APPENDIX G
TRAFFIC STUDY

Project No: 551-06

TRAFFIC STUDY

TENTATIVE TRACT MAP 20341
PROPOSED SINGLE-FAMILY RESIDENTIAL DEVELOPMENT
CITY OF VICTORVILLE

Prepared for:

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March 2021

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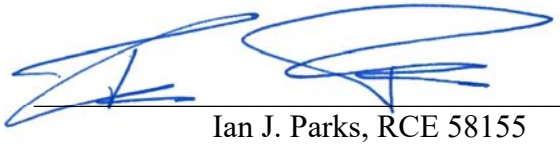


Ian J. Parks, RCE 58155

TABLE OF CONTENTS

Page

INTRODUCTION 1
FIGURE 1: VICINITY MAP 2
FIGURE 2: LOCATION MAP 3
FIGURE 3: SITE PLAN 4
PROJECT TRIP GENERATION AND DESIGN HOUR VOLUMES 5
TABLE 1: PROJECT TRIP GENERATION 5
PROJECT TRIP DISTRIBUTION AND ASSIGNMENT 6
TABLE 2: PROJECT TRIP DISTRIBUTION 6
EXISTING AND FUTURE TRAFFIC 6
FIGURE 4: PROJECT PEAK HOUR TRAFFIC 8
FIGURE 5: 2020 PEAK HOUR TRAFFIC 9
FIGURE 6: 2020+PROJECT PEAK HOUR TRAFFIC 10
FIGURE 7: 2029 PEAK HOUR TRAFFIC 11
FIGURE 8: 2029+PROJECT PEAK HOUR TRAFFIC 12
FIGURE 9: 2040 PEAK HOUR TRAFFIC 13
FIGURE 10: 2040+PROJECT PEAK HOUR TRAFFIC 14
INTERSECTION ANALYSIS 15
TABLE 3a: INTERSECTION LEVEL OF SERVICE, WEEKDAY PM PEAK HOUR 16
TABLE 3b: INTERSECTION LEVEL OF SERVICE, WEEKDAY AM PEAK HOUR 17
TRAFFIC SIGNAL WARRANT ANALYSIS 17
TABLE 4a: TRAFFIC SIGNAL WARRANTS, WEEKDAY PM PEAK HOUR 17
TABLE 4b: TRAFFIC SIGNAL WARRANTS, WEEKDAY AM PEAK HOUR 18
MITIGATION 19
TABLE 5: FUTURE INTERSECTION IMPROVEMENTS AND LOCAL MITIGATION 19
VMT ANALYSIS 19
TABLE 6: VEHICLE MILES TRAVELED 19
SUMMARY AND CONCLUSIONS 20
REFERENCES 21
APPENDIX 22

INTRODUCTION

The purpose of this study is to evaluate the potential traffic impacts of Tentative Tract Map 20341 for a proposed single-family residential development located at the southwest corner of Oak Hill Road (future street) and Eucalyptus Street in the City of Victorville, California. A vicinity map is presented in Figure 1 and a location map is presented in Figure 2.

The study methodology is consistent with the California Department of Transportation (Caltrans) *Guide for the Preparation of Traffic Impact Studies*, dated December 2002, and Section 15064.3(b) of the California Environmental Quality Act (CEQA), which became effective July 1, 2020. The scope of the study includes three intersections (two existing, one future) and was developed in coordination with staff from the City of Victorville.

