EW)	Final Base	45	542	392	216	912	18	8	282	165	553	195	229	3557
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**45**	**542**	**392**	**216**	**912**	**18**	**8**	**282**	**165**	**553**	**195**	**229**	**3557**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	US-395 (NS) at Rancho Road (EW)	Final Base	341	944	24	52	1354	119	23	65	89	136	108	13	3268
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**341**	**944**	**24**	**52**	**1354**	**119**	**23**	**65**	**89**	**136**	**108**	**13**	**3268**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	US-395 (NS) at Cactus Road (EW)	Final Base	30	1619	39	29	1586	24	42	18	48	40	12	39	3526
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**30**	**1619**	**39**	**29**	**1586**	**24**	**42**	**18**	**48**	**40**	**12**	**39**	**3526**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	US-395 (NS) at Mojave Drive (EW)	Final Base	29	1364	194	226	1452	20	35	352	130	249	105	277	4433
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**29**	**1364**	**194**	**226**	**1452**	**20**	**35**	**352**	**130**	**249**	**105**	**277**	**4433**

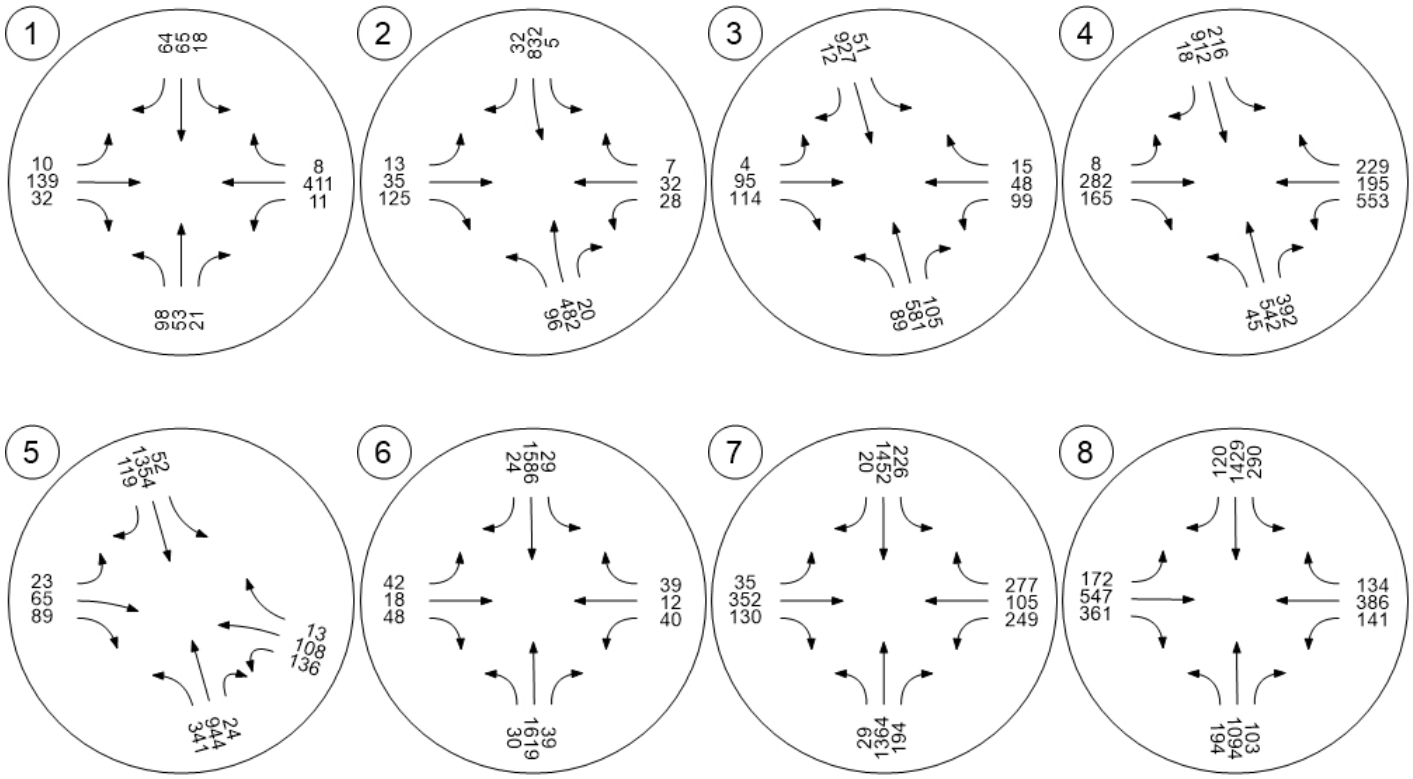
ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	US-395 (NS) at Palmdale Road (EW)	Final Base	194	1094	103	290	1429	120	172	547	361	141	386	134	4971
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**194**	**1094**	**103**	**290**	**1429**	**120**	**172**	**547**	**361**	**141**	**386**	**134**	**4971**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
10	Sportsman Center (NS) at Rancho Road (EW)	Final Base	30	20	121	46	19	211	447
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**30**	**20**	**121**	**46**	**19**	**211**	**447**

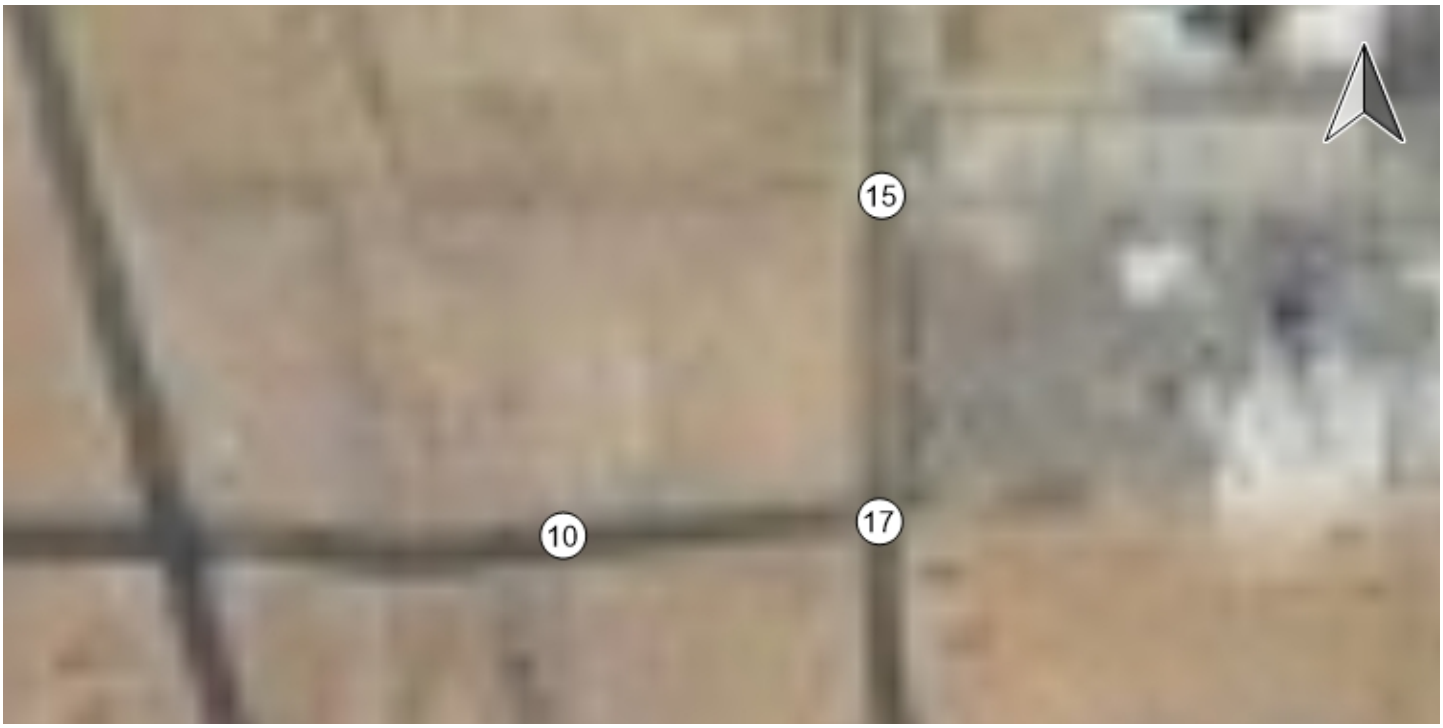
ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Adelanto Road (NS) at Violet Road (EW)	Final Base	0	397	21	13	174	0	0	0	0	16	0	13	634
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**397**	**21**	**13**	**174**	**0**	**0**	**0**	**0**	**16**	**0**	**13**	**634**

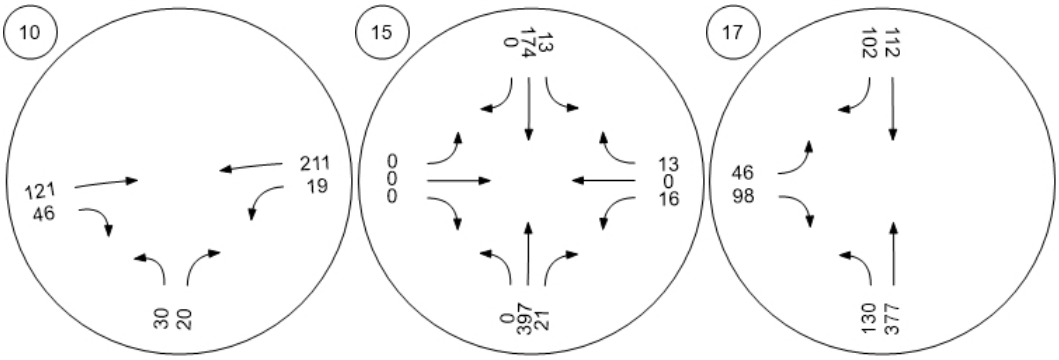
ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
17	Adelanto Road (NS) at Rancho Road (EW)	Final Base	130	377	112	102	46	98	865
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**130**	**377**	**112**	**102**	**46**	**98**	**865**

Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume





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Scenario 8 Year 2045 Without Project
12/13/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Bellflower Street (NS) at Rancho Road (EW)	All-way stop	HCM 2010	EB Thru	0.455	11.7	B
2	US-395 (NS) at Chamberlane Way (EW)	Signalized	HCM 2010	SB Left	0.493	11.7	B
3	US-395 (NS) at Bartlett Avenue (EW)	Signalized	HCM 2010	SB Left	0.594	15.3	B
4	US-395 (NS) at Air Base Road (EW)	Signalized	HCM 2010	WB Left	0.837	33.5	C
5	US-395 (NS) at Rancho Road (EW)	Signalized	HCM 2010	EB Right	0.820	13.0	B
6	US-395 (NS) at Cactus Road (EW)	Signalized	HCM 2010	SB Left	0.781	17.7	B
7	US-395 (NS) at Mojave Drive (EW)	Signalized	HCM 2010	SB Left	1.095	87.3	F
8	US-395 (NS) at Palmdale Road (EW)	Signalized	HCM 2010	NB Left	1.201	129.8	F
10	Sportsman Center (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	NB Left	0.061	11.4	B
15	Adelanto Road (NS) at Violet Road (EW)	Two-way stop	HCM 2010	WB Left	0.158	17.2	C
17	Adelanto Road (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	EB Left	0.252	15.9	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Bellflower Street (NS) at Rancho Road (EW)

Control Type:	All-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.455

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	1	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	21	70	34	11	108	17	21	340	184	44	92	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	70	34	11	108	17	21	340	184	44	92	32
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	18	9	3	28	4	5	89	48	11	24	8
Total Analysis Volume [veh/h]	22	74	36	12	114	18	21	358	194	44	97	34
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	532	601	542	608	559	606	661	505	542	574
Degree of Utilization, x	0.18	0.06	0.23	0.03	0.04	0.46	0.42	0.09	0.12	0.11

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.65	0.19	0.89	0.09	0.12	2.37	2.06	0.29	0.41	0.38
95th-Percentile Queue Length [ft]	16.33	4.76	22.36	2.29	2.92	59.29	51.55	7.13	10.23	9.61
Approach Delay [s/veh]	10.44		11.03		12.63			10.14		
Approach LOS	B		B		B			B		
Intersection Delay [s/veh]	11.70									
Intersection LOS	B									

Intersection Level Of Service Report
Intersection 2: US-395 (NS) at Chamberlane Way (EW)

Control Type:	Signalized	Delay (sec / veh):	11.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.493

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	180.00	100.00	100.00	210.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	184	731	33	1	726	11	40	33	162	21	42	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	184	731	33	1	726	11	40	33	162	21	42	9
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	192	9	0	191	3	11	9	43	6	11	2
Total Analysis Volume [veh/h]	183	769	35	1	764	12	42	35	171	22	44	9
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	19	0	23	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	8	42	42	0	34	34	9	9	9
g / C, Green / Cycle	0.14	0.70	0.70	0.00	0.57	0.57	0.15	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.11	0.23	0.23	0.00	0.22	0.22	0.05	0.11	0.05
s, saturation flow rate [veh/h]	1681	1765	1738	1681	1765	1755	1523	1500	1574
c, Capacity [veh/h]	233	1234	1215	6	994	989	318	222	310
d1, Uniform Delay [s]	25.03	3.54	3.54	29.89	7.35	7.35	22.85	24.64	22.82
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.72	0.71	0.72	14.44	1.16	1.16	0.39	5.57	0.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

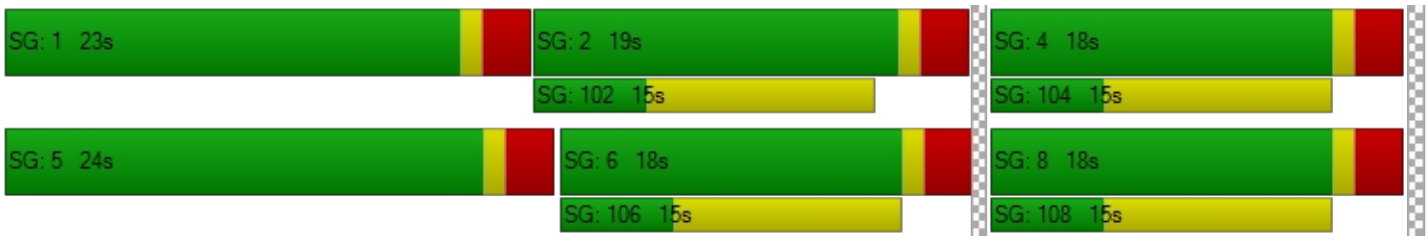
X, volume / capacity	0.78	0.33	0.33	0.18	0.39	0.39	0.24	0.77	0.24
d, Delay for Lane Group [s/veh]	30.75	4.25	4.26	44.34	8.51	8.51	23.24	30.21	23.22
Lane Group LOS	C	A	A	D	A	A	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.55	0.88	0.87	0.04	2.05	2.04	0.95	2.53	0.92
50th-Percentile Queue Length [ft/ln]	63.66	21.90	21.66	0.88	51.22	51.00	23.74	63.34	23.10
95th-Percentile Queue Length [veh/ln]	4.58	1.58	1.56	0.06	3.69	3.67	1.71	4.56	1.66
95th-Percentile Queue Length [ft/ln]	114.58	39.43	38.99	1.59	92.20	91.81	42.73	114.02	41.58

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	30.75	4.25	4.26	44.34	8.51	8.51	23.24	23.24	30.21	23.22	23.22	23.22
Movement LOS	C	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	9.17			8.56			28.05			23.22		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	11.69											
Intersection LOS	B											
Intersection V/C	0.493											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: US-395 (NS) at Bartlett Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	15.3
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.594

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	100.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			35.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	255	938	70	10	757	25	17	63	208	95	58	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	255	938	70	10	757	25	17	63	208	95	58	19
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	247	18	2	199	7	4	17	55	24	15	5
Total Analysis Volume [veh/h]	254	987	74	10	797	26	17	66	219	95	61	20
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	23	0	19	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	11	35	35	1	25	25	15	15	15	15	15	15
g / C, Green / Cycle	0.18	0.59	0.59	0.01	0.42	0.42	0.25	0.25	0.25	0.25	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.15	0.30	0.30	0.01	0.24	0.02	0.01	0.04	0.15	0.09	0.02	0.02
s, saturation flow rate [veh/h]	1681	1765	1722	1681	3360	1500	1312	1765	1500	1090	1765	1621
c, Capacity [veh/h]	311	1033	1008	25	1395	623	383	442	376	218	442	406
d1, Uniform Delay [s]	23.55	7.43	7.44	29.36	13.48	10.46	19.46	17.56	19.79	27.27	17.31	17.33
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.29	1.87	1.92	10.02	1.70	0.13	0.05	0.15	1.44	1.37	0.09	0.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

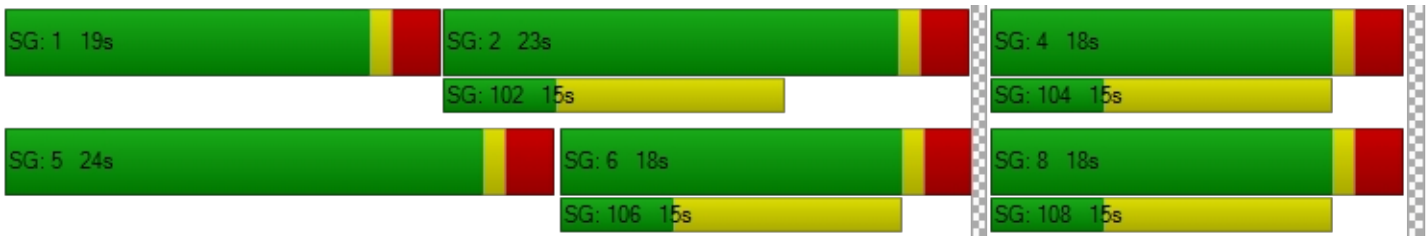
X, volume / capacity	0.82	0.52	0.52	0.40	0.57	0.04	0.04	0.15	0.58	0.44	0.09	0.10
d, Delay for Lane Group [s/veh]	28.84	9.30	9.37	39.38	15.18	10.59	19.51	17.71	21.23	28.64	17.40	17.43
Lane Group LOS	C	A	A	D	B	B	B	B	C	C	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	3.40	2.93	2.89	0.20	3.44	0.18	0.18	0.66	2.56	1.32	0.40	0.39
50th-Percentile Queue Length [ft/ln]	84.91	73.33	72.21	4.92	85.97	4.48	4.53	16.59	64.03	32.90	9.92	9.68
95th-Percentile Queue Length [veh/ln]	6.11	5.28	5.20	0.35	6.19	0.32	0.33	1.19	4.61	2.37	0.71	0.70
95th-Percentile Queue Length [ft/ln]	152.84	132.00	129.98	8.86	154.75	8.06	8.15	29.86	115.25	59.23	17.86	17.43

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	28.84	9.33	9.37	39.38	15.18	10.59	19.51	17.71	21.23	28.64	17.41	17.43
Movement LOS	C	A	A	D	B	B	B	B	C	C	B	B
d_A, Approach Delay [s/veh]	13.10			15.33			20.36			23.47		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	15.34											
Intersection LOS	B											
Intersection V/C	0.594											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: US-395 (NS) at Air Base Road (EW)

Control Type:	Signalized	Delay (sec / veh):	33.5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.837

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	380.00	100.00	100.00	340.00	100.00	100.00	220.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			50.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	93	765	150	308	729	24	14	226	78	323	244	511
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	765	150	308	729	24	14	226	78	323	244	511
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	201	39	77	192	6	3	59	21	81	64	134
Total Analysis Volume [veh/h]	93	805	158	307	767	25	14	238	82	322	257	538
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	23	28	0	21	26	0	0	41	0	0	41	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	6	25	25	18	37	37	38	38	38	38	38
g / C, Green / Cycle	0.07	0.28	0.28	0.20	0.41	0.41	0.42	0.42	0.42	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.06	0.24	0.11	0.18	0.23	0.02	0.01	0.19	0.31	0.15	0.36
s, saturation flow rate [veh/h]	1681	3360	1500	1681	3360	1500	1118	1688	1055	1765	1500
c, Capacity [veh/h]	121	935	418	338	1368	611	411	711	354	743	631
d1, Uniform Delay [s]	41.05	30.84	26.22	35.19	20.51	16.10	22.58	18.63	35.12	17.68	23.55
k, delay calibration	0.11	0.50	0.50	0.13	0.50	0.50	0.11	0.11	0.27	0.11	0.37
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.72	10.23	2.60	11.13	1.67	0.13	0.03	0.45	18.96	0.28	10.39
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

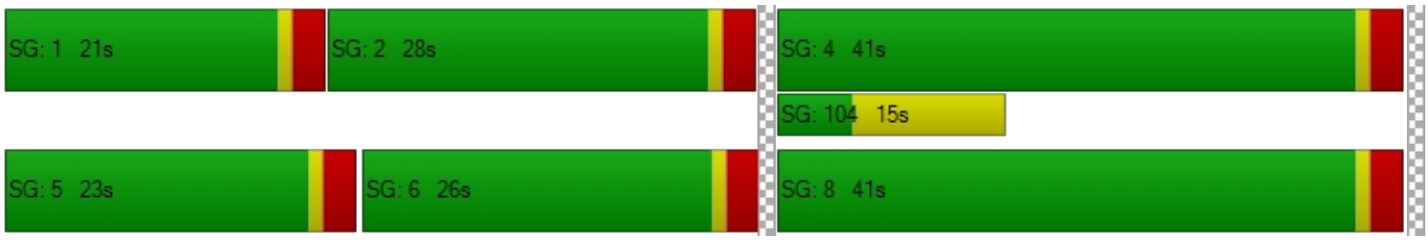
X, volume / capacity	0.77	0.86	0.38	0.91	0.56	0.04	0.03	0.45	0.91	0.35	0.85
d, Delay for Lane Group [s/veh]	50.77	41.07	28.82	46.32	22.18	16.22	22.62	19.08	54.08	17.95	33.93
Lane Group LOS	D	D	C	D	C	B	C	B	D	B	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.24	8.88	2.82	7.13	5.80	0.30	0.20	4.30	8.91	3.47	11.35
50th-Percentile Queue Length [ft/ln]	56.01	221.95	70.51	178.25	144.96	7.54	4.98	107.57	222.84	86.82	283.69
95th-Percentile Queue Length [veh/ln]	4.03	13.76	5.08	11.51	9.75	0.54	0.36	7.70	13.81	6.25	16.87
95th-Percentile Queue Length [ft/ln]	100.82	344.12	126.92	287.73	243.68	13.58	8.97	192.61	345.25	156.28	421.80

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	50.77	41.07	28.82	46.32	22.18	16.22	22.62	19.08	19.08	54.08	17.95	33.93
Movement LOS	D	D	C	D	C	B	C	B	B	D	B	C
d_A, Approach Delay [s/veh]	40.09			28.79			19.23			36.06		
Approach LOS	D			C			B			D		
d_I, Intersection Delay [s/veh]	33.47											
Intersection LOS	C											
Intersection V/C	0.837											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: US-395 (NS) at Rancho Road (EW)

Control Type:	Signalized	Delay (sec / veh):	13.0
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.820

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	340.00	100.00	100.00	290.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			40.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	103	1877	37	21	1211	29	75	122	263	134	45	88
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	103	1877	37	21	1211	29	75	122	263	134	45	88
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	494	10	5	319	8	19	32	69	33	12	23
Total Analysis Volume [veh/h]	103	1976	39	21	1275	31	75	128	277	134	47	93
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	44	0	0	44	0	0	26	0	0	26	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	70	70	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	49	49	49	49	49	49	15	15	15	15	15	15
g / C, Green / Cycle	0.70	0.70	0.70	0.70	0.70	0.70	0.22	0.22	0.22	0.22	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.24	0.59	0.03	0.10	0.38	0.02	0.06	0.04	0.18	0.11	0.03	0.06
s, saturation flow rate [veh/h]	432	3360	1500	220	3360	1500	1244	3360	1500	1257	1765	1500
c, Capacity [veh/h]	305	2337	1043	149	2337	1043	283	735	328	311	386	328
d1, Uniform Delay [s]	13.05	7.87	3.33	24.10	5.22	3.31	27.20	22.19	26.18	27.27	21.93	22.76
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.99	3.99	0.07	1.97	0.92	0.05	0.49	0.11	5.94	0.95	0.14	0.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

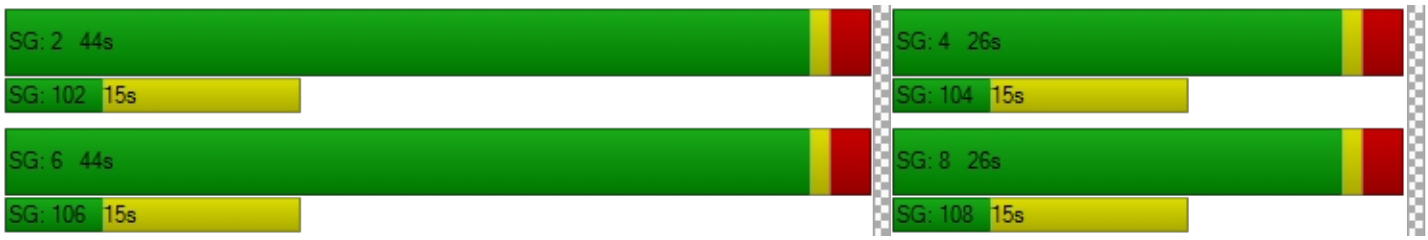
X, volume / capacity	0.34	0.85	0.04	0.14	0.55	0.03	0.26	0.17	0.84	0.43	0.12	0.28
d, Delay for Lane Group [s/veh]	16.04	11.85	3.39	26.07	6.14	3.36	27.70	22.31	32.12	28.22	22.07	23.23
Lane Group LOS	B	B	A	C	A	A	C	C	C	C	C	C
Critical Lane Group	No	Yes	No	No	No	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	1.14	6.37	0.10	0.35	2.47	0.08	1.10	0.80	4.57	1.91	0.55	1.15
50th-Percentile Queue Length [ft/ln]	28.50	159.29	2.60	8.74	61.84	2.06	27.48	20.00	114.22	47.82	13.86	28.76
95th-Percentile Queue Length [veh/ln]	2.05	10.51	0.19	0.63	4.45	0.15	1.98	1.44	8.07	3.44	1.00	2.07
95th-Percentile Queue Length [ft/ln]	51.30	262.78	4.69	15.73	111.31	3.70	49.46	36.01	201.85	86.07	24.95	51.77

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	16.04	11.85	3.39	26.07	6.14	3.36	27.70	22.31	32.12	28.22	22.07	23.23
Movement LOS	B	B	A	C	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	11.90			6.39			28.81			25.47		
Approach LOS	B			A			C			C		
d_I, Intersection Delay [s/veh]	12.98											
Intersection LOS	B											
Intersection V/C	0.820											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: US-395 (NS) at Cactus Road (EW)

Control Type:	Signalized	Delay (sec / veh):	17.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.781

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	580.00	490.00	100.00	100.00	110.00	100.00	100.00	120.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	120	2100	49	40	1792	40	42	24	69	59	12	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	120	2100	49	40	1792	40	42	24	69	59	12	27
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	553	13	10	472	11	10	6	18	15	3	7
Total Analysis Volume [veh/h]	120	2211	52	40	1886	42	42	25	73	59	13	28
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	19	104	0	8	93	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	L	C
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	11	102	102	4	95	95	15	15	15	15
g / C, Green / Cycle	0.09	0.79	0.79	0.03	0.73	0.73	0.12	0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.07	0.66	0.03	0.02	0.55	0.55	0.03	0.06	0.05	0.03
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1751	1360	1560	1292	1575
c, Capacity [veh/h]	143	2638	1177	51	1288	1278	161	180	110	182
d1, Uniform Delay [s]	58.55	8.78	3.11	62.61	10.45	10.55	57.05	54.22	62.45	52.17
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.06	3.38	0.07	23.28	4.02	4.16	0.85	2.53	4.04	0.62
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.84	0.04	0.79	0.75	0.75	0.26	0.54	0.54	0.23
d, Delay for Lane Group [s/veh]	70.61	12.16	3.18	85.89	14.46	14.71	57.90	56.75	66.48	52.79
Lane Group LOS	E	B	A	F	B	B	E	E	E	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.26	14.04	0.24	1.61	14.09	14.25	1.36	3.16	2.08	1.25
50th-Percentile Queue Length [ft/ln]	106.43	350.95	5.91	40.17	352.16	356.16	33.91	79.11	52.07	31.35
95th-Percentile Queue Length [veh/ln]	7.64	20.18	0.43	2.89	20.24	20.44	2.44	5.70	3.75	2.26
95th-Percentile Queue Length [ft/ln]	191.03	504.57	10.64	72.30	506.04	510.92	61.04	142.40	93.73	56.44

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	70.61	12.16	3.18	85.89	14.58	14.71	57.90	56.75	56.75	66.48	52.79	52.79
Movement LOS	E	B	A	F	B	B	E	E	E	E	D	D
d_A, Approach Delay [s/veh]	14.91			16.04			57.09			60.87		
Approach LOS	B			B			E			E		
d_I, Intersection Delay [s/veh]	17.68											
Intersection LOS	B											
Intersection V/C	0.781											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 7: US-395 (NS) at Mojave Drive (EW)

Control Type:	Signalized	Delay (sec / veh):	87.3
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.095

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	380.00	100.00	100.00	250.00	100.00	100.00	280.00	100.00	100.00
Speed [mph]	50.00			50.00			60.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	187	1819	406	292	1599	30	46	345	135	276	433	364
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	187	1819	406	292	1599	30	46	345	135	276	433	364
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	479	107	73	421	8	11	91	36	69	114	96
Total Analysis Volume [veh/h]	186	1915	427	291	1683	32	46	363	142	275	456	383
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	17	66	0	22	71	0	8	18	0	24	34	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	14	63	63	19	68	68	5	15	15	21	31	31
g / C, Green / Cycle	0.11	0.49	0.49	0.15	0.52	0.52	0.03	0.11	0.11	0.16	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.11	0.57	0.28	0.17	0.49	0.49	0.03	0.11	0.09	0.16	0.26	0.26
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1753	1681	3360	1500	1681	1765	1502
c, Capacity [veh/h]	181	1631	728	246	924	918	58	384	172	272	426	362
d1, Uniform Delay [s]	57.99	33.46	24.07	55.49	28.68	28.86	62.26	57.16	56.31	54.49	49.32	49.32
k, delay calibration	0.11	0.50	0.50	0.29	0.50	0.50	0.11	0.11	0.11	0.25	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	37.68	85.30	3.44	103.92	16.58	17.46	20.24	11.71	9.67	41.97	61.33	65.98
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.03	1.17	0.59	1.18	0.93	0.93	0.79	0.94	0.83	1.01	1.06	1.07
d, Delay for Lane Group [s/veh]	95.67	118.75	27.51	159.41	45.26	46.33	82.50	68.87	65.99	96.46	110.65	115.30
Lane Group LOS	F	F	C	F	D	D	F	E	E	F	F	F
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	7.68	42.77	9.53	14.89	26.63	26.97	1.78	6.27	4.81	11.82	20.62	18.02
50th-Percentile Queue Length [ft/ln]	191.97	1069.25	238.32	372.17	665.85	674.29	44.41	156.63	120.21	295.62	515.42	450.40
95th-Percentile Queue Length [veh/ln]	12.35	60.20	14.60	22.85	35.10	35.49	3.20	10.37	8.40	17.57	29.10	25.92
95th-Percentile Queue Length [ft/ln]	308.66	1504.89	364.91	571.30	877.44	887.22	79.95	259.25	210.11	439.22	727.40	648.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	95.67	118.75	27.51	159.41	45.78	46.33	82.50	68.87	65.99	96.46	110.69	115.30
Movement LOS	F	F	C	F	D	D	F	E	E	F	F	F
d_A, Approach Delay [s/veh]	101.64			62.28			69.27			108.76		
Approach LOS	F			E			E			F		
d_I, Intersection Delay [s/veh]	87.31											
Intersection LOS	F											
Intersection V/C	1.095											

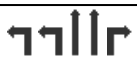
Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 8: US-395 (NS) at Palmdale Road (EW)

Control Type:	Signalized	Delay (sec / veh):	129.8
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.201

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	2	0	1
Pocket Length [ft]	120.00	100.00	100.00	350.00	100.00	370.00	140.00	100.00	100.00	520.00	100.00	260.00
Speed [mph]	50.00			55.00			55.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	404	1954	100	200	1433	84	238	518	376	280	782	228
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	404	1954	100	200	1433	84	238	518	376	280	782	228
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.8947	1.0000	1.0000
Total 15-Minute Volume [veh/h]	101	514	26	50	377	22	59	136	99	66	206	60
Total Analysis Volume [veh/h]	403	2057	105	199	1508	88	237	545	396	264	823	240
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	28	67	0	16	55	0	18	33	0	14	29	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	25	64	64	13	52	52	15	30	30	11	26	26
g / C, Green / Cycle	0.19	0.49	0.49	0.10	0.40	0.40	0.12	0.23	0.23	0.08	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.24	0.61	0.62	0.12	0.45	0.06	0.14	0.16	0.26	0.08	0.24	0.16
s, saturation flow rate [veh/h]	1681	1765	1735	1681	3360	1500	1681	3360	1500	3264	3360	1500
c, Capacity [veh/h]	323	871	856	168	1348	602	194	771	344	277	668	298
d1, Uniform Delay [s]	52.50	32.93	32.93	58.49	38.93	24.76	57.49	46.07	50.09	59.24	52.08	49.68
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.50	0.18	0.11	0.50	0.11	0.12	0.24
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	134.26	118.48	127.67	95.09	63.98	0.51	115.31	1.21	95.98	16.36	107.98	10.76
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.25	1.24	1.26	1.18	1.12	0.15	1.22	0.71	1.15	0.95	1.23	0.81
d, Delay for Lane Group [s/veh]	186.76	151.41	160.60	153.58	102.90	25.28	172.80	47.27	146.06	75.60	160.07	60.45
Lane Group LOS	F	F	F	F	F	C	F	D	F	E	F	E
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	22.21	53.60	54.89	9.77	31.81	1.73	12.34	7.86	19.80	4.83	20.48	8.07
50th-Percentile Queue Length [ft/ln]	555.30	1340.11	1372.15	244.25	795.23	43.33	308.62	196.62	494.96	120.77	511.98	201.72
95th-Percentile Queue Length [veh/ln]	33.33	76.60	79.04	15.84	44.42	3.12	19.57	12.46	29.24	8.44	30.92	12.73
95th-Percentile Queue Length [ft/ln]	833.32	1915.03	1976.06	396.02	1110.50	77.99	489.21	311.60	730.94	210.88	773.11	318.18

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	186.76	155.77	160.60	153.58	102.90	25.28	172.80	47.27	146.06	75.60	160.07	60.45
Movement LOS	F	F	F	F	F	C	F	D	F	E	F	E
d_A, Approach Delay [s/veh]	160.84			104.72			105.74			125.24		
Approach LOS	F			F			F			F		
d_I, Intersection Delay [s/veh]	129.83											
Intersection LOS	F											
Intersection V/C	1.201											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 10: Sportsman Center (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.061

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	35	12	159	33	18	261
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	12	159	33	18	261
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	3	42	9	5	69
Total Analysis Volume [veh/h]	37	13	167	35	19	275
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	11.41	9.29	0.00	0.00	7.67	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.24	0.24	0.00	0.00	0.04	0.02
95th-Percentile Queue Length [ft/ln]	6.09	6.09	0.00	0.00	1.00	0.50
d_A, Approach Delay [s/veh]	10.86		0.00		0.50	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.26					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 15: Adelanto Road (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	17.2
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.158

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	342	18	16	287	0	0	0	0	53	0	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	342	18	16	287	0	0	0	0	53	0	21
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	0.9474	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	90	5	4	76	0	0	0	0	14	0	6
Total Analysis Volume [veh/h]	0	360	19	16	302	0	0	0	0	56	0	22
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.16	0.00	0.03
d_M, Delay for Movement [s/veh]	7.86	0.00	0.00	8.09	0.00	0.00	15.68	15.22	9.88	17.24	17.02	12.32
Movement LOS	A	A	A	A	A	A	C	C	A	C	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.69	0.69	0.69
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	1.03	0.00	0.00	0.00	0.00	0.00	17.37	17.37	17.37
d_A, Approach Delay [s/veh]	0.00			0.41			13.59			15.85		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	1.76											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 17: Adelanto Road (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	15.9
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.252

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	102	290	178	168	101	102
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	102	290	178	168	101	102
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	1.0000	0.8947	1.0000
Total 15-Minute Volume [veh/h]	25	76	47	44	24	27
Total Analysis Volume [veh/h]	102	305	187	177	95	107
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.00	0.00	0.00	0.25	0.13
d_M, Delay for Movement [s/veh]	8.30	0.00	0.00	0.00	15.91	9.98
Movement LOS	A	A	A	A	C	A
95th-Percentile Queue Length [veh/ln]	0.28	0.00	0.00	0.00	0.43	0.44
95th-Percentile Queue Length [ft/ln]	7.01	0.00	0.00	0.00	10.69	11.06
d_A, Approach Delay [s/veh]	2.08		0.00		12.77	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.52					
Intersection LOS	C					

Adelanto Project

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Scenario 8 Year 2045 Without Project
12/13/2023

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Bellflower Street (NS) at Rancho Road (EW)	Final Base	21	70	34	11	108	17	21	340	184	44	92	32	974
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**21**	**70**	**34**	**11**	**108**	**17**	**21**	**340**	**184**	**44**	**92**	**32**	**974**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	US-395 (NS) at Chamberlane Way (EW)	Final Base	184	731	33	1	726	11	40	33	162	21	42	9	1993
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**184**	**731**	**33**	**1**	**726**	**11**	**40**	**33**	**162**	**21**	**42**	**9**	**1993**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	US-395 (NS) at Bartlett Avenue (EW)	Final Base	255	938	70	10	757	25	17	63	208	95	58	19	2515
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**255**	**938**	**70**	**10**	**757**	**25**	**17**	**63**	**208**	**95**	**58**	**19**	**2515**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	US-395 (NS) at Air Base Road (EW)	Final Base	93	765	150	308	729	24	14	226	78	323	244	511	3465
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**93**	**765**	**150**	**308**	**729**	**24**	**14**	**226**	**78**	**323**	**244**	**511**	**3465**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	US-395 (NS) at Rancho Road (EW)	Final Base	103	1877	37	21	1211	29	75	122	263	134	45	88	4005
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**103**	**1877**	**37**	**21**	**1211**	**29**	**75**	**122**	**263**	**134**	**45**	**88**	**4005**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	US-395 (NS) at Cactus Road (EW)	Final Base	120	2100	49	40	1792	40	42	24	69	59	12	27	4374
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**120**	**2100**	**49**	**40**	**1792**	**40**	**42**	**24**	**69**	**59**	**12**	**27**	**4374**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	US-395 (NS) at Mojave Drive (EW)	Final Base	187	1819	406	292	1599	30	46	345	135	276	433	364	5932
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**187**	**1819**	**406**	**292**	**1599**	**30**	**46**	**345**	**135**	**276**	**433**	**364**	**5932**

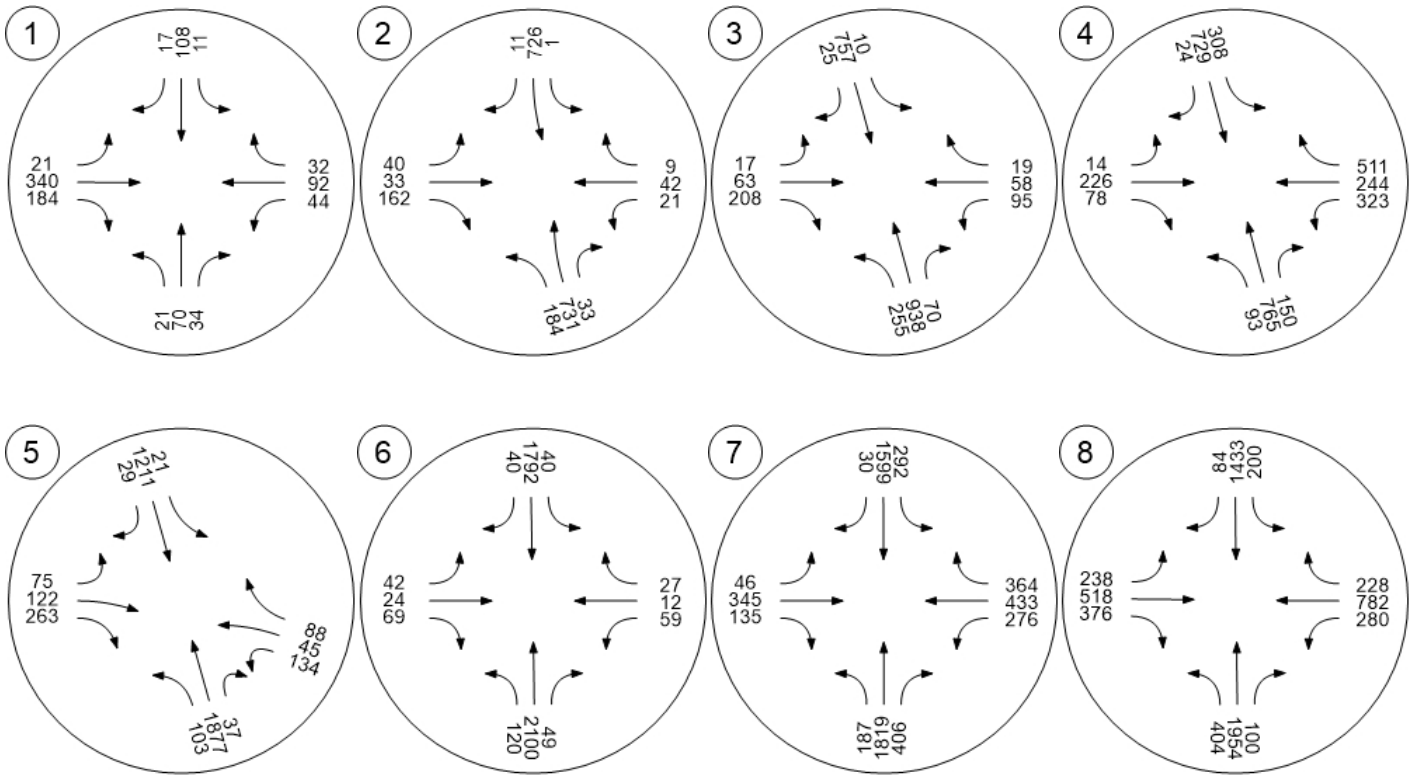
ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	US-395 (NS) at Palmdale Road (EW)	Final Base	404	1954	100	200	1433	84	238	518	376	280	782	228	6597
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**404**	**1954**	**100**	**200**	**1433**	**84**	**238**	**518**	**376**	**280**	**782**	**228**	**6597**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
10	Sportsman Center (NS) at Rancho Road (EW)	Final Base	35	12	159	33	18	261	518
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**35**	**12**	**159**	**33**	**18**	**261**	**518**

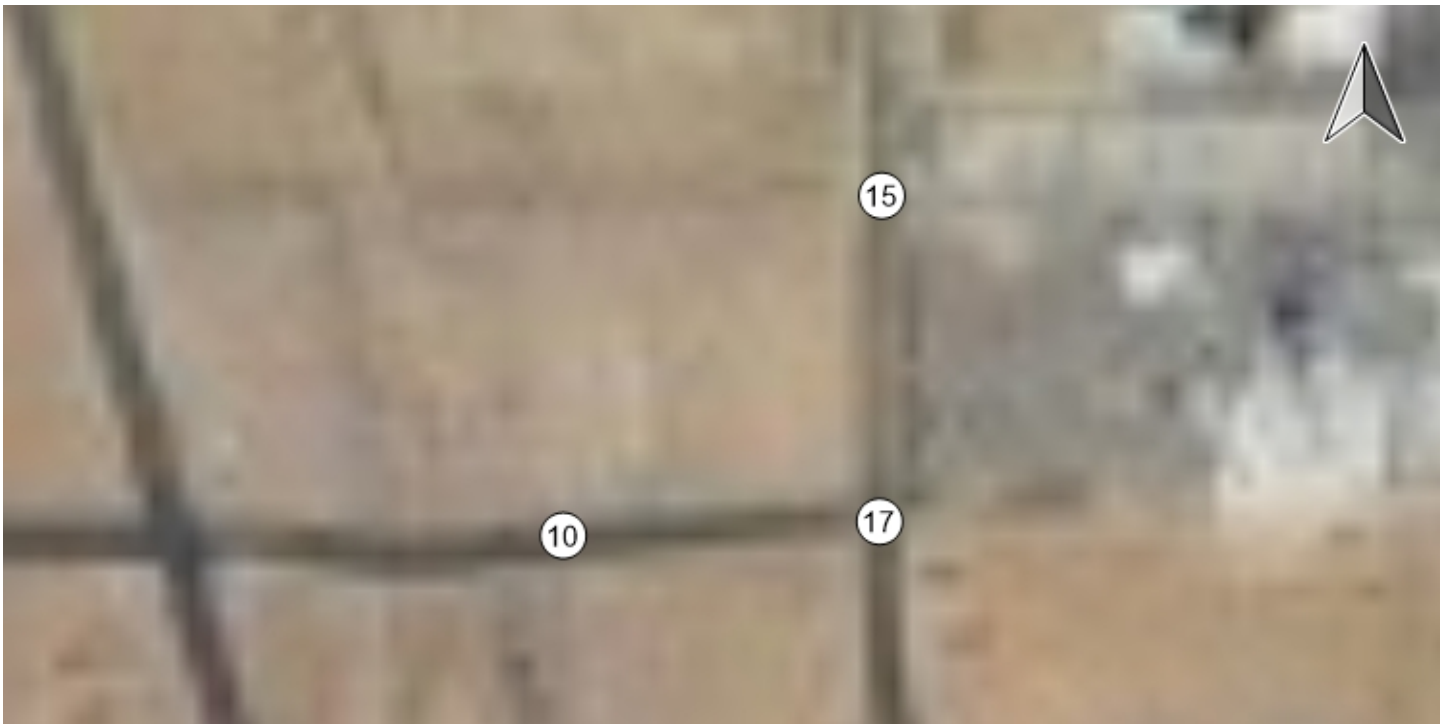
ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Adelanto Road (NS) at Violet Road (EW)	Final Base	0	342	18	16	287	0	0	0	0	53	0	21	737
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**342**	**18**	**16**	**287**	**0**	**0**	**0**	**0**	**53**	**0**	**21**	**737**

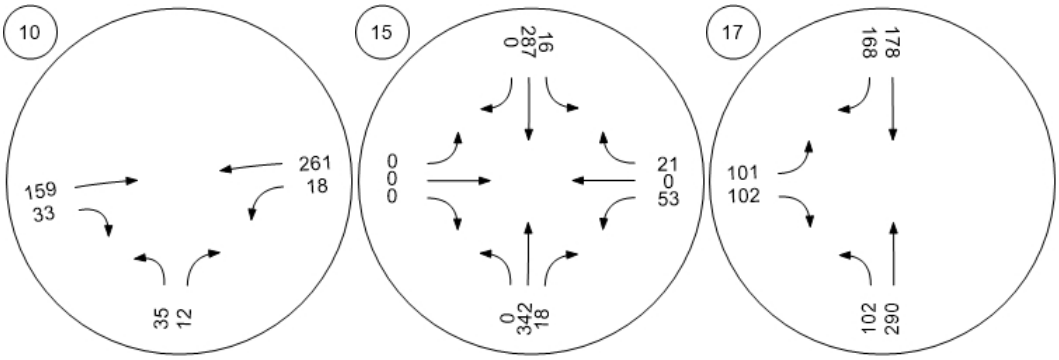
ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
17	Adelanto Road (NS) at Rancho Road (EW)	Final Base	102	290	178	168	101	102	941
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**102**	**290**	**178**	**168**	**101**	**102**	**941**

Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume





Adelanto Project

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Report File: C:\...\AM_FY_2045_W_IMP.pdf