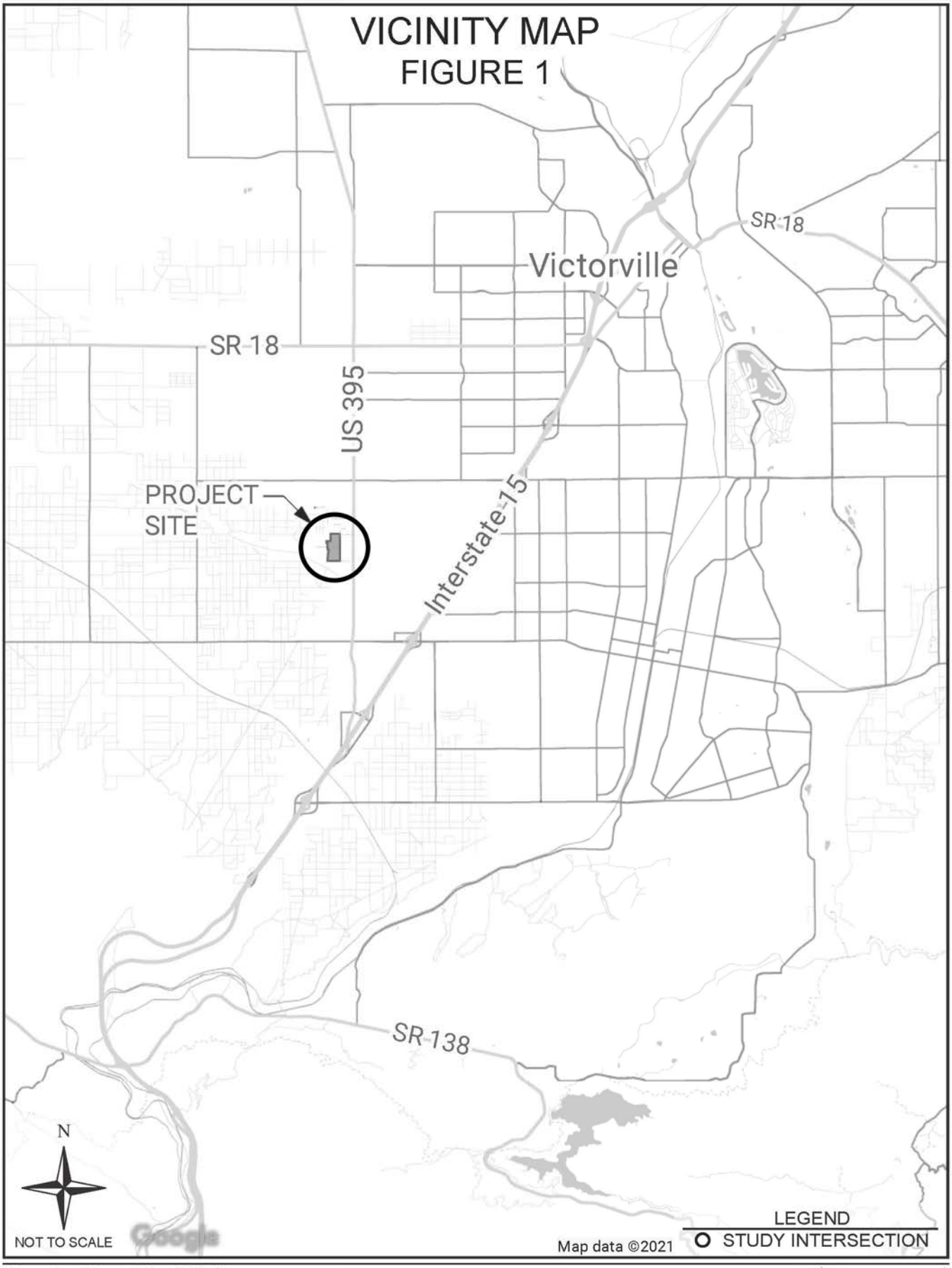
Project Land Use and Site Access

The project site is situated on approximately 77 acres of land which is currently vacant and undeveloped. The property is zoned R-1 (Single Family Residential) and has a General/Specific Plan Land Use designation of Low Density Residential (5 dwelling units/acre). The proposed development would include 300 single-family lots. Access to the project would be provided by way of Oak Hill Road (future street) and Eucalyptus Street. The tentative tract map is provided in Figure 3.

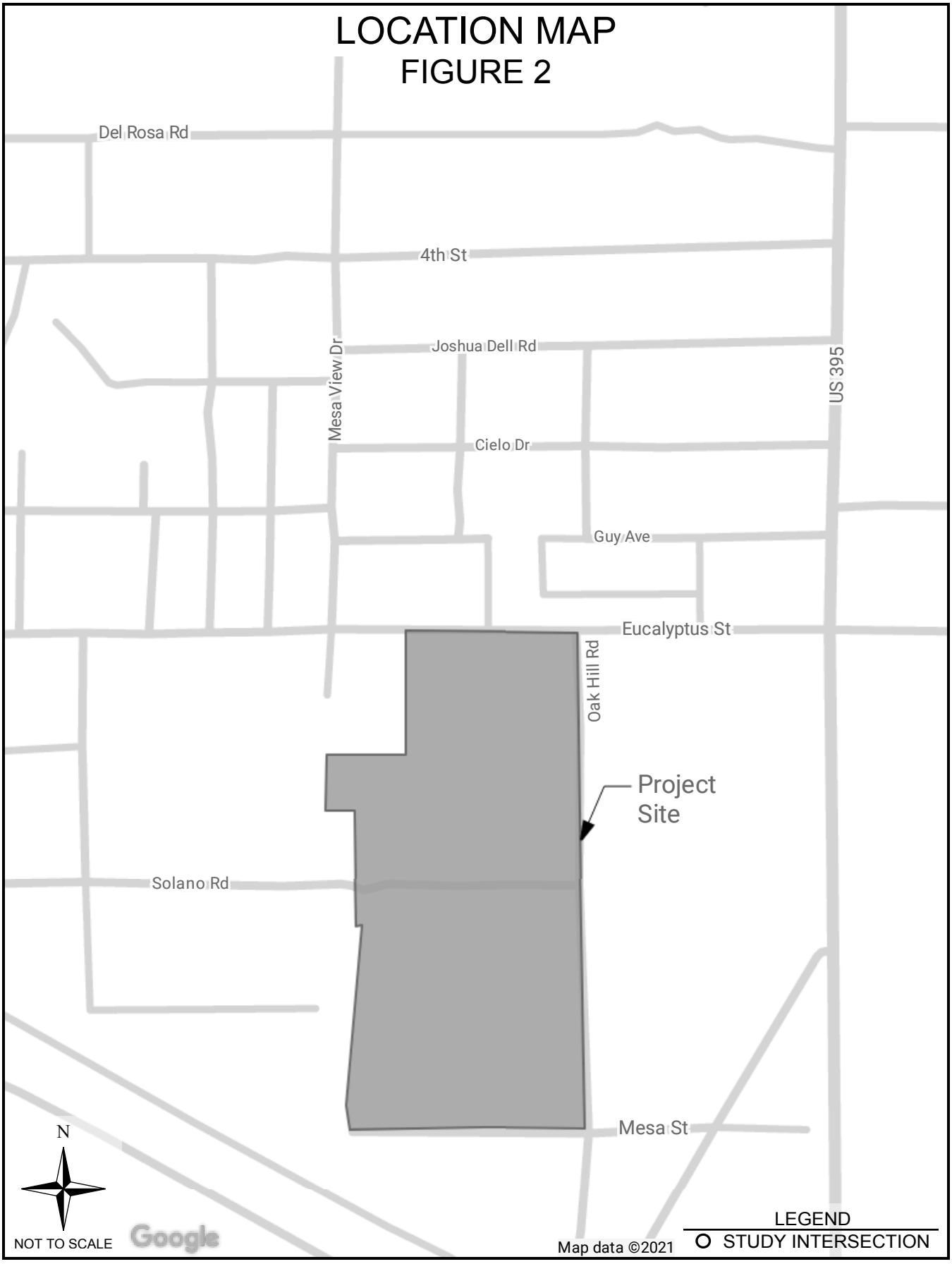
Existing Land Uses in Project Vicinity

Vacant undeveloped land is located immediately south, east and west of the project. Residential land uses lie directly to the north and further to the north and east.