Scenario 12 Year 2045 Without Project - With Improvements
12/13/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Bellflower Street (NS) at Rancho Road (EW)	All-way stop	HCM 2010	NB Left	0.380	11.7	B
2	US-395 (NS) at Chamberlane Way (EW)	Signalized	HCM 2010	SB Left	0.450	9.9	A
3	US-395 (NS) at Bartlett Avenue (EW)	Signalized	HCM 2010	SB Left	0.464	14.2	B
4	US-395 (NS) at Air Base Road (EW)	Signalized	HCM 2010	SB Left	0.682	36.6	D
5	US-395 (NS) at Rancho Road (EW)	Signalized	HCM 2010	NB Left	1.042	20.1	C
6	US-395 (NS) at Cactus Road (EW)	Signalized	HCM 2010	NB Left	0.602	9.9	A
7	US-395 (NS) at Mojave Drive (EW)	Signalized	HCM 2010	EB Left	0.873	40.9	D
8	US-395 (NS) at Palmdale Road (EW)	Signalized	HCM 2010	WB Left	0.775	32.0	C
10	Sportsman Center (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	NB Left	0.049	10.9	B
15	Adelanto Road (NS) at Violet Road (EW)	Two-way stop	HCM 2010	WB Left	0.043	14.7	B
17	Adelanto Road (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	EB Left	0.115	15.2	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Bellflower Street (NS) at Rancho Road (EW)

Control Type:	All-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.380

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	1	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	98	53	21	18	65	64	10	139	32	11	411	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	98	53	21	18	65	64	10	139	32	11	411	8
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	14	6	5	17	17	2	37	8	3	108	2
Total Analysis Volume [veh/h]	103	56	22	19	68	67	10	146	34	11	433	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	520	608	526	596	500	537	559	537	581	583
Degree of Utilization, x	0.31	0.04	0.17	0.11	0.02	0.17	0.16	0.02	0.38	0.38

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.28	0.11	0.59	0.38	0.06	0.60	0.57	0.06	1.77	1.76
95th-Percentile Queue Length [ft]	32.11	2.81	14.70	9.46	1.53	14.95	14.26	1.57	44.15	43.88
Approach Delay [s/veh]	12.18		10.29		10.54			12.53		
Approach LOS	B		B		B			B		
Intersection Delay [s/veh]	11.72									
Intersection LOS	B									

Intersection Level Of Service Report
Intersection 2: US-395 (NS) at Chamberlane Way (EW)

Control Type:	Signalized	Delay (sec / veh):	9.9
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.450

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	180.00	100.00	100.00	210.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	96	482	20	5	832	32	13	35	125	28	32	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	96	482	20	5	832	32	13	35	125	28	32	7
Peak Hour Factor	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	127	5	1	219	8	3	9	33	7	8	2
Total Analysis Volume [veh/h]	96	508	21	5	877	34	14	37	132	30	34	7
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	30	0	12	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	4	44	44	0	40	40	7	7	7
g / C, Green / Cycle	0.07	0.72	0.72	0.01	0.66	0.66	0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.06	0.15	0.15	0.00	0.26	0.26	0.03	0.09	0.05
s, saturation flow rate [veh/h]	1681	1765	1740	1681	1765	1742	1716	1500	1354
c, Capacity [veh/h]	127	1276	1258	15	1158	1143	280	178	246
d1, Uniform Delay [s]	27.27	2.72	2.72	29.64	4.80	4.80	24.05	25.61	24.44
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.86	0.37	0.38	13.30	1.02	1.03	0.31	5.94	0.64
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

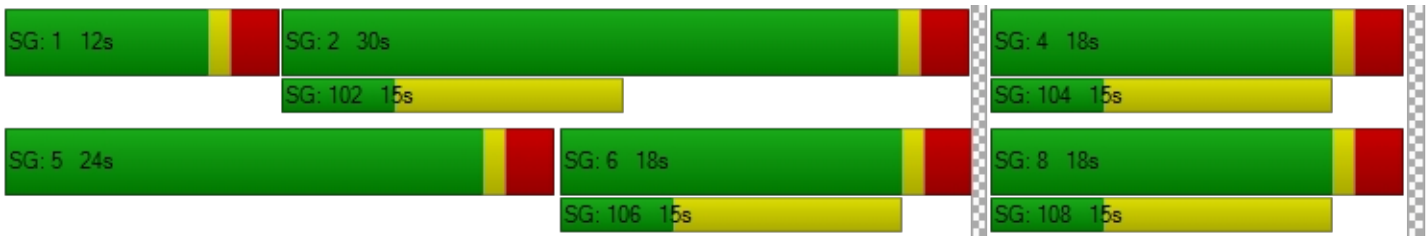
X, volume / capacity	0.76	0.21	0.21	0.34	0.40	0.40	0.18	0.74	0.29
d, Delay for Lane Group [s/veh]	36.13	3.09	3.10	42.94	5.82	5.83	24.36	31.54	25.08
Lane Group LOS	D	A	A	D	A	A	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.50	0.38	0.38	0.12	1.51	1.50	0.65	2.01	0.92
50th-Percentile Queue Length [ft/ln]	37.46	9.58	9.51	2.95	37.83	37.44	16.14	50.17	23.00
95th-Percentile Queue Length [veh/ln]	2.70	0.69	0.68	0.21	2.72	2.70	1.16	3.61	1.66
95th-Percentile Queue Length [ft/ln]	67.44	17.24	17.12	5.31	68.09	67.39	29.05	90.31	41.40

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	36.13	3.09	3.10	42.94	5.83	5.83	24.36	24.36	31.54	25.08	25.08	25.08
Movement LOS	D	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	8.17			6.03			29.54			25.08		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	9.92											
Intersection LOS	A											
Intersection V/C	0.450											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: US-395 (NS) at Bartlett Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	14.2
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.464

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	100.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			35.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	89	581	105	51	927	12	4	95	114	99	48	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	89	581	105	51	927	12	4	95	114	99	48	15
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	153	28	13	244	3	1	25	30	25	13	4
Total Analysis Volume [veh/h]	89	612	111	51	976	13	4	100	120	99	51	16
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	44	38	0	24	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	6	53	53	3	50	50	15	15	15	15	15	15
g / C, Green / Cycle	0.07	0.66	0.66	0.04	0.63	0.63	0.19	0.19	0.19	0.19	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.05	0.21	0.21	0.03	0.29	0.01	0.00	0.06	0.08	0.09	0.02	0.02
s, saturation flow rate [veh/h]	1681	1765	1672	1681	3360	1500	1329	1765	1500	1156	1765	1626
c, Capacity [veh/h]	117	1157	1096	74	2117	945	287	332	282	199	332	306
d1, Uniform Delay [s]	36.61	6.01	6.01	37.75	7.72	5.53	29.12	27.98	28.69	35.89	26.91	26.94
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.80	0.73	0.77	11.05	0.72	0.03	0.02	0.50	1.02	1.91	0.13	0.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

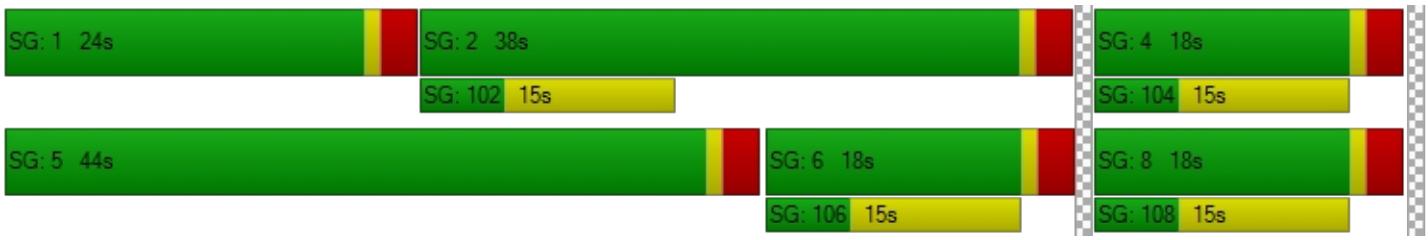
X, volume / capacity	0.76	0.32	0.32	0.69	0.46	0.01	0.01	0.30	0.43	0.50	0.10	0.11
d, Delay for Lane Group [s/veh]	46.41	6.74	6.78	48.81	8.45	5.55	29.14	28.48	29.71	37.80	27.05	27.10
Lane Group LOS	D	A	A	D	A	A	C	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.91	2.04	1.95	1.15	3.25	0.06	0.07	1.63	2.03	1.92	0.52	0.51
50th-Percentile Queue Length [ft/ln]	47.67	50.99	48.70	28.63	81.22	1.62	1.63	40.78	50.73	48.11	13.04	12.75
95th-Percentile Queue Length [veh/ln]	3.43	3.67	3.51	2.06	5.85	0.12	0.12	2.94	3.65	3.46	0.94	0.92
95th-Percentile Queue Length [ft/ln]	85.81	91.77	87.66	51.54	146.19	2.92	2.93	73.40	91.32	86.60	23.48	22.94

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.41	6.76	6.78	48.81	8.45	5.55	29.14	28.48	29.71	37.80	27.06	27.10
Movement LOS	D	A	A	D	A	A	C	C	C	D	C	C
d_A, Approach Delay [s/veh]	11.11			10.39			29.15			33.47		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	14.23											
Intersection LOS	B											
Intersection V/C	0.464											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: US-395 (NS) at Air Base Road (EW)

Control Type:	Signalized	Delay (sec / veh):	36.6
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.682

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	380.00	100.00	100.00	340.00	100.00	100.00	220.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			50.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	45	542	392	216	912	18	8	282	165	553	195	229
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	542	392	216	912	18	8	282	165	553	195	229
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	143	103	54	240	5	2	74	43	138	51	60
Total Analysis Volume [veh/h]	45	571	413	215	960	19	8	297	174	551	205	241
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	8	44	0	13	49	0	0	73	0	0	73	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	4	43	43	10	49	49	68	68	68	68	68
g / C, Green / Cycle	0.03	0.33	0.33	0.08	0.37	0.37	0.53	0.53	0.53	0.53	0.53
(v / s)_i Volume / Saturation Flow Rate	0.01	0.12	0.28	0.07	0.20	0.01	0.01	0.28	0.31	0.12	0.16
s, saturation flow rate [veh/h]	3264	4807	1500	3264	4807	1500	1172	1657	1784	1765	1500
c, Capacity [veh/h]	101	1582	494	251	1803	563	581	869	632	926	787
d1, Uniform Delay [s]	61.90	33.20	40.37	59.29	31.71	25.70	19.89	20.52	43.08	16.61	17.49
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.12	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.07	0.64	15.42	8.20	1.13	0.11	0.01	0.61	3.92	0.12	0.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

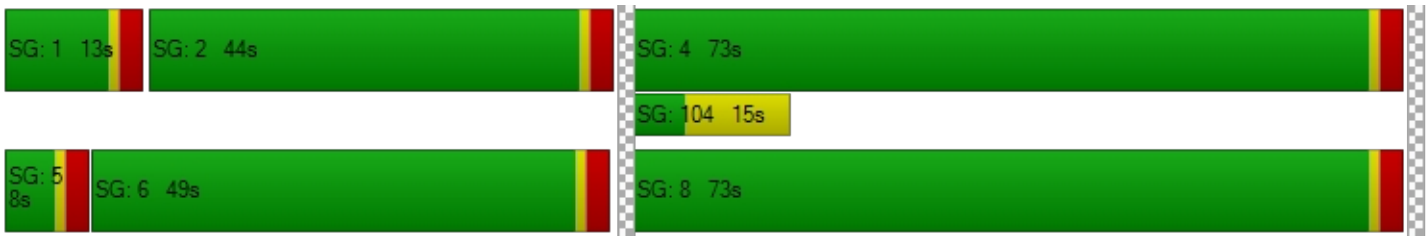
X, volume / capacity	0.45	0.36	0.84	0.86	0.53	0.03	0.01	0.54	0.87	0.22	0.31
d, Delay for Lane Group [s/veh]	64.97	33.84	55.79	67.49	32.84	25.81	19.90	21.12	47.01	16.73	17.71
Lane Group LOS	E	C	E	E	C	C	B	C	D	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.75	4.51	13.77	3.69	7.70	0.38	0.13	8.94	8.84	3.29	4.08
50th-Percentile Queue Length [ft/ln]	18.87	112.76	344.20	92.13	192.49	9.47	3.28	223.40	221.03	82.17	101.96
95th-Percentile Queue Length [veh/ln]	1.36	7.99	19.85	6.63	12.25	0.68	0.24	13.84	13.72	5.92	7.34
95th-Percentile Queue Length [ft/ln]	33.97	199.83	496.34	165.84	306.26	17.05	5.90	345.97	342.94	147.91	183.53

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	64.97	33.84	55.79	67.49	32.84	25.81	19.90	21.12	21.12	47.01	16.73	17.71
Movement LOS	E	C	E	E	C	C	B	C	C	D	B	B
d_A, Approach Delay [s/veh]	44.01			38.97			21.10			33.70		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	36.64											
Intersection LOS	D											
Intersection V/C	0.682											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: US-395 (NS) at Rancho Road (EW)

Control Type:	Signalized	Delay (sec / veh):	20.1
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.042

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	340.00	100.00	100.00	290.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			40.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	341	944	24	52	1354	119	23	65	89	136	108	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	341	944	24	52	1354	119	23	65	89	136	108	13
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	248	6	13	356	31	6	17	23	34	28	3
Total Analysis Volume [veh/h]	340	994	25	52	1425	125	23	68	94	136	114	14
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	112	0	0	112	0	0	18	0	0	18	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	109	109	109	109	109	109	15	15	15	15	15	15
g / C, Green / Cycle	0.84	0.84	0.84	0.84	0.84	0.84	0.12	0.12	0.12	0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.91	0.30	0.02	0.09	0.42	0.08	0.02	0.02	0.06	0.10	0.04	0.04
s, saturation flow rate [veh/h]	375	3360	1500	564	3360	1500	1257	3360	1500	1328	1765	1699
c, Capacity [veh/h]	317	2816	1257	478	2816	1257	140	389	174	166	204	197
d1, Uniform Delay [s]	27.54	2.42	1.73	4.49	2.96	1.86	57.56	51.83	54.17	60.57	52.71	52.75
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	71.30	0.35	0.03	0.46	0.65	0.16	0.55	0.21	2.61	9.62	0.88	0.94
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.07	0.35	0.02	0.11	0.51	0.10	0.16	0.17	0.54	0.82	0.32	0.32
d, Delay for Lane Group [s/veh]	98.84	2.77	1.76	4.94	3.61	2.02	58.11	52.04	56.79	70.19	53.58	53.69
Lane Group LOS	F	A	A	A	A	A	E	D	E	E	D	D
Critical Lane Group	Yes	No	No	No	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	16.51	1.58	0.06	0.36	2.78	0.33	0.73	1.00	2.99	4.80	1.92	1.89
50th-Percentile Queue Length [ft/ln]	412.79	39.48	1.55	9.02	69.62	8.35	18.30	25.09	74.82	120.11	48.00	47.24
95th-Percentile Queue Length [veh/ln]	24.61	2.84	0.11	0.65	5.01	0.60	1.32	1.81	5.39	8.40	3.46	3.40
95th-Percentile Queue Length [ft/ln]	615.13	71.07	2.80	16.24	125.32	15.03	32.94	45.15	134.67	209.98	86.41	85.03

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	98.84	2.77	1.76	4.94	3.61	2.02	58.11	52.04	56.79	70.19	53.63	53.69
Movement LOS	F	A	A	A	A	A	E	D	E	E	D	D
d_A, Approach Delay [s/veh]	26.78			3.53			55.21			62.16		
Approach LOS	C			A			E			E		
d_I, Intersection Delay [s/veh]	20.14											
Intersection LOS	C											
Intersection V/C	1.042											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: US-395 (NS) at Cactus Road (EW)

Control Type:	Signalized	Delay (sec / veh):	9.9
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.602

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	580.00	490.00	100.00	100.00	110.00	100.00	100.00	120.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	30	1619	39	29	1586	24	42	18	48	40	12	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	1619	39	29	1586	24	42	18	48	40	12	39
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	426	10	7	417	6	10	5	13	10	3	10
Total Analysis Volume [veh/h]	30	1704	41	29	1669	25	42	19	51	40	13	41
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	8	84	0	8	84	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	L	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	3	87	87	3	87	87	11	11	11	11
g / C, Green / Cycle	0.03	0.79	0.79	0.03	0.79	0.79	0.10	0.10	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.02	0.51	0.03	0.02	0.48	0.48	0.03	0.04	0.03	0.03
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1756	1345	1564	1325	1556
c, Capacity [veh/h]	46	2646	1181	45	1389	1382	135	162	121	161
d1, Uniform Delay [s]	52.97	5.03	2.55	53.00	4.80	4.81	51.08	46.25	52.09	45.77
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	14.47	1.22	0.05	14.28	2.01	2.03	1.31	1.81	1.59	1.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.65	0.64	0.03	0.64	0.61	0.61	0.31	0.43	0.33	0.33
d, Delay for Lane Group [s/veh]	67.44	6.25	2.61	67.28	6.81	6.85	52.39	48.06	53.68	46.97
Lane Group LOS	E	A	A	E	A	A	D	D	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.98	5.12	0.13	0.94	5.21	5.22	1.18	1.88	1.14	1.42
50th-Percentile Queue Length [ft/ln]	24.42	128.03	3.30	23.61	130.36	130.59	29.50	46.91	28.55	35.61
95th-Percentile Queue Length [veh/ln]	1.76	8.83	0.24	1.70	8.96	8.97	2.12	3.38	2.06	2.56
95th-Percentile Queue Length [ft/ln]	43.96	220.81	5.94	42.50	223.98	224.30	53.10	84.43	51.38	64.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	67.44	6.25	2.61	67.28	6.83	6.85	52.39	48.06	48.06	53.68	46.97	46.97
Movement LOS	E	A	A	E	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	7.20			7.85			49.68			49.83		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	9.87											
Intersection LOS	A											
Intersection V/C	0.602											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 7: US-395 (NS) at Mojave Drive (EW)

Control Type:	Signalized	Delay (sec / veh):	40.9
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.873

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	380.00	100.00	100.00	250.00	100.00	100.00	280.00	100.00	100.00
Speed [mph]	50.00			50.00			60.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	29	1364	194	226	1452	20	35	352	130	249	105	277
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	1364	194	226	1452	20	35	352	130	249	105	277
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	359	51	56	382	5	9	93	34	62	28	73
Total Analysis Volume [veh/h]	29	1436	204	225	1528	21	35	371	137	248	111	292
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	8	60	0	23	75	0	18	18	0	29	29	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	3	61	61	19	77	77	4	17	17	21	34	34
g / C, Green / Cycle	0.03	0.47	0.47	0.15	0.59	0.59	0.03	0.13	0.13	0.16	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.02	0.43	0.14	0.13	0.44	0.44	0.02	0.11	0.09	0.15	0.06	0.19
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1756	1681	3360	1500	1681	1765	1500
c, Capacity [veh/h]	43	1579	705	248	1045	1040	48	429	191	273	462	392
d1, Uniform Delay [s]	62.78	31.88	21.13	54.53	19.31	19.35	62.67	55.62	54.45	53.49	37.82	44.01
k, delay calibration	0.11	0.50	0.50	0.16	0.50	0.50	0.11	0.11	0.11	0.20	0.11	0.24
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	16.38	9.30	1.04	15.98	4.76	4.84	19.32	5.37	4.93	18.22	0.27	5.97
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.67	0.91	0.29	0.91	0.74	0.74	0.73	0.87	0.72	0.91	0.24	0.74
d, Delay for Lane Group [s/veh]	79.16	41.18	22.17	70.51	24.07	24.19	81.99	60.99	59.39	71.71	38.08	49.97
Lane Group LOS	E	D	C	E	C	C	F	E	E	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.12	21.27	3.82	8.11	16.48	16.52	1.36	6.00	4.37	9.14	2.77	9.02
50th-Percentile Queue Length [ft/ln]	28.10	531.82	95.62	202.83	412.12	412.90	33.97	150.09	109.30	228.62	69.22	225.54
95th-Percentile Queue Length [veh/ln]	2.02	28.84	6.88	12.78	23.14	23.18	2.45	10.02	7.80	14.10	4.98	13.95
95th-Percentile Queue Length [ft/ln]	50.57	720.92	172.11	319.61	578.59	579.52	61.15	250.55	195.03	352.60	124.60	348.69

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	79.16	41.18	22.17	70.51	24.13	24.19	81.99	60.99	59.39	71.71	38.08	49.97
Movement LOS	E	D	C	E	C	C	F	E	E	E	D	D
d_A, Approach Delay [s/veh]	39.51			30.01			61.94			56.23		
Approach LOS	D			C			E			E		
d_I, Intersection Delay [s/veh]	40.85											
Intersection LOS	D											
Intersection V/C	0.873											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 8: US-395 (NS) at Palmdale Road (EW)

Control Type:	Signalized	Delay (sec / veh):	32.0
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.775

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	2	0	1
Pocket Length [ft]	120.00	100.00	100.00	350.00	100.00	370.00	140.00	100.00	100.00	520.00	100.00	260.00
Speed [mph]	50.00			55.00			55.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	194	1094	103	290	1429	120	172	547	361	141	386	134
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	194	1094	103	290	1429	120	172	547	361	141	386	134
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.8947	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	288	27	72	376	32	43	144	95	33	102	35
Total Analysis Volume [veh/h]	193	1152	108	289	1504	126	172	576	380	133	406	141
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	11	43	0	25	57	0	20	33	0	9	22	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	8	58	58	12	62	62	8	22	22	6	20	20
g / C, Green / Cycle	0.07	0.52	0.52	0.11	0.56	0.56	0.07	0.20	0.20	0.06	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.06	0.24	0.07	0.09	0.45	0.08	0.05	0.17	0.14	0.04	0.12	0.09
s, saturation flow rate [veh/h]	3264	4807	1500	3264	3360	1500	3264	3360	2655	3264	3360	1500
c, Capacity [veh/h]	242	2516	785	363	1883	841	240	673	532	183	615	275
d1, Uniform Delay [s]	50.18	16.45	13.48	47.75	19.27	11.62	49.93	42.51	41.11	51.16	41.81	40.57
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.93	0.60	0.37	4.03	3.65	0.38	4.01	3.26	1.80	5.38	1.22	1.48
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.46	0.14	0.80	0.80	0.15	0.72	0.86	0.71	0.73	0.66	0.51
d, Delay for Lane Group [s/veh]	56.11	17.05	13.84	51.79	22.92	12.00	53.94	45.78	42.91	56.53	43.03	42.06
Lane Group LOS	E	B	B	D	C	B	D	D	D	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.72	5.57	1.33	3.88	13.73	1.38	2.34	7.40	4.66	1.88	4.99	3.41
50th-Percentile Queue Length [ft/ln]	67.91	139.20	33.26	96.95	343.30	34.48	58.57	185.10	116.55	46.91	124.87	85.24
95th-Percentile Queue Length [veh/ln]	4.89	9.44	2.39	6.98	19.81	2.48	4.22	11.87	8.20	3.38	8.66	6.14
95th-Percentile Queue Length [ft/ln]	122.24	235.95	59.87	174.51	495.23	62.06	105.43	296.66	205.07	84.44	216.50	153.43

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	56.11	17.05	13.84	51.79	22.92	12.00	53.94	45.78	42.91	56.53	43.03	42.06
Movement LOS	E	B	B	D	C	B	D	D	D	E	D	D
d_A, Approach Delay [s/veh]	22.00			26.55			46.06			45.47		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	32.01											
Intersection LOS	C											
Intersection V/C	0.775											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Intersection Level Of Service Report
Intersection 10: Sportsman Center (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.049

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	30	20	121	46	19	211
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	20	121	46	19	211
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	5	32	12	5	56
Total Analysis Volume [veh/h]	32	21	127	48	20	222
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.02	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	10.86	9.14	0.00	0.00	7.61	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.23	0.23	0.00	0.00	0.04	0.02
95th-Percentile Queue Length [ft/ln]	5.70	5.70	0.00	0.00	1.03	0.52
d_A, Approach Delay [s/veh]	10.18		0.00		0.63	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.47					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 15: Adelanto Road (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	14.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.043

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	397	21	13	174	0	0	0	0	16	0	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	397	21	13	174	0	0	0	0	16	0	13
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	0.9474	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	104	6	3	46	0	0	0	0	4	0	3
Total Analysis Volume [veh/h]	0	418	22	13	183	0	0	0	0	17	0	14
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.02
d_M, Delay for Movement [s/veh]	7.59	0.00	0.00	8.25	0.00	0.00	14.54	14.37	9.19	14.70	14.63	11.20
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.21	0.21	0.21
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	5.22	5.22	5.22
d_A, Approach Delay [s/veh]	0.00			0.55			12.70			13.12		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	0.77											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 17: Adelanto Road (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	15.2
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.115

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	130	377	112	102	46	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	130	377	112	102	46	98
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	1.0000	0.8947	1.0000
Total 15-Minute Volume [veh/h]	32	99	29	27	11	26
Total Analysis Volume [veh/h]	130	397	118	107	43	103
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.00	0.00	0.00	0.12	0.11
d_M, Delay for Movement [s/veh]	7.97	0.00	0.00	0.00	15.22	9.41
Movement LOS	A	A	A	A	C	A
95th-Percentile Queue Length [veh/ln]	0.32	0.00	0.00	0.00	0.18	0.38
95th-Percentile Queue Length [ft/ln]	8.04	0.00	0.00	0.00	4.56	9.43
d_A, Approach Delay [s/veh]	1.97		0.00		11.12	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.96					
Intersection LOS	C					

Adelanto Project

Vistro File: C:\...\AM_E.vistro
Report File: C:\...\AM_FY_2045_W_IMP.pdf

Scenario 12 Year 2045 Without Project - With Improvements
12/13/2023

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Bellflower Street (NS) at Rancho Road (EW)	Final Base	98	53	21	18	65	64	10	139	32	11	411	8	930
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**98**	**53**	**21**	**18**	**65**	**64**	**10**	**139**	**32**	**11**	**411**	**8**	**930**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	US-395 (NS) at Chamberlane Way (EW)	Final Base	96	482	20	5	832	32	13	35	125	28	32	7	1707
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**96**	**482**	**20**	**5**	**832**	**32**	**13**	**35**	**125**	**28**	**32**	**7**	**1707**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	US-395 (NS) at Bartlett Avenue (EW)	Final Base	89	581	105	51	927	12	4	95	114	99	48	15	2140
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**89**	**581**	**105**	**51**	**927**	**12**	**4**	**95**	**114**	**99**	**48**	**15**	**2140**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	US-395 (NS) at Air Base Road (EW)	Final Base	45	542	392	216	912	18	8	282	165	553	195	229	3557
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**45**	**542**	**392**	**216**	**912**	**18**	**8**	**282**	**165**	**553**	**195**	**229**	**3557**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	US-395 (NS) at Rancho Road (EW)	Final Base	341	944	24	52	1354	119	23	65	89	136	108	13	3268
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**341**	**944**	**24**	**52**	**1354**	**119**	**23**	**65**	**89**	**136**	**108**	**13**	**3268**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	US-395 (NS) at Cactus Road (EW)	Final Base	30	1619	39	29	1586	24	42	18	48	40	12	39	3526
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**30**	**1619**	**39**	**29**	**1586**	**24**	**42**	**18**	**48**	**40**	**12**	**39**	**3526**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	US-395 (NS) at Mojave Drive (EW)	Final Base	29	1364	194	226	1452	20	35	352	130	249	105	277	4433
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**29**	**1364**	**194**	**226**	**1452**	**20**	**35**	**352**	**130**	**249**	**105**	**277**	**4433**

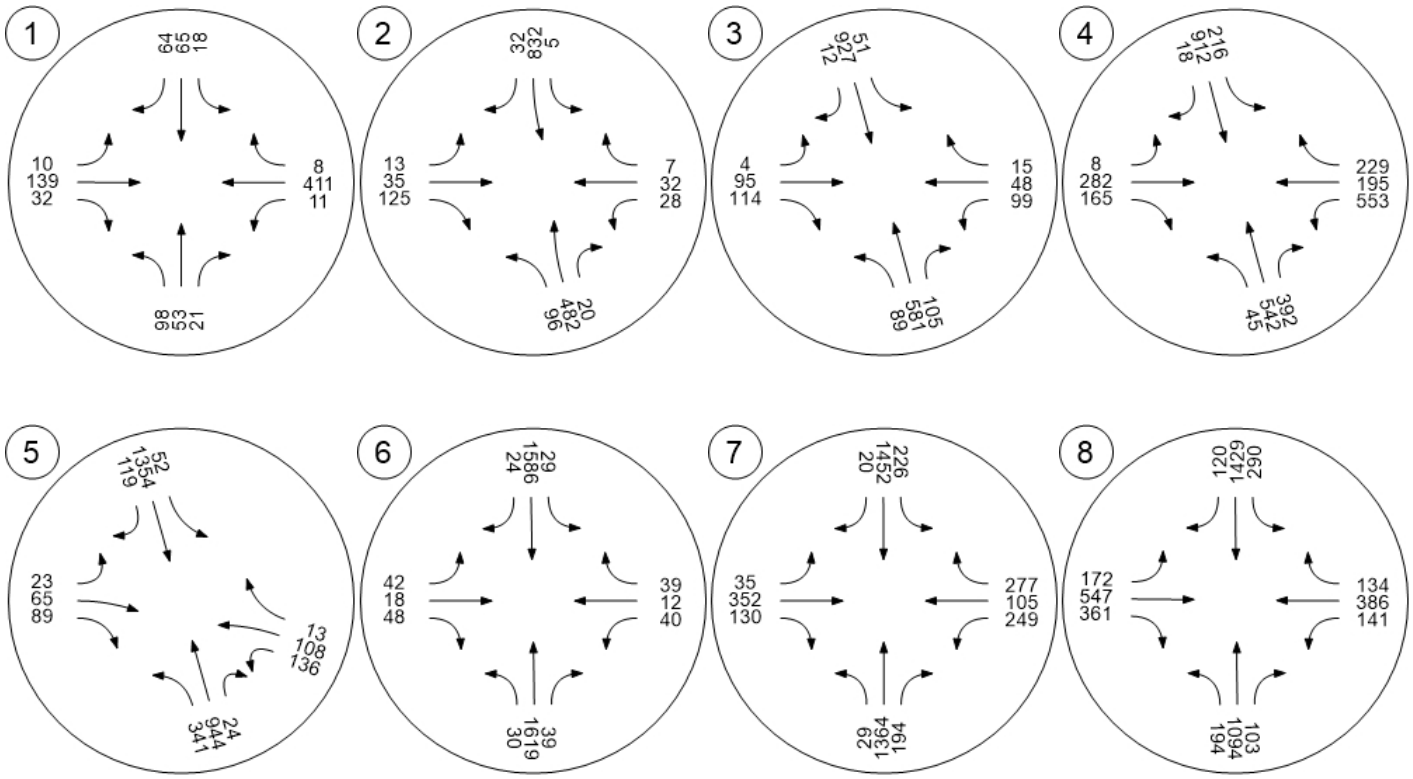
ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	US-395 (NS) at Palmdale Road (EW)	Final Base	194	1094	103	290	1429	120	172	547	361	141	386	134	4971
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**194**	**1094**	**103**	**290**	**1429**	**120**	**172**	**547**	**361**	**141**	**386**	**134**	**4971**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
10	Sportsman Center (NS) at Rancho Road (EW)	Final Base	30	20	121	46	19	211	447
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**30**	**20**	**121**	**46**	**19**	**211**	**447**

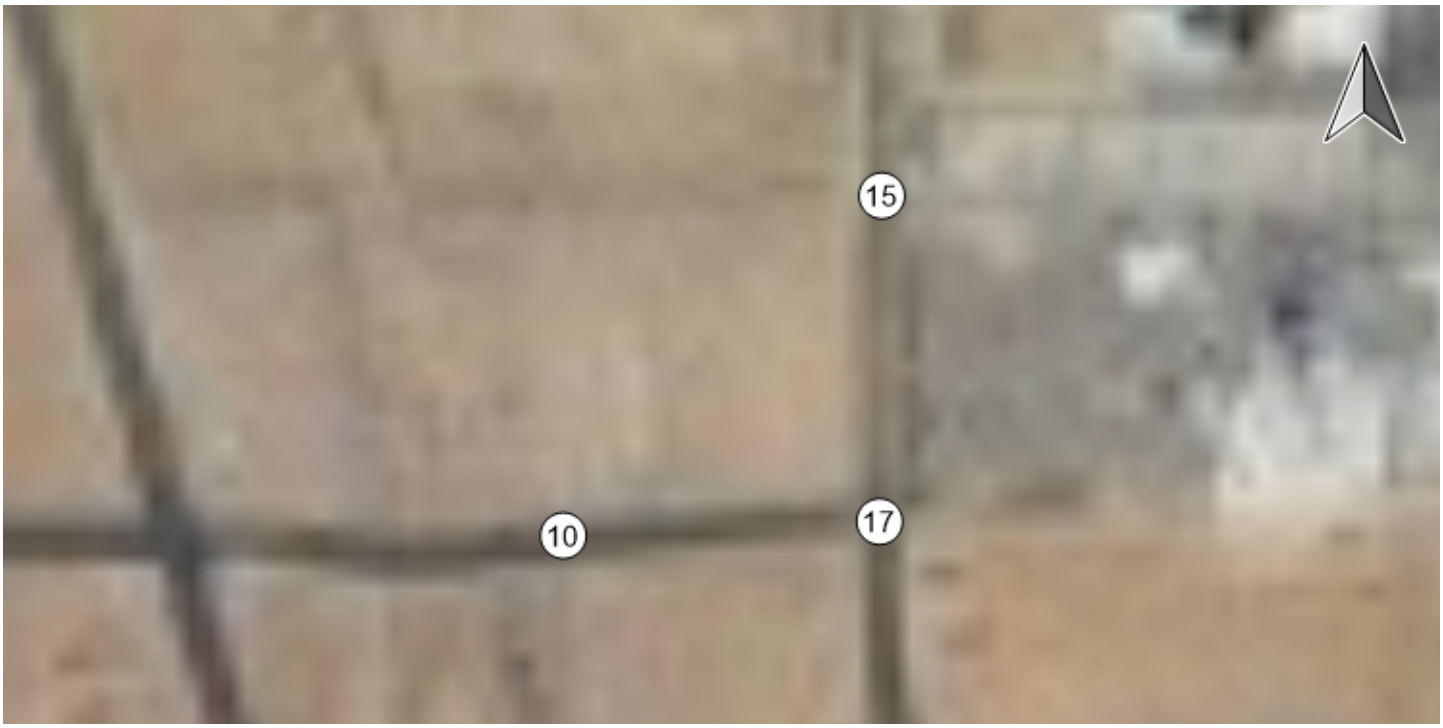
ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Adelanto Road (NS) at Violet Road (EW)	Final Base	0	397	21	13	174	0	0	0	0	16	0	13	634
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**397**	**21**	**13**	**174**	**0**	**0**	**0**	**0**	**16**	**0**	**13**	**634**

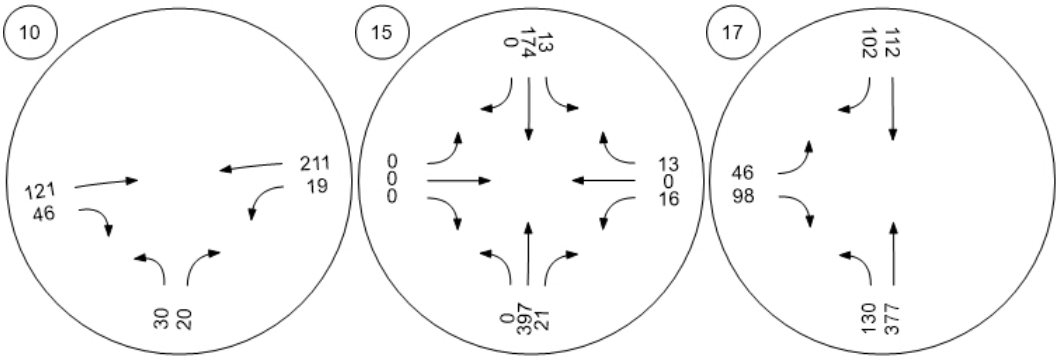
ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
17	Adelanto Road (NS) at Rancho Road (EW)	Final Base	130	377	112	102	46	98	865
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**130**	**377**	**112**	**102**	**46**	**98**	**865**

Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume





Adelanto Project

Vistro File: C:\...\PM_E.vistro
Report File: C:\...\PM_FY_2045_W_IMP.pdf

Scenario 12 Year 2045 Without Project - With Improvements
12/13/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Bellflower Street (NS) at Rancho Road (EW)	All-way stop	HCM 2010	EB Thru	0.455	11.7	B
2	US-395 (NS) at Chamberlane Way (EW)	Signalized	HCM 2010	SB Left	0.493	11.7	B
3	US-395 (NS) at Bartlett Avenue (EW)	Signalized	HCM 2010	SB Left	0.594	15.3	B
4	US-395 (NS) at Air Base Road (EW)	Signalized	HCM 2010	NB Left	0.689	18.5	B
5	US-395 (NS) at Rancho Road (EW)	Signalized	HCM 2010	EB Right	0.820	13.0	B
6	US-395 (NS) at Cactus Road (EW)	Signalized	HCM 2010	SB Left	0.781	17.7	B
7	US-395 (NS) at Mojave Drive (EW)	Signalized	HCM 2010	EB Left	0.847	32.5	C
8	US-395 (NS) at Palmdale Road (EW)	Signalized	HCM 2010	EB Left	0.953	47.1	D
10	Sportsman Center (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	NB Left	0.061	11.4	B
15	Adelanto Road (NS) at Violet Road (EW)	Two-way stop	HCM 2010	WB Left	0.158	17.2	C
17	Adelanto Road (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	EB Left	0.252	15.9	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Bellflower Street (NS) at Rancho Road (EW)

Control Type:	All-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.455

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	1	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	21	70	34	11	108	17	21	340	184	44	92	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	70	34	11	108	17	21	340	184	44	92	32
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	18	9	3	28	4	5	89	48	11	24	8
Total Analysis Volume [veh/h]	22	74	36	12	114	18	21	358	194	44	97	34
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	532	601	542	608	559	606	661	505	542	574
Degree of Utilization, x	0.18	0.06	0.23	0.03	0.04	0.46	0.42	0.09	0.12	0.11

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.65	0.19	0.89	0.09	0.12	2.37	2.06	0.29	0.41	0.38
95th-Percentile Queue Length [ft]	16.33	4.76	22.36	2.29	2.92	59.29	51.55	7.13	10.23	9.61
Approach Delay [s/veh]	10.44		11.03		12.63			10.14		
Approach LOS	B		B		B			B		
Intersection Delay [s/veh]	11.70									
Intersection LOS	B									

Intersection Level Of Service Report
Intersection 2: US-395 (NS) at Chamberlane Way (EW)

Control Type:	Signalized	Delay (sec / veh):	11.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.493

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	180.00	100.00	100.00	210.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	184	731	33	1	726	11	40	33	162	21	42	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	184	731	33	1	726	11	40	33	162	21	42	9
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	192	9	0	191	3	11	9	43	6	11	2
Total Analysis Volume [veh/h]	183	769	35	1	764	12	42	35	171	22	44	9
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	19	0	23	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	8	42	42	0	34	34	9	9	9
g / C, Green / Cycle	0.14	0.70	0.70	0.00	0.57	0.57	0.15	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.11	0.23	0.23	0.00	0.22	0.22	0.05	0.11	0.05
s, saturation flow rate [veh/h]	1681	1765	1738	1681	1765	1755	1523	1500	1574
c, Capacity [veh/h]	233	1234	1215	6	994	989	318	222	310
d1, Uniform Delay [s]	25.03	3.54	3.54	29.89	7.35	7.35	22.85	24.64	22.82
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.72	0.71	0.72	14.44	1.16	1.16	0.39	5.57	0.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

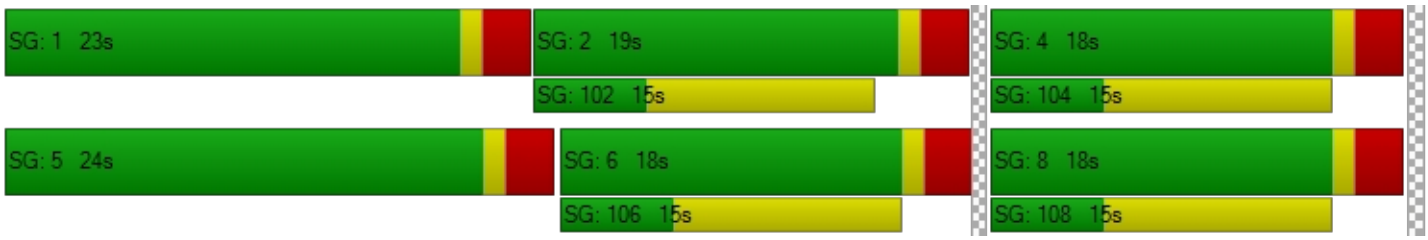
X, volume / capacity	0.78	0.33	0.33	0.18	0.39	0.39	0.24	0.77	0.24
d, Delay for Lane Group [s/veh]	30.75	4.25	4.26	44.34	8.51	8.51	23.24	30.21	23.22
Lane Group LOS	C	A	A	D	A	A	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.55	0.88	0.87	0.04	2.05	2.04	0.95	2.53	0.92
50th-Percentile Queue Length [ft/ln]	63.66	21.90	21.66	0.88	51.22	51.00	23.74	63.34	23.10
95th-Percentile Queue Length [veh/ln]	4.58	1.58	1.56	0.06	3.69	3.67	1.71	4.56	1.66
95th-Percentile Queue Length [ft/ln]	114.58	39.43	38.99	1.59	92.20	91.81	42.73	114.02	41.58

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	30.75	4.25	4.26	44.34	8.51	8.51	23.24	23.24	30.21	23.22	23.22	23.22
Movement LOS	C	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	9.17			8.56			28.05			23.22		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	11.69											
Intersection LOS	B											
Intersection V/C	0.493											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: US-395 (NS) at Bartlett Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	15.3
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.594

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	100.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			35.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	255	938	70	10	757	25	17	63	208	95	58	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	255	938	70	10	757	25	17	63	208	95	58	19
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	247	18	2	199	7	4	17	55	24	15	5
Total Analysis Volume [veh/h]	254	987	74	10	797	26	17	66	219	95	61	20
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	23	0	19	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	11	35	35	1	25	25	15	15	15	15	15	15
g / C, Green / Cycle	0.18	0.59	0.59	0.01	0.42	0.42	0.25	0.25	0.25	0.25	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.15	0.30	0.30	0.01	0.24	0.02	0.01	0.04	0.15	0.09	0.02	0.02
s, saturation flow rate [veh/h]	1681	1765	1722	1681	3360	1500	1312	1765	1500	1090	1765	1621
c, Capacity [veh/h]	311	1033	1008	25	1395	623	383	442	376	218	442	406
d1, Uniform Delay [s]	23.55	7.43	7.44	29.36	13.48	10.46	19.46	17.56	19.79	27.27	17.31	17.33
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.29	1.87	1.92	10.02	1.70	0.13	0.05	0.15	1.44	1.37	0.09	0.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

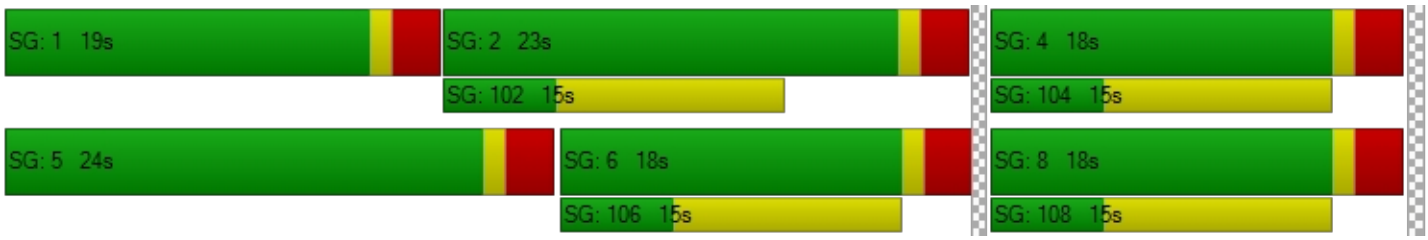
X, volume / capacity	0.82	0.52	0.52	0.40	0.57	0.04	0.04	0.15	0.58	0.44	0.09	0.10
d, Delay for Lane Group [s/veh]	28.84	9.30	9.37	39.38	15.18	10.59	19.51	17.71	21.23	28.64	17.40	17.43
Lane Group LOS	C	A	A	D	B	B	B	B	C	C	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	3.40	2.93	2.89	0.20	3.44	0.18	0.18	0.66	2.56	1.32	0.40	0.39
50th-Percentile Queue Length [ft/ln]	84.91	73.33	72.21	4.92	85.97	4.48	4.53	16.59	64.03	32.90	9.92	9.68
95th-Percentile Queue Length [veh/ln]	6.11	5.28	5.20	0.35	6.19	0.32	0.33	1.19	4.61	2.37	0.71	0.70
95th-Percentile Queue Length [ft/ln]	152.84	132.00	129.98	8.86	154.75	8.06	8.15	29.86	115.25	59.23	17.86	17.43

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	28.84	9.33	9.37	39.38	15.18	10.59	19.51	17.71	21.23	28.64	17.41	17.43
Movement LOS	C	A	A	D	B	B	B	B	C	C	B	B
d_A, Approach Delay [s/veh]	13.10			15.33			20.36			23.47		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	15.34											
Intersection LOS	B											
Intersection V/C	0.594											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: US-395 (NS) at Air Base Road (EW)

Control Type:	Signalized	Delay (sec / veh):	18.5
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.689

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	380.00	100.00	100.00	340.00	100.00	100.00	220.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			50.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	93	765	150	308	729	24	14	226	78	323	244	511
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	765	150	308	729	24	14	226	78	323	244	511
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	201	39	77	192	6	3	59	21	81	64	134
Total Analysis Volume [veh/h]	93	805	158	307	767	25	14	238	82	322	257	538
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	8	8	0	11	11	0	0	41	0	0	41	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	4	19	19	8	22	22	25	25	25	25	25
g / C, Green / Cycle	0.07	0.32	0.32	0.13	0.37	0.37	0.41	0.41	0.41	0.41	0.41
(v / s)_i Volume / Saturation Flow Rate	0.03	0.17	0.11	0.09	0.16	0.02	0.01	0.19	0.16	0.15	0.36
s, saturation flow rate [veh/h]	3264	4807	1500	3264	4807	1500	1118	1688	2050	1765	1500
c, Capacity [veh/h]	221	1511	472	412	1792	559	433	692	617	723	615
d1, Uniform Delay [s]	26.91	16.98	15.80	25.35	14.08	12.03	15.78	12.92	20.47	12.26	16.33
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.15
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.28	1.35	1.91	2.71	0.75	0.15	0.03	0.48	0.69	0.30	5.58
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

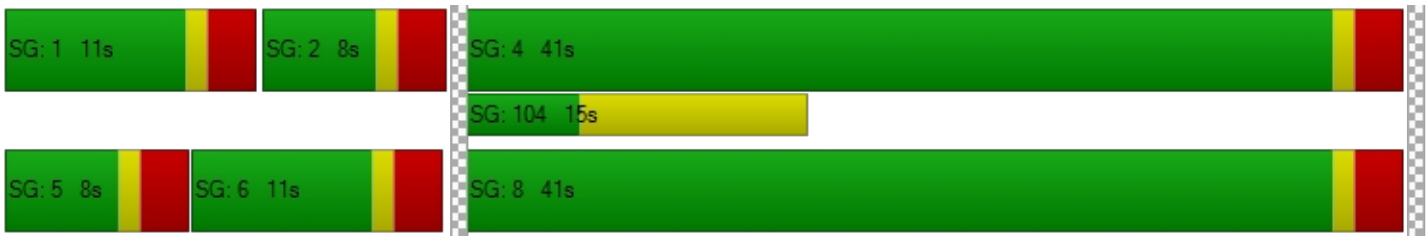
X, volume / capacity	0.42	0.53	0.34	0.75	0.43	0.04	0.03	0.46	0.52	0.36	0.88
d, Delay for Lane Group [s/veh]	28.19	18.33	17.72	28.06	14.82	12.18	15.81	13.40	21.16	12.55	21.91
Lane Group LOS	C	B	B	C	B	B	B	B	C	B	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.60	2.65	1.60	1.99	2.15	0.19	0.12	2.49	1.88	2.09	6.62
50th-Percentile Queue Length [ft/ln]	15.08	66.17	39.93	49.63	53.67	4.81	3.01	62.20	47.05	52.24	165.38
95th-Percentile Queue Length [veh/ln]	1.09	4.76	2.87	3.57	3.86	0.35	0.22	4.48	3.39	3.76	10.83
95th-Percentile Queue Length [ft/ln]	27.14	119.11	71.87	89.34	96.60	8.66	5.42	111.97	84.68	94.03	270.83

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	28.19	18.33	17.72	28.06	14.82	12.18	15.81	13.40	13.40	21.16	12.55	21.91
Movement LOS	C	B	B	C	B	B	B	B	B	C	B	C
d_A, Approach Delay [s/veh]	19.11			18.46			13.51			19.54		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	18.53											
Intersection LOS	B											
Intersection V/C	0.689											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: US-395 (NS) at Rancho Road (EW)

Control Type:	Signalized	Delay (sec / veh):	13.0
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.820

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	340.00	100.00	100.00	290.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			40.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	103	1877	37	21	1211	29	75	122	263	134	45	88
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	103	1877	37	21	1211	29	75	122	263	134	45	88
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	494	10	5	319	8	19	32	69	33	12	23
Total Analysis Volume [veh/h]	103	1976	39	21	1275	31	75	128	277	134	47	93
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	44	0	0	44	0	0	26	0	0	26	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	70	70	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	49	49	49	49	49	49	15	15	15	15	15	15
g / C, Green / Cycle	0.70	0.70	0.70	0.70	0.70	0.70	0.22	0.22	0.22	0.22	0.22	0.22
(v / s)_i Volume / Saturation Flow Rate	0.24	0.59	0.03	0.10	0.38	0.02	0.06	0.04	0.18	0.11	0.03	0.06
s, saturation flow rate [veh/h]	432	3360	1500	220	3360	1500	1244	3360	1500	1257	1765	1500
c, Capacity [veh/h]	305	2337	1043	149	2337	1043	283	735	328	311	386	328
d1, Uniform Delay [s]	13.05	7.87	3.33	24.10	5.22	3.31	27.20	22.19	26.18	27.27	21.93	22.76
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.99	3.99	0.07	1.97	0.92	0.05	0.49	0.11	5.94	0.95	0.14	0.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

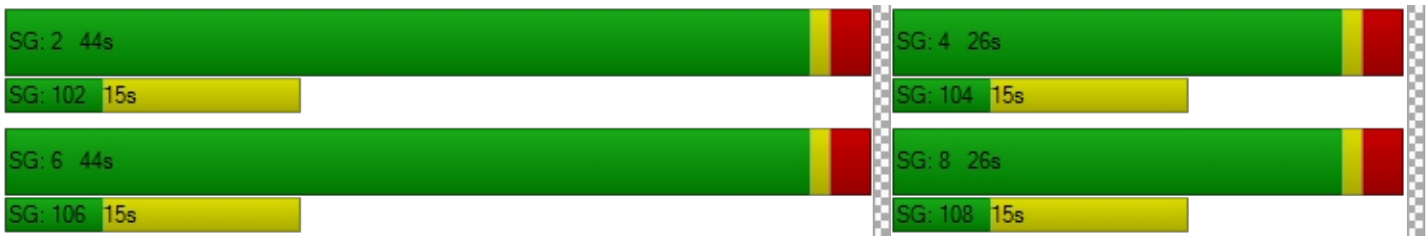
X, volume / capacity	0.34	0.85	0.04	0.14	0.55	0.03	0.26	0.17	0.84	0.43	0.12	0.28
d, Delay for Lane Group [s/veh]	16.04	11.85	3.39	26.07	6.14	3.36	27.70	22.31	32.12	28.22	22.07	23.23
Lane Group LOS	B	B	A	C	A	A	C	C	C	C	C	C
Critical Lane Group	No	Yes	No	No	No	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	1.14	6.37	0.10	0.35	2.47	0.08	1.10	0.80	4.57	1.91	0.55	1.15
50th-Percentile Queue Length [ft/ln]	28.50	159.29	2.60	8.74	61.84	2.06	27.48	20.00	114.22	47.82	13.86	28.76
95th-Percentile Queue Length [veh/ln]	2.05	10.51	0.19	0.63	4.45	0.15	1.98	1.44	8.07	3.44	1.00	2.07
95th-Percentile Queue Length [ft/ln]	51.30	262.78	4.69	15.73	111.31	3.70	49.46	36.01	201.85	86.07	24.95	51.77

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	16.04	11.85	3.39	26.07	6.14	3.36	27.70	22.31	32.12	28.22	22.07	23.23
Movement LOS	B	B	A	C	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	11.90			6.39			28.81			25.47		
Approach LOS	B			A			C			C		
d_I, Intersection Delay [s/veh]	12.98											
Intersection LOS	B											
Intersection V/C	0.820											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: US-395 (NS) at Cactus Road (EW)

Control Type:	Signalized	Delay (sec / veh):	17.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.781

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	580.00	490.00	100.00	100.00	110.00	100.00	100.00	120.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	120	2100	49	40	1792	40	42	24	69	59	12	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	120	2100	49	40	1792	40	42	24	69	59	12	27
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	553	13	10	472	11	10	6	18	15	3	7
Total Analysis Volume [veh/h]	120	2211	52	40	1886	42	42	25	73	59	13	28
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	19	104	0	8	93	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	L	C
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	11	102	102	4	95	95	15	15	15	15
g / C, Green / Cycle	0.09	0.79	0.79	0.03	0.73	0.73	0.12	0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.07	0.66	0.03	0.02	0.55	0.55	0.03	0.06	0.05	0.03
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1751	1360	1560	1292	1575
c, Capacity [veh/h]	143	2638	1177	51	1288	1278	161	180	110	182
d1, Uniform Delay [s]	58.55	8.78	3.11	62.61	10.45	10.55	57.05	54.22	62.45	52.17
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.06	3.38	0.07	23.28	4.02	4.16	0.85	2.53	4.04	0.62
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.84	0.04	0.79	0.75	0.75	0.26	0.54	0.54	0.23
d, Delay for Lane Group [s/veh]	70.61	12.16	3.18	85.89	14.46	14.71	57.90	56.75	66.48	52.79
Lane Group LOS	E	B	A	F	B	B	E	E	E	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.26	14.04	0.24	1.61	14.09	14.25	1.36	3.16	2.08	1.25
50th-Percentile Queue Length [ft/ln]	106.43	350.95	5.91	40.17	352.16	356.16	33.91	79.11	52.07	31.35
95th-Percentile Queue Length [veh/ln]	7.64	20.18	0.43	2.89	20.24	20.44	2.44	5.70	3.75	2.26
95th-Percentile Queue Length [ft/ln]	191.03	504.57	10.64	72.30	506.04	510.92	61.04	142.40	93.73	56.44

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	70.61	12.16	3.18	85.89	14.58	14.71	57.90	56.75	56.75	66.48	52.79	52.79
Movement LOS	E	B	A	F	B	B	E	E	E	E	D	D
d_A, Approach Delay [s/veh]	14.91			16.04			57.09			60.87		
Approach LOS	B			B			E			E		
d_I, Intersection Delay [s/veh]	17.68											
Intersection LOS	B											
Intersection V/C	0.781											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 7: US-395 (NS) at Mojave Drive (EW)

Control Type:	Signalized	Delay (sec / veh):	32.5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.847

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	380.00	100.00	100.00	250.00	100.00	100.00	280.00	100.00	100.00
Speed [mph]	50.00			50.00			60.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	187	1819	406	292	1599	30	46	345	135	276	433	364
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	187	1819	406	292	1599	30	46	345	135	276	433	364
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	479	107	73	421	8	11	91	36	69	114	96
Total Analysis Volume [veh/h]	186	1915	427	291	1683	32	46	363	142	275	456	383
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	9	39	0	12	42	0	8	18	0	21	31	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	6	40	40	9	43	43	3	13	13	17	26	26
g / C, Green / Cycle	0.07	0.44	0.44	0.10	0.48	0.48	0.04	0.14	0.14	0.18	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.06	0.40	0.28	0.09	0.35	0.02	0.03	0.11	0.09	0.16	0.26	0.26
s, saturation flow rate [veh/h]	3264	4807	1500	3264	4807	1500	1681	3360	1500	1681	1765	1502
c, Capacity [veh/h]	221	2127	664	329	2286	713	66	468	209	310	502	427
d1, Uniform Delay [s]	41.56	23.29	19.59	40.03	19.08	12.67	42.78	37.43	36.88	35.87	31.05	31.08
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.30	0.30
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.47	6.66	4.75	7.91	2.16	0.12	12.39	2.78	3.83	8.51	14.82	17.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

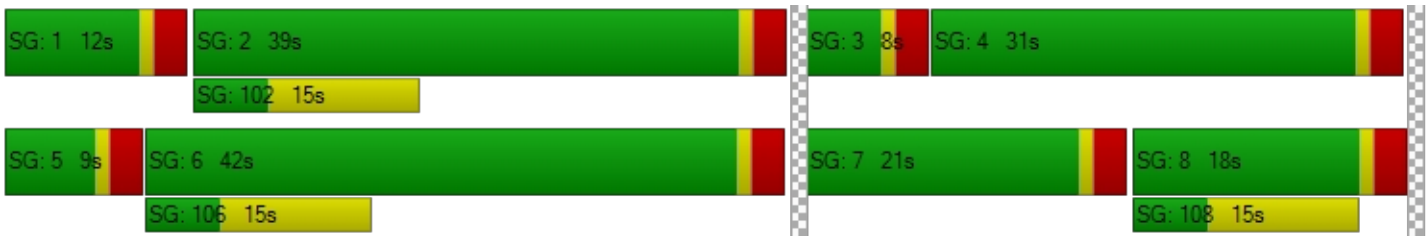
X, volume / capacity	0.84	0.90	0.64	0.89	0.74	0.04	0.70	0.77	0.68	0.89	0.90	0.90
d, Delay for Lane Group [s/veh]	50.03	29.95	24.34	47.93	21.23	12.79	55.17	40.21	40.71	44.37	45.87	48.32
Lane Group LOS	D	C	C	D	C	B	E	D	D	D	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.19	12.06	6.93	3.35	8.49	0.33	1.16	3.70	2.93	6.28	10.80	9.51
50th-Percentile Queue Length [ft/ln]	54.69	301.59	173.13	83.78	212.16	8.19	29.10	92.48	73.36	156.89	269.93	237.70
95th-Percentile Queue Length [veh/ln]	3.94	17.76	11.24	6.03	13.26	0.59	2.10	6.66	5.28	10.38	16.19	14.57
95th-Percentile Queue Length [ft/ln]	98.43	443.99	281.03	150.80	331.61	14.74	52.38	166.46	132.05	259.60	404.65	364.13

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	50.03	29.95	24.34	47.93	21.23	12.79	55.17	40.21	40.71	44.37	45.89	48.32
Movement LOS	D	C	C	D	C	B	E	D	D	D	D	D
d_A, Approach Delay [s/veh]	30.48			24.97			41.59			46.35		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	32.54											
Intersection LOS	C											
Intersection V/C	0.847											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: US-395 (NS) at Palmdale Road (EW)

Control Type:	Signalized	Delay (sec / veh):	47.1
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.953

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	2	0	1
Pocket Length [ft]	120.00	100.00	100.00	350.00	100.00	370.00	140.00	100.00	100.00	520.00	100.00	260.00
Speed [mph]	50.00			55.00			55.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	404	1954	100	200	1433	84	238	518	376	280	782	228
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	404	1954	100	200	1433	84	238	518	376	280	782	228
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.8947	1.0000	1.0000
Total 15-Minute Volume [veh/h]	101	514	26	50	377	22	59	136	99	66	206	60
Total Analysis Volume [veh/h]	403	2057	105	199	1508	88	237	545	396	264	823	240
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	18	55	0	20	57	0	12	32	0	13	33	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	15	60	60	9	54	54	9	29	29	10	30	30
g / C, Green / Cycle	0.13	0.50	0.50	0.08	0.45	0.45	0.08	0.24	0.24	0.08	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.12	0.43	0.07	0.06	0.45	0.06	0.07	0.16	0.15	0.08	0.24	0.16
s, saturation flow rate [veh/h]	3264	4807	1500	3264	3360	1500	3264	3360	2655	3264	3360	1500
c, Capacity [veh/h]	408	2392	747	258	1517	677	245	806	637	272	834	372
d1, Uniform Delay [s]	52.40	26.46	16.28	54.21	32.74	19.17	55.35	41.37	40.74	54.85	44.90	40.36
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.20
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	17.93	4.32	0.39	4.89	21.70	0.40	19.90	1.00	1.00	19.07	11.66	3.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.99	0.86	0.14	0.77	0.99	0.13	0.97	0.68	0.62	0.97	0.99	0.64
d, Delay for Lane Group [s/veh]	70.33	30.78	16.67	59.10	54.44	19.57	75.25	42.37	41.73	73.92	56.57	43.82
Lane Group LOS	E	C	B	E	D	B	E	D	D	E	E	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	6.85	16.51	1.55	3.00	24.11	1.41	4.10	7.04	5.04	4.56	12.93	6.43
50th-Percentile Queue Length [ft/ln]	171.23	412.72	38.67	75.06	602.86	35.25	102.59	175.89	126.05	114.11	323.14	160.64
95th-Percentile Queue Length [veh/ln]	11.14	23.17	2.78	5.40	32.17	2.54	7.39	11.39	8.72	8.07	18.82	10.58
95th-Percentile Queue Length [ft/ln]	278.53	579.31	69.61	135.10	804.20	63.45	184.66	284.65	218.11	201.71	470.54	264.57

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	70.33	30.78	16.67	59.10	54.44	19.57	75.25	42.37	41.73	73.92	56.57	43.82
Movement LOS	E	C	B	E	D	B	E	D	D	E	E	D
d_A, Approach Delay [s/veh]	36.42			53.25			48.77			57.71		
Approach LOS	D			D			D			E		
d_I, Intersection Delay [s/veh]	47.05											
Intersection LOS	D											
Intersection V/C	0.953											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 10: Sportsman Center (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.061

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	35	12	159	33	18	261
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	12	159	33	18	261
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	3	42	9	5	69
Total Analysis Volume [veh/h]	37	13	167	35	19	275
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	11.41	9.29	0.00	0.00	7.67	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.24	0.24	0.00	0.00	0.04	0.02
95th-Percentile Queue Length [ft/ln]	6.09	6.09	0.00	0.00	1.00	0.50
d_A, Approach Delay [s/veh]	10.86		0.00		0.50	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.26					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 15: Adelanto Road (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	17.2
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.158

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	342	18	16	287	0	0	0	0	53	0	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	342	18	16	287	0	0	0	0	53	0	21
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	0.9474	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	90	5	4	76	0	0	0	0	14	0	6
Total Analysis Volume [veh/h]	0	360	19	16	302	0	0	0	0	56	0	22
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.16	0.00	0.03
d_M, Delay for Movement [s/veh]	7.86	0.00	0.00	8.09	0.00	0.00	15.68	15.22	9.88	17.24	17.02	12.32
Movement LOS	A	A	A	A	A	A	C	C	A	C	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.69	0.69	0.69
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	1.03	0.00	0.00	0.00	0.00	0.00	17.37	17.37	17.37
d_A, Approach Delay [s/veh]	0.00			0.41			13.59			15.85		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	1.76											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 17: Adelanto Road (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	15.9
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.252

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	102	290	178	168	101	102
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	102	290	178	168	101	102
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	1.0000	0.8947	1.0000
Total 15-Minute Volume [veh/h]	25	76	47	44	24	27
Total Analysis Volume [veh/h]	102	305	187	177	95	107
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.00	0.00	0.00	0.25	0.13
d_M, Delay for Movement [s/veh]	8.30	0.00	0.00	0.00	15.91	9.98
Movement LOS	A	A	A	A	C	A
95th-Percentile Queue Length [veh/ln]	0.28	0.00	0.00	0.00	0.43	0.44
95th-Percentile Queue Length [ft/ln]	7.01	0.00	0.00	0.00	10.69	11.06
d_A, Approach Delay [s/veh]	2.08		0.00		12.77	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.52					
Intersection LOS	C					

Adelanto Project

Vistro File: C:\...\PM_E.vistro
Report File: C:\...\PM_FY_2045_W_IMP.pdf

Scenario 12 Year 2045 Without Project - With Improvements
12/13/2023

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Bellflower Street (NS) at Rancho Road (EW)	Final Base	21	70	34	11	108	17	21	340	184	44	92	32	974
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**21**	**70**	**34**	**11**	**108**	**17**	**21**	**340**	**184**	**44**	**92**	**32**	**974**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	US-395 (NS) at Chamberlane Way (EW)	Final Base	184	731	33	1	726	11	40	33	162	21	42	9	1993
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**184**	**731**	**33**	**1**	**726**	**11**	**40**	**33**	**162**	**21**	**42**	**9**	**1993**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	US-395 (NS) at Bartlett Avenue (EW)	Final Base	255	938	70	10	757	25	17	63	208	95	58	19	2515
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**255**	**938**	**70**	**10**	**757**	**25**	**17**	**63**	**208**	**95**	**58**	**19**	**2515**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	US-395 (NS) at Air Base Road (EW)	Final Base	93	765	150	308	729	24	14	226	78	323	244	511	3465
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**93**	**765**	**150**	**308**	**729**	**24**	**14**	**226**	**78**	**323**	**244**	**511**	**3465**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	US-395 (NS) at Rancho Road (EW)	Final Base	103	1877	37	21	1211	29	75	122	263	134	45	88	4005
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**103**	**1877**	**37**	**21**	**1211**	**29**	**75**	**122**	**263**	**134**	**45**	**88**	**4005**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	US-395 (NS) at Cactus Road (EW)	Final Base	120	2100	49	40	1792	40	42	24	69	59	12	27	4374
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**120**	**2100**	**49**	**40**	**1792**	**40**	**42**	**24**	**69**	**59**	**12**	**27**	**4374**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	US-395 (NS) at Mojave Drive (EW)	Final Base	187	1819	406	292	1599	30	46	345	135	276	433	364	5932
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**187**	**1819**	**406**	**292**	**1599**	**30**	**46**	**345**	**135**	**276**	**433**	**364**	**5932**

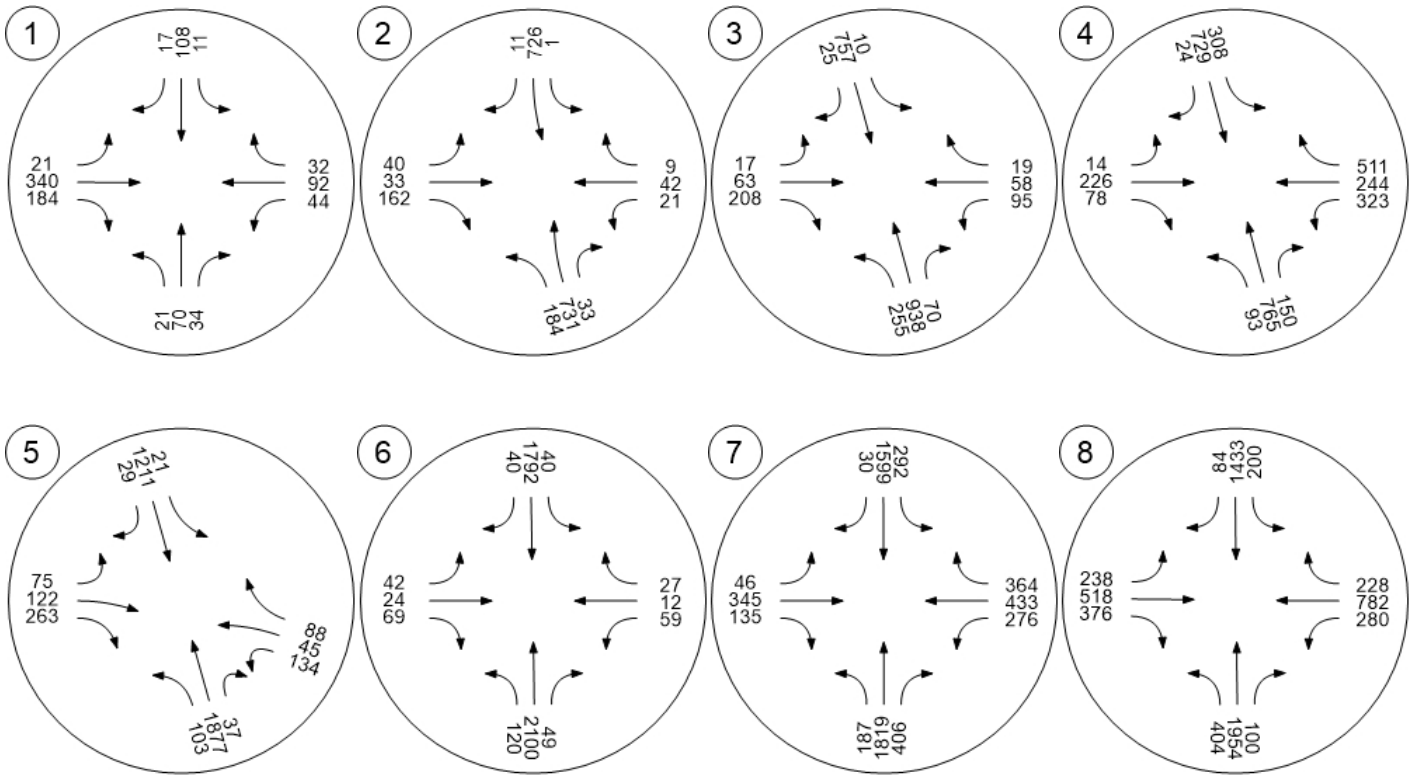
ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	US-395 (NS) at Palmdale Road (EW)	Final Base	404	1954	100	200	1433	84	238	518	376	280	782	228	6597
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**404**	**1954**	**100**	**200**	**1433**	**84**	**238**	**518**	**376**	**280**	**782**	**228**	**6597**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
10	Sportsman Center (NS) at Rancho Road (EW)	Final Base	35	12	159	33	18	261	518
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**35**	**12**	**159**	**33**	**18**	**261**	**518**

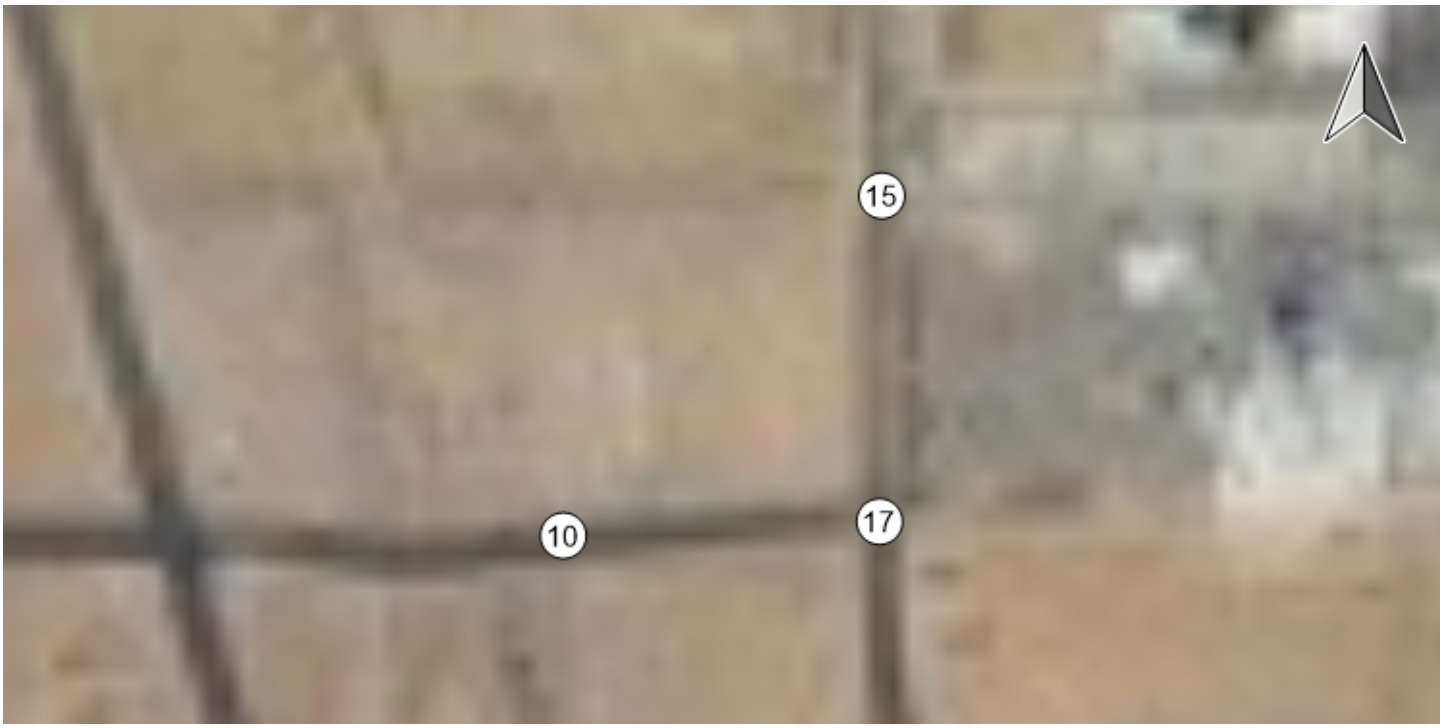
ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Adelanto Road (NS) at Violet Road (EW)	Final Base	0	342	18	16	287	0	0	0	0	53	0	21	737
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**342**	**18**	**16**	**287**	**0**	**0**	**0**	**0**	**53**	**0**	**21**	**737**

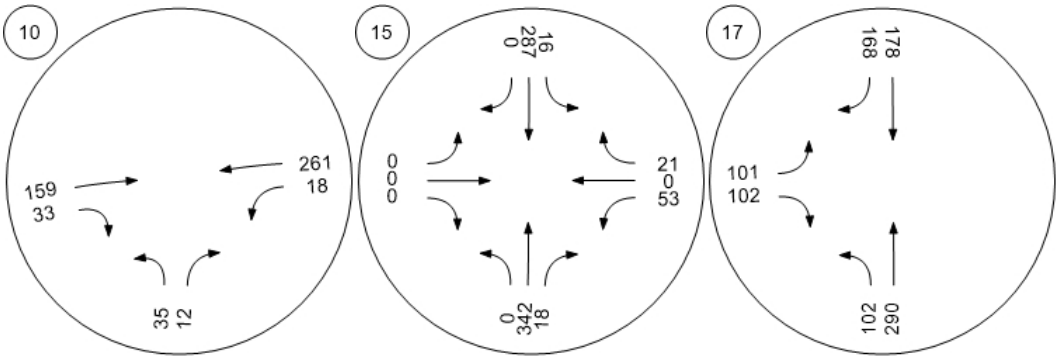
ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
17	Adelanto Road (NS) at Rancho Road (EW)	Final Base	102	290	178	168	101	102	941
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**102**	**290**	**178**	**168**	**101**	**102**	**941**

Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume





Year 2045 With Project

Adelanto Project

Vistro File: C:\...\AM_E.vistro
Report File: C:\...\AM_FY_2045_phase_I_II.pdf

Scenario 9 Year 2045 With Project Phase I & II
12/13/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Bellflower Street (NS) at Rancho Road (EW)	All-way stop	HCM 2010	WB Thru	0.395	11.9	B
2	US-395 (NS) at Chamberlane Way (EW)	Signalized	HCM 2010	SB Left	0.462	10.2	B
3	US-395 (NS) at Bartlett Avenue (EW)	Signalized	HCM 2010	SB Left	0.482	14.5	B
4	US-395 (NS) at Air Base Road (EW)	Signalized	HCM 2010	NB Right	1.059	88.5	F
5	US-395 (NS) at Rancho Road (EW)	Signalized	HCM 2010	WB Left	1.111	25.1	C
6	US-395 (NS) at Cactus Road (EW)	Signalized	HCM 2010	NB Left	0.619	10.1	B
7	US-395 (NS) at Mojave Drive (EW)	Signalized	HCM 2010	EB Left	0.888	42.6	D
8	US-395 (NS) at Palmdale Road (EW)	Signalized	HCM 2010	EB Right	0.916	53.8	D
9	Project West Access (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	SB Right	0.199	10.5	B
10	Sportsman Center (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	NB Left	0.062	12.5	B
11	Project West Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	NB Right	0.001	8.5	A
12	Project East Access (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	SB Left	0.014	14.0	B
13	Project Center Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	NB Right	0.001	8.5	A
14	Project East Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	NB Right	0.001	8.5	A
15	Adelanto Road (NS) at Violet Road (EW)	Two-way stop	HCM 2010	WB Left	0.049	15.5	C
16	Adelanto Road (NS) at Project Access (EW)	Two-way stop	HCM 2010	EB Right	0.002	9.0	A
17	Adelanto Road (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	EB Left	0.132	15.4	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Bellflower Street (NS) at Rancho Road (EW)

Control Type:	All-way stop	Delay (sec / veh):	11.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.395

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	1	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	98	53	21	18	65	64	10	139	32	11	411	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	6	6	0	0	0	6	0	6	7	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	98	53	27	24	65	64	10	145	32	17	418	14
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	14	7	6	17	17	2	38	8	4	110	4
Total Analysis Volume [veh/h]	103	56	28	25	68	67	10	153	34	17	440	15
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	516	602	521	590	495	532	552	532	575	580
Degree of Utilization, x	0.31	0.05	0.18	0.11	0.02	0.18	0.17	0.03	0.40	0.39

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.30	0.15	0.65	0.38	0.06	0.63	0.61	0.10	1.88	1.86
95th-Percentile Queue Length [ft]	32.46	3.65	16.13	9.56	1.54	15.83	15.13	2.47	47.03	46.50
Approach Delay [s/veh]	12.19		10.48		10.70			12.81		
Approach LOS	B		B		B			B		
Intersection Delay [s/veh]	11.92									
Intersection LOS	B									

Intersection Level Of Service Report
Intersection 2: US-395 (NS) at Chamberlane Way (EW)

Control Type:	Signalized	Delay (sec / veh):	10.2
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.462

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	180.00	100.00	100.00	210.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	96	482	20	5	832	32	13	35	125	28	32	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	14	6	0	13	0	0	0	6	6	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	102	496	26	5	845	32	13	35	131	34	32	7
Peak Hour Factor	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	131	7	1	223	8	3	9	35	9	8	2
Total Analysis Volume [veh/h]	102	523	27	5	890	34	14	37	138	36	34	7
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	30	0	12	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	5	43	43	0	39	39	7	7	7
g / C, Green / Cycle	0.08	0.72	0.72	0.01	0.65	0.65	0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.06	0.16	0.16	0.00	0.26	0.26	0.03	0.09	0.06
s, saturation flow rate [veh/h]	1681	1765	1734	1681	1765	1742	1720	1500	1323
c, Capacity [veh/h]	135	1268	1246	15	1142	1127	288	185	251
d1, Uniform Delay [s]	27.09	2.83	2.83	29.64	5.08	5.08	23.81	25.47	24.45
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.38	0.40	0.40	13.30	1.08	1.09	0.29	5.92	0.69
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

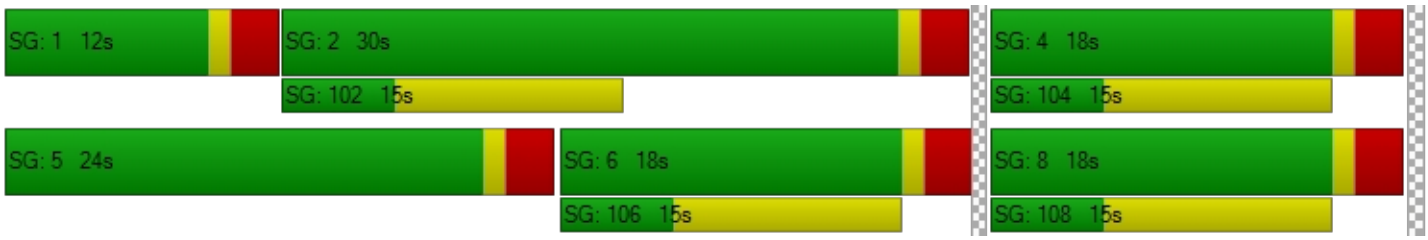
X, volume / capacity	0.76	0.22	0.22	0.34	0.41	0.41	0.18	0.75	0.31
d, Delay for Lane Group [s/veh]	35.48	3.22	3.23	42.94	6.16	6.18	24.11	31.39	25.14
Lane Group LOS	D	A	A	D	A	A	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.57	0.43	0.42	0.12	1.65	1.63	0.64	2.09	1.00
50th-Percentile Queue Length [ft/ln]	39.26	10.68	10.58	2.95	41.16	40.74	16.03	52.29	24.89
95th-Percentile Queue Length [veh/ln]	2.83	0.77	0.76	0.21	2.96	2.93	1.15	3.76	1.79
95th-Percentile Queue Length [ft/ln]	70.67	19.22	19.05	5.31	74.10	73.34	28.85	94.12	44.80

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	35.48	3.23	3.23	42.94	6.17	6.18	24.11	24.11	31.39	25.14	25.14	25.14
Movement LOS	D	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	8.27			6.37			29.42			25.14		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	10.18											
Intersection LOS	B											
Intersection V/C	0.462											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: US-395 (NS) at Bartlett Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	14.5
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.482

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	100.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			35.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	89	581	105	51	927	12	4	95	114	99	48	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	26	6	0	25	0	0	0	6	6	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	607	111	51	952	12	4	95	120	105	48	15
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	160	29	13	251	3	1	25	32	26	13	4
Total Analysis Volume [veh/h]	95	639	117	51	1002	13	4	100	126	105	51	16
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	44	37	0	25	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	6	53	53	3	50	50	15	15	15	15	15	15
g / C, Green / Cycle	0.07	0.66	0.66	0.04	0.63	0.63	0.19	0.19	0.19	0.19	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.06	0.22	0.22	0.03	0.30	0.01	0.00	0.06	0.08	0.09	0.02	0.02
s, saturation flow rate [veh/h]	1681	1765	1671	1681	3360	1500	1329	1765	1500	1150	1765	1626
c, Capacity [veh/h]	124	1157	1096	74	2102	938	287	332	282	194	332	306
d1, Uniform Delay [s]	36.39	6.08	6.08	37.75	8.00	5.66	29.12	27.98	28.81	36.43	26.91	26.94
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.32	0.78	0.83	11.05	0.78	0.03	0.02	0.50	1.11	2.33	0.13	0.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

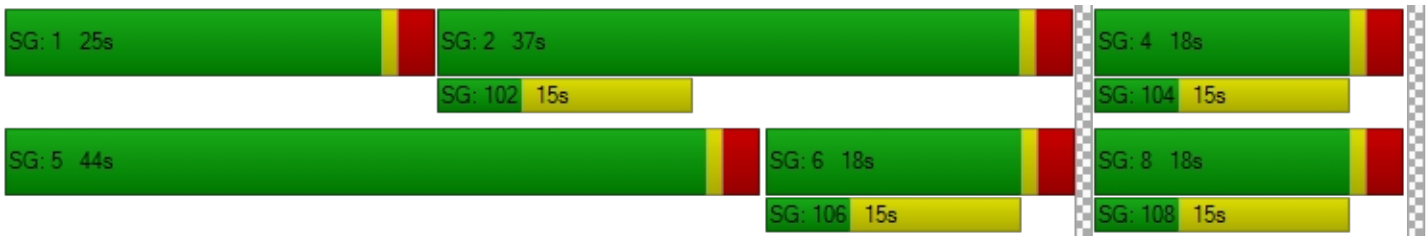
X, volume / capacity	0.76	0.34	0.34	0.69	0.48	0.01	0.01	0.30	0.45	0.54	0.10	0.11
d, Delay for Lane Group [s/veh]	45.72	6.87	6.91	48.81	8.78	5.69	29.14	28.48	29.92	38.76	27.05	27.10
Lane Group LOS	D	A	A	D	A	A	C	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.01	2.16	2.06	1.15	3.45	0.07	0.07	1.63	2.14	2.08	0.52	0.51
50th-Percentile Queue Length [ft/ln]	50.36	54.06	51.58	28.63	86.24	1.66	1.63	40.78	53.57	51.92	13.05	12.74
95th-Percentile Queue Length [veh/ln]	3.63	3.89	3.71	2.06	6.21	0.12	0.12	2.94	3.86	3.74	0.94	0.92
95th-Percentile Queue Length [ft/ln]	90.65	97.32	92.84	51.54	155.23	2.98	2.93	73.40	96.43	93.45	23.49	22.93

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.72	6.88	6.91	48.81	8.78	5.69	29.14	28.48	29.92	38.76	27.06	27.10
Movement LOS	D	A	A	D	A	A	C	C	C	D	C	C
d_A, Approach Delay [s/veh]	11.22			10.65			29.28			34.20		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	14.46											
Intersection LOS	B											
Intersection V/C	0.482											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: US-395 (NS) at Air Base Road (EW)

Control Type:	Signalized	Delay (sec / veh):	88.5
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.059

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	380.00	100.00	100.00	340.00	100.00	100.00	220.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			50.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	45	542	392	216	912	18	8	282	165	553	195	229
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	38	0	0	37	0	0	0	6	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	52	580	392	216	949	18	8	282	171	553	195	229
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	153	103	54	250	5	2	74	45	138	51	60
Total Analysis Volume [veh/h]	52	611	413	215	999	19	8	297	180	551	205	241
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	8	29	0	16	37	0	0	75	0	0	75	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	5	26	26	13	34	34	72	72	72	72	72
g / C, Green / Cycle	0.04	0.22	0.22	0.11	0.29	0.29	0.60	0.60	0.60	0.60	0.60
(v / s)_i Volume / Saturation Flow Rate	0.03	0.18	0.28	0.13	0.30	0.01	0.01	0.29	0.60	0.12	0.16
s, saturation flow rate [veh/h]	1681	3360	1500	1681	3360	1500	1172	1655	914	1765	1500
c, Capacity [veh/h]	66	732	327	182	965	431	676	991	438	1057	898
d1, Uniform Delay [s]	57.18	44.87	46.93	53.50	42.77	30.88	13.60	13.57	38.56	10.93	11.50
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.49	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	18.94	10.85	141.05	93.43	38.49	0.19	0.01	0.36	133.01	0.09	0.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

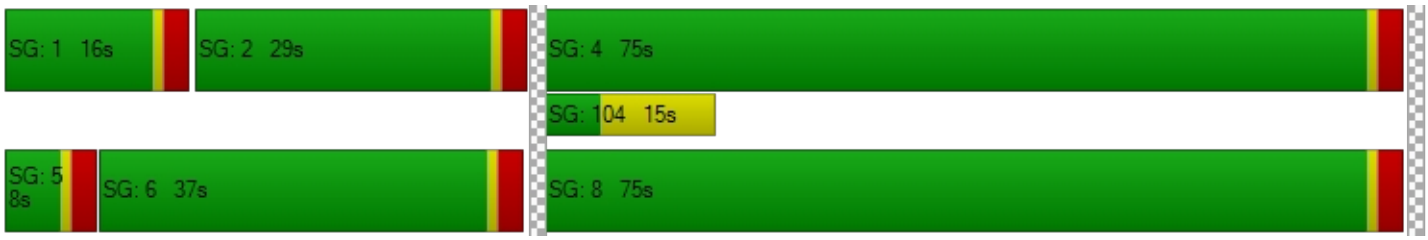
X, volume / capacity	0.79	0.83	1.26	1.18	1.04	0.04	0.01	0.48	1.26	0.19	0.27
d, Delay for Lane Group [s/veh]	76.12	55.72	187.98	146.93	81.25	31.07	13.61	13.93	171.57	11.01	11.66
Lane Group LOS	E	E	F	F	F	C	B	B	F	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.86	9.43	22.12	10.02	18.69	0.41	0.10	6.51	29.44	2.40	2.98
50th-Percentile Queue Length [ft/ln]	46.50	235.73	552.89	250.54	467.13	10.19	2.45	162.69	735.92	60.04	74.51
95th-Percentile Queue Length [veh/ln]	3.35	14.47	33.53	16.20	26.34	0.73	0.18	10.69	45.09	4.32	5.36
95th-Percentile Queue Length [ft/ln]	83.71	361.63	838.31	404.99	658.61	18.35	4.41	267.28	1127.29	108.07	134.12

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	76.12	55.72	187.98	146.93	81.25	31.07	13.61	13.93	13.93	171.57	11.01	11.66
Movement LOS	E	E	F	F	F	C	B	B	B	F	B	B
d_A, Approach Delay [s/veh]	107.47			91.93			13.93			99.90		
Approach LOS	F			F			B			F		
d_I, Intersection Delay [s/veh]	88.46											
Intersection LOS	F											
Intersection V/C	1.059											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: US-395 (NS) at Rancho Road (EW)

Control Type:	Signalized	Delay (sec / veh):	25.1
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.111

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	340.00	100.00	100.00	290.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			40.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	341	944	24	52	1354	119	23	65	89	136	108	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	56	43	0	0	0	18	0	59	19	45
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	-80	80	62	-62	0	0	0	0	78	0	61
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	341	864	160	157	1292	119	23	83	89	273	127	119
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	227	42	39	340	31	6	22	23	68	33	31
Total Analysis Volume [veh/h]	340	909	168	157	1360	125	23	87	94	272	134	125
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	72	0	0	72	0	0	18	0	0	18	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	69	69	69	69	69	69	15	15	15	15	15	15
g / C, Green / Cycle	0.77	0.77	0.77	0.77	0.77	0.77	0.17	0.17	0.17	0.17	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.85	0.27	0.11	0.26	0.40	0.08	0.02	0.03	0.06	0.21	0.08	0.08
s, saturation flow rate [veh/h]	399	3360	1500	611	3360	1500	1116	3360	1500	1305	1765	1500
c, Capacity [veh/h]	310	2573	1149	477	2573	1149	161	563	251	244	296	251
d1, Uniform Delay [s]	25.73	3.38	2.78	7.40	4.14	2.69	39.49	31.98	33.24	41.17	33.72	33.99
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.19	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	79.71	0.38	0.27	1.84	0.78	0.19	0.40	0.13	0.92	71.96	1.09	1.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.10	0.35	0.15	0.33	0.53	0.11	0.14	0.15	0.37	1.12	0.45	0.50
d, Delay for Lane Group [s/veh]	105.45	3.76	3.05	9.24	4.92	2.88	39.89	32.11	34.16	113.13	34.80	35.51
Lane Group LOS	F	A	A	A	A	A	D	C	C	F	C	D
Critical Lane Group	Yes	No	No	No	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	13.43	1.41	0.47	1.29	2.62	0.34	0.48	0.79	1.82	9.98	2.52	2.40
50th-Percentile Queue Length [ft/ln]	335.73	35.32	11.83	32.16	65.49	8.51	12.10	19.76	45.42	249.46	63.10	59.90
95th-Percentile Queue Length [veh/ln]	20.91	2.54	0.85	2.32	4.72	0.61	0.87	1.42	3.27	15.93	4.54	4.31
95th-Percentile Queue Length [ft/ln]	522.69	63.58	21.29	57.89	117.89	15.32	21.78	35.56	81.76	398.36	113.59	107.82

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	105.45	3.76	3.05	9.24	4.92	2.88	39.89	32.11	34.16	113.13	34.80	35.51
Movement LOS	F	A	A	A	A	A	D	C	C	F	C	D
d_A, Approach Delay [s/veh]	28.08			5.18			33.93			75.09		
Approach LOS	C			A			C			E		
d_I, Intersection Delay [s/veh]	25.06											
Intersection LOS	C											
Intersection V/C	1.111											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: US-395 (NS) at Cactus Road (EW)

Control Type:	Signalized	Delay (sec / veh):	10.1
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.619

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	580.00	490.00	100.00	100.00	110.00	100.00	100.00	120.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	30	1619	39	29	1586	24	42	18	48	40	12	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	50	0	0	53	6	6	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	1669	39	29	1639	30	48	18	48	40	12	39
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	439	10	7	431	8	12	5	13	10	3	10
Total Analysis Volume [veh/h]	30	1757	41	29	1725	32	48	19	51	40	13	41
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	8	84	0	8	84	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	L	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	3	87	87	3	87	87	11	11	11	11
g / C, Green / Cycle	0.03	0.79	0.79	0.03	0.79	0.79	0.10	0.10	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.02	0.52	0.03	0.02	0.50	0.50	0.04	0.04	0.03	0.03
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1753	1345	1564	1325	1556
c, Capacity [veh/h]	46	2646	1181	45	1389	1380	135	162	121	161
d1, Uniform Delay [s]	52.97	5.20	2.55	53.00	4.97	4.99	51.32	46.25	52.09	45.77
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	14.47	1.33	0.05	14.28	2.21	2.25	1.59	1.81	1.59	1.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.65	0.66	0.03	0.64	0.63	0.64	0.36	0.43	0.33	0.33
d, Delay for Lane Group [s/veh]	67.44	6.53	2.61	67.28	7.18	7.24	52.92	48.06	53.68	46.97
Lane Group LOS	E	A	A	E	A	A	D	D	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.98	5.47	0.13	0.94	5.62	5.64	1.36	1.88	1.14	1.42
50th-Percentile Queue Length [ft/ln]	24.42	136.68	3.30	23.61	140.49	141.05	33.96	46.91	28.55	35.61
95th-Percentile Queue Length [veh/ln]	1.76	9.30	0.24	1.70	9.51	9.54	2.45	3.38	2.06	2.56
95th-Percentile Queue Length [ft/ln]	43.96	232.55	5.94	42.50	237.69	238.43	61.13	84.43	51.38	64.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	67.44	6.53	2.61	67.28	7.21	7.24	52.92	48.06	48.06	53.68	46.97	46.97
Movement LOS	E	A	A	E	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	7.44			8.18			50.03			49.83		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	10.14											
Intersection LOS	B											
Intersection V/C	0.619											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 7: US-395 (NS) at Mojave Drive (EW)

Control Type:	Signalized	Delay (sec / veh):	42.6
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.888

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	380.00	100.00	100.00	250.00	100.00	100.00	280.00	100.00	100.00
Speed [mph]	50.00			50.00			60.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	29	1364	194	226	1452	20	35	352	130	249	105	277
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	24	0	12	29	12	13	0	0	0	0	13
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	1388	194	238	1481	32	48	352	130	249	105	290
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	365	51	59	390	8	12	93	34	62	28	76
Total Analysis Volume [veh/h]	29	1461	204	237	1559	34	48	371	137	248	111	305
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	9	64	0	23	78	0	8	19	0	24	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	3	61	61	20	78	78	5	16	16	21	32	32
g / C, Green / Cycle	0.03	0.47	0.47	0.15	0.60	0.60	0.04	0.12	0.12	0.16	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.02	0.43	0.14	0.14	0.45	0.45	0.03	0.11	0.09	0.15	0.06	0.20
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1752	1681	3360	1500	1681	1765	1500
c, Capacity [veh/h]	43	1578	705	259	1056	1048	61	414	185	270	437	372
d1, Uniform Delay [s]	62.83	32.34	21.15	54.17	19.13	19.22	62.14	56.17	54.99	53.71	39.26	46.18
k, delay calibration	0.11	0.50	0.50	0.18	0.50	0.50	0.11	0.11	0.11	0.20	0.11	0.34
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	17.31	10.75	1.04	18.34	5.02	5.17	19.50	7.03	5.74	19.59	0.30	12.99
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.68	0.93	0.29	0.92	0.75	0.76	0.79	0.90	0.74	0.92	0.25	0.82
d, Delay for Lane Group [s/veh]	80.14	43.08	22.19	72.51	24.15	24.39	81.64	63.20	60.73	73.29	39.56	59.17
Lane Group LOS	F	D	C	E	C	C	F	E	E	E	D	E
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.13	22.21	3.83	8.70	17.05	17.13	1.84	6.12	4.43	9.25	2.83	10.37
50th-Percentile Queue Length [ft/ln]	28.30	555.34	95.77	217.55	426.33	428.36	46.01	152.96	110.65	231.25	70.76	259.27
95th-Percentile Queue Length [veh/ln]	2.04	29.94	6.90	13.54	23.83	23.92	3.31	10.17	7.88	14.24	5.10	15.65
95th-Percentile Queue Length [ft/ln]	50.94	748.58	172.38	338.50	595.64	598.08	82.82	254.37	196.91	355.95	127.38	391.31