VICINITY MAP
FIGURE 1

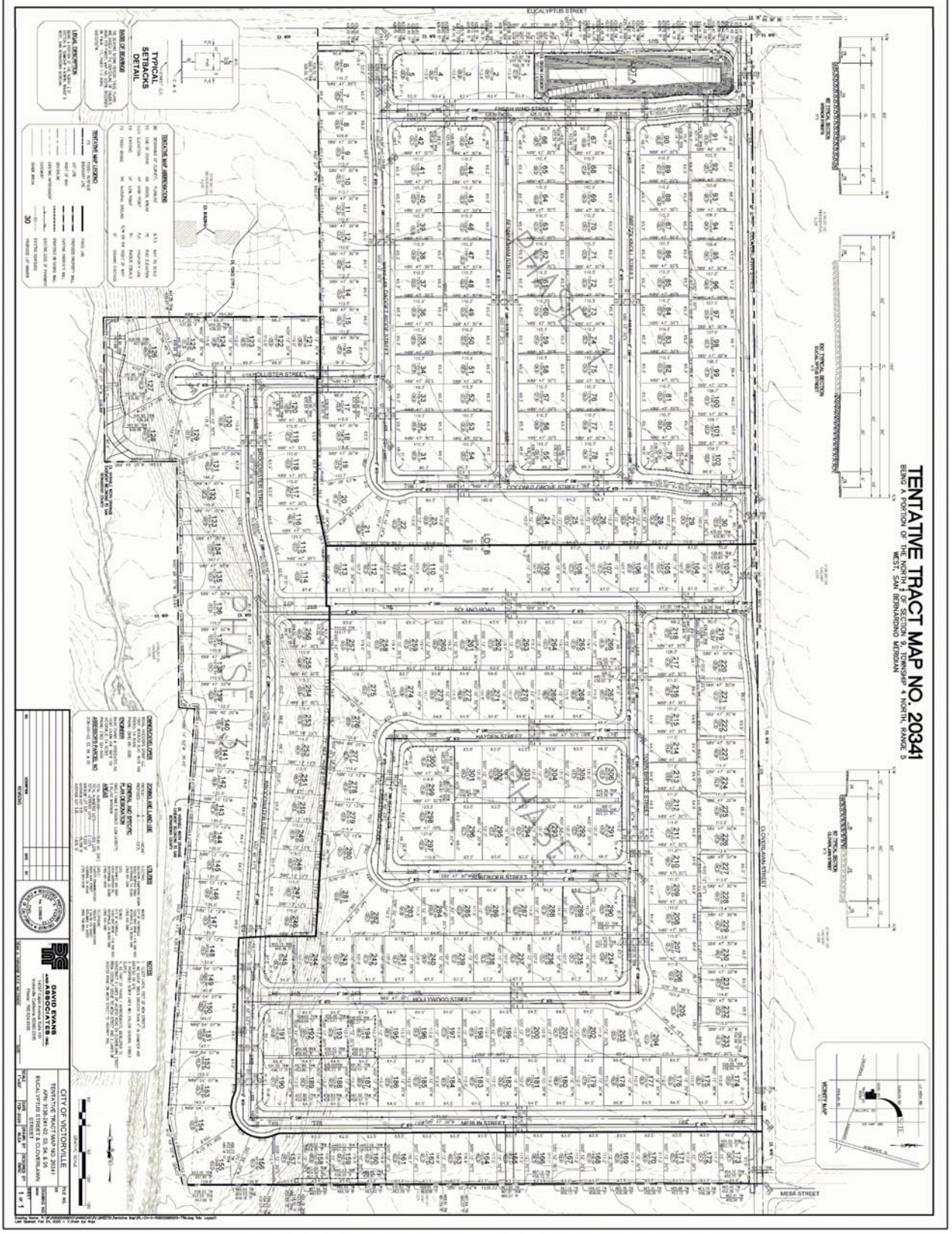


LOCATION MAP
FIGURE 2



SITE PLAN

FIGURE 3



Roadway Descriptions

Eucalyptus Street is an east-west roadway that extends through the southern end of the City of Victorville. The segment within the scope of the study is designated as a Super Arterial in the Circulation Element of the *City of Victorville General Plan 2030*. Within the study area, Eucalyptus Street currently operates as a two-lane roadway at various stages of widening and improvement and provides access primarily to residential land uses.

Mesa View Drive extends north from Eucalyptus Street approximately 0.5 miles west of US Highway 395. It currently terminates approximately 500 feet north of Eucalyptus Street at Fresh Meadow Place. Mesa View Drive is designated as a Collector in the Circulation Element and currently exists as a two-lane roadway providing access to residential land uses.

Oak Hill Road is a future roadway extending south from Eucalyptus Street approximately 0.25 miles west of US Highway 395. It will serve as the eastern project boundary.

US Route 395 is a north-south highway that extends through the western part of the City of Victorville. It is designated as a Super Arterial in the Circulation Element and currently operates within the study area with three or four lanes and a signalized intersection at Eucalyptus Street.

PROJECT TRIP GENERATION AND DESIGN HOUR VOLUMES

The project trip generation and design hour volumes shown in Table 1 were estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition (2017). Trip rate equations and directional splits for ITE Land Use Code 210 (Single-Family Detached Housing) were used to estimate project trips for weekday peak hour of adjacent street traffic based on information provided by the project applicant.

Table 1
Project Trip Generation

General Information			Daily Trips		AM Peak Hour Trips			PM Peak Hour Trips		
ITE Code	Development Type	Variable	ADT Rate	ADT	Rate	IN Split Trips	OUT Split Trips	Rate	IN Split Trips	OUT Split Trips
210	Single-Family detached Housing	300 Dwelling Units	eq	2,857	eq	25% 54	75% 163	eq	63% 184	37% 108

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of project peak hour trips is shown in Table 2 and represents the movement of traffic accessing the project site by direction. The project trip distribution was developed based on site location and travel patterns anticipated for the proposed land use.

Table 2
Project Trip Distribution

Direction	Percent
North	45
East	10
South	40
West	5

Project peak hour trips were assigned to the study intersections as shown in Figure 4. Project trip assignment was developed based on trip generation, trip distribution and likely travel routes for traffic accessing the project site.