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	80.14	43.08	22.19	72.51	24.27	24.39	81.64	63.20	60.73	73.29	39.56	59.17
Movement LOS	F	D	C	E	C	C	F	E	E	E	D	E
d_A, Approach Delay [s/veh]	41.20			30.52			64.18			61.17		
Approach LOS	D			C			E			E		
d_I, Intersection Delay [s/veh]	42.57											
Intersection LOS	D											
Intersection V/C	0.888											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 8: US-395 (NS) at Palmdale Road (EW)

Control Type:	Signalized	Delay (sec / veh):	53.8
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.916

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	2	0	1
Pocket Length [ft]	120.00	100.00	100.00	350.00	100.00	370.00	140.00	100.00	100.00	520.00	100.00	260.00
Speed [mph]	50.00			55.00			55.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	194	1094	103	290	1429	120	172	547	361	141	386	134
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	0	7	9	7	6	0	0	0	0	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	194	1100	103	297	1438	127	178	547	361	141	386	140
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.8947	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	289	27	74	378	33	44	144	95	33	102	37
Total Analysis Volume [veh/h]	193	1158	108	296	1514	134	178	576	380	133	406	147
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	19	54	0	29	64	0	27	38	0	9	20	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	16	53	53	25	61	61	16	35	35	6	25	25
g / C, Green / Cycle	0.12	0.41	0.41	0.19	0.47	0.47	0.12	0.27	0.27	0.05	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.11	0.36	0.37	0.18	0.45	0.09	0.11	0.17	0.25	0.04	0.12	0.10
s, saturation flow rate [veh/h]	1681	1765	1713	1681	3360	1500	1681	3360	1500	3264	3360	1500
c, Capacity [veh/h]	207	717	696	319	1588	709	203	893	398	151	641	286
d1, Uniform Delay [s]	56.46	35.96	36.11	51.82	32.90	19.85	56.16	42.31	46.95	61.64	48.41	47.19
k, delay calibration	0.11	0.50	0.50	0.30	0.50	0.50	0.11	0.11	0.43	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	16.76	15.77	16.87	24.66	13.91	0.59	11.15	0.79	31.89	14.94	1.04	1.43
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.93	0.89	0.90	0.93	0.95	0.19	0.87	0.65	0.95	0.88	0.63	0.51
d, Delay for Lane Group [s/veh]	73.22	51.72	52.97	76.49	46.81	20.44	67.32	43.10	78.84	76.58	49.45	48.61
Lane Group LOS	E	D	D	E	D	C	E	D	E	E	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	7.04	20.88	20.67	11.25	23.78	2.33	6.15	7.91	14.97	2.44	5.96	4.26
50th-Percentile Queue Length [ft/ln]	176.02	521.94	516.86	281.32	594.45	58.20	153.72	197.85	374.35	60.95	149.04	106.39
95th-Percentile Queue Length [veh/ln]	11.39	28.37	28.13	16.75	31.78	4.19	10.22	12.53	21.32	4.39	9.97	7.64
95th-Percentile Queue Length [ft/ln]	284.81	709.28	703.29	418.85	794.38	104.76	255.39	313.19	533.01	109.71	249.15	190.97

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	73.22	52.28	52.97	76.49	46.81	20.44	67.32	43.10	78.84	76.58	49.45	48.61
Movement LOS	E	D	D	E	D	C	E	D	E	E	D	D
d_A, Approach Delay [s/veh]	55.10			49.51			58.88			54.53		
Approach LOS	E			D			E			D		
d_I, Intersection Delay [s/veh]	53.77											
Intersection LOS	D											
Intersection V/C	0.916											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 9: Project West Access (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.199

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	168	257	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	72	73	44	51	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	83	85	57	56	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	155	158	269	364	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	41	42	71	96	0
Total Analysis Volume [veh/h]	0	163	166	283	383	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.20	0.14	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	20.43	10.49	8.58	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.74	0.74	0.47	0.23	0.00	0.00
95th-Percentile Queue Length [ft/ln]	18.50	18.50	11.64	5.82	0.00	0.00
d_A, Approach Delay [s/veh]	10.49		3.17		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.15					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Sportsman Center (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.5
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.062

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	30	20	121	46	19	211
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	44	0	0	51
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	57	0	0	56
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	20	222	46	19	318
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	5	58	12	5	84
Total Analysis Volume [veh/h]	32	21	234	48	20	335
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.02	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	12.51	9.63	0.00	0.00	7.86	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.28	0.28	0.00	0.00	0.05	0.02
95th-Percentile Queue Length [ft/ln]	7.01	7.01	0.00	0.00	1.13	0.57
d_A, Approach Delay [s/veh]	11.37		0.00		0.44	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.10					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 11: Project West Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	34	0	0	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1	34	0	0	29
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	9	0	0	8
Total Analysis Volume [veh/h]	0	1	36	0	0	31
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.84	8.48	0.00	0.00	7.29	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.07	0.07	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.48		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.12					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 12: Project East Access (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	14.0
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	144	232	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	47	44	0	4	6
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	56	57	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	103	101	144	236	6
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	27	27	38	62	2
Total Analysis Volume [veh/h]	6	108	106	152	248	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.12	0.08	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.98	9.65	7.99	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.46	0.46	0.25	0.13	0.00	0.00
95th-Percentile Queue Length [ft/ln]	11.54	11.54	6.26	3.13	0.00	0.00
d_A, Approach Delay [s/veh]	9.88		3.28		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.15					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 13: Project Center Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	34	0	0	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1	35	0	0	29
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	9	0	0	8
Total Analysis Volume [veh/h]	0	1	37	0	0	31
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.85	8.48	0.00	0.00	7.29	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.07	0.07	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.48		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.12					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 14: Project East Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	34	0	0	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	2	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1	36	0	0	29
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	9	0	0	8
Total Analysis Volume [veh/h]	0	1	38	0	0	31
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.85	8.49	0.00	0.00	7.29	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.07	0.07	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.49		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.12					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 15: Adelanto Road (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	15.5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.049

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	397	21	13	174	0	0	0	0	16	0	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	0	0	6	0	1	0	2	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	403	21	13	180	0	1	0	2	16	0	13
Peak Hour Factor	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050
Other Adjustment Factor	1.0000	1.0000	1.0000	0.9474	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	111	6	3	50	0	0	0	1	4	0	4
Total Analysis Volume [veh/h]	0	445	23	14	199	0	1	0	2	18	0	14
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.02
d_M, Delay for Movement [s/veh]	7.62	0.00	0.00	8.33	0.00	0.00	15.28	15.00	9.31	15.49	15.30	11.50
Movement LOS	A	A	A	A	A	A	C	C	A	C	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.04	0.00	0.00	0.02	0.02	0.02	0.23	0.23	0.23
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.97	0.00	0.00	0.39	0.39	0.39	5.81	5.81	5.81
d_A, Approach Delay [s/veh]	0.00			0.55			11.30			13.75		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	0.82											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 16: Adelanto Road (NS) at Project Access (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	423	214	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	8	0	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	429	222	0	0	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	113	58	0	0	1
Total Analysis Volume [veh/h]	0	452	234	0	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.71	0.00	0.00	0.00	11.80	8.95
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.16	0.16
d_A, Approach Delay [s/veh]	0.00		0.00		8.95	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.03					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 17: Adelanto Road (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	15.4
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.132

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	130	377	112	102	46	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	10	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	130	377	112	112	52	98
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	1.0000	0.8947	1.0000
Total 15-Minute Volume [veh/h]	32	99	29	29	12	26
Total Analysis Volume [veh/h]	130	397	118	118	49	103
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.00	0.00	0.00	0.13	0.11
d_M, Delay for Movement [s/veh]	8.00	0.00	0.00	0.00	15.41	9.45
Movement LOS	A	A	A	A	C	A
95th-Percentile Queue Length [veh/ln]	0.32	0.00	0.00	0.00	0.21	0.38
95th-Percentile Queue Length [ft/ln]	8.12	0.00	0.00	0.00	5.29	9.52
d_A, Approach Delay [s/veh]	1.97		0.00		11.37	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.03					
Intersection LOS	C					

Adelanto Project

Vistro File: C:\...\AM_E.vistro
Report File: C:\...\AM_FY_2045_phase_I_II.pdf

Scenario 9 Year 2045 With Project Phase I & II
12/13/2023

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Bellflower Street (NS) at Rancho Road (EW)	Final Base	98	53	21	18	65	64	10	139	32	11	411	8	930
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	6	6	0	0	0	6	0	6	7	6	37
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**98**	**53**	**27**	**24**	**65**	**64**	**10**	**145**	**32**	**17**	**418**	**14**	**967**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	US-395 (NS) at Chamberlane Way (EW)	Final Base	96	482	20	5	832	32	13	35	125	28	32	7	1707
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	6	14	6	0	13	0	0	0	6	6	0	0	51
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**102**	**496**	**26**	**5**	**845**	**32**	**13**	**35**	**131**	**34**	**32**	**7**	**1758**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	US-395 (NS) at Bartlett Avenue (EW)	Final Base	89	581	105	51	927	12	4	95	114	99	48	15	2140
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	6	26	6	0	25	0	0	0	6	6	0	0	75
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**95**	**607**	**111**	**51**	**952**	**12**	**4**	**95**	**120**	**105**	**48**	**15**	**2215**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	US-395 (NS) at Air Base Road (EW)	Final Base	45	542	392	216	912	18	8	282	165	553	195	229	3557
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	7	38	0	0	37	0	0	0	6	0	0	0	88
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**52**	**580**	**392**	**216**	**949**	**18**	**8**	**282**	**171**	**553**	**195**	**229**	**3645**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	US-395 (NS) at Rancho Road (EW)	Final Base	341	944	24	52	1354	119	23	65	89	136	108	13	3268
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	-80	136	105	-62	0	0	18	0	137	19	106	379
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**341**	**864**	**160**	**157**	**1292**	**119**	**23**	**83**	**89**	**273**	**127**	**119**	**3647**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	US-395 (NS) at Cactus Road (EW)	Final Base	30	1619	39	29	1586	24	42	18	48	40	12	39	3526
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	50	0	0	53	6	6	0	0	0	0	0	115
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**30**	**1669**	**39**	**29**	**1639**	**30**	**48**	**18**	**48**	**40**	**12**	**39**	**3641**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	US-395 (NS) at Mojave Drive (EW)	Final Base	29	1364	194	226	1452	20	35	352	130	249	105	277	4433
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	24	0	12	29	12	13	0	0	0	0	13	103
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**29**	**1388**	**194**	**238**	**1481**	**32**	**48**	**352**	**130**	**249**	**105**	**290**	**4536**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	US-395 (NS) at Palmdale Road (EW)	Final Base	194	1094	103	290	1429	120	172	547	361	141	386	134	4971
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	6	0	7	9	7	6	0	0	0	0	6	41
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**194**	**1100**	**103**	**297**	**1438**	**127**	**178**	**547**	**361**	**141**	**386**	**140**	**5012**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
9	Project West Access (NS) at Rancho Road (EW)	Final Base	0	0	0	168	257	0	425
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	155	158	101	107	0	521
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**155**	**158**	**269**	**364**	**0**	**946**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
10	Sportsman Center (NS) at Rancho Road (EW)	Final Base	30	20	121	46	19	211	447
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	101	0	0	107	208
		Other	0	0	0	0	0	0	0
		Future Total	**30**	**20**	**222**	**46**	**19**	**318**	**655**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
11	Project West Access (NS) at Violet Road (EW)	Final Base	0	0	34	0	0	29	63
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	1	0	0	0	0	1
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**1**	**34**	**0**	**0**	**29**	**64**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
12	Project East Access (NS) at Rancho Road (EW)	Final Base	0	0	0	144	232	0	376
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	6	103	101	0	4	6	220
		Other	0	0	0	0	0	0	0
		Future Total	**6**	**103**	**101**	**144**	**236**	**6**	**596**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
13	Project Center Access (NS) at Violet Road (EW)	Final Base	0	0	34	0	0	29	63
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	1	1	0	0	0	2
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**1**	**35**	**0**	**0**	**29**	**65**

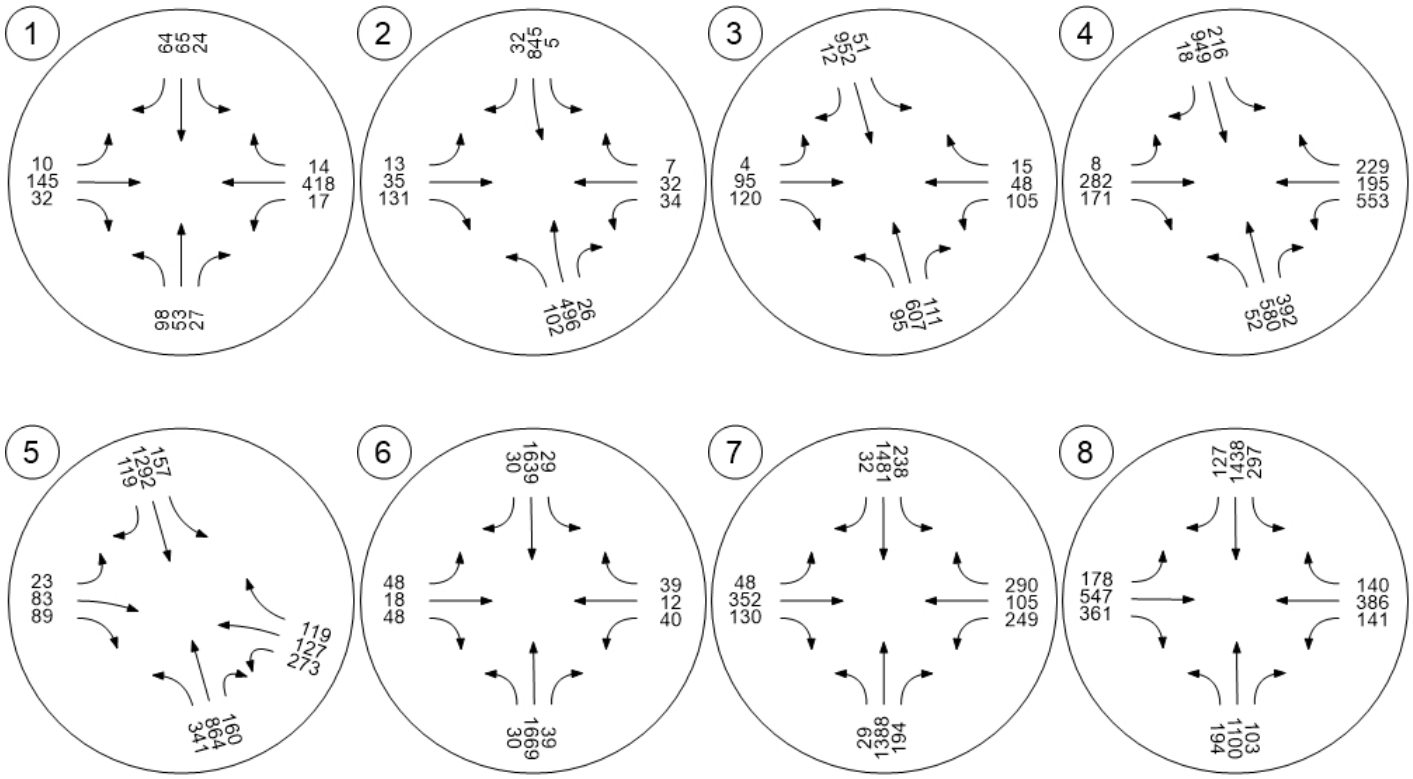
ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
14	Project East Access (NS) at Violet Road (EW)	Final Base	0	0	34	0	0	29	63
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	1	2	0	0	0	3
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**1**	**36**	**0**	**0**	**29**	**66**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Adelanto Road (NS) at Violet Road (EW)	Final Base	0	397	21	13	174	0	0	0	0	16	0	13	634
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	6	0	0	6	0	1	0	2	0	0	0	15
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**403**	**21**	**13**	**180**	**0**	**1**	**0**	**2**	**16**	**0**	**13**	**649**

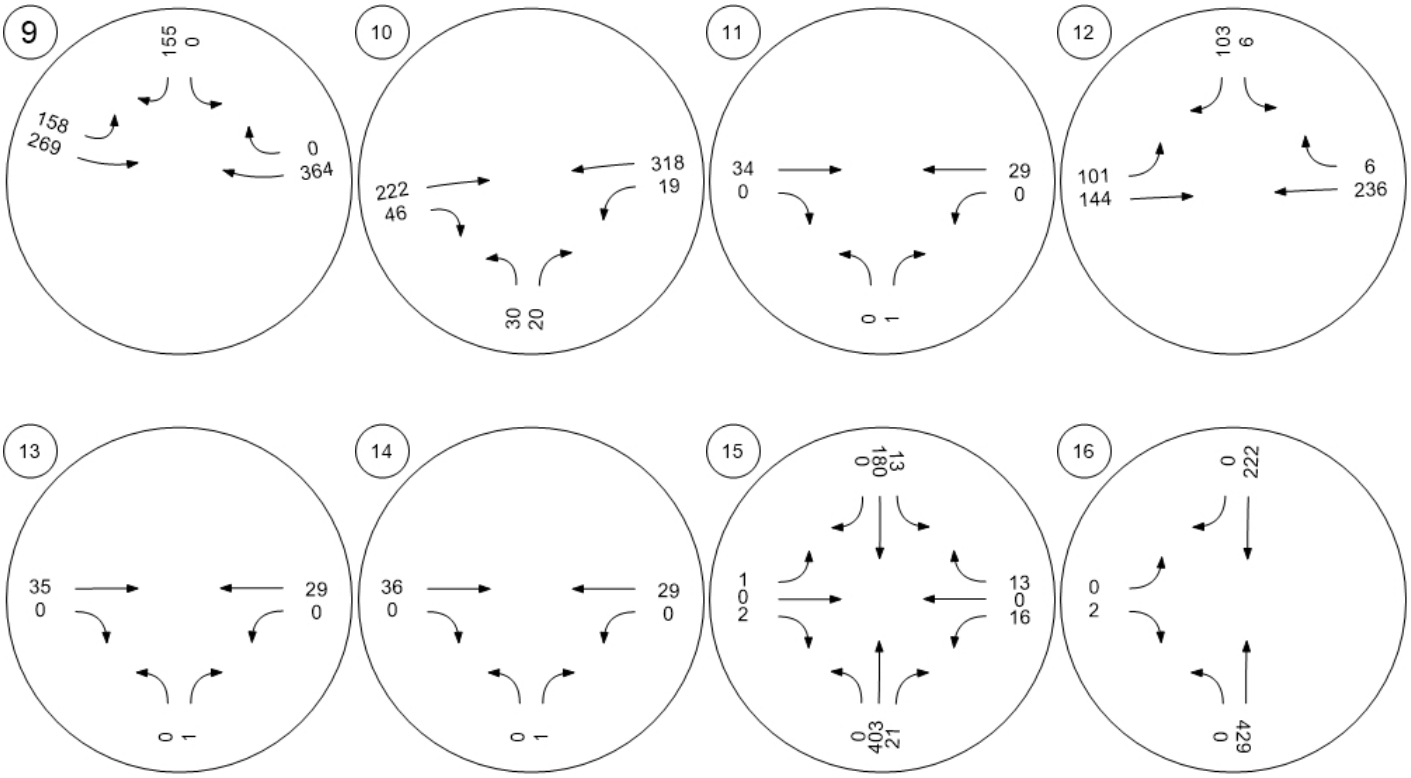
ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
16	Adelanto Road (NS) at Project Access (EW)	Final Base	0	423	214	0	0	0	637
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	6	8	0	0	2	16
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**429**	**222**	**0**	**0**	**2**	**653**

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
17	Adelanto Road (NS) at Rancho Road (EW)	Final Base	130	377	112	102	46	98	865
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	10	6	0	16
		Other	0	0	0	0	0	0	0
		Future Total	**130**	**377**	**112**	**112**	**52**	**98**	**881**

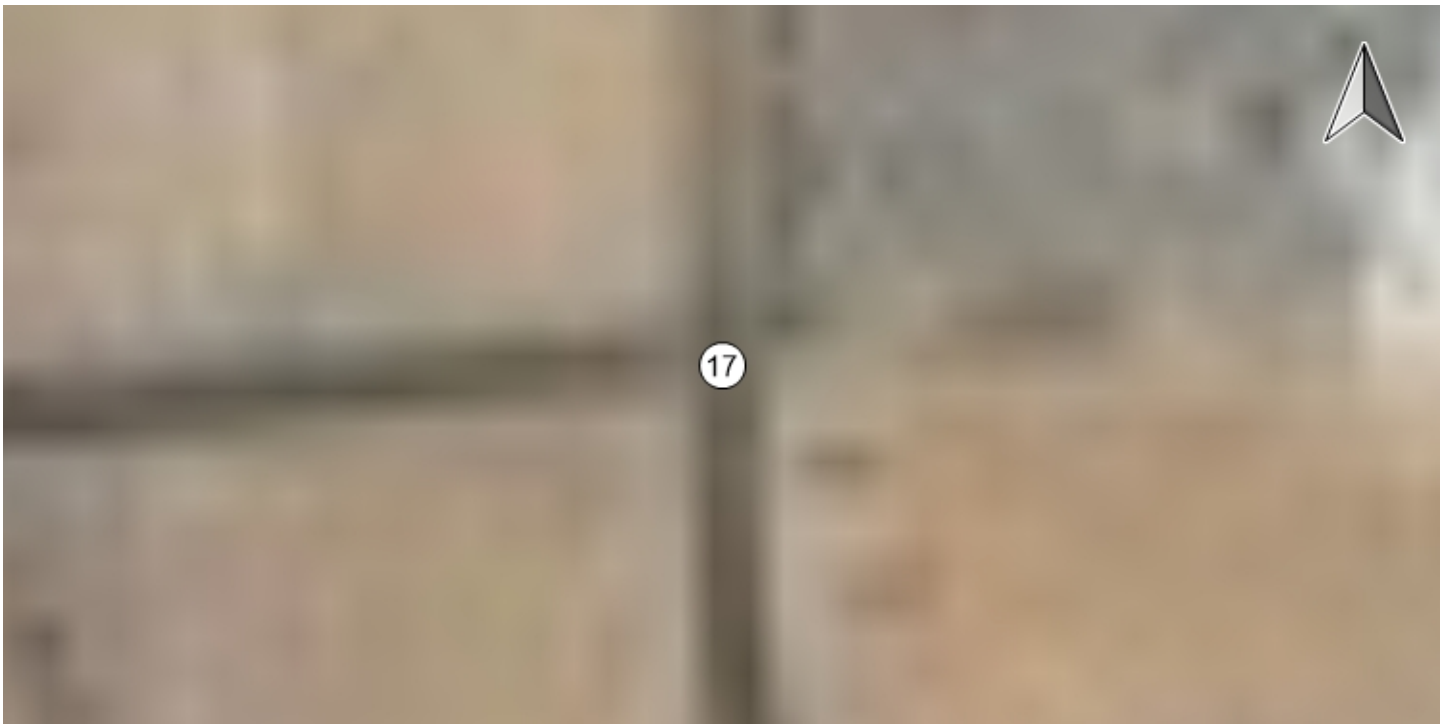
Traffic Volume - Future Total Volume

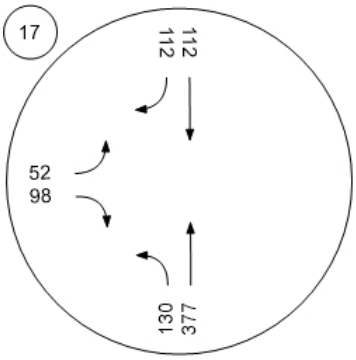


Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume





Adelanto Project

Vistro File: C:\...\PM_E.vistro
Report File: C:\...\PM_FY_2045_phase_I_II.pdf

Scenario 9 Year 2045 With Project Phase I & II
12/13/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Bellflower Street (NS) at Rancho Road (EW)	All-way stop	HCM 2010	EB Thru	0.470	12.0	B
2	US-395 (NS) at Chamberlane Way (EW)	Signalized	HCM 2010	SB Left	0.507	11.9	B
3	US-395 (NS) at Bartlett Avenue (EW)	Signalized	HCM 2010	SB Left	0.613	15.6	B
4	US-395 (NS) at Air Base Road (EW)	Signalized	HCM 2010	WB Left	0.846	37.3	D
5	US-395 (NS) at Rancho Road (EW)	Signalized	HCM 2010	SB Left	0.859	15.5	B
6	US-395 (NS) at Cactus Road (EW)	Signalized	HCM 2010	SB Left	0.800	18.7	B
7	US-395 (NS) at Mojave Drive (EW)	Signalized	HCM 2010	SB Left	1.131	95.3	F
8	US-395 (NS) at Palmdale Road (EW)	Signalized	HCM 2010	EB Left	1.215	132.8	F
9	Project West Access (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	SB Right	0.210	10.9	B
10	Sportsman Center (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	NB Left	0.081	13.6	B
11	Project West Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	NB Right	0.005	8.5	A
12	Project East Access (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	SB Left	0.017	15.8	C
13	Project Center Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	NB Right	0.005	8.5	A
14	Project East Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	NB Right	0.005	8.5	A
15	Adelanto Road (NS) at Violet Road (EW)	Two-way stop	HCM 2010	WB Left	0.220	21.0	C
16	Adelanto Road (NS) at Project Access (EW)	Two-way stop	HCM 2010	EB Right	0.011	9.4	A
17	Adelanto Road (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	EB Left	0.274	16.3	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: Bellflower Street (NS) at Rancho Road (EW)

Control Type:	All-way stop	Delay (sec / veh):	12.0
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.470

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	1	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	21	70	34	11	108	17	21	340	184	44	92	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	7	7	0	0	0	7	0	6	11	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	70	41	18	108	17	21	347	184	50	103	38
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	18	11	5	28	4	5	91	48	12	27	10
Total Analysis Volume [veh/h]	22	74	43	19	114	18	21	365	194	50	108	40
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	524	591	533	599	550	595	648	499	535	567
Degree of Utilization, x	0.18	0.07	0.25	0.03	0.04	0.47	0.43	0.10	0.14	0.13

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.67	0.23	0.98	0.09	0.12	2.50	2.18	0.33	0.48	0.45
95th-Percentile Queue Length [ft]	16.63	5.86	24.46	2.32	2.97	62.45	54.43	8.32	11.93	11.17
Approach Delay [s/veh]	10.54		11.36		13.07			10.37		
Approach LOS	B		B		B			B		
Intersection Delay [s/veh]	12.00									
Intersection LOS	B									

Intersection Level Of Service Report
Intersection 2: US-395 (NS) at Chamberlane Way (EW)

Control Type:	Signalized	Delay (sec / veh):	11.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.507

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	180.00	100.00	100.00	210.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	184	731	33	1	726	11	40	33	162	21	42	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	22	6	0	15	0	0	0	7	7	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	190	753	39	1	741	11	40	33	169	28	42	9
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	198	10	0	195	3	11	9	44	7	11	2
Total Analysis Volume [veh/h]	189	793	41	1	780	12	42	35	178	29	44	9
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	19	0	23	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	9	42	42	0	33	33	9	9	9
g / C, Green / Cycle	0.14	0.70	0.70	0.00	0.56	0.56	0.15	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.11	0.24	0.24	0.00	0.22	0.23	0.05	0.12	0.06
s, saturation flow rate [veh/h]	1681	1765	1734	1681	1765	1755	1499	1500	1466
c, Capacity [veh/h]	240	1225	1204	6	979	974	322	229	305
d1, Uniform Delay [s]	24.90	3.69	3.69	29.89	7.69	7.69	22.60	24.50	22.67
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.65	0.77	0.78	14.44	1.25	1.26	0.38	5.60	0.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

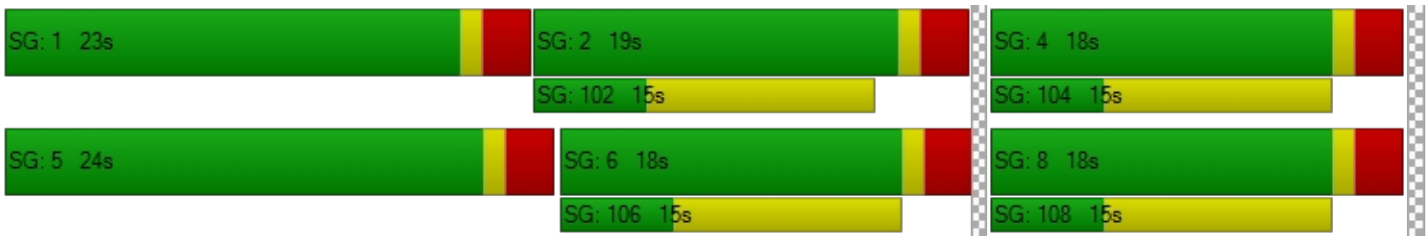
X, volume / capacity	0.79	0.34	0.34	0.18	0.41	0.41	0.24	0.78	0.27
d, Delay for Lane Group [s/veh]	30.55	4.46	4.47	44.34	8.94	8.95	22.98	30.10	23.14
Lane Group LOS	C	A	A	D	A	A	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.62	0.97	0.96	0.04	2.19	2.18	0.94	2.63	1.01
50th-Percentile Queue Length [ft/ln]	65.46	24.21	23.91	0.88	54.74	54.51	23.57	65.81	25.24
95th-Percentile Queue Length [veh/ln]	4.71	1.74	1.72	0.06	3.94	3.92	1.70	4.74	1.82
95th-Percentile Queue Length [ft/ln]	117.83	43.58	43.04	1.59	98.53	98.11	42.42	118.45	45.43

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	30.55	4.46	4.47	44.34	8.95	8.95	22.98	22.98	30.10	23.14	23.14	23.14
Movement LOS	C	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	9.28			8.99			27.95			23.14		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	11.91											
Intersection LOS	B											
Intersection V/C	0.507											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: US-395 (NS) at Bartlett Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	15.6
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.613

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	100.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			35.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	255	938	70	10	757	25	17	63	208	95	58	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	34	6	0	29	0	0	0	7	7	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	261	972	76	10	786	25	17	63	215	102	58	19
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	256	20	2	207	7	4	17	57	25	15	5
Total Analysis Volume [veh/h]	260	1023	80	10	827	26	17	66	226	102	61	20
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	23	0	19	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	11	35	35	1	25	25	15	15	15	15	15	15
g / C, Green / Cycle	0.19	0.59	0.59	0.01	0.41	0.41	0.25	0.25	0.25	0.25	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.15	0.32	0.32	0.01	0.25	0.02	0.01	0.04	0.15	0.09	0.02	0.02
s, saturation flow rate [veh/h]	1681	1765	1720	1681	3360	1500	1312	1765	1500	1083	1765	1621
c, Capacity [veh/h]	317	1033	1007	25	1383	617	383	442	376	212	442	406
d1, Uniform Delay [s]	23.43	7.57	7.58	29.36	13.81	10.60	19.46	17.56	19.90	27.75	17.31	17.33
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.28	2.02	2.09	10.02	1.92	0.13	0.05	0.15	1.55	1.68	0.09	0.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

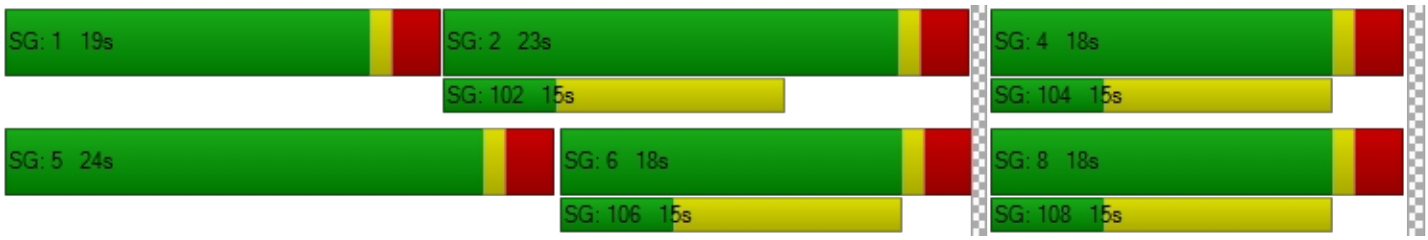
X, volume / capacity	0.82	0.54	0.54	0.40	0.60	0.04	0.04	0.15	0.60	0.48	0.09	0.10
d, Delay for Lane Group [s/veh]	28.71	9.59	9.67	39.38	15.73	10.73	19.51	17.71	21.45	29.43	17.40	17.43
Lane Group LOS	C	A	A	D	B	B	B	B	C	C	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	3.47	3.12	3.07	0.20	3.67	0.18	0.18	0.66	2.66	1.44	0.40	0.39
50th-Percentile Queue Length [ft/ln]	86.69	77.93	76.83	4.92	91.65	4.53	4.53	16.59	66.59	36.07	9.93	9.68
95th-Percentile Queue Length [veh/ln]	6.24	5.61	5.53	0.35	6.60	0.33	0.33	1.19	4.79	2.60	0.71	0.70
95th-Percentile Queue Length [ft/ln]	156.05	140.28	138.29	8.86	164.98	8.15	8.15	29.86	119.87	64.93	17.87	17.42

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	28.71	9.63	9.67	39.38	15.73	10.73	19.51	17.71	21.45	29.43	17.41	17.43
Movement LOS	C	A	A	D	B	B	B	B	C	C	B	B
d_A, Approach Delay [s/veh]	13.27			15.85			20.55			24.11		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	15.65											
Intersection LOS	B											
Intersection V/C	0.613											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: US-395 (NS) at Air Base Road (EW)

Control Type:	Signalized	Delay (sec / veh):	37.3
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.846

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	380.00	100.00	100.00	340.00	100.00	100.00	220.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			50.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	93	765	150	308	729	24	14	226	78	323	244	511
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	11	46	0	0	43	0	0	0	7	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	104	811	150	308	772	24	14	226	85	323	244	511
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	213	39	77	203	6	3	59	22	81	64	134
Total Analysis Volume [veh/h]	104	854	158	307	813	25	14	238	89	322	257	538
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	19	30	0	24	35	0	0	46	0	0	46	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	8	28	28	20	40	40	43	43	43	43	43
g / C, Green / Cycle	0.08	0.28	0.28	0.20	0.40	0.40	0.43	0.43	0.43	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.06	0.25	0.11	0.18	0.24	0.02	0.01	0.19	0.31	0.15	0.36
s, saturation flow rate [veh/h]	1681	3360	1500	1681	3360	1500	1118	1684	1049	1765	1500
c, Capacity [veh/h]	131	945	422	336	1355	605	416	722	352	757	643
d1, Uniform Delay [s]	45.32	34.63	28.87	39.17	23.49	18.11	24.26	20.24	38.37	19.09	25.43
k, delay calibration	0.11	0.50	0.50	0.18	0.50	0.50	0.11	0.11	0.26	0.11	0.36
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.36	13.59	2.53	14.71	1.97	0.13	0.03	0.44	19.13	0.26	9.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.90	0.37	0.91	0.60	0.04	0.03	0.45	0.91	0.34	0.84
d, Delay for Lane Group [s/veh]	55.68	48.22	31.40	53.88	25.46	18.23	24.29	20.68	57.50	19.35	34.47
Lane Group LOS	E	D	C	D	C	B	C	C	E	B	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.80	11.05	3.16	8.30	7.23	0.35	0.22	4.98	9.81	3.89	12.30
50th-Percentile Queue Length [ft/ln]	69.92	276.26	78.88	207.42	180.75	8.67	5.56	124.54	245.37	97.18	307.52
95th-Percentile Queue Length [veh/ln]	5.03	16.50	5.68	13.02	11.64	0.62	0.40	8.64	14.95	7.00	18.05
95th-Percentile Queue Length [ft/ln]	125.85	412.55	141.98	325.52	290.99	15.60	10.01	216.05	373.82	174.92	451.31

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.68	48.22	31.40	53.88	25.46	18.23	24.29	20.68	20.68	57.50	19.35	34.47
Movement LOS	E	D	C	D	C	B	C	C	C	E	B	C
d_A, Approach Delay [s/veh]	46.53			32.92			20.83			37.63		
Approach LOS	D			C			C			D		
d_I, Intersection Delay [s/veh]	37.31											
Intersection LOS	D											
Intersection V/C	0.846											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: US-395 (NS) at Rancho Road (EW)

Control Type:	Signalized	Delay (sec / veh):	15.5
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.859

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	340.00	100.00	100.00	290.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			40.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	103	1877	37	21	1211	29	75	122	263	134	45	88
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	65	50	0	0	0	21	0	83	23	57
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	-76	76	61	-61	0	0	0	0	76	0	59
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	103	1801	178	132	1150	29	75	143	263	293	68	204
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	474	47	33	303	8	19	38	69	73	18	54
Total Analysis Volume [veh/h]	103	1896	187	132	1211	31	75	151	277	292	72	215
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	42	0	0	42	0	0	18	0	0	18	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	39	39	39	39	39	39	15	15	15	15	15	15
g / C, Green / Cycle	0.65	0.65	0.65	0.65	0.65	0.65	0.25	0.25	0.25	0.25	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.22	0.56	0.12	0.56	0.36	0.02	0.07	0.04	0.18	0.24	0.04	0.14
s, saturation flow rate [veh/h]	459	3360	1500	237	3360	1500	1088	3360	1500	1231	1765	1500
c, Capacity [veh/h]	308	2178	972	154	2178	972	228	846	378	352	444	378
d1, Uniform Delay [s]	13.54	8.52	4.24	28.89	5.81	3.79	26.17	17.60	20.62	25.53	17.52	19.62
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.92	5.10	0.44	41.99	1.03	0.06	0.84	0.10	2.77	5.06	0.17	1.35
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.33	0.87	0.19	0.86	0.56	0.03	0.33	0.18	0.73	0.83	0.16	0.57
d, Delay for Lane Group [s/veh]	16.46	13.62	4.68	70.88	6.83	3.85	27.00	17.70	23.39	30.59	17.69	20.97
Lane Group LOS	B	B	A	E	A	A	C	B	C	C	B	C
Critical Lane Group	No	Yes	No	No	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.05	6.02	0.56	3.50	2.26	0.08	1.00	0.74	3.40	4.14	0.66	2.27
50th-Percentile Queue Length [ft/ln]	26.34	150.47	13.96	87.49	56.46	2.04	24.88	18.38	85.00	103.51	16.42	56.69
95th-Percentile Queue Length [veh/ln]	1.90	10.04	1.00	6.30	4.07	0.15	1.79	1.32	6.12	7.45	1.18	4.08
95th-Percentile Queue Length [ft/ln]	47.41	251.06	25.12	157.48	101.64	3.67	44.78	33.09	153.00	186.32	29.55	102.03

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	16.46	13.62	4.68	70.88	6.83	3.85	27.00	17.70	23.39	30.59	17.69	20.97
Movement LOS	B	B	A	E	A	A	C	B	C	C	B	C
d_A, Approach Delay [s/veh]	12.99			12.92			22.22			25.41		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	15.52											
Intersection LOS	B											
Intersection V/C	0.859											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: US-395 (NS) at Cactus Road (EW)

Control Type:	Signalized	Delay (sec / veh):	18.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.800

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	580.00	490.00	100.00	100.00	110.00	100.00	100.00	120.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	120	2100	49	40	1792	40	42	24	69	59	12	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	58	0	0	77	6	7	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	120	2158	49	40	1869	46	49	24	69	59	12	27
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	568	13	10	492	12	12	6	18	15	3	7
Total Analysis Volume [veh/h]	120	2272	52	40	1967	48	49	25	73	59	13	28
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	14	104	0	8	98	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	L	C
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	11	102	102	4	95	95	15	15	15	15
g / C, Green / Cycle	0.08	0.79	0.79	0.03	0.73	0.73	0.12	0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.07	0.68	0.03	0.02	0.57	0.58	0.04	0.06	0.05	0.03
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1750	1360	1560	1292	1575
c, Capacity [veh/h]	142	2638	1177	51	1289	1278	161	180	110	182
d1, Uniform Delay [s]	58.63	9.28	3.11	62.61	11.00	11.12	57.35	54.22	62.45	52.17
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.55	3.99	0.07	23.28	4.77	4.98	1.05	2.53	4.04	0.62
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.86	0.04	0.79	0.78	0.79	0.30	0.54	0.54	0.23
d, Delay for Lane Group [s/veh]	71.18	13.26	3.18	85.89	15.76	16.10	58.40	56.75	66.48	52.79
Lane Group LOS	E	B	A	F	B	B	E	E	E	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.28	15.35	0.24	1.61	15.64	15.85	1.59	3.16	2.08	1.25
50th-Percentile Queue Length [ft/ln]	106.91	383.77	5.91	40.17	390.89	396.37	39.84	79.11	52.07	31.35
95th-Percentile Queue Length [veh/ln]	7.67	21.78	0.43	2.89	22.12	22.38	2.87	5.70	3.75	2.26
95th-Percentile Queue Length [ft/ln]	191.69	544.41	10.64	72.30	553.01	559.62	71.71	142.40	93.73	56.44

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	71.18	13.26	3.18	85.89	15.93	16.10	58.40	56.75	56.75	66.48	52.79	52.79
Movement LOS	E	B	A	F	B	B	E	E	E	E	D	D
d_A, Approach Delay [s/veh]	15.89			17.29			57.30			60.87		
Approach LOS	B			B			E			E		
d_I, Intersection Delay [s/veh]	18.73											
Intersection LOS	B											
Intersection V/C	0.800											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 7: US-395 (NS) at Mojave Drive (EW)

Control Type:	Signalized	Delay (sec / veh):	95.3
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.131

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	380.00	100.00	100.00	250.00	100.00	100.00	280.00	100.00	100.00
Speed [mph]	50.00			50.00			60.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	187	1819	406	292	1599	30	46	345	135	276	433	364
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	28	0	13	45	19	15	0	0	0	0	15
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	187	1847	406	305	1644	49	61	345	135	276	433	379
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	486	107	76	433	13	15	91	36	69	114	100
Total Analysis Volume [veh/h]	186	1944	427	304	1731	52	61	363	142	275	456	399
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	16	66	0	23	73	0	8	19	0	22	33	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	13	63	63	20	70	70	5	16	16	19	30	30
g / C, Green / Cycle	0.10	0.49	0.49	0.15	0.54	0.54	0.04	0.12	0.12	0.15	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.11	0.58	0.28	0.18	0.51	0.51	0.04	0.11	0.09	0.16	0.26	0.27
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1747	1681	3360	1500	1681	1765	1500
c, Capacity [veh/h]	168	1633	729	259	952	943	65	408	182	246	404	343
d1, Uniform Delay [s]	58.49	33.42	24.02	54.99	27.84	28.14	62.31	56.24	55.41	55.49	50.12	50.12
k, delay calibration	0.11	0.50	0.50	0.31	0.50	0.50	0.11	0.11	0.11	0.25	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	64.53	92.26	3.43	101.16	17.31	18.82	37.46	6.73	7.03	77.41	84.54	100.09
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.10	1.19	0.59	1.17	0.94	0.95	0.93	0.89	0.78	1.12	1.13	1.16
d, Delay for Lane Group [s/veh]	123.02	125.68	27.45	156.15	45.15	46.96	99.77	62.97	62.44	132.90	134.66	150.21
Lane Group LOS	F	F	C	F	D	D	F	E	E	F	F	F
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	8.40	44.40	9.52	15.46	27.72	28.32	2.61	5.97	4.66	13.14	22.20	20.35
50th-Percentile Queue Length [ft/ln]	209.88	1109.97	238.06	386.47	693.07	707.95	65.19	149.19	116.54	328.54	555.03	508.86
95th-Percentile Queue Length [veh/ln]	13.65	62.82	14.58	23.57	36.36	37.05	4.69	9.97	8.20	20.08	32.02	30.09
95th-Percentile Queue Length [ft/ln]	341.13	1570.58	364.59	589.18	908.95	926.13	117.34	249.35	205.07	501.98	800.48	752.27

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	123.02	125.68	27.45	156.15	46.03	46.96	99.77	62.97	62.44	132.90	134.66	150.21
Movement LOS	F	F	C	F	D	D	F	E	E	F	F	F
d_A, Approach Delay [s/veh]	109.08			62.09			66.80			139.72		
Approach LOS	F			E			E			F		
d_I, Intersection Delay [s/veh]	95.30											
Intersection LOS	F											
Intersection V/C	1.131											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 8: US-395 (NS) at Palmdale Road (EW)

Control Type:	Signalized	Delay (sec / veh):	132.8
Analysis Method:	HCM 2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.215

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	2	0	1
Pocket Length [ft]	120.00	100.00	100.00	350.00	100.00	370.00	140.00	100.00	100.00	520.00	100.00	260.00
Speed [mph]	50.00			55.00			55.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	404	1954	100	200	1433	84	238	518	376	280	782	228
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	0	11	17	11	7	0	0	0	0	7
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	404	1961	100	211	1450	95	245	518	376	280	782	235
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.8947	1.0000	1.0000
Total 15-Minute Volume [veh/h]	101	516	26	53	382	25	61	136	99	66	206	62
Total Analysis Volume [veh/h]	403	2064	105	210	1526	100	244	545	396	264	823	247
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	28	67	0	16	55	0	18	33	0	14	29	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	25	64	64	13	52	52	15	30	30	11	26	26
g / C, Green / Cycle	0.19	0.49	0.49	0.10	0.40	0.40	0.12	0.23	0.23	0.08	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.24	0.61	0.63	0.12	0.45	0.07	0.15	0.16	0.26	0.08	0.24	0.16
s, saturation flow rate [veh/h]	1681	1765	1735	1681	3360	1500	1681	3360	1500	3264	3360	1500
c, Capacity [veh/h]	323	871	856	168	1348	602	194	771	344	277	668	298
d1, Uniform Delay [s]	52.50	32.93	32.93	58.49	38.93	24.98	57.49	46.07	50.09	59.24	52.08	49.96
k, delay calibration	0.50	0.50	0.50	0.13	0.50	0.50	0.19	0.11	0.50	0.11	0.12	0.26
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	134.26	120.18	129.38	123.87	69.30	0.60	131.13	1.21	95.97	16.36	107.98	12.88
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.25	1.25	1.27	1.25	1.13	0.17	1.26	0.71	1.15	0.95	1.23	0.83
d, Delay for Lane Group [s/veh]	186.76	153.11	162.31	182.36	108.23	25.57	188.62	47.27	146.06	75.60	160.06	62.85
Lane Group LOS	F	F	F	F	F	C	F	D	F	E	F	E
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	22.21	54.02	55.30	11.12	32.81	1.99	13.20	7.86	19.80	4.83	20.48	8.49
50th-Percentile Queue Length [ft/ln]	555.30	1350.41	1382.42	277.89	820.13	49.69	329.95	196.62	494.96	120.77	511.98	212.37
95th-Percentile Queue Length [veh/ln]	33.33	77.29	79.73	17.96	46.01	3.58	20.91	12.46	29.24	8.44	30.92	13.27
95th-Percentile Queue Length [ft/ln]	833.32	1932.16	1993.21	448.92	1150.14	89.45	522.84	311.60	730.94	210.88	773.10	331.87

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	186.76	157.48	162.31	182.36	108.23	25.57	188.62	47.27	146.06	75.60	160.06	62.85
Movement LOS	F	F	F	F	F	C	F	D	F	E	F	E
d_A, Approach Delay [s/veh]	162.27			112.20			109.39			125.35		
Approach LOS	F			F			F			F		
d_I, Intersection Delay [s/veh]	132.84											
Intersection LOS	F											
Intersection V/C	1.215											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 9: Project West Access (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.210

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	193	296	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	73	85	51	90	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	81	83	56	54	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	154	168	300	440	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	41	44	79	116	0
Total Analysis Volume [veh/h]	0	162	177	316	463	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.21	0.16	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	23.82	10.91	8.92	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.79	0.79	0.54	0.27	0.00	0.00
95th-Percentile Queue Length [ft/ln]	19.76	19.76	13.54	6.77	0.00	0.00
d_A, Approach Delay [s/veh]	10.91		3.20		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.99					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 10: Sportsman Center (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.6
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.081

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	35	12	159	33	18	261
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	51	0	0	90
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	56	0	0	54
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	12	266	33	18	405
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	3	70	9	5	107
Total Analysis Volume [veh/h]	37	13	280	35	19	426
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.02	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	13.59	9.92	0.00	0.00	7.94	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.32	0.32	0.00	0.00	0.04	0.02
95th-Percentile Queue Length [ft/ln]	7.91	7.91	0.00	0.00	1.10	0.55
d_A, Approach Delay [s/veh]	12.64		0.00		0.34	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.97					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 11: Project West Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	34	0	0	74
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	34	0	0	74
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	9	0	0	19
Total Analysis Volume [veh/h]	0	5	36	0	0	78
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.10	8.49	0.00	0.00	7.29	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.36	0.36	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.49		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.36					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 12: Project East Access (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	15.8
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.017

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	203	279	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	71	51	0	19	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	54	56	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	125	107	203	298	7
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	33	28	53	78	2
Total Analysis Volume [veh/h]	6	132	113	214	314	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.15	0.09	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	15.84	10.12	8.21	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.61	0.61	0.28	0.14	0.00	0.00
95th-Percentile Queue Length [ft/ln]	15.33	15.33	7.10	3.55	0.00	0.00
d_A, Approach Delay [s/veh]	10.37		2.84		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.00					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 13: Project Center Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	34	0	0	74
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	5	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	39	0	0	74
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	10	0	0	19
Total Analysis Volume [veh/h]	0	5	41	0	0	78
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.12	8.51	0.00	0.00	7.30	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.37	0.37	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.51		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.34					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 14: Project East Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	34	0	0	74
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	10	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	44	0	0	74
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	12	0	0	19
Total Analysis Volume [veh/h]	0	5	46	0	0	78
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.15	8.53	0.00	0.00	7.31	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.37	0.37	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.53		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.33					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 15: Adelanto Road (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	21.0
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.220

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	342	18	16	287	0	0	0	0	53	0	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	0	0	7	0	5	0	10	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	348	18	16	294	0	5	0	10	53	0	21
Peak Hour Factor	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340
Other Adjustment Factor	1.0000	1.0000	1.0000	0.9474	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	104	5	5	88	0	1	0	3	16	0	6
Total Analysis Volume [veh/h]	0	417	22	18	353	0	6	0	12	64	0	25
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.00	0.00	0.02	0.00	0.02	0.22	0.00	0.04
d_M, Delay for Movement [s/veh]	7.99	0.00	0.00	8.26	0.00	0.00	18.16	17.25	10.53	20.97	20.21	14.28
Movement LOS	A	A	A	A	A	A	C	C	B	C	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.05	0.00	0.00	0.12	0.12	0.12	1.02	1.02	1.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	1.22	0.00	0.00	3.02	3.02	3.02	25.39	25.39	25.39
d_A, Approach Delay [s/veh]	0.00			0.40			13.07			19.09		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	2.27											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 16: Adelanto Road (NS) at Project Access (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	391	346	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	17	0	0	9
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	397	363	0	0	9
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	104	96	0	0	2
Total Analysis Volume [veh/h]	0	418	382	0	0	9
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	8.07	0.00	0.00	0.00	13.27	9.45
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.83	0.83
d_A, Approach Delay [s/veh]	0.00		0.00		9.45	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.11					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 17: Adelanto Road (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	16.3
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.274

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	102	290	178	168	101	102
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	26	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	102	290	178	194	107	102
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	1.0000	0.8947	1.0000
Total 15-Minute Volume [veh/h]	25	76	47	51	25	27
Total Analysis Volume [veh/h]	102	305	187	204	101	107
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.00	0.00	0.00	0.27	0.13
d_M, Delay for Movement [s/veh]	8.39	0.00	0.00	0.00	16.29	10.10
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.29	0.00	0.00	0.00	0.47	0.45
95th-Percentile Queue Length [ft/ln]	7.19	0.00	0.00	0.00	11.75	11.31
d_A, Approach Delay [s/veh]	2.10		0.00		13.11	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.56					
Intersection LOS	C					

Adelanto Project

Vistro File: C:\...\PM_E.vistro
Report File: C:\...\PM_FY_2045_phase_I_II.pdf

Scenario 9 Year 2045 With Project Phase I & II
12/13/2023

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Bellflower Street (NS) at Rancho Road (EW)	Final Base	21	70	34	11	108	17	21	340	184	44	92	32	974
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	7	7	0	0	0	7	0	6	11	6	44
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**21**	**70**	**41**	**18**	**108**	**17**	**21**	**347**	**184**	**50**	**103**	**38**	**1018**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	US-395 (NS) at Chamberlane Way (EW)	Final Base	184	731	33	1	726	11	40	33	162	21	42	9	1993
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	6	22	6	0	15	0	0	0	7	7	0	0	63
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**190**	**753**	**39**	**1**	**741**	**11**	**40**	**33**	**169**	**28**	**42**	**9**	**2056**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	US-395 (NS) at Bartlett Avenue (EW)	Final Base	255	938	70	10	757	25	17	63	208	95	58	19	2515
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	6	34	6	0	29	0	0	0	7	7	0	0	89
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**261**	**972**	**76**	**10**	**786**	**25**	**17**	**63**	**215**	**102**	**58**	**19**	**2604**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	US-395 (NS) at Air Base Road (EW)	Final Base	93	765	150	308	729	24	14	226	78	323	244	511	3465
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	11	46	0	0	43	0	0	0	7	0	0	0	107
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**104**	**811**	**150**	**308**	**772**	**24**	**14**	**226**	**85**	**323**	**244**	**511**	**3572**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	US-395 (NS) at Rancho Road (EW)	Final Base	103	1877	37	21	1211	29	75	122	263	134	45	88	4005
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	-76	141	111	-61	0	0	21	0	159	23	116	434
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**103**	**1801**	**178**	**132**	**1150**	**29**	**75**	**143**	**263**	**293**	**68**	**204**	**4439**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	US-395 (NS) at Cactus Road (EW)	Final Base	120	2100	49	40	1792	40	42	24	69	59	12	27	4374
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	58	0	0	77	6	7	0	0	0	0	0	148
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**120**	**2158**	**49**	**40**	**1869**	**46**	**49**	**24**	**69**	**59**	**12**	**27**	**4522**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	US-395 (NS) at Mojave Drive (EW)	Final Base	187	1819	406	292	1599	30	46	345	135	276	433	364	5932
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	28	0	13	45	19	15	0	0	0	0	15	135
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**187**	**1847**	**406**	**305**	**1644**	**49**	**61**	**345**	**135**	**276**	**433**	**379**	**6067**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	US-395 (NS) at Palmdale Road (EW)	Final Base	404	1954	100	200	1433	84	238	518	376	280	782	228	6597
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	7	0	11	17	11	7	0	0	0	0	7	60
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**404**	**1961**	**100**	**211**	**1450**	**95**	**245**	**518**	**376**	**280**	**782**	**235**	**6657**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
9	Project West Access (NS) at Rancho Road (EW)	Final Base	0	0	0	193	296	0	489
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	154	168	107	144	0	573
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**154**	**168**	**300**	**440**	**0**	**1062**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
10	Sportsman Center (NS) at Rancho Road (EW)	Final Base	35	12	159	33	18	261	518
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	107	0	0	144	251
		Other	0	0	0	0	0	0	0
		Future Total	**35**	**12**	**266**	**33**	**18**	**405**	**769**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
11	Project West Access (NS) at Violet Road (EW)	Final Base	0	0	34	0	0	74	108
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	5	0	0	0	0	5
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**5**	**34**	**0**	**0**	**74**	**113**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
12	Project East Access (NS) at Rancho Road (EW)	Final Base	0	0	0	203	279	0	482
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	6	125	107	0	19	7	264
		Other	0	0	0	0	0	0	0
		Future Total	**6**	**125**	**107**	**203**	**298**	**7**	**746**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
13	Project Center Access (NS) at Violet Road (EW)	Final Base	0	0	34	0	0	74	108
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	5	5	0	0	0	10
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**5**	**39**	**0**	**0**	**74**	**118**

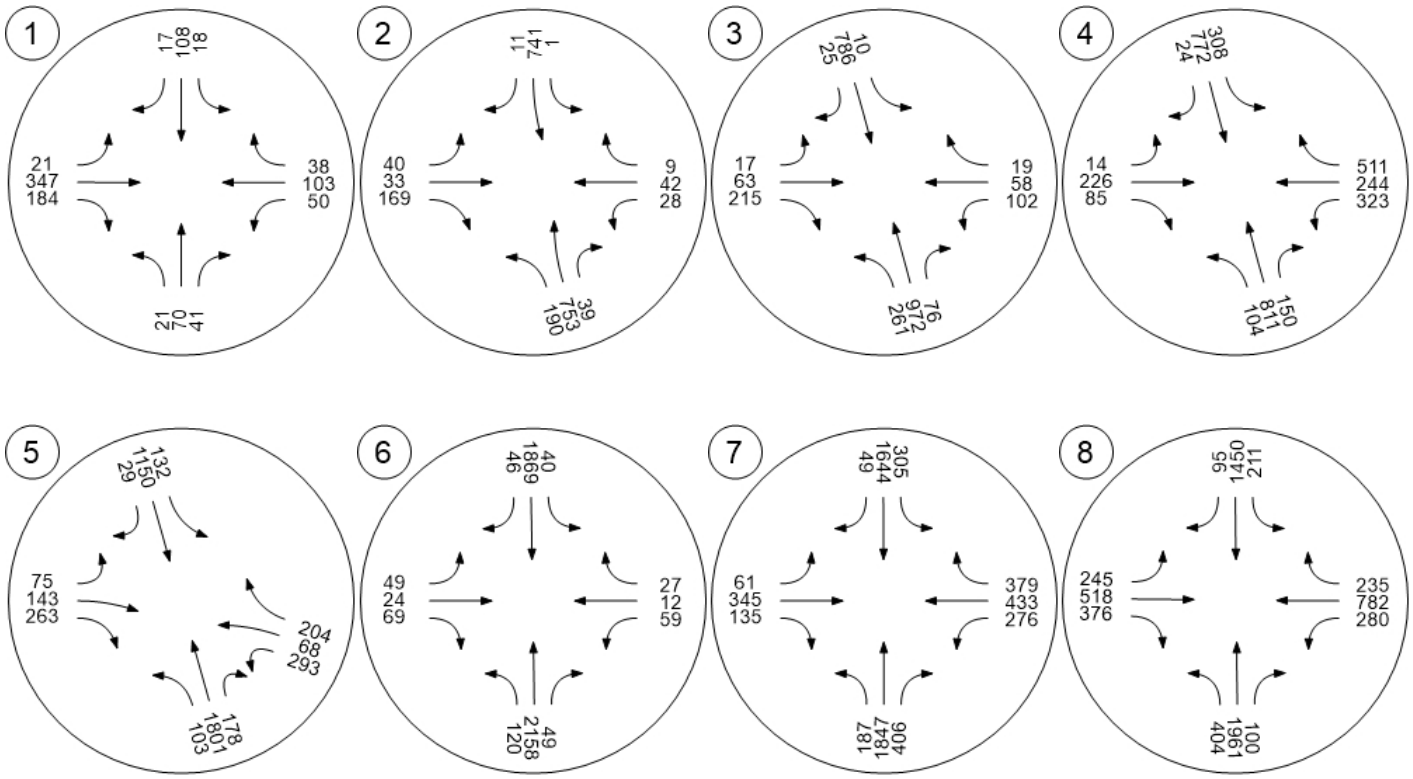
ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
14	Project East Access (NS) at Violet Road (EW)	Final Base	0	0	34	0	0	74	108
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	5	10	0	0	0	15
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**5**	**44**	**0**	**0**	**74**	**123**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Adelanto Road (NS) at Violet Road (EW)	Final Base	0	342	18	16	287	0	0	0	0	53	0	21	737
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	6	0	0	7	0	5	0	10	0	0	0	28
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**348**	**18**	**16**	**294**	**0**	**5**	**0**	**10**	**53**	**0**	**21**	**765**

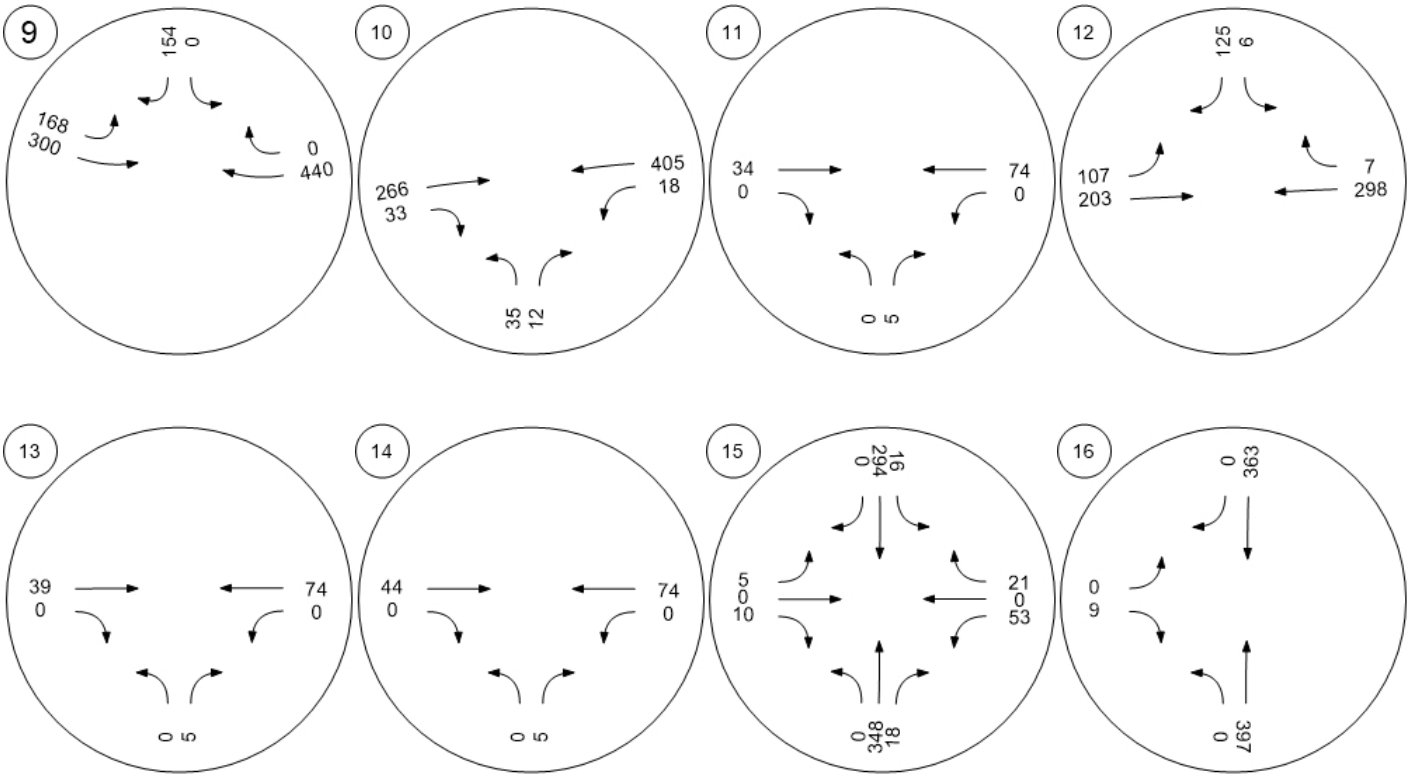
ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
16	Adelanto Road (NS) at Project Access (EW)	Final Base	0	391	346	0	0	0	737
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	6	17	0	0	9	32
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**397**	**363**	**0**	**0**	**9**	**769**

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
17	Adelanto Road (NS) at Rancho Road (EW)	Final Base	102	290	178	168	101	102	941
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	26	6	0	32
		Other	0	0	0	0	0	0	0
		Future Total	**102**	**290**	**178**	**194**	**107**	**102**	**973**

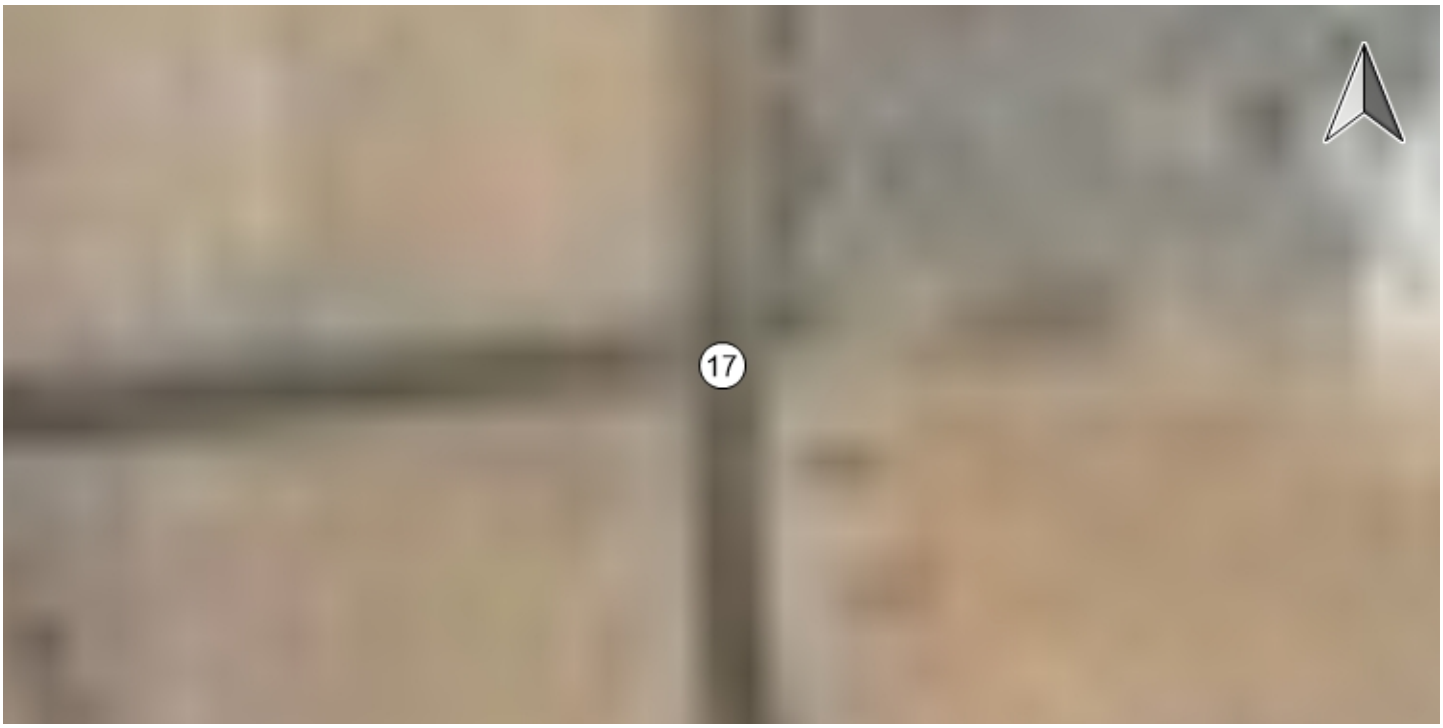
Traffic Volume - Future Total Volume

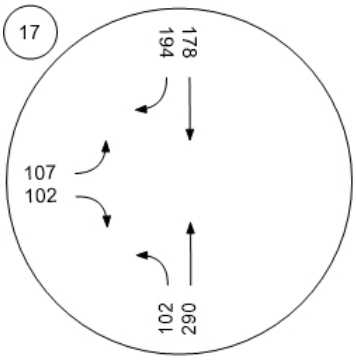


Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume





Adelanto Project

Vistro File: C:\...\AM_E.vistro

Scenario 13 Year 2045 With Project Phase I & II - With Improvements

Report File: C:\...\AM_FY_2045_phase_I_II_W_IMP.pdf

12/13/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Bellflower Street (NS) at Rancho Road (EW)	All-way stop	HCM 2010	WB Thru	0.395	11.9	B
2	US-395 (NS) at Chamberlane Way (EW)	Signalized	HCM 2010	SB Left	0.462	10.2	B
3	US-395 (NS) at Bartlett Avenue (EW)	Signalized	HCM 2010	SB Left	0.482	14.5	B
4	US-395 (NS) at Air Base Road (EW)	Signalized	HCM 2010	SB Left	0.683	37.4	D
5	US-395 (NS) at Rancho Road (EW)	Signalized	HCM 2010	WB Left	1.111	25.1	C
6	US-395 (NS) at Cactus Road (EW)	Signalized	HCM 2010	NB Left	0.619	10.1	B
7	US-395 (NS) at Mojave Drive (EW)	Signalized	HCM 2010	EB Left	0.888	42.6	D
8	US-395 (NS) at Palmdale Road (EW)	Signalized	HCM 2010	WB Left	0.785	29.9	C
9	Project West Access (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	SB Right	0.199	10.5	B
10	Sportsman Center (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	NB Left	0.062	12.5	B
11	Project West Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	NB Right	0.001	8.5	A
12	Project East Access (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	SB Left	0.014	14.0	B
13	Project Center Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	NB Right	0.001	8.5	A
14	Project East Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	NB Right	0.001	8.5	A
15	Adelanto Road (NS) at Violet Road (EW)	Two-way stop	HCM 2010	WB Left	0.049	15.5	C
16	Adelanto Road (NS) at Project Access (EW)	Two-way stop	HCM 2010	EB Right	0.002	9.0	A
17	Adelanto Road (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	EB Left	0.132	15.4	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Bellflower Street (NS) at Rancho Road (EW)

Control Type:	All-way stop	Delay (sec / veh):	11.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.395

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	1	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	98	53	21	18	65	64	10	139	32	11	411	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	6	6	0	0	0	6	0	6	7	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	98	53	27	24	65	64	10	145	32	17	418	14
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	14	7	6	17	17	2	38	8	4	110	4
Total Analysis Volume [veh/h]	103	56	28	25	68	67	10	153	34	17	440	15
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	516	602	521	590	495	532	552	532	575	580
Degree of Utilization, x	0.31	0.05	0.18	0.11	0.02	0.18	0.17	0.03	0.40	0.39

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.30	0.15	0.65	0.38	0.06	0.63	0.61	0.10	1.88	1.86
95th-Percentile Queue Length [ft]	32.46	3.65	16.13	9.56	1.54	15.83	15.13	2.47	47.03	46.50
Approach Delay [s/veh]	12.19		10.48		10.70			12.81		
Approach LOS	B		B		B			B		
Intersection Delay [s/veh]	11.92									
Intersection LOS	B									

Intersection Level Of Service Report
Intersection 2: US-395 (NS) at Chamberlane Way (EW)

Control Type:	Signalized	Delay (sec / veh):	10.2
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.462

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	180.00	100.00	100.00	210.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	96	482	20	5	832	32	13	35	125	28	32	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	14	6	0	13	0	0	0	6	6	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	102	496	26	5	845	32	13	35	131	34	32	7
Peak Hour Factor	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490	0.9490
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	131	7	1	223	8	3	9	35	9	8	2
Total Analysis Volume [veh/h]	102	523	27	5	890	34	14	37	138	36	34	7
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	30	0	12	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	5	43	43	0	39	39	7	7	7
g / C, Green / Cycle	0.08	0.72	0.72	0.01	0.65	0.65	0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.06	0.16	0.16	0.00	0.26	0.26	0.03	0.09	0.06
s, saturation flow rate [veh/h]	1681	1765	1734	1681	1765	1742	1720	1500	1323
c, Capacity [veh/h]	135	1268	1246	15	1142	1127	288	185	251
d1, Uniform Delay [s]	27.09	2.83	2.83	29.64	5.08	5.08	23.81	25.47	24.45
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.38	0.40	0.40	13.30	1.08	1.09	0.29	5.92	0.69
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

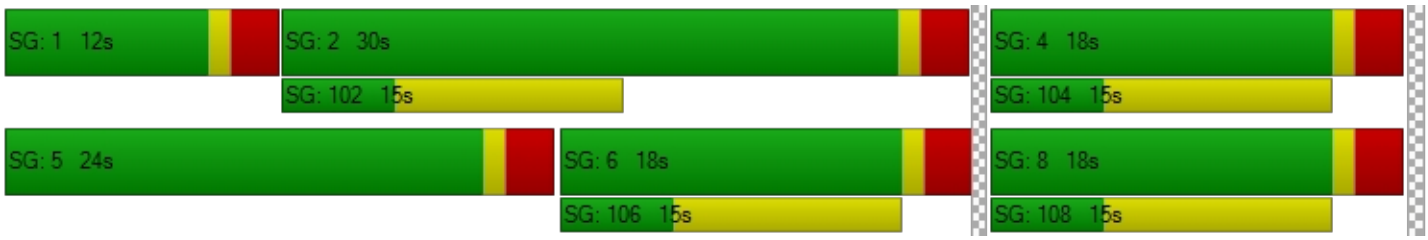
X, volume / capacity	0.76	0.22	0.22	0.34	0.41	0.41	0.18	0.75	0.31
d, Delay for Lane Group [s/veh]	35.48	3.22	3.23	42.94	6.16	6.18	24.11	31.39	25.14
Lane Group LOS	D	A	A	D	A	A	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	1.57	0.43	0.42	0.12	1.65	1.63	0.64	2.09	1.00
50th-Percentile Queue Length [ft/ln]	39.26	10.68	10.58	2.95	41.16	40.74	16.03	52.29	24.89
95th-Percentile Queue Length [veh/ln]	2.83	0.77	0.76	0.21	2.96	2.93	1.15	3.76	1.79
95th-Percentile Queue Length [ft/ln]	70.67	19.22	19.05	5.31	74.10	73.34	28.85	94.12	44.80

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	35.48	3.23	3.23	42.94	6.17	6.18	24.11	24.11	31.39	25.14	25.14	25.14
Movement LOS	D	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	8.27			6.37			29.42			25.14		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	10.18											
Intersection LOS	B											
Intersection V/C	0.462											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: US-395 (NS) at Bartlett Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	14.5
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.482

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	100.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			35.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	89	581	105	51	927	12	4	95	114	99	48	15
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	26	6	0	25	0	0	0	6	6	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	607	111	51	952	12	4	95	120	105	48	15
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	160	29	13	251	3	1	25	32	26	13	4
Total Analysis Volume [veh/h]	95	639	117	51	1002	13	4	100	126	105	51	16
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	44	37	0	25	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	80	80	80	80	80	80	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	6	53	53	3	50	50	15	15	15	15	15	15
g / C, Green / Cycle	0.07	0.66	0.66	0.04	0.63	0.63	0.19	0.19	0.19	0.19	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.06	0.22	0.22	0.03	0.30	0.01	0.00	0.06	0.08	0.09	0.02	0.02
s, saturation flow rate [veh/h]	1681	1765	1671	1681	3360	1500	1329	1765	1500	1150	1765	1626
c, Capacity [veh/h]	124	1157	1096	74	2102	938	287	332	282	194	332	306
d1, Uniform Delay [s]	36.39	6.08	6.08	37.75	8.00	5.66	29.12	27.98	28.81	36.43	26.91	26.94
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.32	0.78	0.83	11.05	0.78	0.03	0.02	0.50	1.11	2.33	0.13	0.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

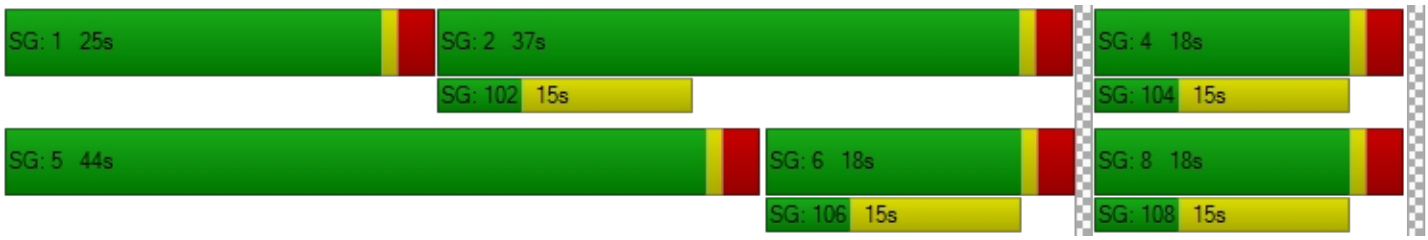
X, volume / capacity	0.76	0.34	0.34	0.69	0.48	0.01	0.01	0.30	0.45	0.54	0.10	0.11
d, Delay for Lane Group [s/veh]	45.72	6.87	6.91	48.81	8.78	5.69	29.14	28.48	29.92	38.76	27.05	27.10
Lane Group LOS	D	A	A	D	A	A	C	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.01	2.16	2.06	1.15	3.45	0.07	0.07	1.63	2.14	2.08	0.52	0.51
50th-Percentile Queue Length [ft/ln]	50.36	54.06	51.58	28.63	86.24	1.66	1.63	40.78	53.57	51.92	13.05	12.74
95th-Percentile Queue Length [veh/ln]	3.63	3.89	3.71	2.06	6.21	0.12	0.12	2.94	3.86	3.74	0.94	0.92
95th-Percentile Queue Length [ft/ln]	90.65	97.32	92.84	51.54	155.23	2.98	2.93	73.40	96.43	93.45	23.49	22.93

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	45.72	6.88	6.91	48.81	8.78	5.69	29.14	28.48	29.92	38.76	27.06	27.10
Movement LOS	D	A	A	D	A	A	C	C	C	D	C	C
d_A, Approach Delay [s/veh]	11.22			10.65			29.28			34.20		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	14.46											
Intersection LOS	B											
Intersection V/C	0.482											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: US-395 (NS) at Air Base Road (EW)

Control Type:	Signalized	Delay (sec / veh):	37.4
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.683

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	380.00	100.00	100.00	340.00	100.00	100.00	220.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			50.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	45	542	392	216	912	18	8	282	165	553	195	229
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	38	0	0	37	0	0	0	6	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	52	580	392	216	949	18	8	282	171	553	195	229
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	153	103	54	250	5	2	74	45	138	51	60
Total Analysis Volume [veh/h]	52	611	413	215	999	19	8	297	180	551	205	241
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	8	41	0	13	46	0	0	76	0	0	76	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	4	42	42	10	47	47	69	69	69	69	69
g / C, Green / Cycle	0.03	0.32	0.32	0.08	0.36	0.36	0.53	0.53	0.53	0.53	0.53
(v / s)_i Volume / Saturation Flow Rate	0.02	0.13	0.28	0.07	0.21	0.01	0.01	0.29	0.31	0.12	0.16
s, saturation flow rate [veh/h]	3264	4807	1500	3264	4807	1500	1172	1655	1774	1765	1500
c, Capacity [veh/h]	106	1540	481	251	1754	547	589	883	635	941	800
d1, Uniform Delay [s]	61.82	34.39	41.42	59.29	33.11	26.56	19.42	19.88	42.71	16.01	16.86
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.45	0.77	17.84	8.20	1.35	0.12	0.01	0.54	3.76	0.11	0.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

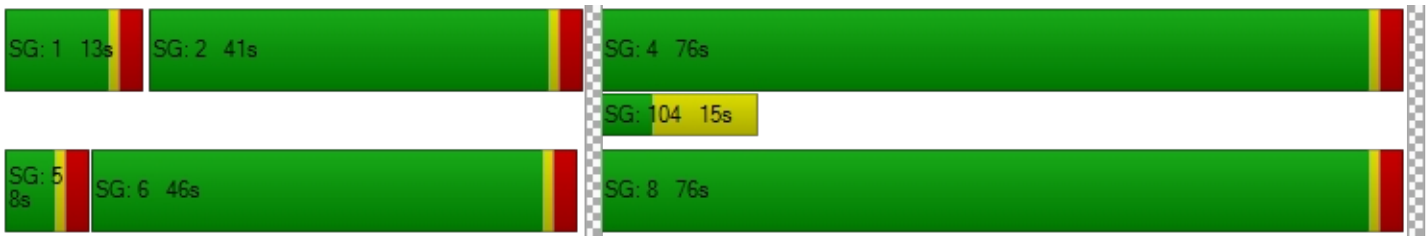
X, volume / capacity	0.49	0.40	0.86	0.86	0.57	0.03	0.01	0.54	0.87	0.22	0.30
d, Delay for Lane Group [s/veh]	65.27	35.15	59.26	67.49	34.46	26.68	19.43	20.42	46.46	16.13	17.07
Lane Group LOS	E	D	E	E	C	C	B	C	D	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.87	4.96	14.22	3.69	8.28	0.39	0.13	8.87	8.79	3.21	3.98
50th-Percentile Queue Length [ft/ln]	21.84	123.91	355.52	92.13	206.96	9.67	3.23	221.63	219.74	80.26	99.59
95th-Percentile Queue Length [veh/ln]	1.57	8.61	20.41	6.63	13.00	0.70	0.23	13.75	13.65	5.78	7.17
95th-Percentile Queue Length [ft/ln]	39.32	215.18	510.13	165.84	324.93	17.41	5.81	343.71	341.30	144.47	179.26

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	65.27	35.15	59.26	67.49	34.46	26.68	19.43	20.42	20.42	46.46	16.13	17.07
Movement LOS	E	D	E	E	C	C	B	C	C	D	B	B
d_A, Approach Delay [s/veh]	45.86			40.10			20.41			33.12		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	37.38											
Intersection LOS	D											
Intersection V/C	0.683											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: US-395 (NS) at Rancho Road (EW)

Control Type:	Signalized	Delay (sec / veh):	25.1
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.111

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	340.00	100.00	100.00	290.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			40.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	341	944	24	52	1354	119	23	65	89	136	108	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	56	43	0	0	0	18	0	59	19	45
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	-80	80	62	-62	0	0	0	0	78	0	61
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	341	864	160	157	1292	119	23	83	89	273	127	119
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	227	42	39	340	31	6	22	23	68	33	31
Total Analysis Volume [veh/h]	340	909	168	157	1360	125	23	87	94	272	134	125
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	72	0	0	72	0	0	18	0	0	18	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	69	69	69	69	69	69	15	15	15	15	15	15
g / C, Green / Cycle	0.77	0.77	0.77	0.77	0.77	0.77	0.17	0.17	0.17	0.17	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.85	0.27	0.11	0.26	0.40	0.08	0.02	0.03	0.06	0.21	0.08	0.08
s, saturation flow rate [veh/h]	399	3360	1500	611	3360	1500	1116	3360	1500	1305	1765	1500
c, Capacity [veh/h]	310	2573	1149	477	2573	1149	161	563	251	244	296	251
d1, Uniform Delay [s]	25.73	3.38	2.78	7.40	4.14	2.69	39.49	31.98	33.24	41.17	33.72	33.99
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.19	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	79.71	0.38	0.27	1.84	0.78	0.19	0.40	0.13	0.92	71.96	1.09	1.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.10	0.35	0.15	0.33	0.53	0.11	0.14	0.15	0.37	1.12	0.45	0.50
d, Delay for Lane Group [s/veh]	105.45	3.76	3.05	9.24	4.92	2.88	39.89	32.11	34.16	113.13	34.80	35.51
Lane Group LOS	F	A	A	A	A	A	D	C	C	F	C	D
Critical Lane Group	Yes	No	No	No	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	13.43	1.41	0.47	1.29	2.62	0.34	0.48	0.79	1.82	9.98	2.52	2.40
50th-Percentile Queue Length [ft/ln]	335.73	35.32	11.83	32.16	65.49	8.51	12.10	19.76	45.42	249.46	63.10	59.90
95th-Percentile Queue Length [veh/ln]	20.91	2.54	0.85	2.32	4.72	0.61	0.87	1.42	3.27	15.93	4.54	4.31
95th-Percentile Queue Length [ft/ln]	522.69	63.58	21.29	57.89	117.89	15.32	21.78	35.56	81.76	398.36	113.59	107.82

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	105.45	3.76	3.05	9.24	4.92	2.88	39.89	32.11	34.16	113.13	34.80	35.51
Movement LOS	F	A	A	A	A	A	D	C	C	F	C	D
d_A, Approach Delay [s/veh]	28.08			5.18			33.93			75.09		
Approach LOS	C			A			C			E		
d_I, Intersection Delay [s/veh]	25.06											
Intersection LOS	C											
Intersection V/C	1.111											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: US-395 (NS) at Cactus Road (EW)

Control Type:	Signalized	Delay (sec / veh):	10.1
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.619

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	580.00	490.00	100.00	100.00	110.00	100.00	100.00	120.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	30	1619	39	29	1586	24	42	18	48	40	12	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	50	0	0	53	6	6	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	1669	39	29	1639	30	48	18	48	40	12	39
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	439	10	7	431	8	12	5	13	10	3	10
Total Analysis Volume [veh/h]	30	1757	41	29	1725	32	48	19	51	40	13	41
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	8	84	0	8	84	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	L	C
C, Cycle Length [s]	110	110	110	110	110	110	110	110	110	110
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	3	87	87	3	87	87	11	11	11	11
g / C, Green / Cycle	0.03	0.79	0.79	0.03	0.79	0.79	0.10	0.10	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.02	0.52	0.03	0.02	0.50	0.50	0.04	0.04	0.03	0.03
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1753	1345	1564	1325	1556
c, Capacity [veh/h]	46	2646	1181	45	1389	1380	135	162	121	161
d1, Uniform Delay [s]	52.97	5.20	2.55	53.00	4.97	4.99	51.32	46.25	52.09	45.77
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	14.47	1.33	0.05	14.28	2.21	2.25	1.59	1.81	1.59	1.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.65	0.66	0.03	0.64	0.63	0.64	0.36	0.43	0.33	0.33
d, Delay for Lane Group [s/veh]	67.44	6.53	2.61	67.28	7.18	7.24	52.92	48.06	53.68	46.97
Lane Group LOS	E	A	A	E	A	A	D	D	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.98	5.47	0.13	0.94	5.62	5.64	1.36	1.88	1.14	1.42
50th-Percentile Queue Length [ft/ln]	24.42	136.68	3.30	23.61	140.49	141.05	33.96	46.91	28.55	35.61
95th-Percentile Queue Length [veh/ln]	1.76	9.30	0.24	1.70	9.51	9.54	2.45	3.38	2.06	2.56
95th-Percentile Queue Length [ft/ln]	43.96	232.55	5.94	42.50	237.69	238.43	61.13	84.43	51.38	64.09

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	67.44	6.53	2.61	67.28	7.21	7.24	52.92	48.06	48.06	53.68	46.97	46.97
Movement LOS	E	A	A	E	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	7.44			8.18			50.03			49.83		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	10.14											
Intersection LOS	B											
Intersection V/C	0.619											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 7: US-395 (NS) at Mojave Drive (EW)

Control Type:	Signalized	Delay (sec / veh):	42.6
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.888

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	380.00	100.00	100.00	250.00	100.00	100.00	280.00	100.00	100.00
Speed [mph]	50.00			50.00			60.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	29	1364	194	226	1452	20	35	352	130	249	105	277
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	24	0	12	29	12	13	0	0	0	0	13
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	1388	194	238	1481	32	48	352	130	249	105	290
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	365	51	59	390	8	12	93	34	62	28	76
Total Analysis Volume [veh/h]	29	1461	204	237	1559	34	48	371	137	248	111	305
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	9	64	0	23	78	0	8	19	0	24	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	R	L	C	C
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	3	61	61	20	78	78	5	16	16	21	32	32
g / C, Green / Cycle	0.03	0.47	0.47	0.15	0.60	0.60	0.04	0.12	0.12	0.16	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.02	0.43	0.14	0.14	0.45	0.45	0.03	0.11	0.09	0.15	0.06	0.20
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1752	1681	3360	1500	1681	1765	1500
c, Capacity [veh/h]	43	1578	705	259	1056	1048	61	414	185	270	437	372
d1, Uniform Delay [s]	62.83	32.34	21.15	54.17	19.13	19.22	62.14	56.17	54.99	53.71	39.26	46.18
k, delay calibration	0.11	0.50	0.50	0.18	0.50	0.50	0.11	0.11	0.11	0.20	0.11	0.34
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	17.31	10.75	1.04	18.34	5.02	5.17	19.50	7.03	5.74	19.59	0.30	12.99
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.68	0.93	0.29	0.92	0.75	0.76	0.79	0.90	0.74	0.92	0.25	0.82
d, Delay for Lane Group [s/veh]	80.14	43.08	22.19	72.51	24.15	24.39	81.64	63.20	60.73	73.29	39.56	59.17
Lane Group LOS	F	D	C	E	C	C	F	E	E	E	D	E
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.13	22.21	3.83	8.70	17.05	17.13	1.84	6.12	4.43	9.25	2.83	10.37
50th-Percentile Queue Length [ft/ln]	28.30	555.34	95.77	217.55	426.33	428.36	46.01	152.96	110.65	231.25	70.76	259.27
95th-Percentile Queue Length [veh/ln]	2.04	29.94	6.90	13.54	23.83	23.92	3.31	10.17	7.88	14.24	5.10	15.65
95th-Percentile Queue Length [ft/ln]	50.94	748.58	172.38	338.50	595.64	598.08	82.82	254.37	196.91	355.95	127.38	391.31

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	80.14	43.08	22.19	72.51	24.27	24.39	81.64	63.20	60.73	73.29	39.56	59.17
Movement LOS	F	D	C	E	C	C	F	E	E	E	D	E
d_A, Approach Delay [s/veh]	41.20			30.52			64.18			61.17		
Approach LOS	D			C			E			E		
d_I, Intersection Delay [s/veh]	42.57											
Intersection LOS	D											
Intersection V/C	0.888											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 8: US-395 (NS) at Palmdale Road (EW)

Control Type:	Signalized	Delay (sec / veh):	29.9
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.785

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	2	0	1
Pocket Length [ft]	120.00	100.00	100.00	350.00	100.00	370.00	140.00	100.00	100.00	520.00	100.00	260.00
Speed [mph]	50.00			55.00			55.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	194	1094	103	290	1429	120	172	547	361	141	386	134
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	0	7	9	7	6	0	0	0	0	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	194	1100	103	297	1438	127	178	547	361	141	386	140
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.8947	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	289	27	74	378	33	44	144	95	33	102	37
Total Analysis Volume [veh/h]	193	1158	108	296	1514	134	178	576	380	133	406	147
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	10	30	0	33	53	0	20	29	0	8	17	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	7	51	51	12	56	56	8	20	20	5	18	18
g / C, Green / Cycle	0.07	0.51	0.51	0.12	0.56	0.56	0.08	0.20	0.20	0.05	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.06	0.24	0.07	0.09	0.45	0.09	0.05	0.17	0.14	0.04	0.12	0.10
s, saturation flow rate [veh/h]	3264	4807	1500	3264	3360	1500	3264	3360	2655	3264	3360	1500
c, Capacity [veh/h]	234	2453	766	383	1868	834	253	675	533	169	589	263
d1, Uniform Delay [s]	45.92	15.83	12.95	42.96	17.99	10.85	45.12	38.63	37.35	46.98	38.79	37.80
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.22	0.65	0.39	3.36	3.94	0.41	3.56	3.20	1.78	7.82	1.45	1.86
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.83	0.47	0.14	0.77	0.81	0.16	0.70	0.85	0.71	0.79	0.69	0.56
d, Delay for Lane Group [s/veh]	53.13	16.48	13.34	46.32	21.93	11.27	48.67	41.83	39.14	54.80	40.24	39.66
Lane Group LOS	D	B	B	D	C	B	D	D	D	D	D	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.50	5.13	1.22	3.52	12.46	1.32	2.16	6.62	4.16	1.75	4.54	3.25
50th-Percentile Queue Length [ft/ln]	62.40	128.31	30.57	88.10	311.55	32.93	54.10	165.53	104.12	43.77	113.40	81.34
95th-Percentile Queue Length [veh/ln]	4.49	8.85	2.20	6.34	18.25	2.37	3.89	10.84	7.50	3.15	8.03	5.86
95th-Percentile Queue Length [ft/ln]	112.31	221.19	55.02	158.58	456.29	59.28	97.37	271.03	187.41	78.79	200.72	146.41

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.13	16.48	13.34	46.32	21.93	11.27	48.67	41.83	39.14	54.80	40.24	39.66
Movement LOS	D	B	B	D	C	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	21.10			24.91			42.00			42.94		
Approach LOS	C			C			D			D		
d_I, Intersection Delay [s/veh]	29.92											
Intersection LOS	C											
Intersection V/C	0.785											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 9: Project West Access (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.199

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	168	257	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	72	73	44	51	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	83	85	57	56	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	155	158	269	364	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	41	42	71	96	0
Total Analysis Volume [veh/h]	0	163	166	283	383	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.20	0.14	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	20.43	10.49	8.58	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.74	0.74	0.47	0.23	0.00	0.00
95th-Percentile Queue Length [ft/ln]	18.50	18.50	11.64	5.82	0.00	0.00
d_A, Approach Delay [s/veh]	10.49		3.17		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.15					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Sportsman Center (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.5
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.062

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	30	20	121	46	19	211
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	44	0	0	51
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	57	0	0	56
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	20	222	46	19	318
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	5	58	12	5	84
Total Analysis Volume [veh/h]	32	21	234	48	20	335
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.02	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	12.51	9.63	0.00	0.00	7.86	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.28	0.28	0.00	0.00	0.05	0.02
95th-Percentile Queue Length [ft/ln]	7.01	7.01	0.00	0.00	1.13	0.57
d_A, Approach Delay [s/veh]	11.37		0.00		0.44	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	1.10					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 11: Project West Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	34	0	0	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1	34	0	0	29
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	9	0	0	8
Total Analysis Volume [veh/h]	0	1	36	0	0	31
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.84	8.48	0.00	0.00	7.29	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.07	0.07	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.48		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.12					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 12: Project East Access (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	14.0
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	144	232	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	47	44	0	4	6
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	56	57	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	103	101	144	236	6
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	27	27	38	62	2
Total Analysis Volume [veh/h]	6	108	106	152	248	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.12	0.08	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.98	9.65	7.99	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.46	0.46	0.25	0.13	0.00	0.00
95th-Percentile Queue Length [ft/ln]	11.54	11.54	6.26	3.13	0.00	0.00
d_A, Approach Delay [s/veh]	9.88		3.28		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.15					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 13: Project Center Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	34	0	0	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1	35	0	0	29
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	9	0	0	8
Total Analysis Volume [veh/h]	0	1	37	0	0	31
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.85	8.48	0.00	0.00	7.29	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.07	0.07	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.48		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.12					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 14: Project East Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	34	0	0	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	2	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1	36	0	0	29
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	9	0	0	8
Total Analysis Volume [veh/h]	0	1	38	0	0	31
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.85	8.49	0.00	0.00	7.29	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.07	0.07	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.49		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.12					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 15: Adelanto Road (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	15.5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.049

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	397	21	13	174	0	0	0	0	16	0	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	0	0	6	0	1	0	2	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	403	21	13	180	0	1	0	2	16	0	13
Peak Hour Factor	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050	0.9050
Other Adjustment Factor	1.0000	1.0000	1.0000	0.9474	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	111	6	3	50	0	0	0	1	4	0	4
Total Analysis Volume [veh/h]	0	445	23	14	199	0	1	0	2	18	0	14
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.02
d_M, Delay for Movement [s/veh]	7.62	0.00	0.00	8.33	0.00	0.00	15.28	15.00	9.31	15.49	15.30	11.50
Movement LOS	A	A	A	A	A	A	C	C	A	C	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.04	0.00	0.00	0.02	0.02	0.02	0.23	0.23	0.23
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.97	0.00	0.00	0.39	0.39	0.39	5.81	5.81	5.81
d_A, Approach Delay [s/veh]	0.00			0.55			11.30			13.75		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	0.82											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 16: Adelanto Road (NS) at Project Access (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	423	214	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	8	0	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	429	222	0	0	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	113	58	0	0	1
Total Analysis Volume [veh/h]	0	452	234	0	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.71	0.00	0.00	0.00	11.80	8.95
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.16	0.16
d_A, Approach Delay [s/veh]	0.00		0.00		8.95	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.03					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 17: Adelanto Road (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	15.4
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.132