EXISTING AND FUTURE TRAFFIC

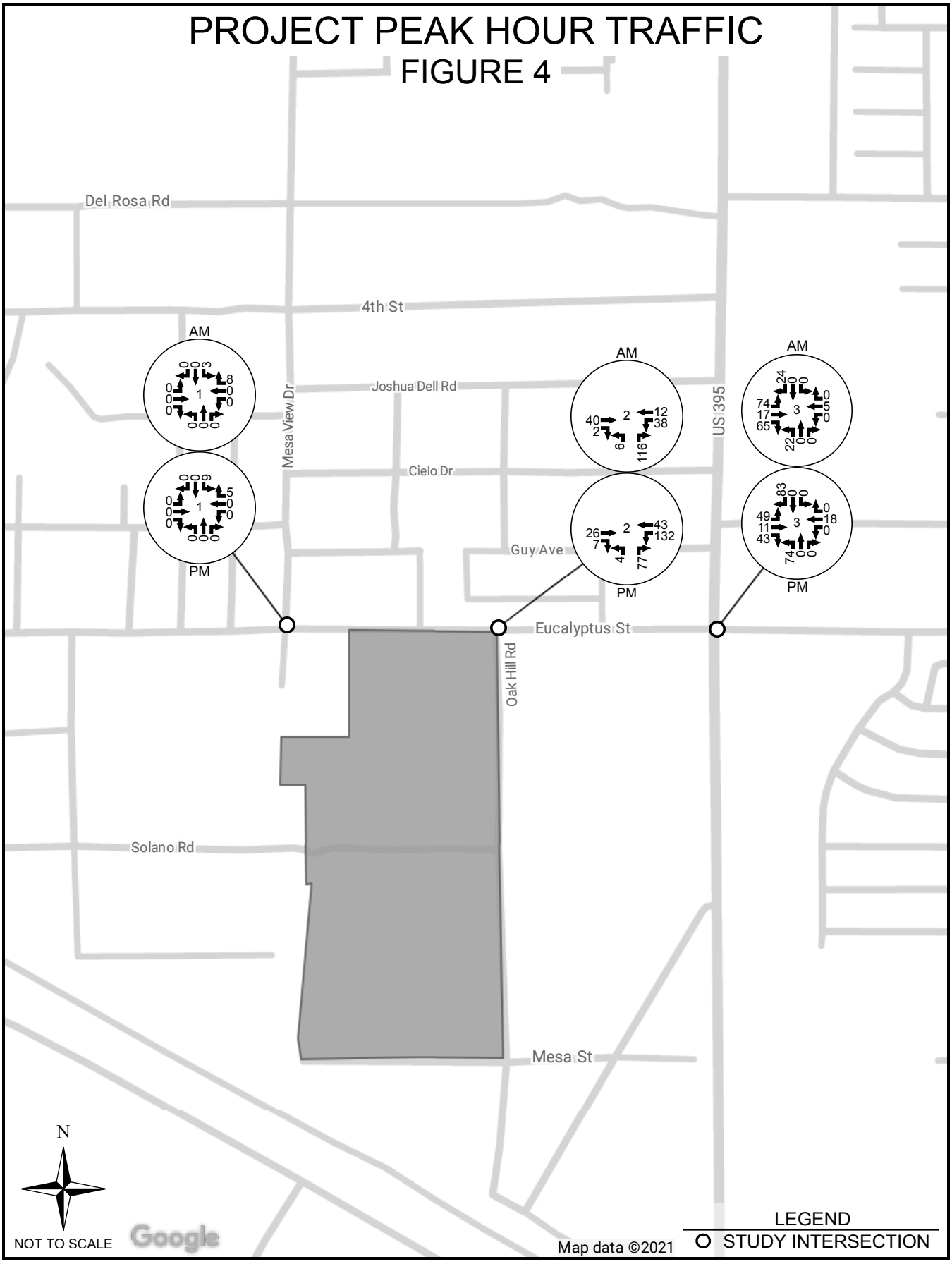
Weekday peak hour turning movement counts were obtained at the two existing study intersections in November 2020. Counts were increased by 15 percent in order to account for reductions in traffic volume on public roadways as a result of the coronavirus pandemic. The adjustment was developed in coordination with City staff. The resultant existing peak hour volumes are shown in Figure 5. Existing plus project peak hour volumes are shown in Figure 6.

Average annual growth rates ranging between 3.74 and 4.9 percent were applied to the existing peak hour volumes to estimate future peak hour volumes for the years 2029 (project buildout) and 2040 (planning horizon). These growth rates were developed based on trip volume data contained in San Bernardino Transportation Analysis Model (SBTAM) output provided by the San Bernardino County Transportation Authority (SBCTA).