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	130	377	112	102	46	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	10	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	130	377	112	112	52	98
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	1.0000	0.8947	1.0000
Total 15-Minute Volume [veh/h]	32	99	29	29	12	26
Total Analysis Volume [veh/h]	130	397	118	118	49	103
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.00	0.00	0.00	0.13	0.11
d_M, Delay for Movement [s/veh]	8.00	0.00	0.00	0.00	15.41	9.45
Movement LOS	A	A	A	A	C	A
95th-Percentile Queue Length [veh/ln]	0.32	0.00	0.00	0.00	0.21	0.38
95th-Percentile Queue Length [ft/ln]	8.12	0.00	0.00	0.00	5.29	9.52
d_A, Approach Delay [s/veh]	1.97		0.00		11.37	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.03					
Intersection LOS	C					

Adelanto Project

Vistro File: C:\...\AM_E.vistro

Scenario 13 Year 2045 With Project Phase I & II - With Improvements

Report File: C:\...\AM_FY_2045_phase_I_II_W_IMP.pdf

12/13/2023

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Bellflower Street (NS) at Rancho Road (EW)	Final Base	98	53	21	18	65	64	10	139	32	11	411	8	930
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	6	6	0	0	0	6	0	6	7	6	37
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**98**	**53**	**27**	**24**	**65**	**64**	**10**	**145**	**32**	**17**	**418**	**14**	**967**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	US-395 (NS) at Chamberlane Way (EW)	Final Base	96	482	20	5	832	32	13	35	125	28	32	7	1707
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	6	14	6	0	13	0	0	0	6	6	0	0	51
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**102**	**496**	**26**	**5**	**845**	**32**	**13**	**35**	**131**	**34**	**32**	**7**	**1758**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	US-395 (NS) at Bartlett Avenue (EW)	Final Base	89	581	105	51	927	12	4	95	114	99	48	15	2140
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	6	26	6	0	25	0	0	0	6	6	0	0	75
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**95**	**607**	**111**	**51**	**952**	**12**	**4**	**95**	**120**	**105**	**48**	**15**	**2215**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	US-395 (NS) at Air Base Road (EW)	Final Base	45	542	392	216	912	18	8	282	165	553	195	229	3557
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	7	38	0	0	37	0	0	0	6	0	0	0	88
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**52**	**580**	**392**	**216**	**949**	**18**	**8**	**282**	**171**	**553**	**195**	**229**	**3645**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	US-395 (NS) at Rancho Road (EW)	Final Base	341	944	24	52	1354	119	23	65	89	136	108	13	3268
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	-80	136	105	-62	0	0	18	0	137	19	106	379
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**341**	**864**	**160**	**157**	**1292**	**119**	**23**	**83**	**89**	**273**	**127**	**119**	**3647**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	US-395 (NS) at Cactus Road (EW)	Final Base	30	1619	39	29	1586	24	42	18	48	40	12	39	3526
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	50	0	0	53	6	6	0	0	0	0	0	115
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**30**	**1669**	**39**	**29**	**1639**	**30**	**48**	**18**	**48**	**40**	**12**	**39**	**3641**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	US-395 (NS) at Mojave Drive (EW)	Final Base	29	1364	194	226	1452	20	35	352	130	249	105	277	4433
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	24	0	12	29	12	13	0	0	0	0	13	103
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**29**	**1388**	**194**	**238**	**1481**	**32**	**48**	**352**	**130**	**249**	**105**	**290**	**4536**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	US-395 (NS) at Palmdale Road (EW)	Final Base	194	1094	103	290	1429	120	172	547	361	141	386	134	4971
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	6	0	7	9	7	6	0	0	0	0	6	41
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**194**	**1100**	**103**	**297**	**1438**	**127**	**178**	**547**	**361**	**141**	**386**	**140**	**5012**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
9	Project West Access (NS) at Rancho Road (EW)	Final Base	0	0	0	168	257	0	425
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	155	158	101	107	0	521
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**155**	**158**	**269**	**364**	**0**	**946**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
10	Sportsman Center (NS) at Rancho Road (EW)	Final Base	30	20	121	46	19	211	447
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	101	0	0	107	208
		Other	0	0	0	0	0	0	0
		Future Total	**30**	**20**	**222**	**46**	**19**	**318**	**655**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
11	Project West Access (NS) at Violet Road (EW)	Final Base	0	0	34	0	0	29	63
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	1	0	0	0	0	1
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**1**	**34**	**0**	**0**	**29**	**64**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
12	Project East Access (NS) at Rancho Road (EW)	Final Base	0	0	0	144	232	0	376
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	6	103	101	0	4	6	220
		Other	0	0	0	0	0	0	0
		Future Total	**6**	**103**	**101**	**144**	**236**	**6**	**596**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
13	Project Center Access (NS) at Violet Road (EW)	Final Base	0	0	34	0	0	29	63
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	1	1	0	0	0	2
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**1**	**35**	**0**	**0**	**29**	**65**

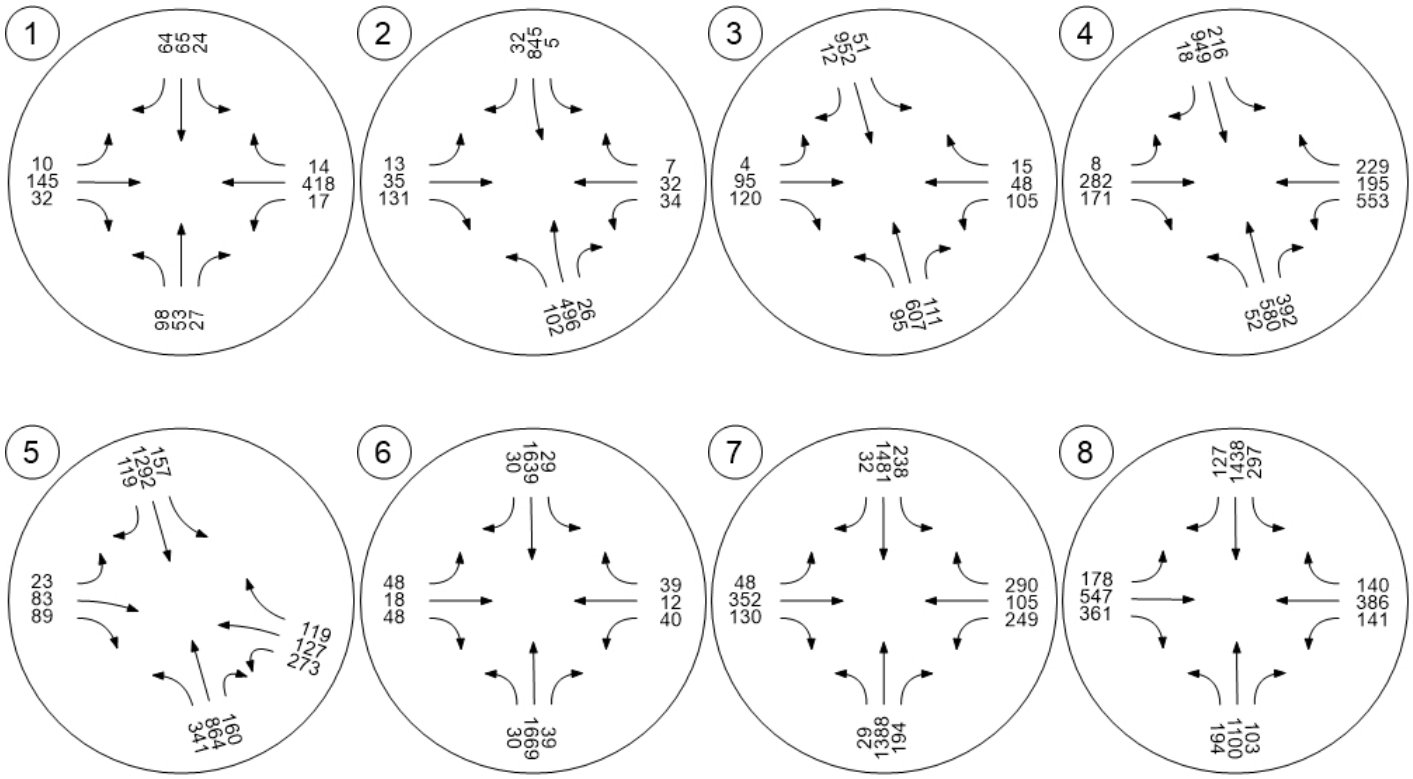
ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
14	Project East Access (NS) at Violet Road (EW)	Final Base	0	0	34	0	0	29	63
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	1	2	0	0	0	3
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**1**	**36**	**0**	**0**	**29**	**66**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Adelanto Road (NS) at Violet Road (EW)	Final Base	0	397	21	13	174	0	0	0	0	16	0	13	634
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	6	0	0	6	0	1	0	2	0	0	0	15
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**403**	**21**	**13**	**180**	**0**	**1**	**0**	**2**	**16**	**0**	**13**	**649**

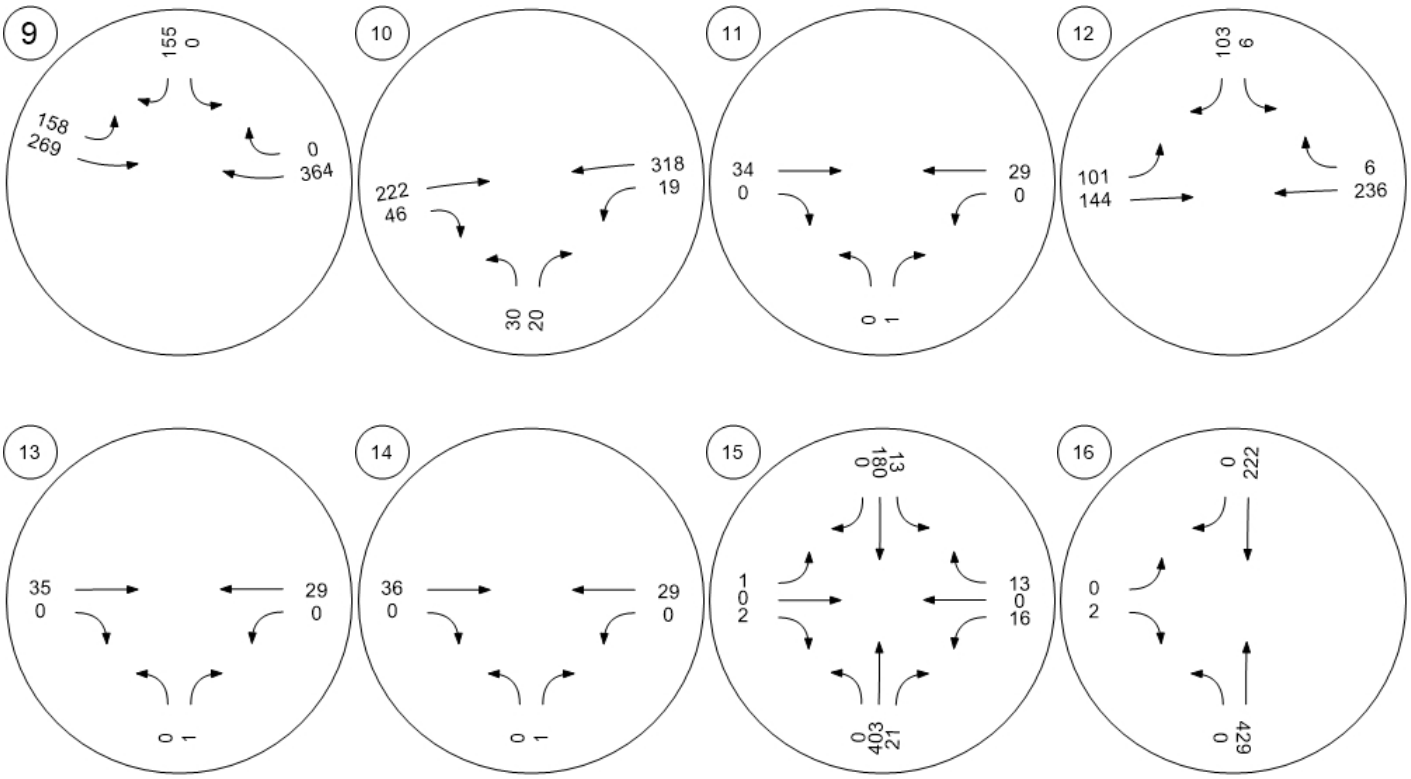
ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
16	Adelanto Road (NS) at Project Access (EW)	Final Base	0	423	214	0	0	0	637
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	6	8	0	0	2	16
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**429**	**222**	**0**	**0**	**2**	**653**

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
17	Adelanto Road (NS) at Rancho Road (EW)	Final Base	130	377	112	102	46	98	865
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	10	6	0	16
		Other	0	0	0	0	0	0	0
		Future Total	**130**	**377**	**112**	**112**	**52**	**98**	**881**

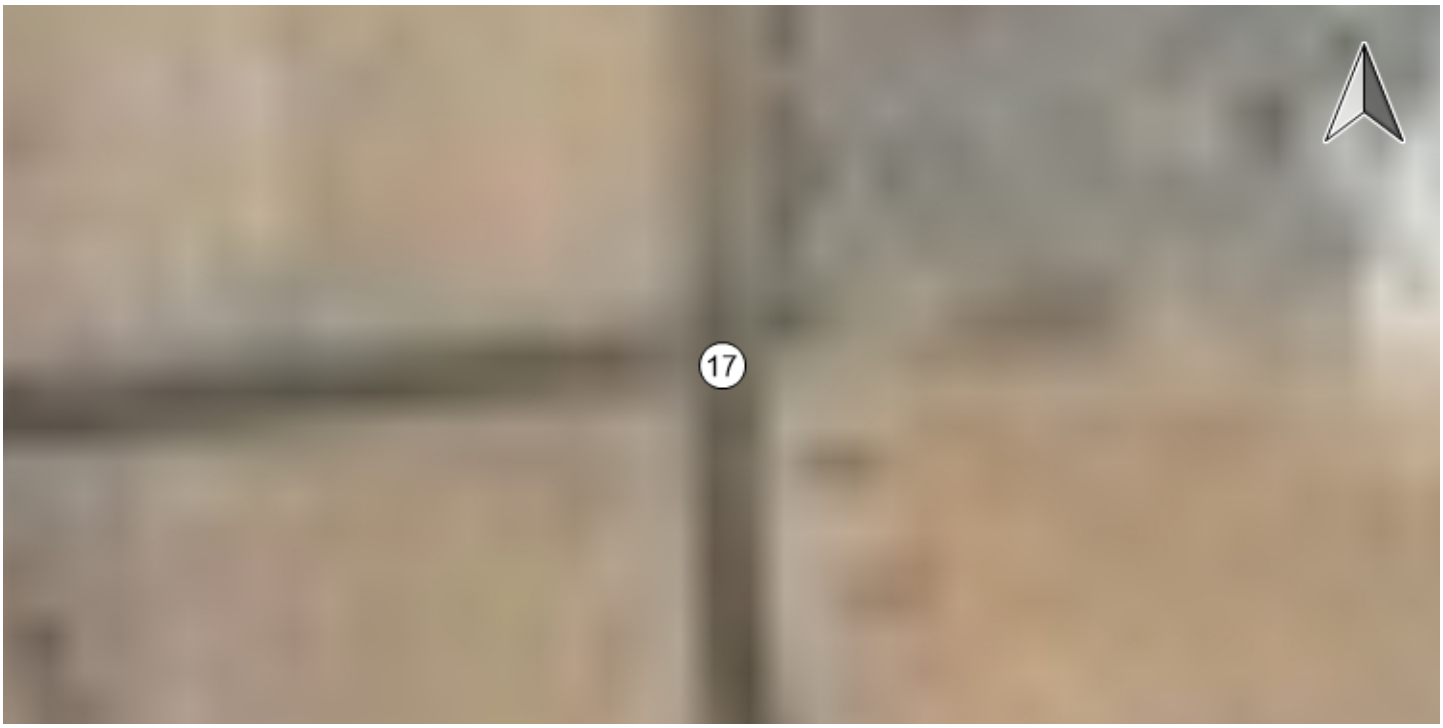
Traffic Volume - Future Total Volume

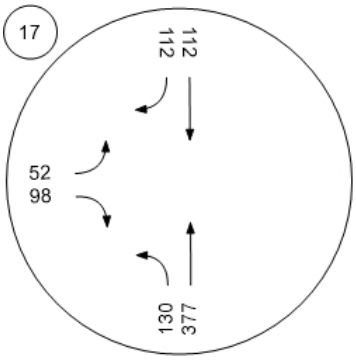


Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume





Adelanto Project

Vistro File: C:\...\PM_E.vistro

Scenario 13 Year 2045 With Project Phase I & II - With Improvements

Report File: C:\...\PM_FY_2045_phase_I_II_W_IMP.pdf

12/13/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Bellflower Street (NS) at Rancho Road (EW)	All-way stop	HCM 2010	EB Thru	0.470	12.0	B
2	US-395 (NS) at Chamberlane Way (EW)	Signalized	HCM 2010	SB Left	0.507	11.9	B
3	US-395 (NS) at Bartlett Avenue (EW)	Signalized	HCM 2010	SB Left	0.613	15.6	B
4	US-395 (NS) at Air Base Road (EW)	Signalized	HCM 2010	SB Left	0.700	19.1	B
5	US-395 (NS) at Rancho Road (EW)	Signalized	HCM 2010	SB Left	0.859	15.5	B
6	US-395 (NS) at Cactus Road (EW)	Signalized	HCM 2010	SB Left	0.800	18.7	B
7	US-395 (NS) at Mojave Drive (EW)	Signalized	HCM 2010	EB Left	0.852	41.0	D
8	US-395 (NS) at Palmdale Road (EW)	Signalized	HCM 2010	EB Left	0.956	49.5	D
9	Project West Access (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	SB Right	0.210	10.9	B
10	Sportsman Center (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	NB Left	0.081	13.6	B
11	Project West Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	NB Right	0.005	8.5	A
12	Project East Access (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	SB Left	0.017	15.8	C
13	Project Center Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	NB Right	0.005	8.5	A
14	Project East Access (NS) at Violet Road (EW)	Two-way stop	HCM 2010	NB Right	0.005	8.5	A
15	Adelanto Road (NS) at Violet Road (EW)	Two-way stop	HCM 2010	WB Left	0.220	21.0	C
16	Adelanto Road (NS) at Project Access (EW)	Two-way stop	HCM 2010	EB Right	0.011	9.4	A
17	Adelanto Road (NS) at Rancho Road (EW)	Two-way stop	HCM 2010	EB Left	0.274	16.3	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Bellflower Street (NS) at Rancho Road (EW)

Control Type:	All-way stop	Delay (sec / veh):	12.0
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.470

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	0	0	1	1	0	0	1	0	0
Pocket Length [ft]	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			55.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	21	70	34	11	108	17	21	340	184	44	92	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	7	7	0	0	0	7	0	6	11	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	70	41	18	108	17	21	347	184	50	103	38
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	18	11	5	28	4	5	91	48	12	27	10
Total Analysis Volume [veh/h]	22	74	43	19	114	18	21	365	194	50	108	40
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	524	591	533	599	550	595	648	499	535	567
Degree of Utilization, x	0.18	0.07	0.25	0.03	0.04	0.47	0.43	0.10	0.14	0.13

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.67	0.23	0.98	0.09	0.12	2.50	2.18	0.33	0.48	0.45
95th-Percentile Queue Length [ft]	16.63	5.86	24.46	2.32	2.97	62.45	54.43	8.32	11.93	11.17
Approach Delay [s/veh]	10.54		11.36		13.07			10.37		
Approach LOS	B		B		B			B		
Intersection Delay [s/veh]	12.00									
Intersection LOS	B									

Intersection Level Of Service Report
Intersection 2: US-395 (NS) at Chamberlane Way (EW)

Control Type:	Signalized	Delay (sec / veh):	11.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.507

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	180.00	100.00	100.00	210.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	184	731	33	1	726	11	40	33	162	21	42	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	22	6	0	15	0	0	0	7	7	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	190	753	39	1	741	11	40	33	169	28	42	9
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	198	10	0	195	3	11	9	44	7	11	2
Total Analysis Volume [veh/h]	189	793	41	1	780	12	42	35	178	29	44	9
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	19	0	23	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	9	42	42	0	33	33	9	9	9
g / C, Green / Cycle	0.14	0.70	0.70	0.00	0.56	0.56	0.15	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.11	0.24	0.24	0.00	0.22	0.23	0.05	0.12	0.06
s, saturation flow rate [veh/h]	1681	1765	1734	1681	1765	1755	1499	1500	1466
c, Capacity [veh/h]	240	1225	1204	6	979	974	322	229	305
d1, Uniform Delay [s]	24.90	3.69	3.69	29.89	7.69	7.69	22.60	24.50	22.67
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.65	0.77	0.78	14.44	1.25	1.26	0.38	5.60	0.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

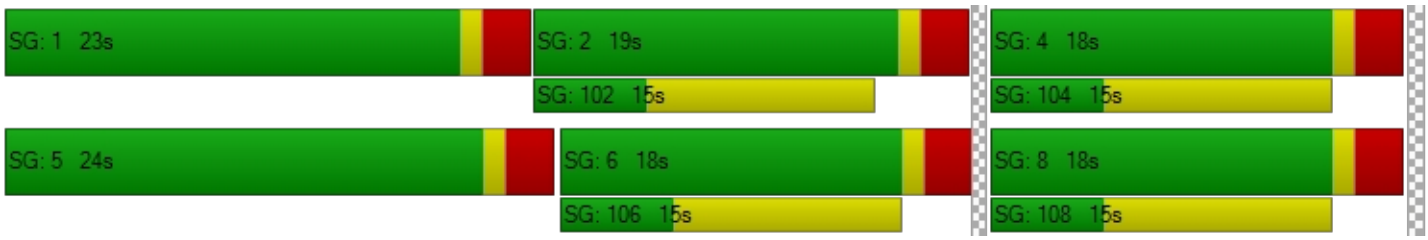
X, volume / capacity	0.79	0.34	0.34	0.18	0.41	0.41	0.24	0.78	0.27
d, Delay for Lane Group [s/veh]	30.55	4.46	4.47	44.34	8.94	8.95	22.98	30.10	23.14
Lane Group LOS	C	A	A	D	A	A	C	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	2.62	0.97	0.96	0.04	2.19	2.18	0.94	2.63	1.01
50th-Percentile Queue Length [ft/ln]	65.46	24.21	23.91	0.88	54.74	54.51	23.57	65.81	25.24
95th-Percentile Queue Length [veh/ln]	4.71	1.74	1.72	0.06	3.94	3.92	1.70	4.74	1.82
95th-Percentile Queue Length [ft/ln]	117.83	43.58	43.04	1.59	98.53	98.11	42.42	118.45	45.43

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	30.55	4.46	4.47	44.34	8.95	8.95	22.98	22.98	30.10	23.14	23.14	23.14
Movement LOS	C	A	A	D	A	A	C	C	C	C	C	C
d_A, Approach Delay [s/veh]	9.28			8.99			27.95			23.14		
Approach LOS	A			A			C			C		
d_I, Intersection Delay [s/veh]	11.91											
Intersection LOS	B											
Intersection V/C	0.507											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: US-395 (NS) at Bartlett Avenue (EW)

Control Type:	Signalized	Delay (sec / veh):	15.6
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.613

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	100.00	240.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			35.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	255	938	70	10	757	25	17	63	208	95	58	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	34	6	0	29	0	0	0	7	7	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	261	972	76	10	786	25	17	63	215	102	58	19
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	256	20	2	207	7	4	17	57	25	15	5
Total Analysis Volume [veh/h]	260	1023	80	10	827	26	17	66	226	102	61	20
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	24	23	0	19	18	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	11	35	35	1	25	25	15	15	15	15	15	15
g / C, Green / Cycle	0.19	0.59	0.59	0.01	0.41	0.41	0.25	0.25	0.25	0.25	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.15	0.32	0.32	0.01	0.25	0.02	0.01	0.04	0.15	0.09	0.02	0.02
s, saturation flow rate [veh/h]	1681	1765	1720	1681	3360	1500	1312	1765	1500	1083	1765	1621
c, Capacity [veh/h]	317	1033	1007	25	1383	617	383	442	376	212	442	406
d1, Uniform Delay [s]	23.43	7.57	7.58	29.36	13.81	10.60	19.46	17.56	19.90	27.75	17.31	17.33
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.28	2.02	2.09	10.02	1.92	0.13	0.05	0.15	1.55	1.68	0.09	0.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

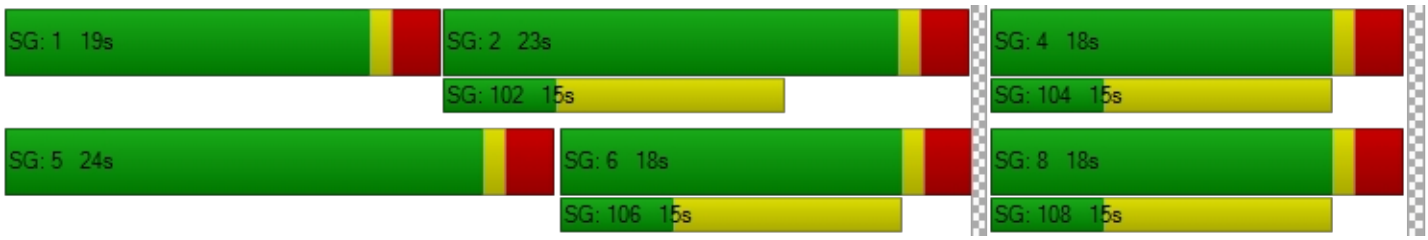
X, volume / capacity	0.82	0.54	0.54	0.40	0.60	0.04	0.04	0.15	0.60	0.48	0.09	0.10
d, Delay for Lane Group [s/veh]	28.71	9.59	9.67	39.38	15.73	10.73	19.51	17.71	21.45	29.43	17.40	17.43
Lane Group LOS	C	A	A	D	B	B	B	B	C	C	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	3.47	3.12	3.07	0.20	3.67	0.18	0.18	0.66	2.66	1.44	0.40	0.39
50th-Percentile Queue Length [ft/ln]	86.69	77.93	76.83	4.92	91.65	4.53	4.53	16.59	66.59	36.07	9.93	9.68
95th-Percentile Queue Length [veh/ln]	6.24	5.61	5.53	0.35	6.60	0.33	0.33	1.19	4.79	2.60	0.71	0.70
95th-Percentile Queue Length [ft/ln]	156.05	140.28	138.29	8.86	164.98	8.15	8.15	29.86	119.87	64.93	17.87	17.42

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	28.71	9.63	9.67	39.38	15.73	10.73	19.51	17.71	21.45	29.43	17.41	17.43
Movement LOS	C	A	A	D	B	B	B	B	C	C	B	B
d_A, Approach Delay [s/veh]	13.27			15.85			20.55			24.11		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	15.65											
Intersection LOS	B											
Intersection V/C	0.613											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: US-395 (NS) at Air Base Road (EW)

Control Type:	Signalized	Delay (sec / veh):	19.1
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.700

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	380.00	100.00	100.00	340.00	100.00	100.00	220.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			50.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	93	765	150	308	729	24	14	226	78	323	244	511
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	11	46	0	0	43	0	0	0	7	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	104	811	150	308	772	24	14	226	85	323	244	511
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	213	39	77	203	6	3	59	22	81	64	134
Total Analysis Volume [veh/h]	104	854	158	307	813	25	14	238	89	322	257	538
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	8	15	0	10	17	0	0	35	0	0	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	L	C	R
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	4	20	20	7	23	23	24	24	24	24	24
g / C, Green / Cycle	0.07	0.33	0.33	0.12	0.38	0.38	0.41	0.41	0.41	0.41	0.41
(v / s)_i Volume / Saturation Flow Rate	0.03	0.18	0.11	0.09	0.17	0.02	0.01	0.19	0.16	0.15	0.36
s, saturation flow rate [veh/h]	3264	4807	1500	3264	4807	1500	1118	1684	2036	1765	1500
c, Capacity [veh/h]	230	1569	490	385	1797	561	428	684	595	717	609
d1, Uniform Delay [s]	26.84	16.59	15.25	25.83	14.20	11.99	15.97	13.17	20.98	12.42	16.54
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.23
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.38	1.36	1.74	3.83	0.83	0.15	0.03	0.52	0.77	0.30	8.76
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

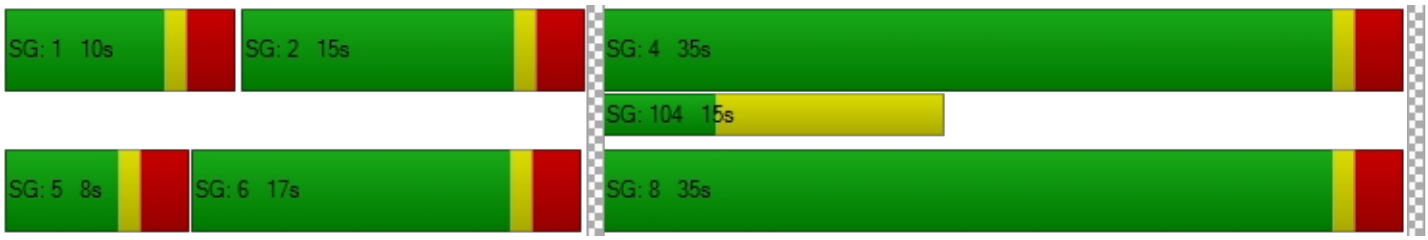
X, volume / capacity	0.45	0.54	0.32	0.80	0.45	0.04	0.03	0.48	0.54	0.36	0.88
d, Delay for Lane Group [s/veh]	28.22	17.95	16.99	29.67	15.02	12.14	16.00	13.69	21.75	12.72	25.30
Lane Group LOS	C	B	B	C	B	B	B	B	C	B	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.67	2.77	1.55	2.06	2.30	0.19	0.12	2.59	1.92	2.11	7.20
50th-Percentile Queue Length [ft/ln]	16.86	69.23	38.72	51.45	57.52	4.80	3.04	64.67	47.93	52.74	179.94
95th-Percentile Queue Length [veh/ln]	1.21	4.98	2.79	3.70	4.14	0.35	0.22	4.66	3.45	3.80	11.60
95th-Percentile Queue Length [ft/ln]	30.35	124.61	69.69	92.62	103.53	8.64	5.46	116.40	86.28	94.94	289.94

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	28.22	17.95	16.99	29.67	15.02	12.14	16.00	13.69	13.69	21.75	12.72	25.30
Movement LOS	C	B	B	C	B	B	B	B	B	C	B	C
d_A, Approach Delay [s/veh]	18.77			18.88			13.78			21.38		
Approach LOS	B			B			B			C		
d_I, Intersection Delay [s/veh]	19.13											
Intersection LOS	B											
Intersection V/C	0.700											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: US-395 (NS) at Rancho Road (EW)

Control Type:	Signalized	Delay (sec / veh):	15.5
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.859

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	340.00	100.00	100.00	290.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	50.00			50.00			40.00			55.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	103	1877	37	21	1211	29	75	122	263	134	45	88
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	65	50	0	0	0	21	0	83	23	57
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	-76	76	61	-61	0	0	0	0	76	0	59
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	103	1801	178	132	1150	29	75	143	263	293	68	204
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	474	47	33	303	8	19	38	69	73	18	54
Total Analysis Volume [veh/h]	103	1896	187	132	1211	31	75	151	277	292	72	215
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	60
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	4.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	5	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	0	42	0	0	42	0	0	18	0	0	18	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	60	60	60	60	60	60	60	60	60	60	60	60
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	39	39	39	39	39	39	15	15	15	15	15	15
g / C, Green / Cycle	0.65	0.65	0.65	0.65	0.65	0.65	0.25	0.25	0.25	0.25	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.22	0.56	0.12	0.56	0.36	0.02	0.07	0.04	0.18	0.24	0.04	0.14
s, saturation flow rate [veh/h]	459	3360	1500	237	3360	1500	1088	3360	1500	1231	1765	1500
c, Capacity [veh/h]	308	2178	972	154	2178	972	228	846	378	352	444	378
d1, Uniform Delay [s]	13.54	8.52	4.24	28.89	5.81	3.79	26.17	17.60	20.62	25.53	17.52	19.62
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.92	5.10	0.44	41.99	1.03	0.06	0.84	0.10	2.77	5.06	0.17	1.35
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.33	0.87	0.19	0.86	0.56	0.03	0.33	0.18	0.73	0.83	0.16	0.57
d, Delay for Lane Group [s/veh]	16.46	13.62	4.68	70.88	6.83	3.85	27.00	17.70	23.39	30.59	17.69	20.97
Lane Group LOS	B	B	A	E	A	A	C	B	C	C	B	C
Critical Lane Group	No	Yes	No	No	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	1.05	6.02	0.56	3.50	2.26	0.08	1.00	0.74	3.40	4.14	0.66	2.27
50th-Percentile Queue Length [ft/ln]	26.34	150.47	13.96	87.49	56.46	2.04	24.88	18.38	85.00	103.51	16.42	56.69
95th-Percentile Queue Length [veh/ln]	1.90	10.04	1.00	6.30	4.07	0.15	1.79	1.32	6.12	7.45	1.18	4.08
95th-Percentile Queue Length [ft/ln]	47.41	251.06	25.12	157.48	101.64	3.67	44.78	33.09	153.00	186.32	29.55	102.03

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	16.46	13.62	4.68	70.88	6.83	3.85	27.00	17.70	23.39	30.59	17.69	20.97
Movement LOS	B	B	A	E	A	A	C	B	C	C	B	C
d_A, Approach Delay [s/veh]	12.99			12.92			22.22			25.41		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	15.52											
Intersection LOS	B											
Intersection V/C	0.859											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: US-395 (NS) at Cactus Road (EW)

Control Type:	Signalized	Delay (sec / veh):	18.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.800

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	460.00	100.00	580.00	490.00	100.00	100.00	110.00	100.00	100.00	120.00	100.00	100.00
Speed [mph]	50.00			50.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	120	2100	49	40	1792	40	42	24	69	59	12	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	58	0	0	77	6	7	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	120	2158	49	40	1869	46	49	24	69	59	12	27
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	568	13	10	492	12	12	6	18	15	3	7
Total Analysis Volume [veh/h]	120	2272	52	40	1967	48	49	25	73	59	13	28
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	6.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	5	0	5	5	0	0	5	0	0	5	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Split [s]	14	104	0	8	98	0	0	18	0	0	18	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	L	C
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	11	102	102	4	95	95	15	15	15	15
g / C, Green / Cycle	0.08	0.79	0.79	0.03	0.73	0.73	0.12	0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.07	0.68	0.03	0.02	0.57	0.58	0.04	0.06	0.05	0.03
s, saturation flow rate [veh/h]	1681	3360	1500	1681	1765	1750	1360	1560	1292	1575
c, Capacity [veh/h]	142	2638	1177	51	1289	1278	161	180	110	182
d1, Uniform Delay [s]	58.63	9.28	3.11	62.61	11.00	11.12	57.35	54.22	62.45	52.17
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.55	3.99	0.07	23.28	4.77	4.98	1.05	2.53	4.04	0.62
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.86	0.04	0.79	0.78	0.79	0.30	0.54	0.54	0.23
d, Delay for Lane Group [s/veh]	71.18	13.26	3.18	85.89	15.76	16.10	58.40	56.75	66.48	52.79
Lane Group LOS	E	B	A	F	B	B	E	E	E	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.28	15.35	0.24	1.61	15.64	15.85	1.59	3.16	2.08	1.25
50th-Percentile Queue Length [ft/ln]	106.91	383.77	5.91	40.17	390.89	396.37	39.84	79.11	52.07	31.35
95th-Percentile Queue Length [veh/ln]	7.67	21.78	0.43	2.89	22.12	22.38	2.87	5.70	3.75	2.26
95th-Percentile Queue Length [ft/ln]	191.69	544.41	10.64	72.30	553.01	559.62	71.71	142.40	93.73	56.44

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	71.18	13.26	3.18	85.89	15.93	16.10	58.40	56.75	56.75	66.48	52.79	52.79
Movement LOS	E	B	A	F	B	B	E	E	E	E	D	D
d_A, Approach Delay [s/veh]	15.89			17.29			57.30			60.87		
Approach LOS	B			B			E			E		
d_I, Intersection Delay [s/veh]	18.73											
Intersection LOS	B											
Intersection V/C	0.800											

Sequence

Ring 1	1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 7: US-395 (NS) at Mojave Drive (EW)

Control Type:	Signalized	Delay (sec / veh):	41.0
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.852

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Pocket Length [ft]	200.00	100.00	100.00	380.00	100.00	100.00	250.00	100.00	100.00	280.00	100.00	100.00
Speed [mph]	50.00			50.00			60.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	187	1819	406	292	1599	30	46	345	135	276	433	364
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	28	0	13	45	19	15	0	0	0	0	15
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	187	1847	406	305	1644	49	61	345	135	276	433	379
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	486	107	76	433	13	15	91	36	69	114	100
Total Analysis Volume [veh/h]	186	1944	427	304	1731	52	61	363	142	275	456	399
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	12	56	0	16	60	0	8	18	0	40	50	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	9	62	62	13	66	66	5	19	19	23	37	37
g / C, Green / Cycle	0.07	0.48	0.48	0.10	0.51	0.51	0.04	0.15	0.15	0.18	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.06	0.40	0.28	0.09	0.36	0.03	0.04	0.11	0.09	0.16	0.26	0.27
s, saturation flow rate [veh/h]	3264	4807	1500	3264	4807	1500	1681	3360	1500	1681	1765	1500
c, Capacity [veh/h]	228	2308	720	328	2455	766	66	494	221	302	508	432
d1, Uniform Delay [s]	59.64	29.50	24.56	58.00	24.31	16.12	62.27	53.01	52.23	52.27	44.45	44.91
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.15	0.27	0.28
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.98	3.95	3.57	11.19	1.73	0.17	35.60	2.14	3.12	13.82	12.95	18.60
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.84	0.59	0.93	0.70	0.07	0.93	0.73	0.64	0.91	0.90	0.92
d, Delay for Lane Group [s/veh]	66.62	33.44	28.13	69.19	26.04	16.29	97.86	55.14	55.35	66.08	57.40	63.51
Lane Group LOS	E	C	C	E	C	B	F	E	E	E	E	E
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.16	17.12	9.65	5.32	12.89	0.78	2.58	5.55	4.36	9.73	15.45	14.27
50th-Percentile Queue Length [ft/ln]	79.01	428.07	241.15	133.01	322.13	19.57	64.49	138.77	108.92	243.15	386.14	356.75
95th-Percentile Queue Length [veh/ln]	5.69	23.91	14.74	9.10	18.77	1.41	4.64	9.41	7.78	14.84	21.89	20.47
95th-Percentile Queue Length [ft/ln]	142.23	597.73	368.49	227.58	469.30	35.22	116.09	235.36	194.50	371.02	547.27	511.64

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	66.62	33.44	28.13	69.19	26.04	16.29	97.86	55.14	55.35	66.08	57.40	63.51
Movement LOS	E	C	C	E	C	B	F	E	E	E	E	E
d_A, Approach Delay [s/veh]	34.97			32.08			59.80			61.67		
Approach LOS	C			C			E			E		
d_I, Intersection Delay [s/veh]	41.00											
Intersection LOS	D											
Intersection V/C	0.852											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 8: US-395 (NS) at Palmdale Road (EW)

Control Type:	Signalized	Delay (sec / veh):	49.5
Analysis Method:	HCM 2010	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.956

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	1	1	0	0	2	0	1
Pocket Length [ft]	120.00	100.00	100.00	350.00	100.00	370.00	140.00	100.00	100.00	520.00	100.00	260.00
Speed [mph]	50.00			55.00			55.00			50.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	404	1954	100	200	1433	84	238	518	376	280	782	228
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	0	11	17	11	7	0	0	0	0	7
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	404	1961	100	211	1450	95	245	518	376	280	782	235
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.9474	1.0000	1.0000	0.8947	1.0000	1.0000
Total 15-Minute Volume [veh/h]	101	516	26	53	382	25	61	136	99	66	206	62
Total Analysis Volume [veh/h]	403	2064	105	210	1526	100	244	545	396	264	823	247
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal group	5	2	0	1	6	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	30	30	0	30	30	0	30	30	0	30	30	0
Amber [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
All red [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Split [s]	20	70	0	12	62	0	13	25	0	23	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	10	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	17	67	67	9	59	59	10	29	29	13	32	32
g / C, Green / Cycle	0.13	0.52	0.52	0.07	0.45	0.45	0.08	0.22	0.22	0.10	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.12	0.43	0.07	0.06	0.45	0.07	0.07	0.16	0.15	0.08	0.24	0.16
s, saturation flow rate [veh/h]	3264	4807	1500	3264	3360	1500	3264	3360	2655	3264	3360	1500
c, Capacity [veh/h]	427	2483	775	226	1529	682	251	752	594	320	823	367
d1, Uniform Delay [s]	56.02	26.63	16.34	60.17	35.37	20.69	59.85	46.75	46.03	57.52	49.08	44.37
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.11	0.22
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.74	3.42	0.36	15.15	22.60	0.45	20.27	1.35	1.30	5.34	14.62	4.39
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, 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
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.94	0.83	0.14	0.93	1.00	0.15	0.97	0.72	0.67	0.82	1.00	0.67
d, Delay for Lane Group [s/veh]	66.77	30.05	16.70	75.32	57.97	21.14	80.12	48.10	47.33	62.86	63.70	48.76
Lane Group LOS	E	C	B	E	E	C	F	D	D	E	F	D
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	6.98	17.29	1.62	3.80	26.72	1.77	4.57	7.94	5.69	4.37	14.45	7.38
50th-Percentile Queue Length [ft/ln]	174.52	432.17	40.59	94.91	667.91	44.14	114.31	198.59	142.24	109.25	361.26	184.58
95th-Percentile Queue Length [veh/ln]	11.31	24.11	2.92	6.83	35.19	3.18	8.08	12.57	9.60	7.80	20.69	11.84
95th-Percentile Queue Length [ft/ln]	282.85	602.64	73.06	170.84	879.83	79.46	201.98	314.14	240.04	194.96	517.17	295.99

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	66.77	30.05	16.70	75.32	57.97	21.14	80.12	48.10	47.33	62.86	63.70	48.76
Movement LOS	E	C	B	E	E	C	F	D	D	E	F	D
d_A, Approach Delay [s/veh]	35.26			57.95			54.43			60.77		
Approach LOS	D			E			D			E		
d_I, Intersection Delay [s/veh]	49.47											
Intersection LOS	D											
Intersection V/C	0.956											

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 9: Project West Access (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.210

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	193	296	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	73	85	51	90	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	81	83	56	54	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	154	168	300	440	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	41	44	79	116	0
Total Analysis Volume [veh/h]	0	162	177	316	463	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.21	0.16	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	23.82	10.91	8.92	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.79	0.79	0.54	0.27	0.00	0.00
95th-Percentile Queue Length [ft/ln]	19.76	19.76	13.54	6.77	0.00	0.00
d_A, Approach Delay [s/veh]	10.91		3.20		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.99					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 10: Sportsman Center (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.6
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.081

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	35	12	159	33	18	261
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	51	0	0	90
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	56	0	0	54
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	12	266	33	18	405
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	3	70	9	5	107
Total Analysis Volume [veh/h]	37	13	280	35	19	426
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.02	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	13.59	9.92	0.00	0.00	7.94	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.32	0.32	0.00	0.00	0.04	0.02
95th-Percentile Queue Length [ft/ln]	7.91	7.91	0.00	0.00	1.10	0.55
d_A, Approach Delay [s/veh]	12.64		0.00		0.34	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.97					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 11: Project West Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	34	0	0	74
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	34	0	0	74
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	9	0	0	19
Total Analysis Volume [veh/h]	0	5	36	0	0	78
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.10	8.49	0.00	0.00	7.29	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.36	0.36	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.49		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.36					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 12: Project East Access (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	15.8
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.017

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	0	203	279	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	71	51	0	19	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	54	56	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	125	107	203	298	7
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	33	28	53	78	2
Total Analysis Volume [veh/h]	6	132	113	214	314	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.15	0.09	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	15.84	10.12	8.21	0.00	0.00	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.61	0.61	0.28	0.14	0.00	0.00
95th-Percentile Queue Length [ft/ln]	15.33	15.33	7.10	3.55	0.00	0.00
d_A, Approach Delay [s/veh]	10.37		2.84		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.00					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 13: Project Center Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	34	0	0	74
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	5	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	39	0	0	74
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	10	0	0	19
Total Analysis Volume [veh/h]	0	5	41	0	0	78
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.12	8.51	0.00	0.00	7.30	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.37	0.37	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.51		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.34					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 14: Project East Access (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	34	0	0	74
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	10	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	44	0	0	74
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	12	0	0	19
Total Analysis Volume [veh/h]	0	5	46	0	0	78
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.15	8.53	0.00	0.00	7.31	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.37	0.37	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.53		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.33					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 15: Adelanto Road (NS) at Violet Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	21.0
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.220

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	342	18	16	287	0	0	0	0	53	0	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	0	0	7	0	5	0	10	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	348	18	16	294	0	5	0	10	53	0	21
Peak Hour Factor	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340	0.8340
Other Adjustment Factor	1.0000	1.0000	1.0000	0.9474	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	104	5	5	88	0	1	0	3	16	0	6
Total Analysis Volume [veh/h]	0	417	22	18	353	0	6	0	12	64	0	25
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.00	0.00	0.02	0.00	0.02	0.22	0.00	0.04
d_M, Delay for Movement [s/veh]	7.99	0.00	0.00	8.26	0.00	0.00	18.16	17.25	10.53	20.97	20.21	14.28
Movement LOS	A	A	A	A	A	A	C	C	B	C	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.05	0.00	0.00	0.12	0.12	0.12	1.02	1.02	1.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	1.22	0.00	0.00	3.02	3.02	3.02	25.39	25.39	25.39
d_A, Approach Delay [s/veh]	0.00			0.40			13.07			19.09		
Approach LOS	A			A			B			C		
d_I, Intersection Delay [s/veh]	2.27											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 16: Adelanto Road (NS) at Project Access (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	391	346	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	17	0	0	9
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	397	363	0	0	9
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	104	96	0	0	2
Total Analysis Volume [veh/h]	0	418	382	0	0	9
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	8.07	0.00	0.00	0.00	13.27	9.45
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.83	0.83
d_A, Approach Delay [s/veh]	0.00		0.00		9.45	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.11					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 17: Adelanto Road (NS) at Rancho Road (EW)

Control Type:	Two-way stop	Delay (sec / veh):	16.3
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.274

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	1	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	102	290	178	168	101	102
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	26	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	102	290	178	194	107	102
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	0.9474	1.0000	1.0000	1.0000	0.8947	1.0000
Total 15-Minute Volume [veh/h]	25	76	47	51	25	27
Total Analysis Volume [veh/h]	102	305	187	204	101	107
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.00	0.00	0.00	0.27	0.13
d_M, Delay for Movement [s/veh]	8.39	0.00	0.00	0.00	16.29	10.10
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.29	0.00	0.00	0.00	0.47	0.45
95th-Percentile Queue Length [ft/ln]	7.19	0.00	0.00	0.00	11.75	11.31
d_A, Approach Delay [s/veh]	2.10		0.00		13.11	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.56					
Intersection LOS	C					

Adelanto Project

Vistro File: C:\...\PM_E.vistro

Scenario 13 Year 2045 With Project Phase I & II - With Improvements

Report File: C:\...\PM_FY_2045_phase_I_II_W_IMP.pdf

12/13/2023

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Bellflower Street (NS) at Rancho Road (EW)	Final Base	21	70	34	11	108	17	21	340	184	44	92	32	974
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	7	7	0	0	0	7	0	6	11	6	44
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**21**	**70**	**41**	**18**	**108**	**17**	**21**	**347**	**184**	**50**	**103**	**38**	**1018**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	US-395 (NS) at Chamberlane Way (EW)	Final Base	184	731	33	1	726	11	40	33	162	21	42	9	1993
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	6	22	6	0	15	0	0	0	7	7	0	0	63
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**190**	**753**	**39**	**1**	**741**	**11**	**40**	**33**	**169**	**28**	**42**	**9**	**2056**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	US-395 (NS) at Bartlett Avenue (EW)	Final Base	255	938	70	10	757	25	17	63	208	95	58	19	2515
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	6	34	6	0	29	0	0	0	7	7	0	0	89
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**261**	**972**	**76**	**10**	**786**	**25**	**17**	**63**	**215**	**102**	**58**	**19**	**2604**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	US-395 (NS) at Air Base Road (EW)	Final Base	93	765	150	308	729	24	14	226	78	323	244	511	3465
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	11	46	0	0	43	0	0	0	7	0	0	0	107
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**104**	**811**	**150**	**308**	**772**	**24**	**14**	**226**	**85**	**323**	**244**	**511**	**3572**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	US-395 (NS) at Rancho Road (EW)	Final Base	103	1877	37	21	1211	29	75	122	263	134	45	88	4005
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	-76	141	111	-61	0	0	21	0	159	23	116	434
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**103**	**1801**	**178**	**132**	**1150**	**29**	**75**	**143**	**263**	**293**	**68**	**204**	**4439**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	US-395 (NS) at Cactus Road (EW)	Final Base	120	2100	49	40	1792	40	42	24	69	59	12	27	4374
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	58	0	0	77	6	7	0	0	0	0	0	148
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**120**	**2158**	**49**	**40**	**1869**	**46**	**49**	**24**	**69**	**59**	**12**	**27**	**4522**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	US-395 (NS) at Mojave Drive (EW)	Final Base	187	1819	406	292	1599	30	46	345	135	276	433	364	5932
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	28	0	13	45	19	15	0	0	0	0	15	135
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**187**	**1847**	**406**	**305**	**1644**	**49**	**61**	**345**	**135**	**276**	**433**	**379**	**6067**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	US-395 (NS) at Palmdale Road (EW)	Final Base	404	1954	100	200	1433	84	238	518	376	280	782	228	6597
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	7	0	11	17	11	7	0	0	0	0	7	60
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**404**	**1961**	**100**	**211**	**1450**	**95**	**245**	**518**	**376**	**280**	**782**	**235**	**6657**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
9	Project West Access (NS) at Rancho Road (EW)	Final Base	0	0	0	193	296	0	489
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	154	168	107	144	0	573
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**154**	**168**	**300**	**440**	**0**	**1062**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
10	Sportsman Center (NS) at Rancho Road (EW)	Final Base	35	12	159	33	18	261	518
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	107	0	0	144	251
		Other	0	0	0	0	0	0	0
		Future Total	**35**	**12**	**266**	**33**	**18**	**405**	**769**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
11	Project West Access (NS) at Violet Road (EW)	Final Base	0	0	34	0	0	74	108
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	5	0	0	0	0	5
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**5**	**34**	**0**	**0**	**74**	**113**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
12	Project East Access (NS) at Rancho Road (EW)	Final Base	0	0	0	203	279	0	482
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	6	125	107	0	19	7	264
		Other	0	0	0	0	0	0	0
		Future Total	**6**	**125**	**107**	**203**	**298**	**7**	**746**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
13	Project Center Access (NS) at Violet Road (EW)	Final Base	0	0	34	0	0	74	108
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	5	5	0	0	0	10
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**5**	**39**	**0**	**0**	**74**	**118**

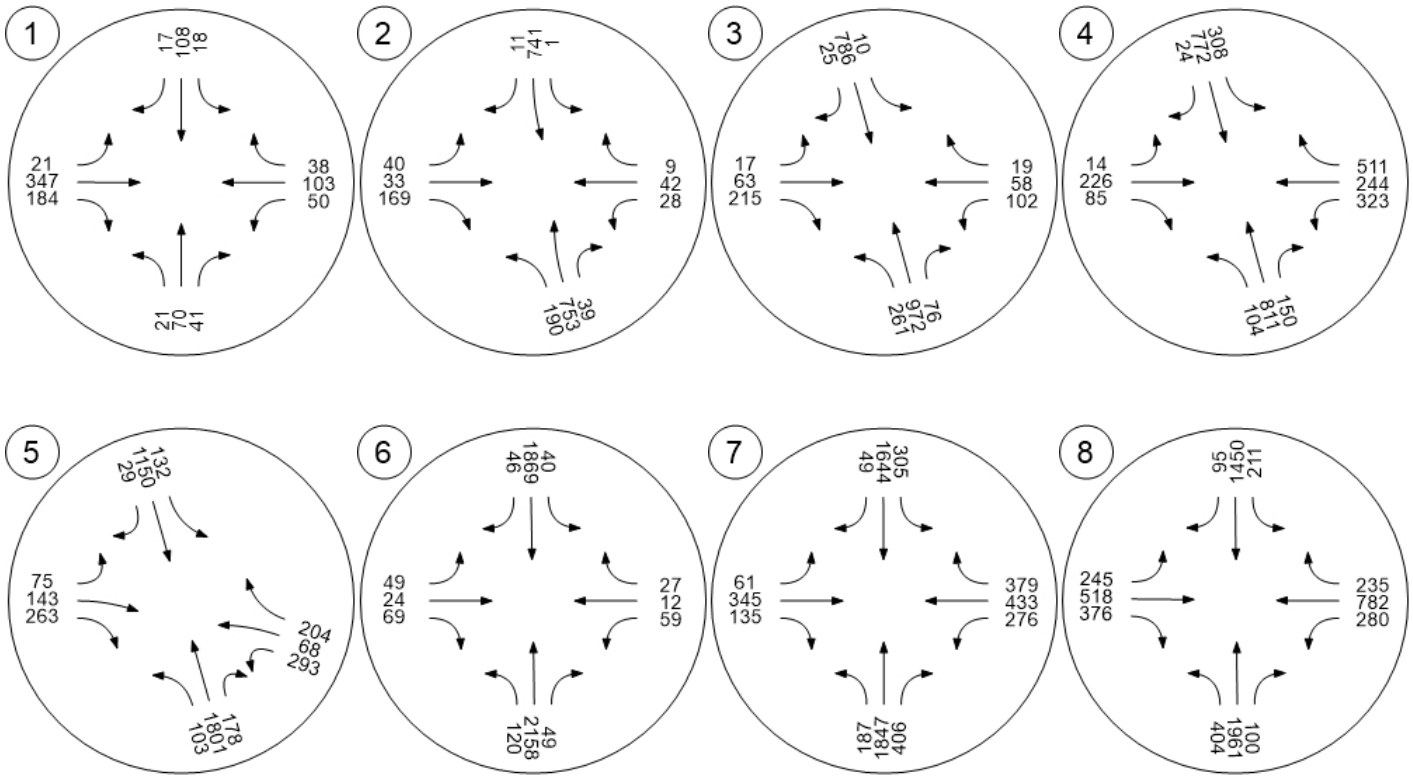
ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
14	Project East Access (NS) at Violet Road (EW)	Final Base	0	0	34	0	0	74	108
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	5	10	0	0	0	15
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**5**	**44**	**0**	**0**	**74**	**123**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Adelanto Road (NS) at Violet Road (EW)	Final Base	0	342	18	16	287	0	0	0	0	53	0	21	737
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	6	0	0	7	0	5	0	10	0	0	0	28
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**348**	**18**	**16**	**294**	**0**	**5**	**0**	**10**	**53**	**0**	**21**	**765**

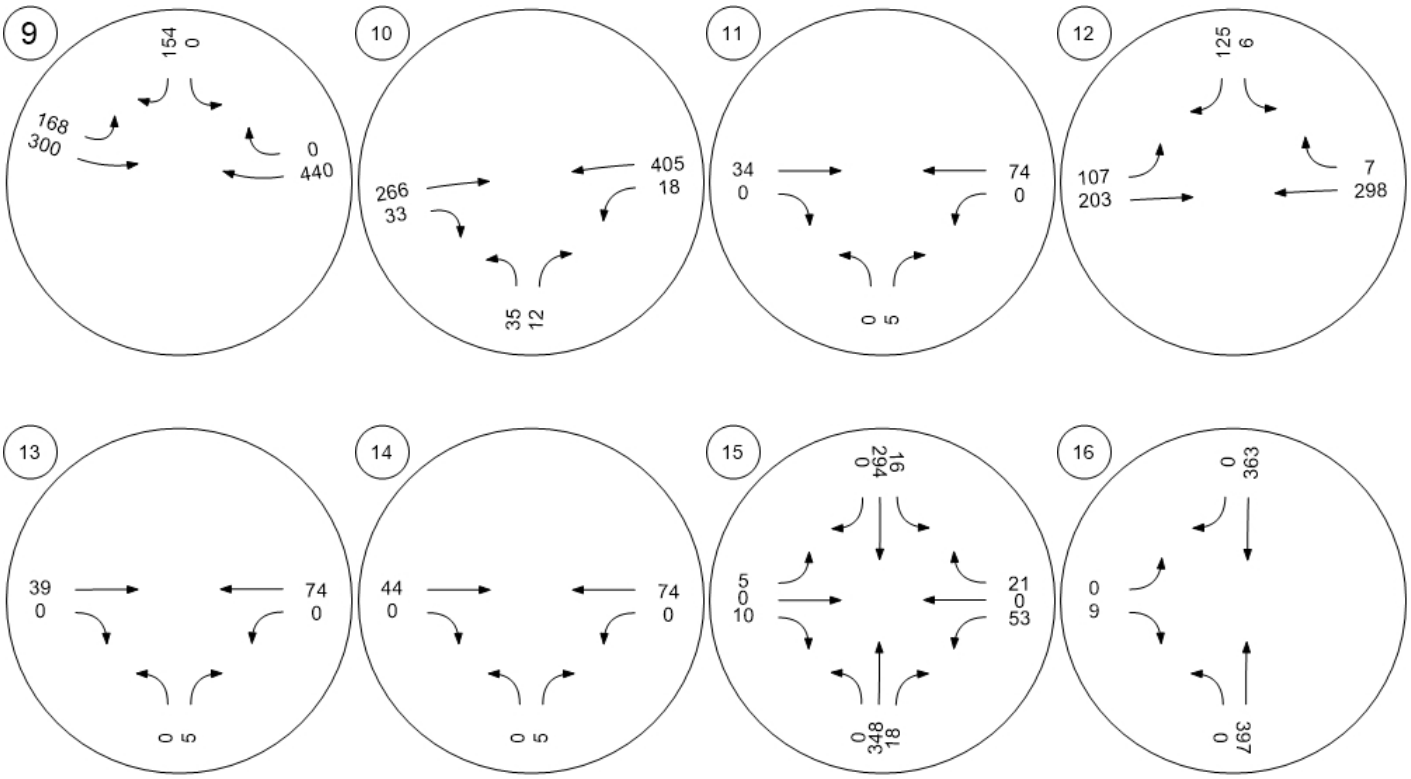
ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
16	Adelanto Road (NS) at Project Access (EW)	Final Base	0	391	346	0	0	0	737
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	6	17	0	0	9	32
		Other	0	0	0	0	0	0	0
		Future Total	**0**	**397**	**363**	**0**	**0**	**9**	**769**

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
17	Adelanto Road (NS) at Rancho Road (EW)	Final Base	102	290	178	168	101	102	941
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	26	6	0	32
		Other	0	0	0	0	0	0	0
		Future Total	**102**	**290**	**178**	**194**	**107**	**102**	**973**

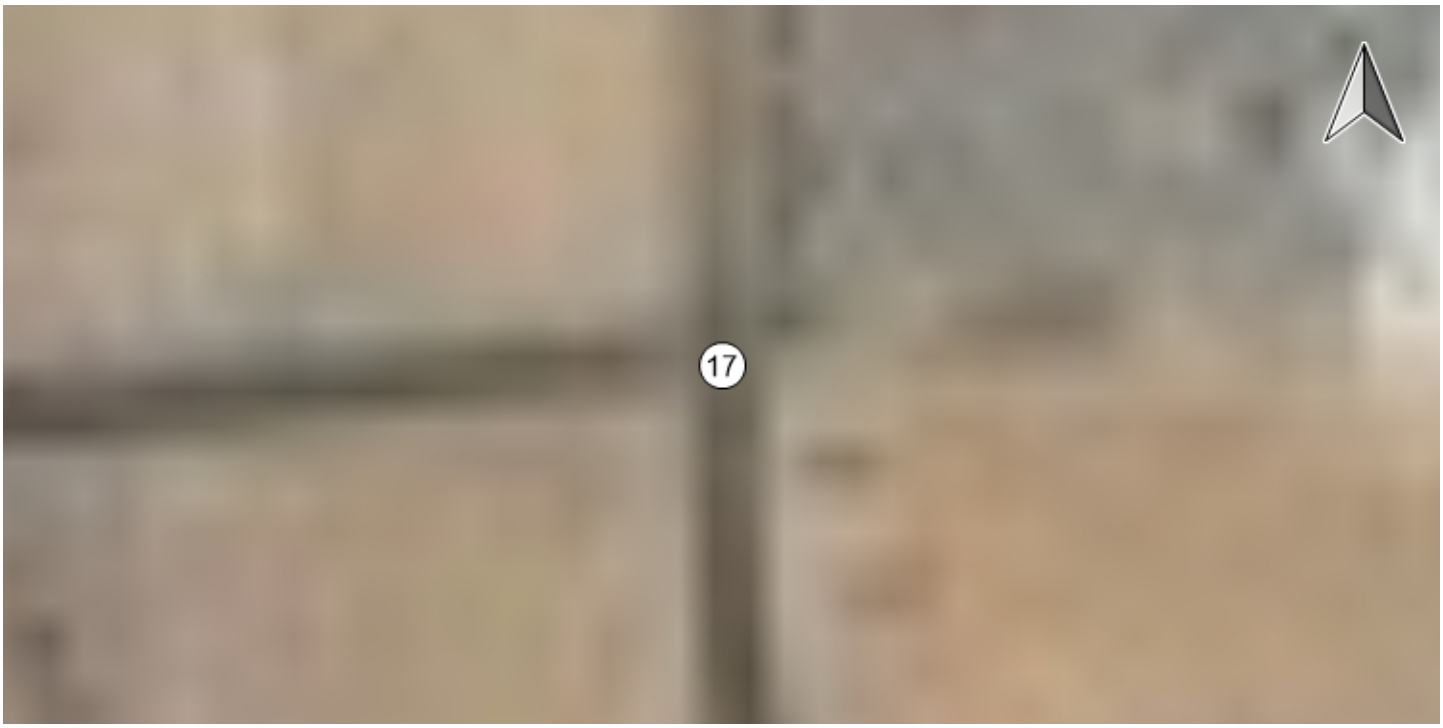
Traffic Volume - Future Total Volume

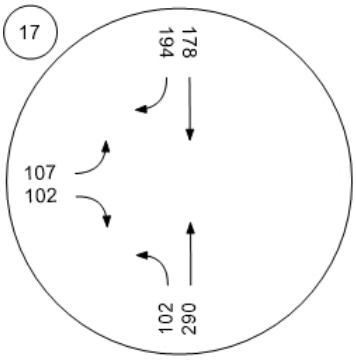


Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume





APPENDIX F

Traffic Signal Warrant Worksheets

PEAK HOUR VOLUME WARRANT
(Rural Areas)

1 - 2045P - AM

Major Street Name = **Rancho Road**

Total of Both Approaches (VPH) = **636**

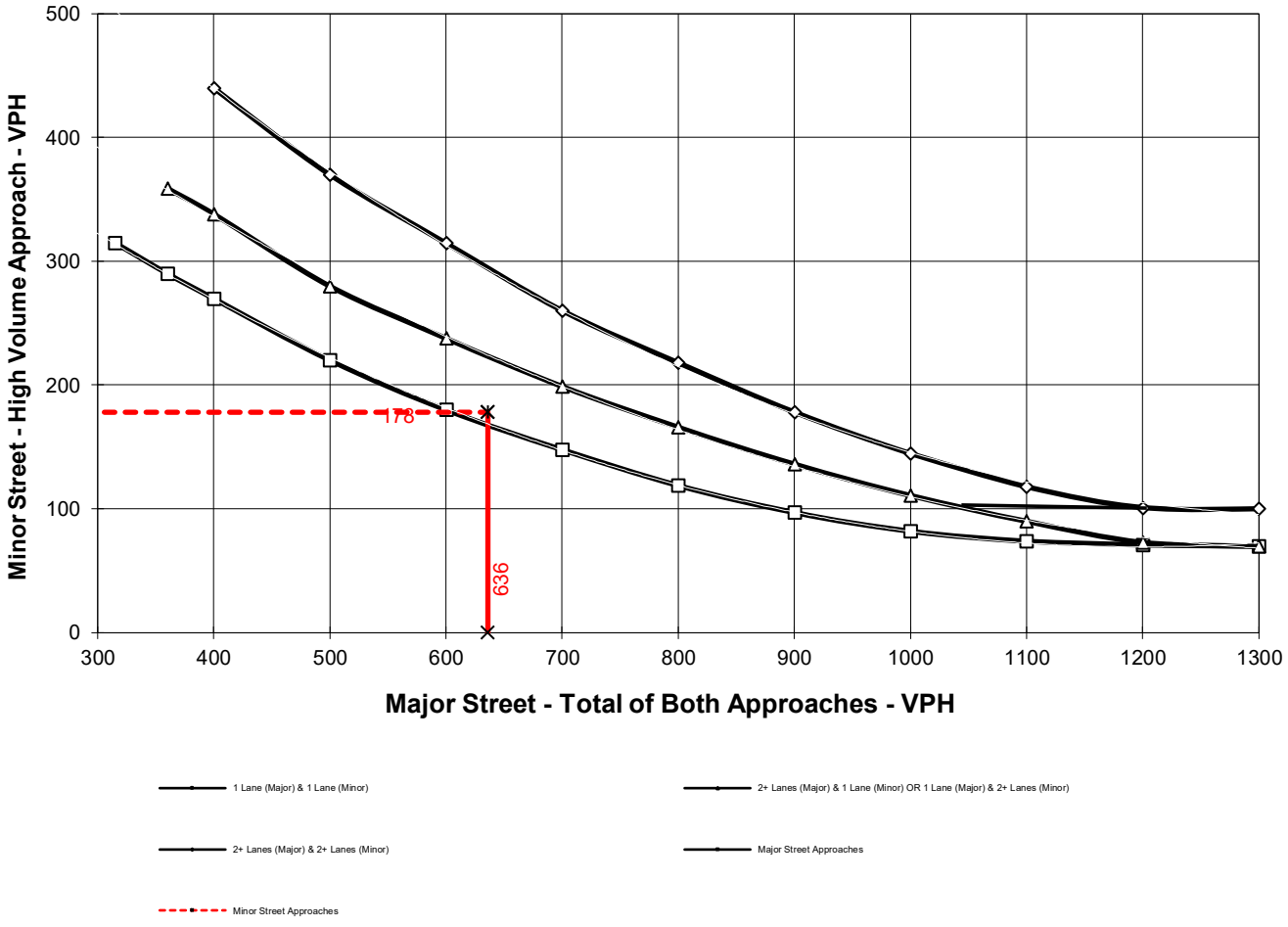
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Bellflower Street**

High Volume Approach (VPH) = **178**

Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

1 - 2045P - PM

Major Street Name = **Rancho Road**

Total of Both Approaches (VPH) = **743**

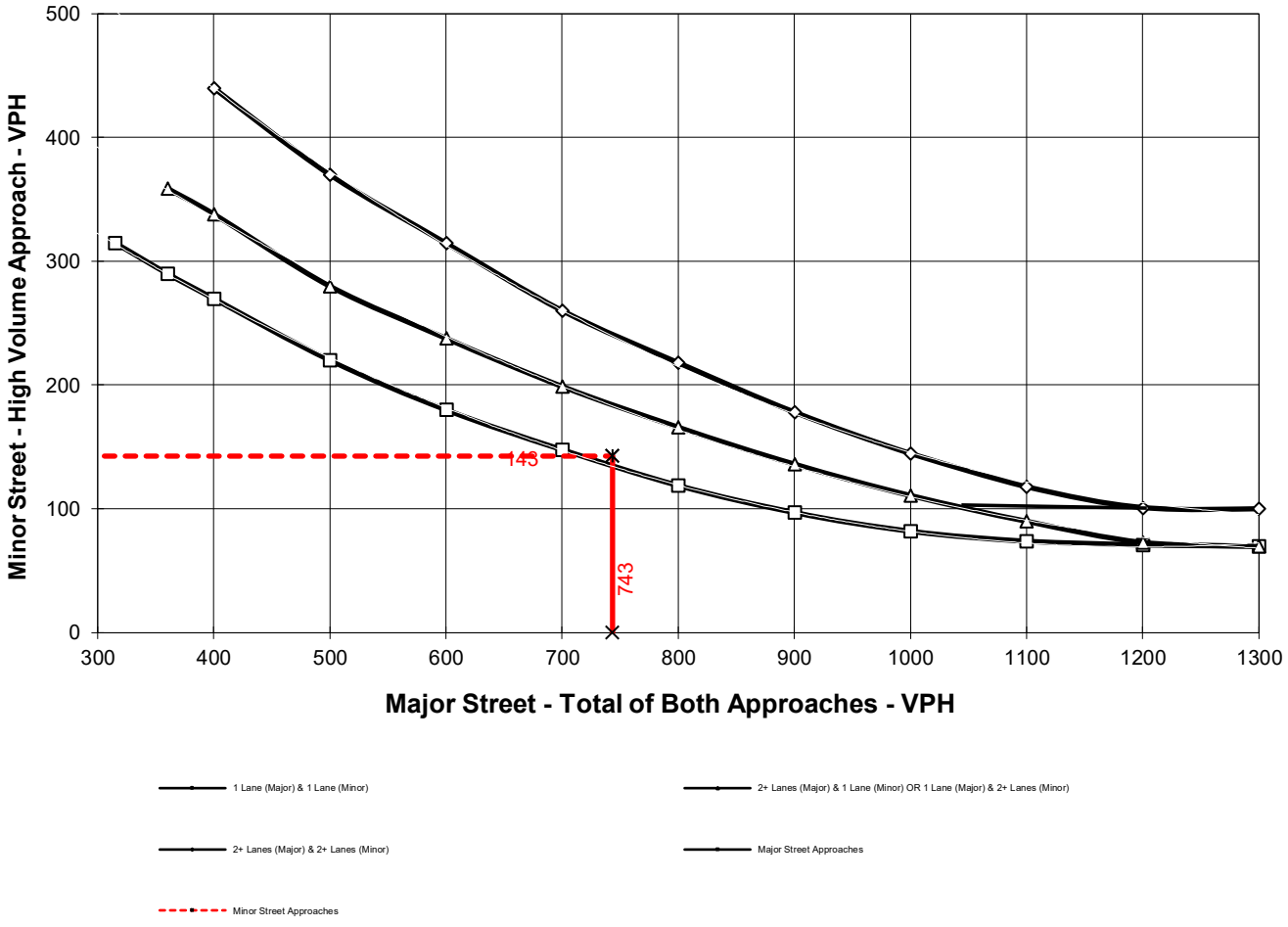
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Bellflower Street**

High Volume Approach (VPH) = **143**

Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



** NOTE:
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PEAK HOUR VOLUME WARRANT
(Rural Areas)

9 - 2045P - AM

Major Street Name = **Rancho Road**

Total of Both Approaches (VPH) = **791**

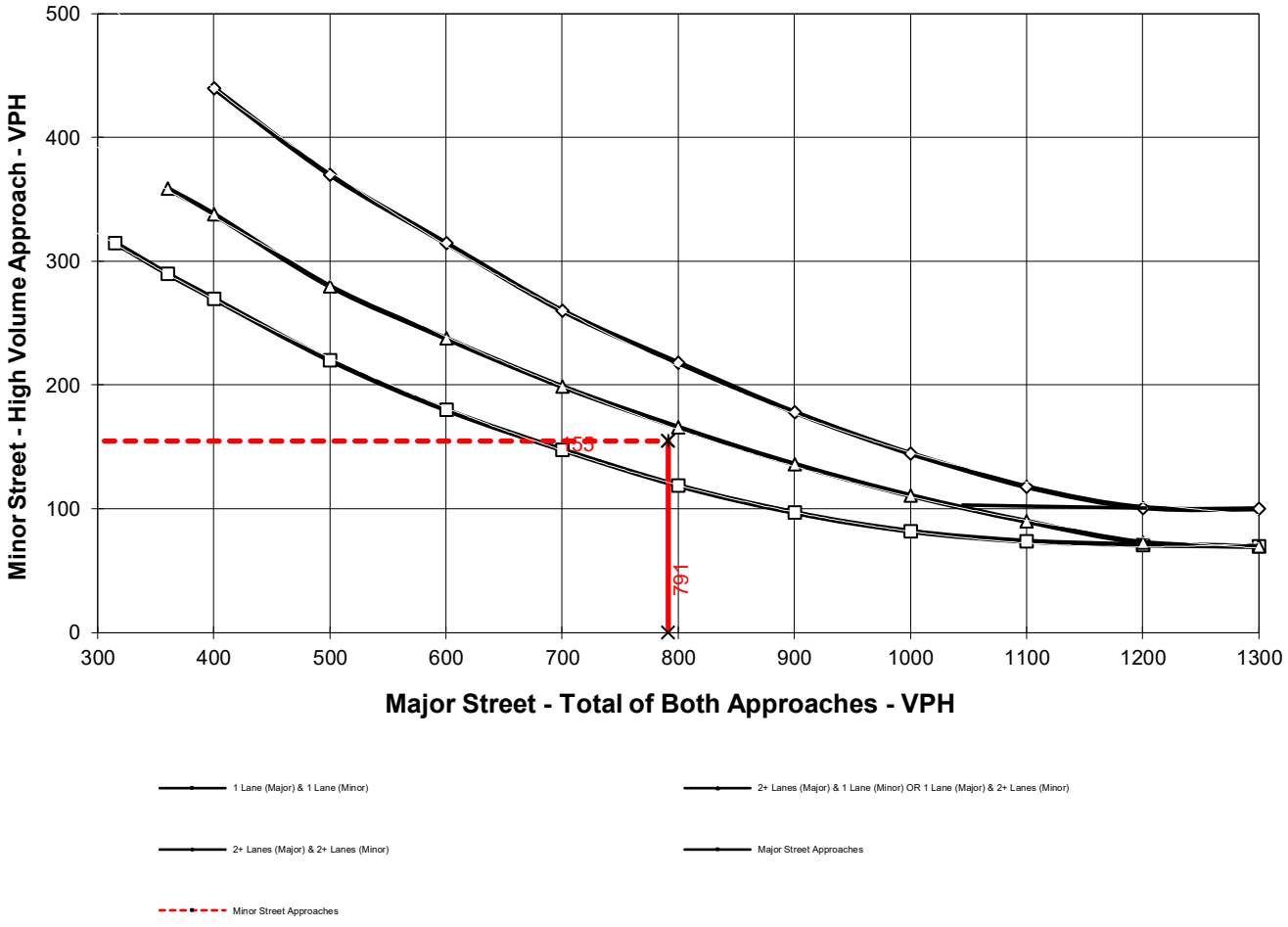
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Project West Access**

High Volume Approach (VPH) = **155**

Number of Approach Lanes Minor Street = **2**

SIGNAL WARRANT NOT SATISFIED



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PEAK HOUR VOLUME WARRANT
(Rural Areas)

9 - 2045P - PM

Major Street Name = **Rancho Road**

Total of Both Approaches (VPH) = **908**

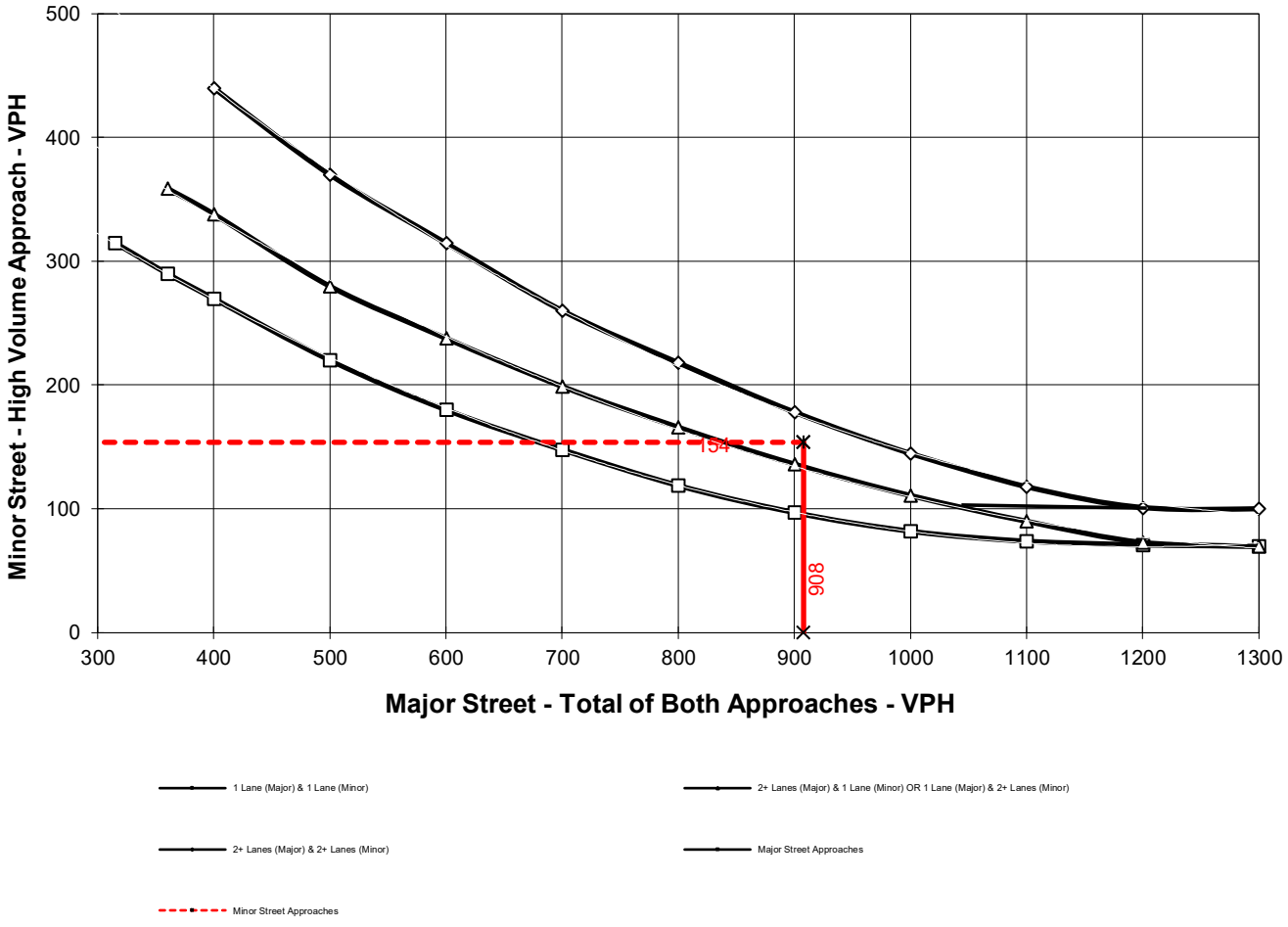
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Project West Access**

High Volume Approach (VPH) = **154**

Number of Approach Lanes Minor Street = **2**

SIGNAL WARRANT NOT SATISFIED



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PEAK HOUR VOLUME WARRANT
(Rural Areas)

10 - 2045P - AM

Major Street Name = **Rancho Road**

Total of Both Approaches (VPH) = **605**

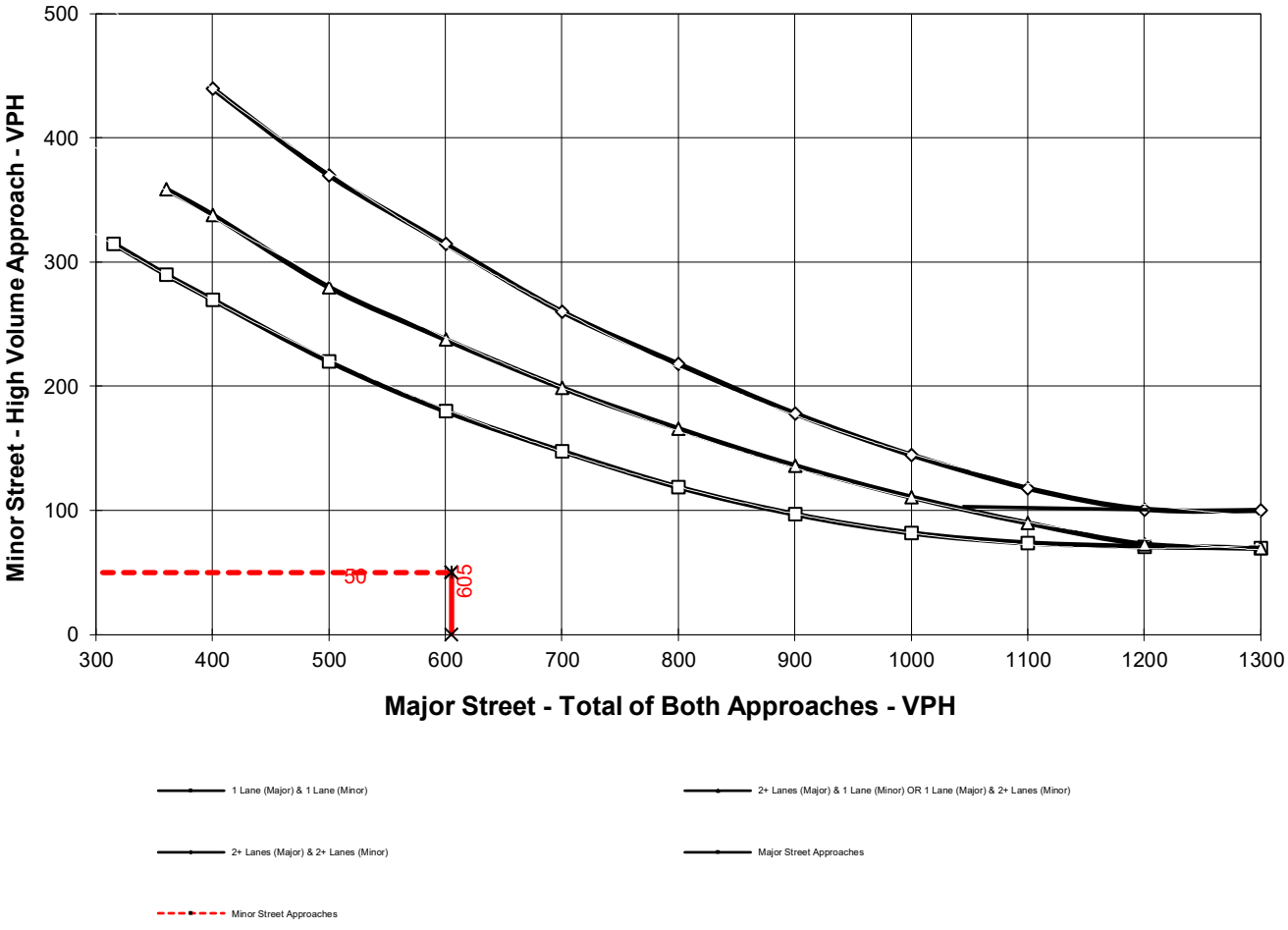
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Project West Access**

High Volume Approach (VPH) = **50**

Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



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PEAK HOUR VOLUME WARRANT
(Rural Areas)

10 - 2045P - PM

Major Street Name = **Rancho Road**

Total of Both Approaches (VPH) = **722**

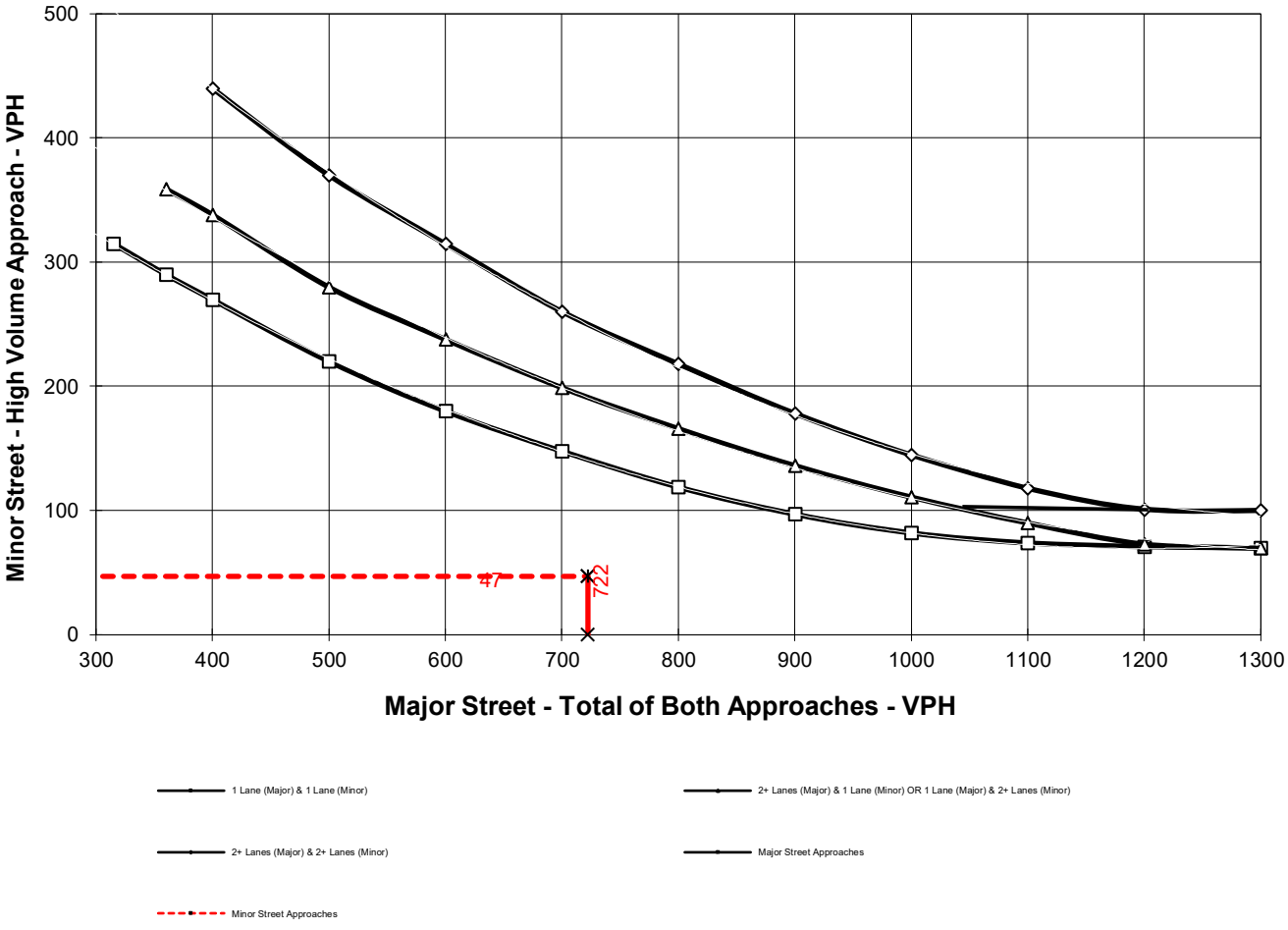
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Project West Access**

High Volume Approach (VPH) = **47**

Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



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PEAK HOUR VOLUME WARRANT
(Rural Areas)

11 - 2045P - AM

Major Street Name = **Violet Road**

Total of Both Approaches (VPH) = **63**

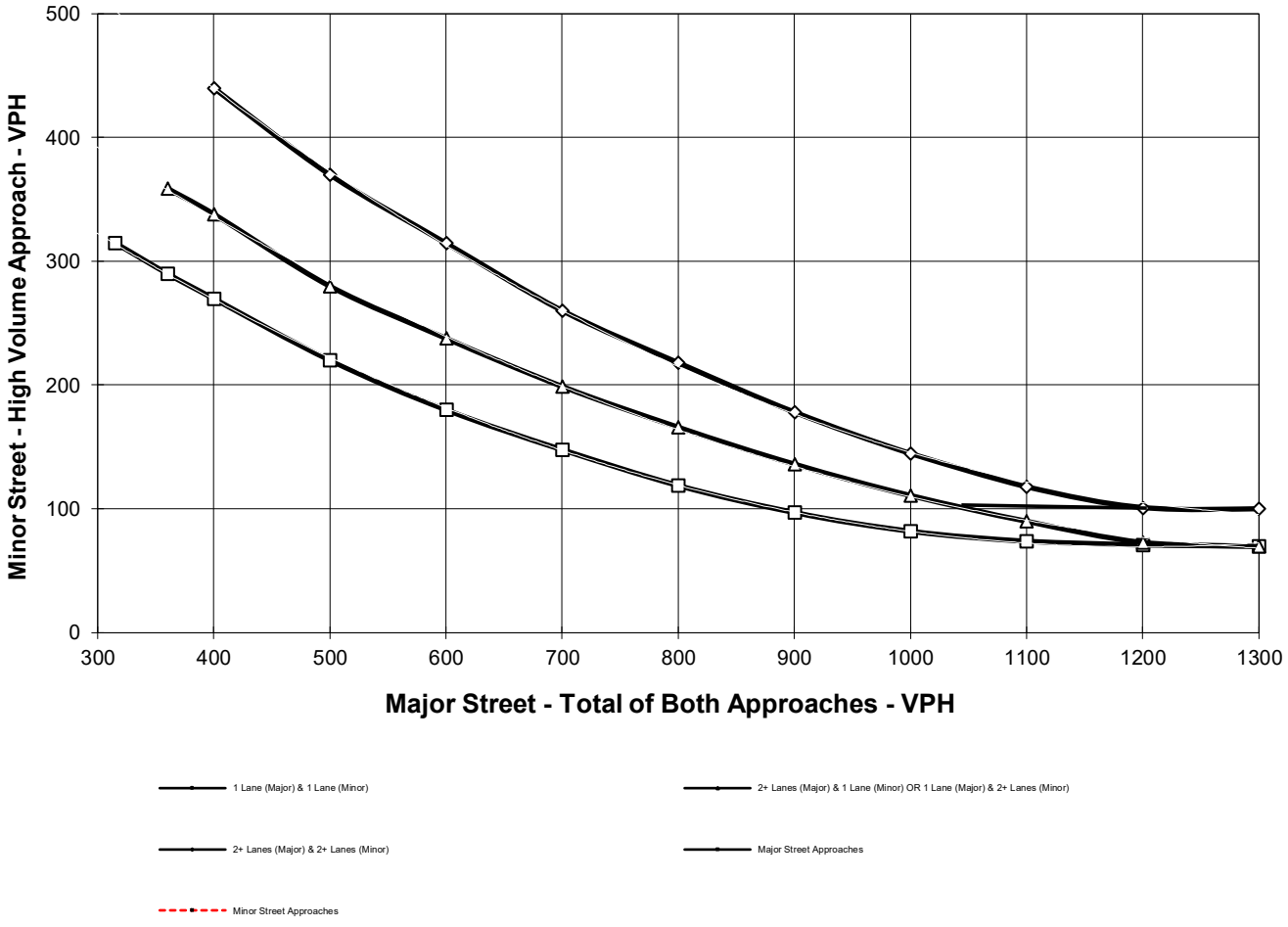
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Project West Access**

High Volume Approach (VPH) = **1**

Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



** NOTE:
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PEAK HOUR VOLUME WARRANT
(Rural Areas)

11 - 2045P - PM

Major Street Name = **Violet Road**

Total of Both Approaches (VPH) = **108**

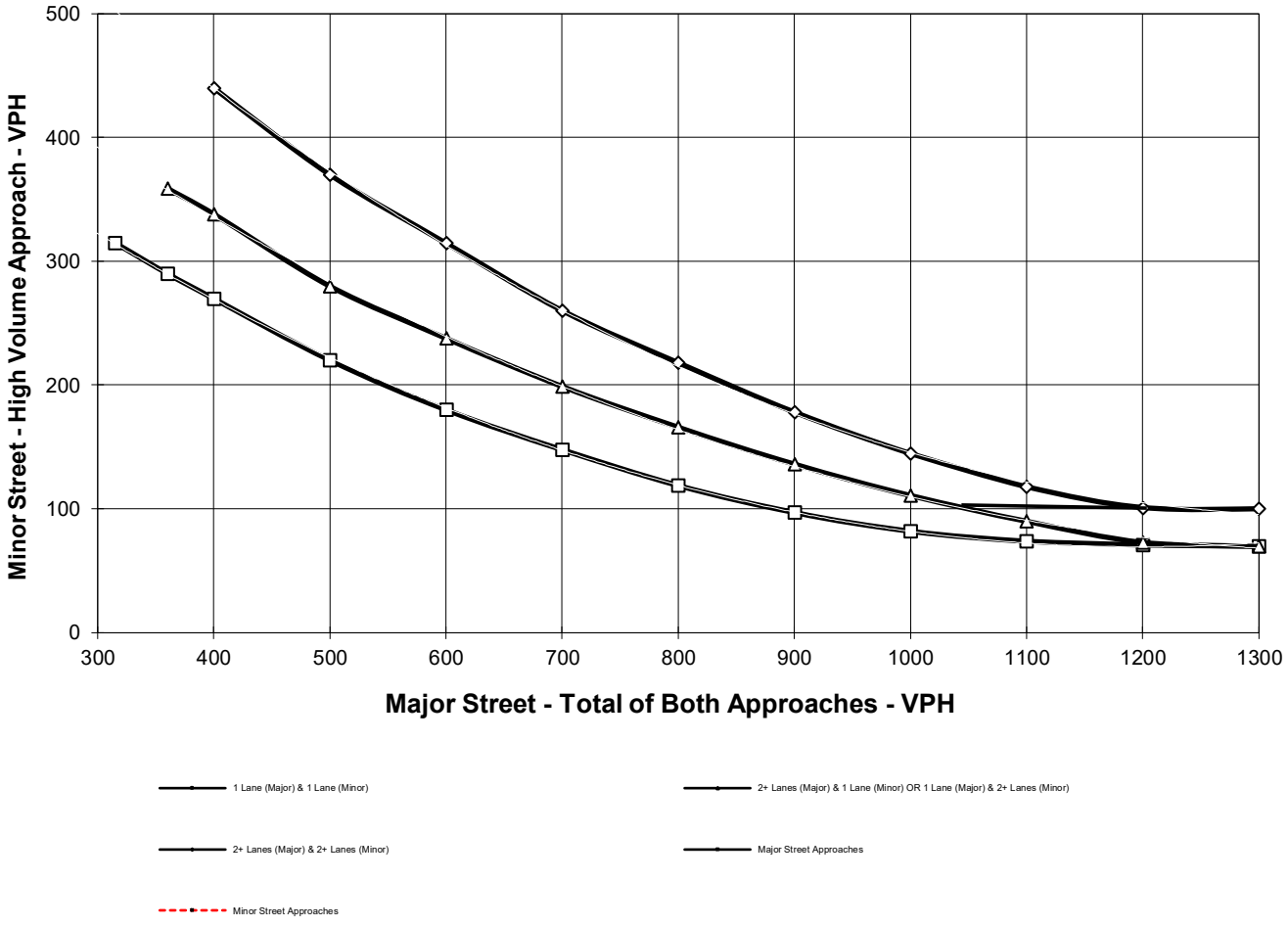
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Project West Access**

High Volume Approach (VPH) = **5**

Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



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PEAK HOUR VOLUME WARRANT
(Rural Areas)