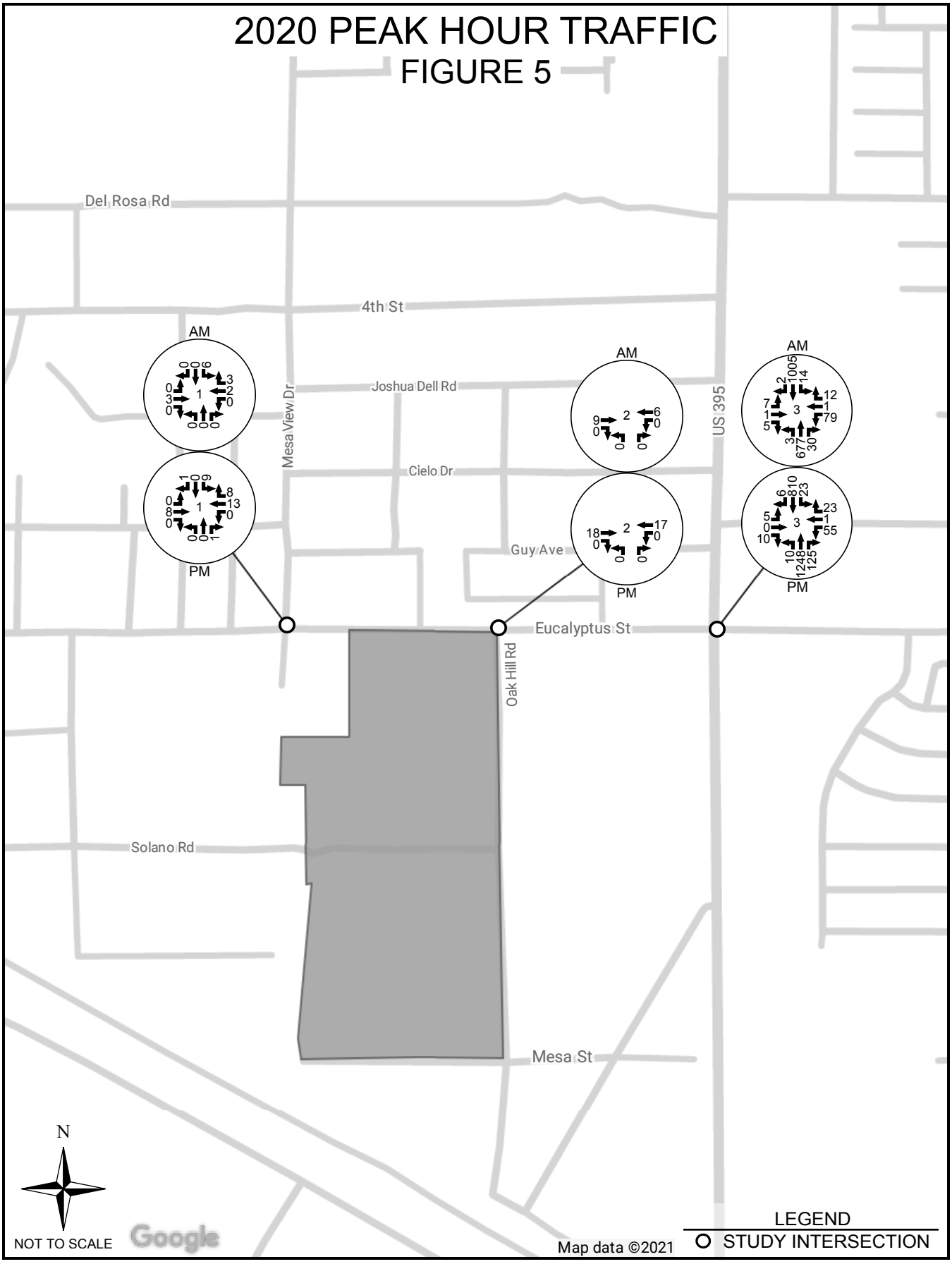
A request for General Plan Amendment and Zone Change applications within a one-mile radius of the project was submitted to the City Planning Division in order to assess future cumulative traffic not accounted for in the SBTAM. No such potential projects were found, therefore no adjustments were made to the future traffic volumes.

Future peak hour volumes for the year 2029, both without and with project traffic, are shown in Figures 7 and 8, respectively. The same for the year 2040 is shown in Figures 9 and 10, respectively.