12 - 2045P - AM

Major Street Name = **Rancho Road**

Total of Both Approaches (VPH) = **443**

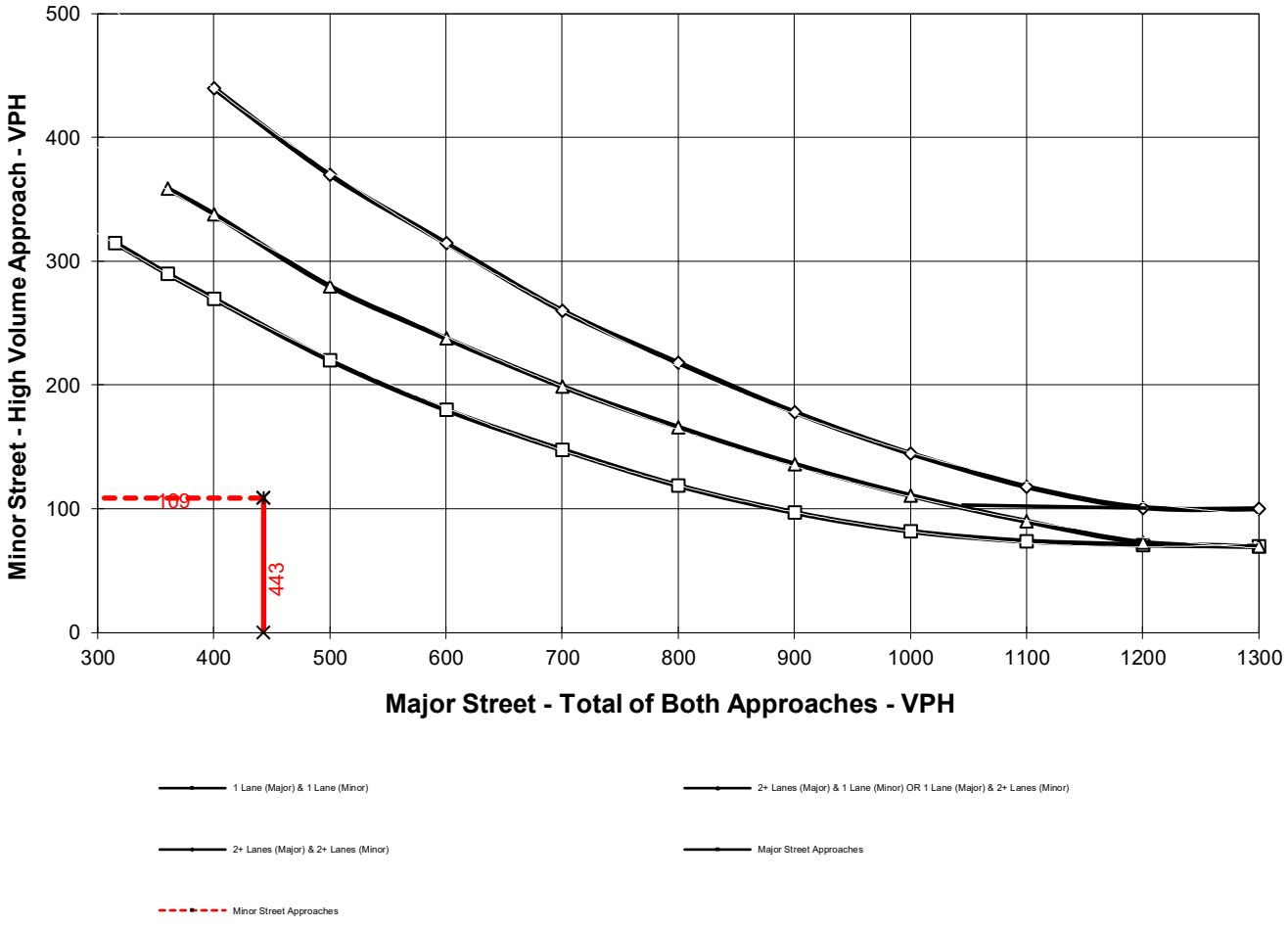
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Project East Access**

High Volume Approach (VPH) = **109**

Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



** NOTE:
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PEAK HOUR VOLUME WARRANT
(Rural Areas)

12 - 2045P - PM

Major Street Name = **Rancho Road**

Total of Both Approaches (VPH) = **615**

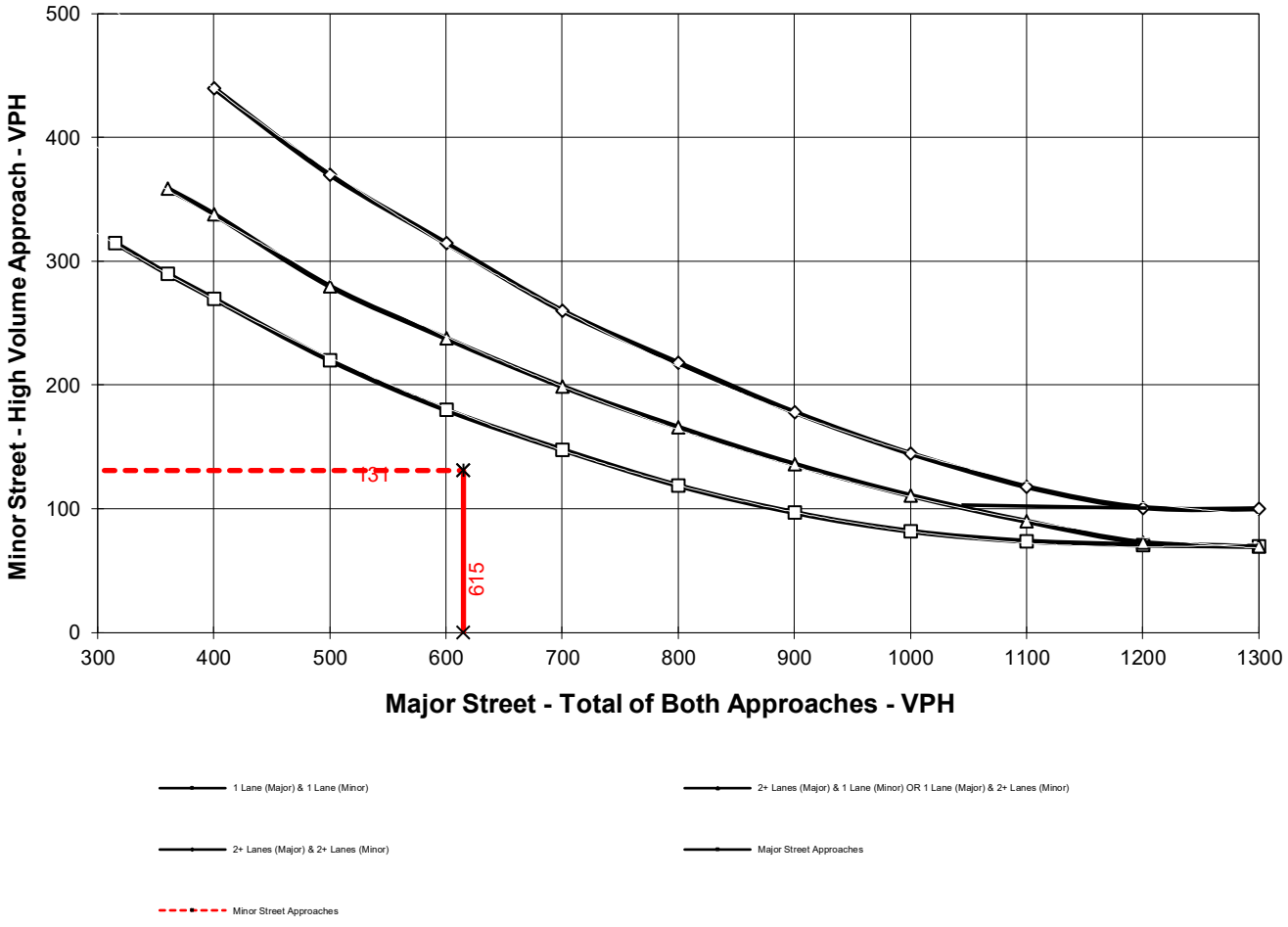
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Project East Access**

High Volume Approach (VPH) = **131**

Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



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PEAK HOUR VOLUME WARRANT
(Rural Areas)

13 - 2045P - AM

Major Street Name = **Violet Road**

Total of Both Approaches (VPH) = **64**

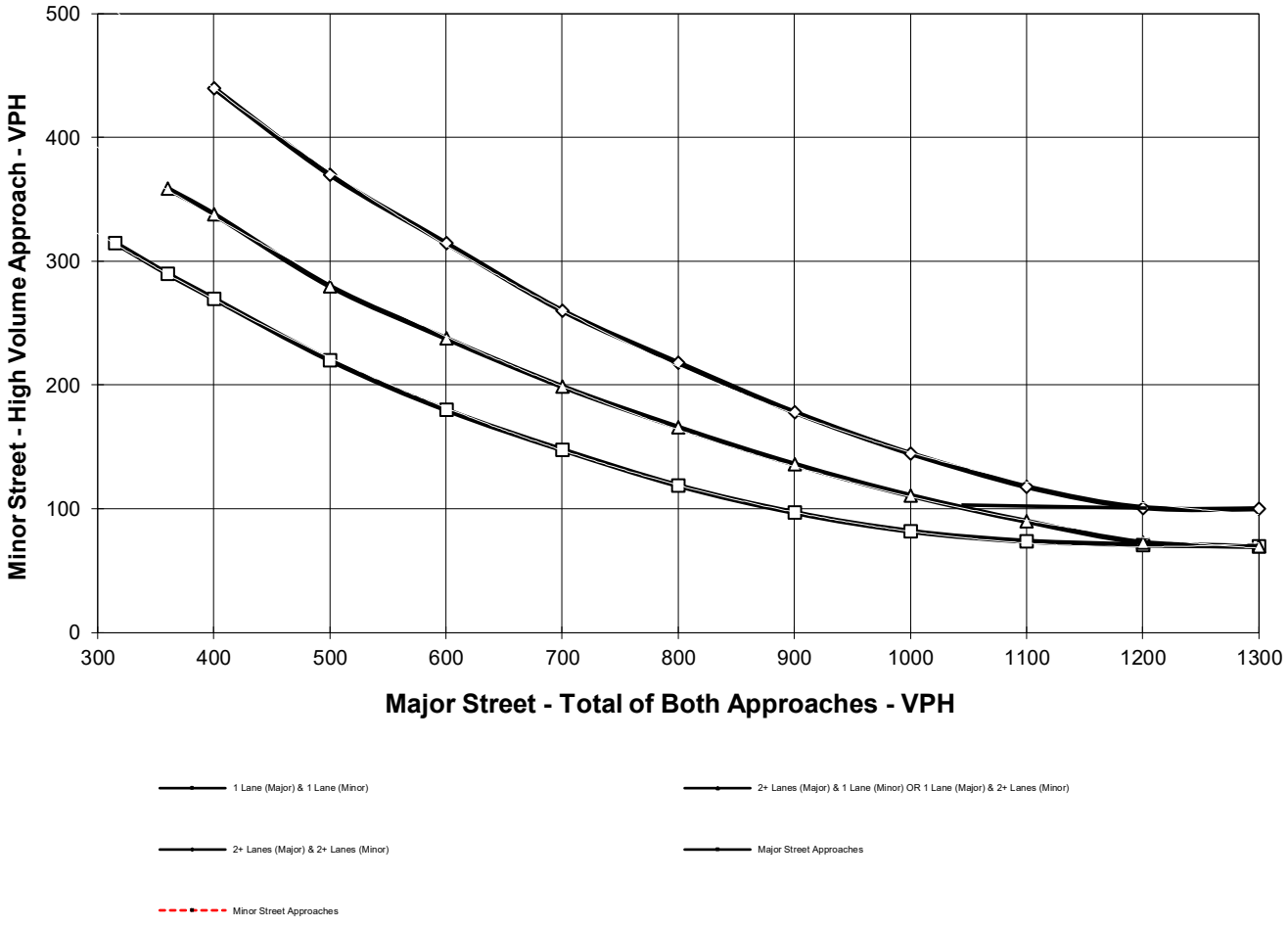
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Project Center Access**

High Volume Approach (VPH) = **1**

Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



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PEAK HOUR VOLUME WARRANT
(Rural Areas)

13 - 2045P - PM

Major Street Name = **Violet Road**

Total of Both Approaches (VPH) = **113**

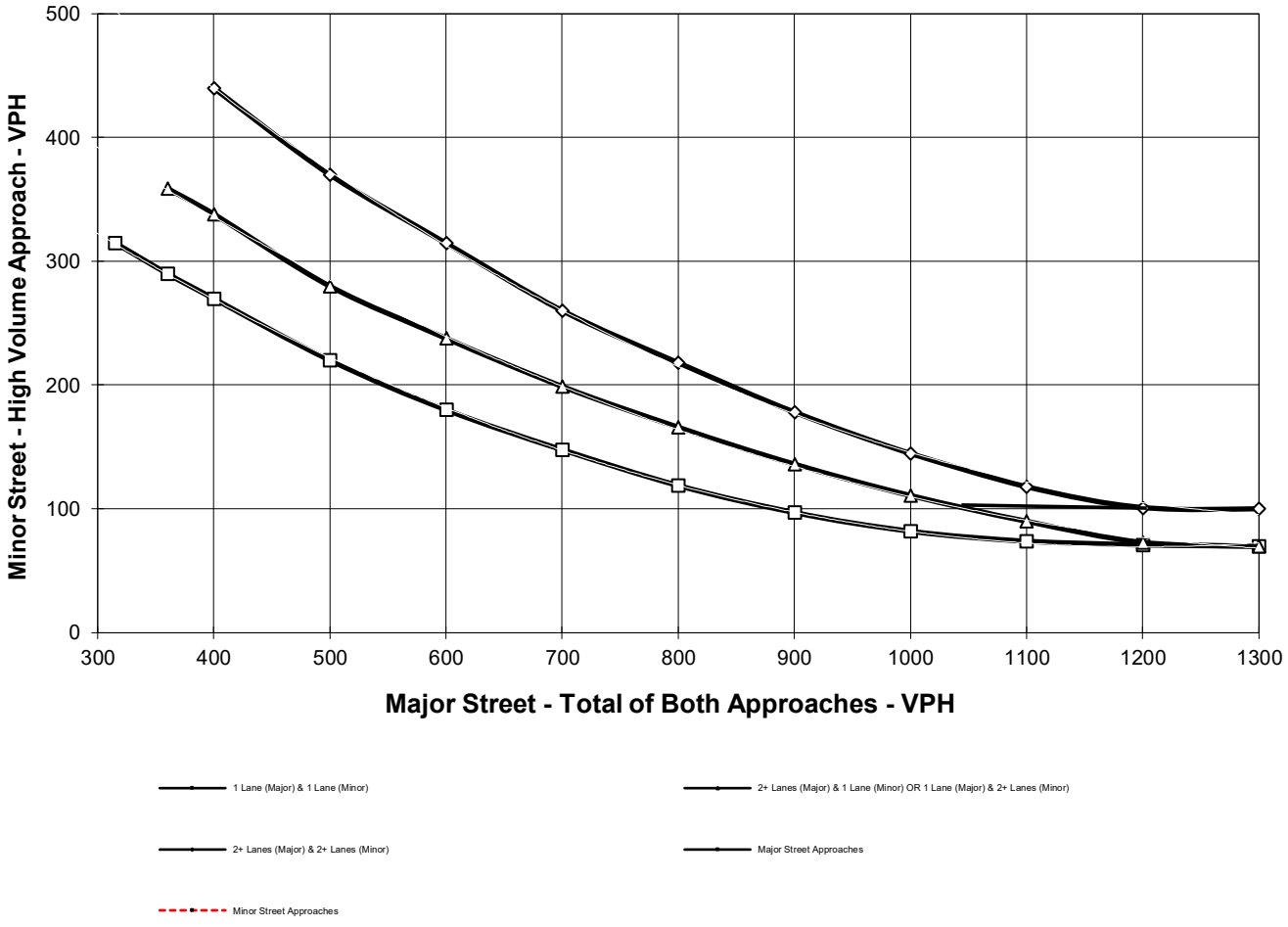
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Project Center Access**

High Volume Approach (VPH) = **5**

Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



** NOTE:
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PEAK HOUR VOLUME WARRANT
(Rural Areas)

14 - 2045P - AM

Major Street Name = **Violet Road**

Total of Both Approaches (VPH) = **65**

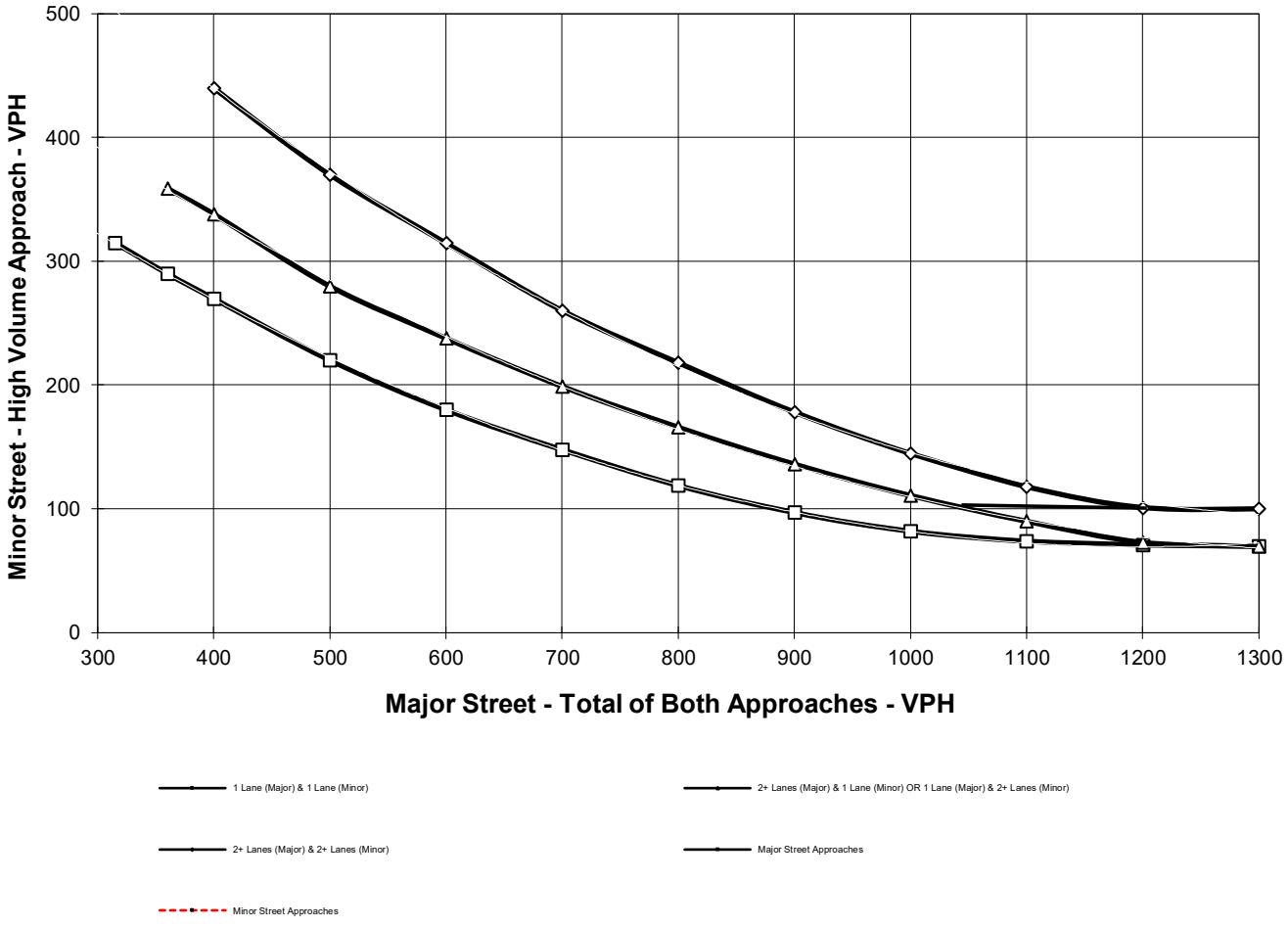
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Project East Access**

High Volume Approach (VPH) = **1**

Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



** NOTE:
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PEAK HOUR VOLUME WARRANT
(Rural Areas)

14 - 2045P - PM

Major Street Name = **Violet Road**

Total of Both Approaches (VPH) = **118**

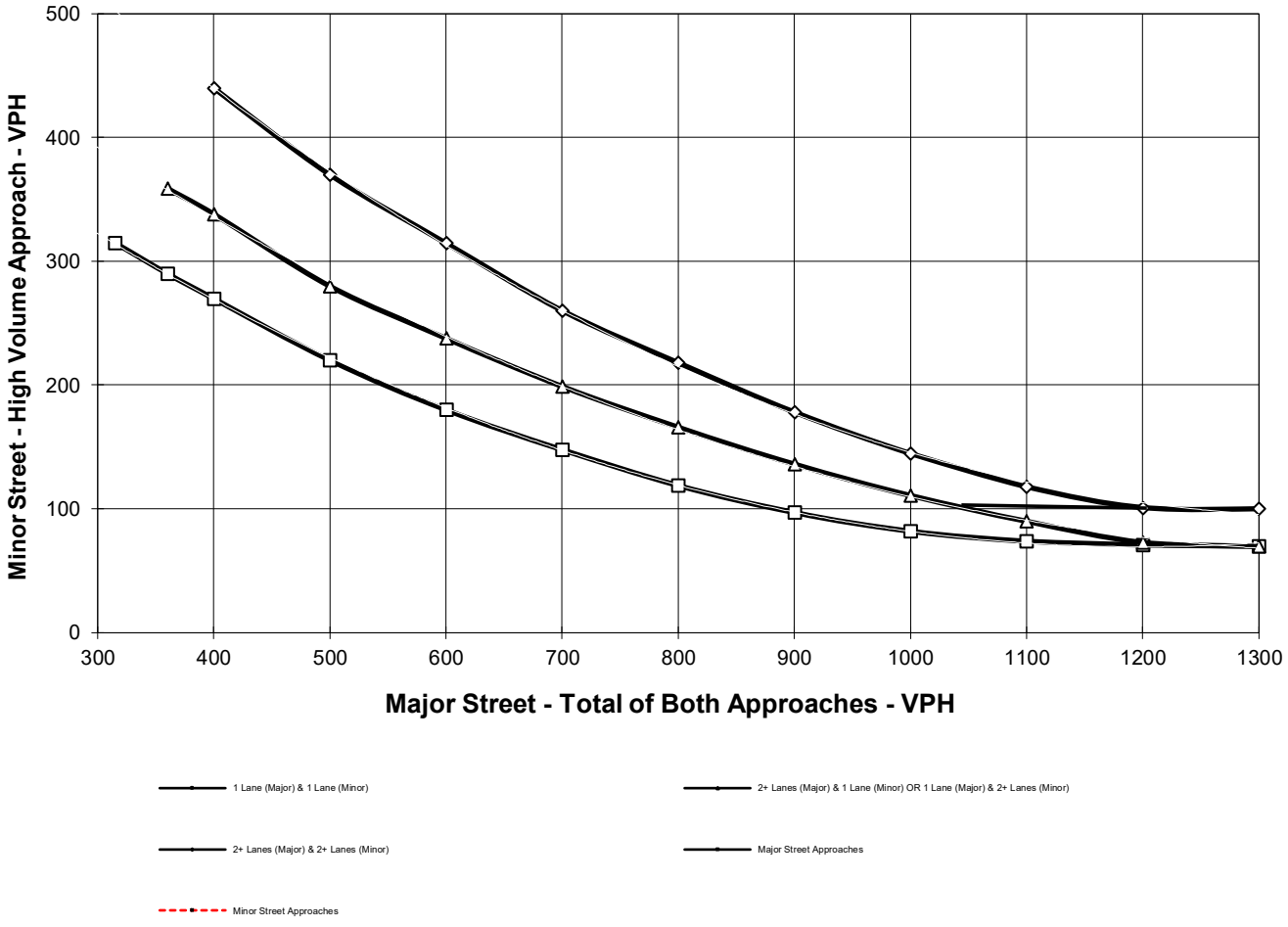
Number of Approach Lanes Major Street = **1**

Minor Street Name = **Project East Access**

High Volume Approach (VPH) = **5**

Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



** NOTE:
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PEAK HOUR VOLUME WARRANT
(Rural Areas)

15 - 2045P - AM

Major Street Name = **Adelanto Road**

Total of Both Approaches (VPH) = **617**

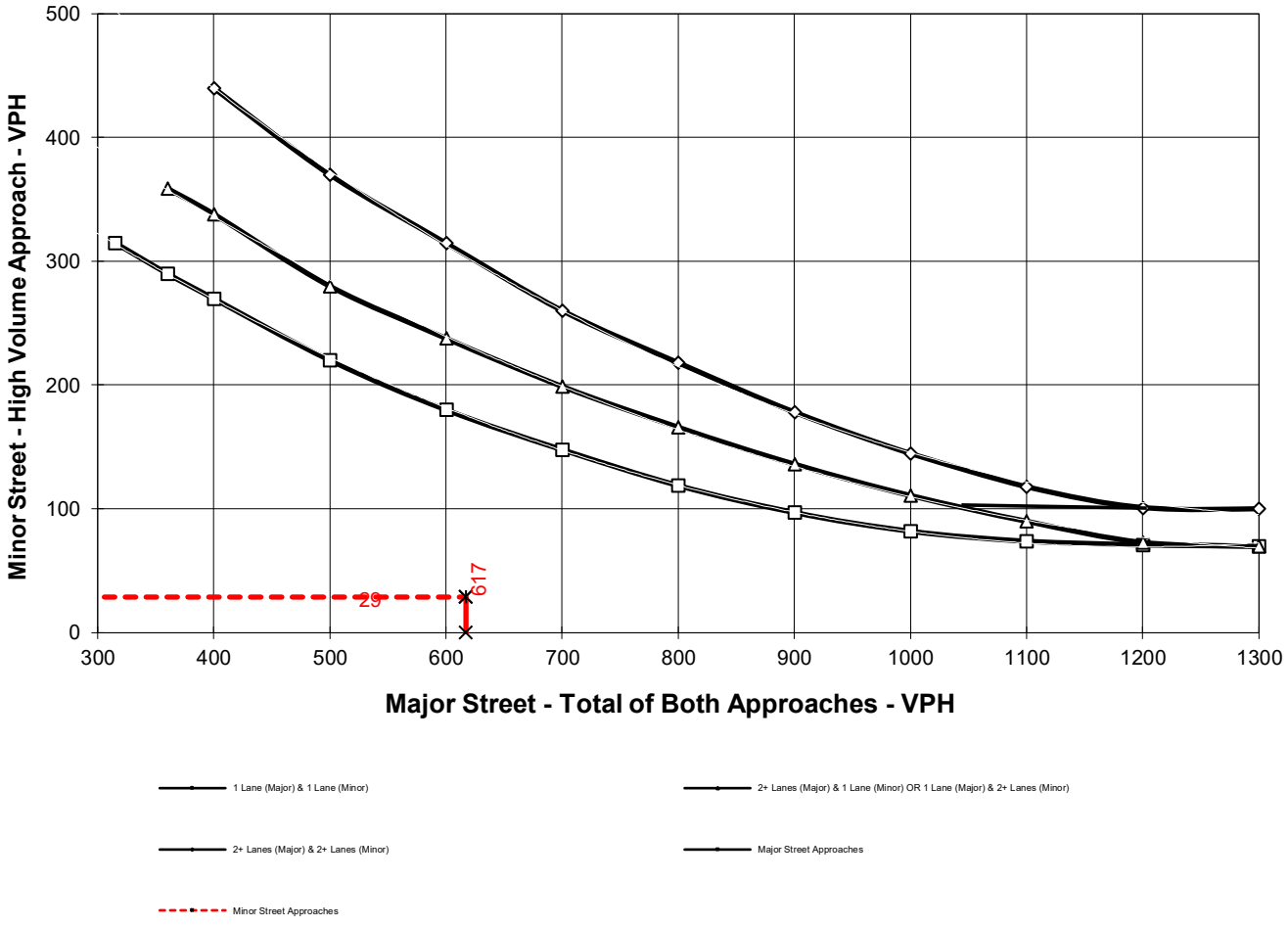
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Violet Road**

High Volume Approach (VPH) = **29**

Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

15 - 2045P - PM

Major Street Name = **Adelanto Road**

Total of Both Approaches (VPH) = **676**

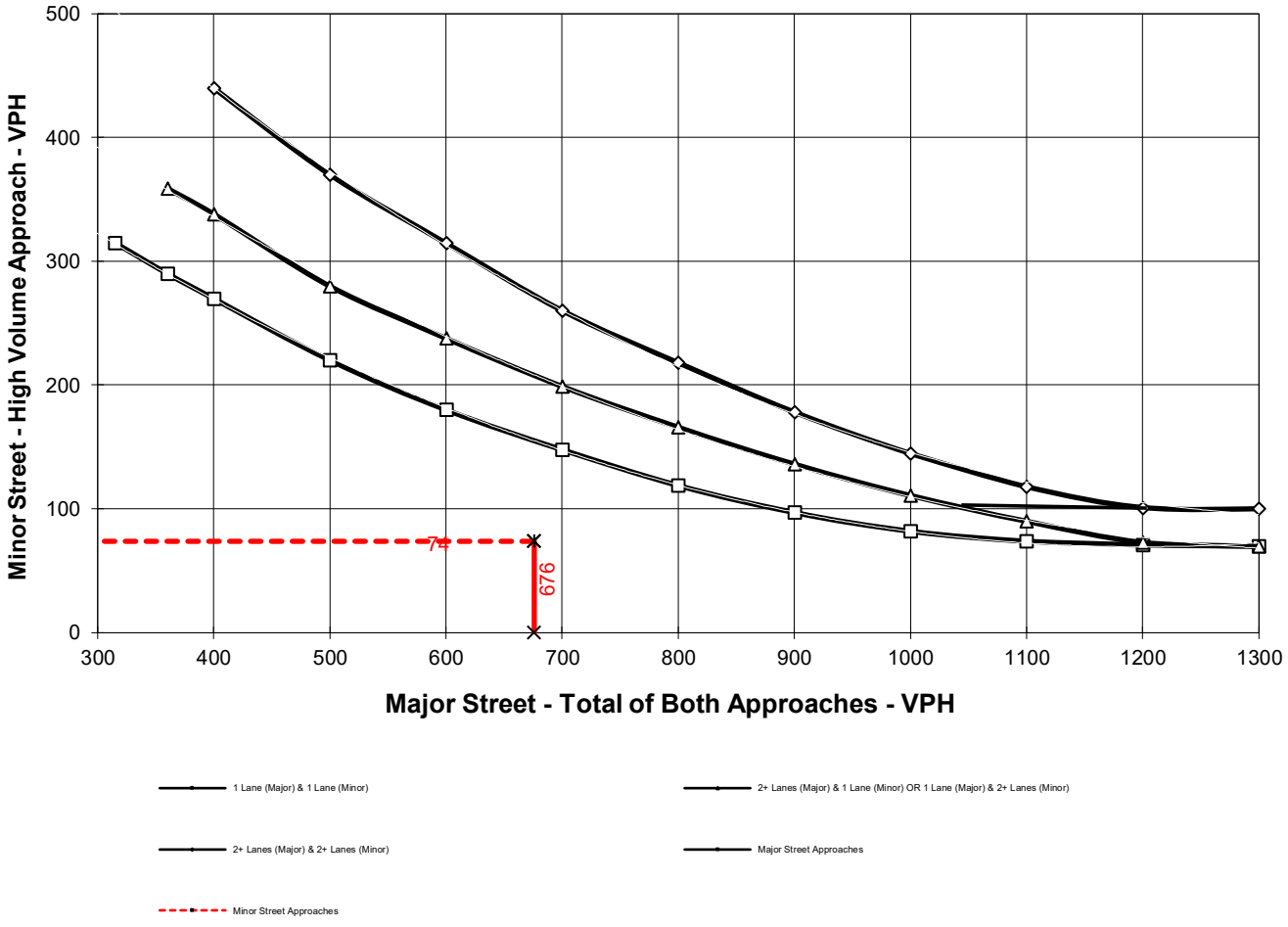
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Project Access**

High Volume Approach (VPH) = **74**

Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

16 - 2045P - AM

Major Street Name = **Adelanto Road**

Total of Both Approaches (VPH) = **651**

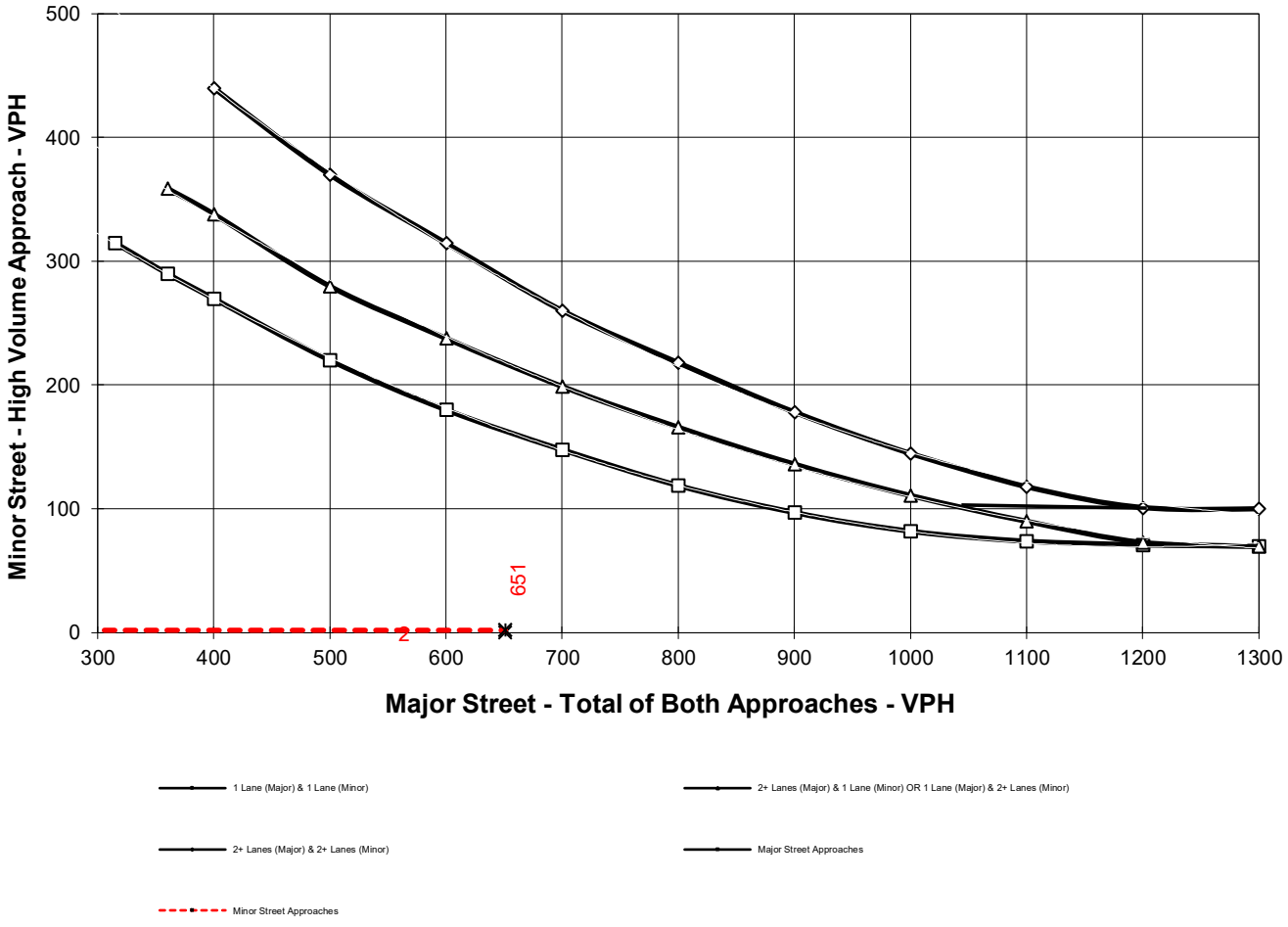
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Violet Road**

High Volume Approach (VPH) = **2**

Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

16 - 2045P - PM

Major Street Name = **Adelanto Road**

Total of Both Approaches (VPH) = **760**

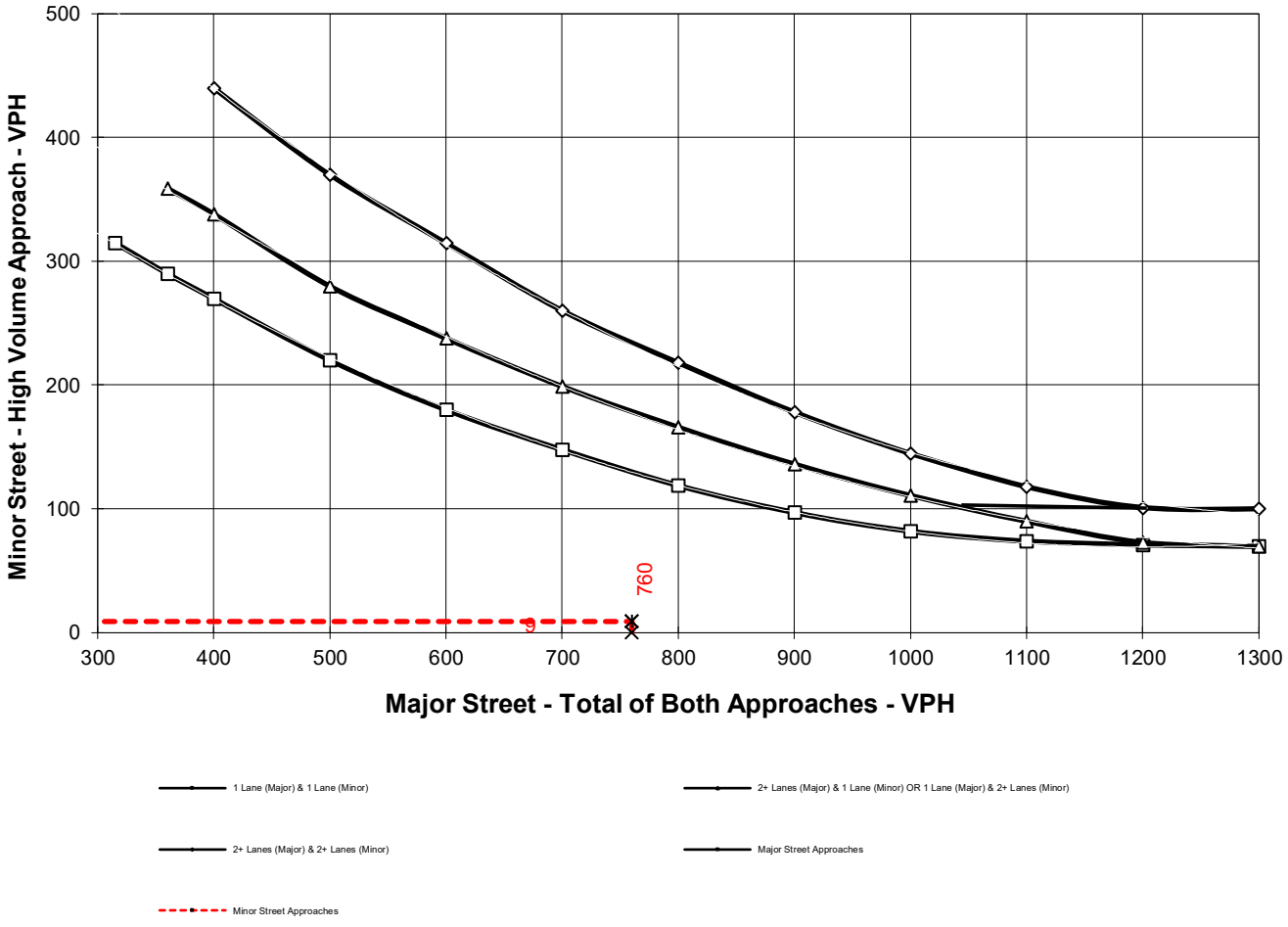
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Violet Road**

High Volume Approach (VPH) = **9**

Number of Approach Lanes Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

17 - 2045P - AM

Major Street Name = **Adelanto Road**

Total of Both Approaches (VPH) = **731**

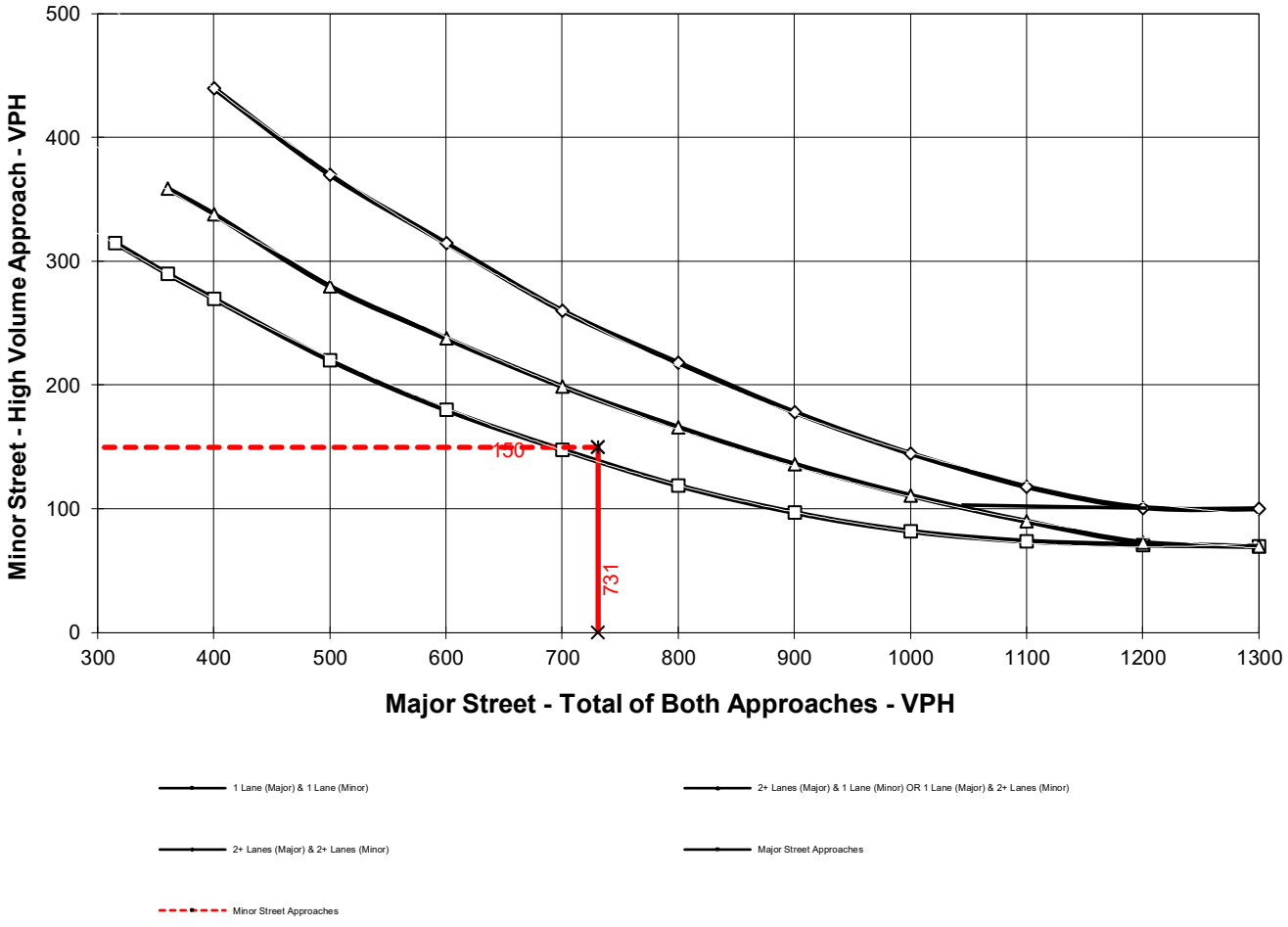
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Rancho Road**

High Volume Approach (VPH) = **150**

Number of Approach Lanes Minor Street = **2**

SIGNAL WARRANT NOT SATISFIED



** NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

PEAK HOUR VOLUME WARRANT
(Rural Areas)

17 - 2045P - PM

Major Street Name = **Adelanto Road**

Total of Both Approaches (VPH) = **764**

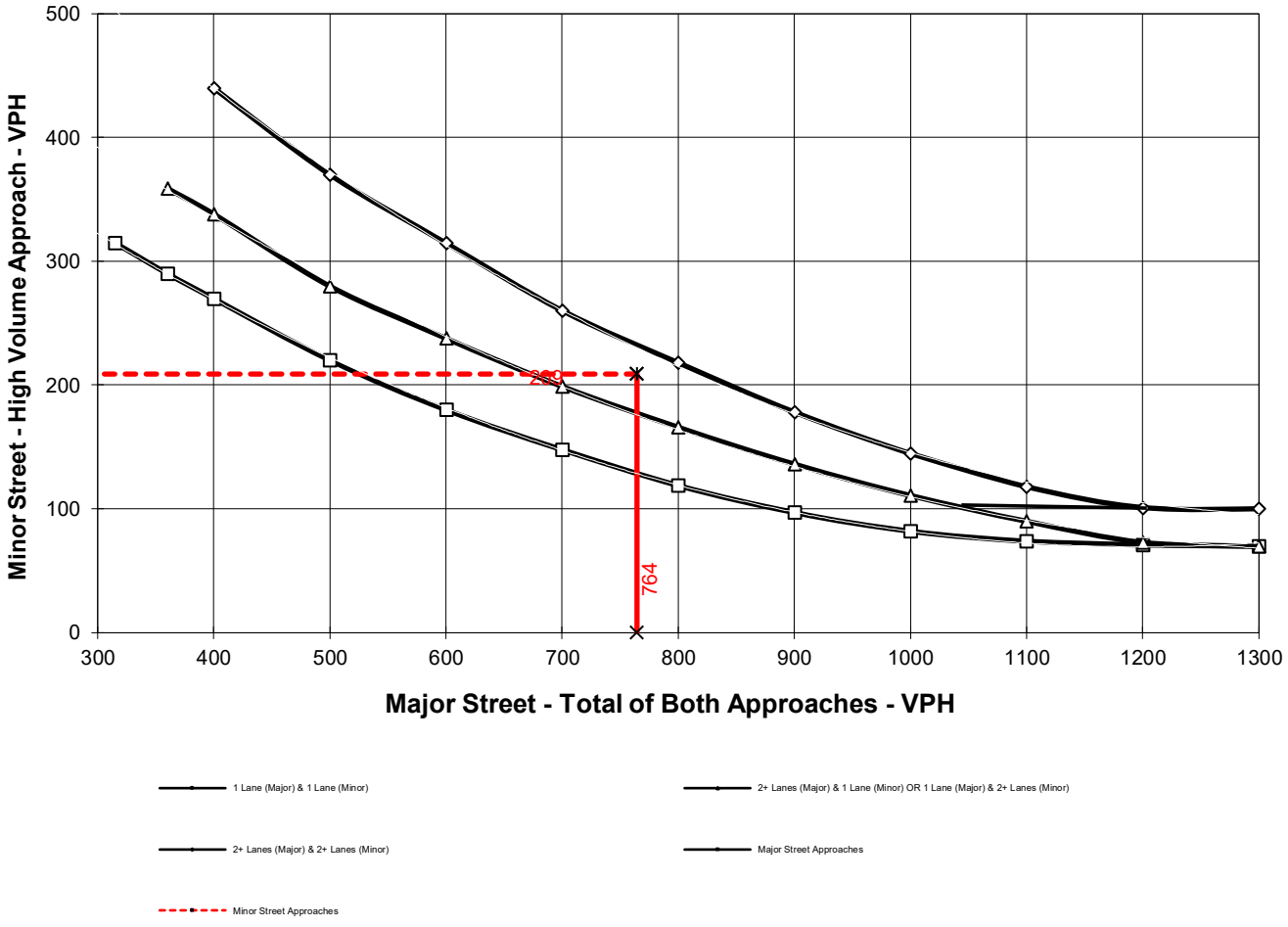
Number of Approach Lanes Major Street = **2**

Minor Street Name = **Rancho Road**

High Volume Approach (VPH) = **209**

Number of Approach Lanes Minor Street = **2**

SIGNAL WARRANT NOT SATISFIED



** NOTE:
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