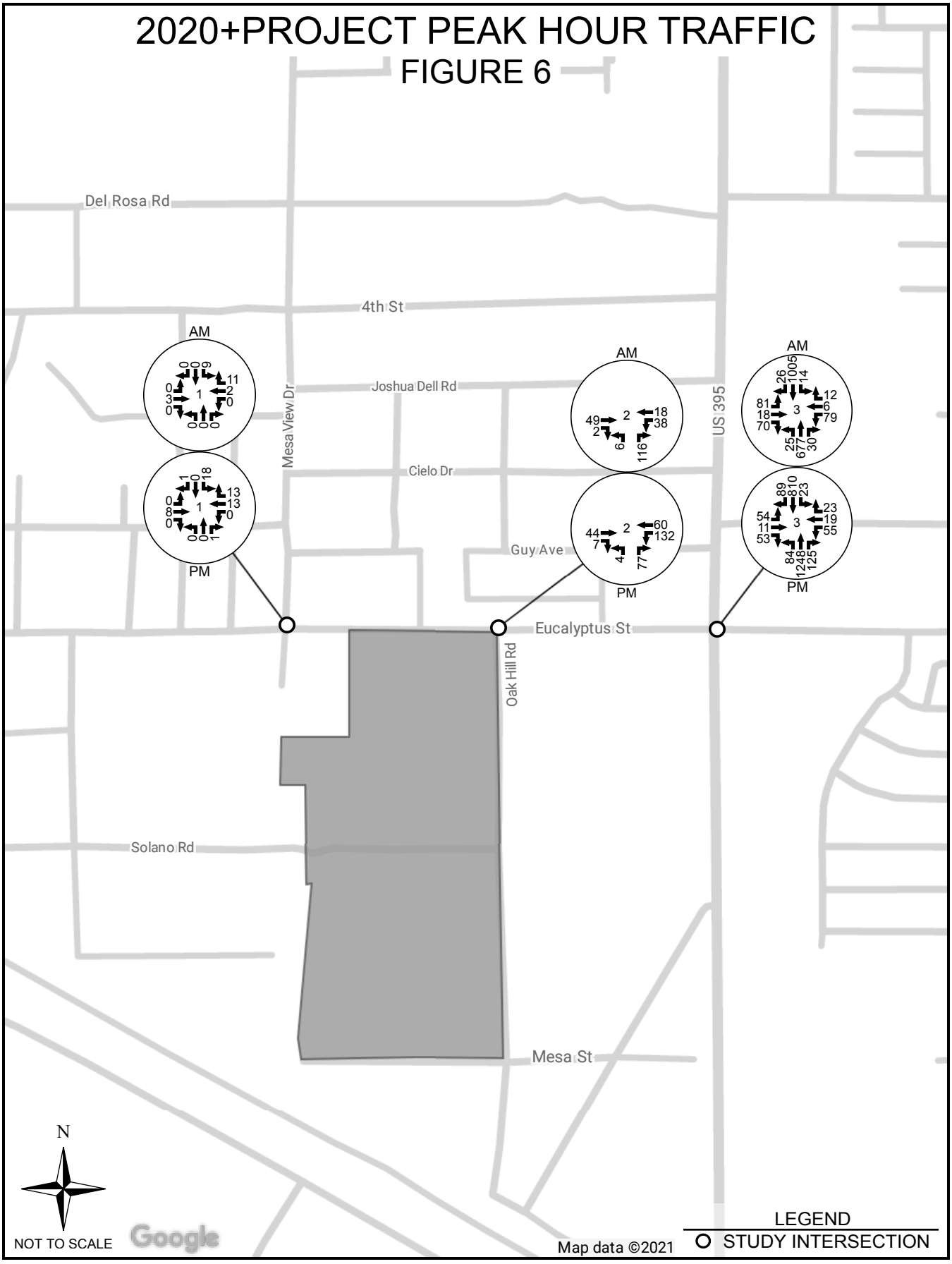
PROJECT PEAK HOUR TRAFFIC
FIGURE 4



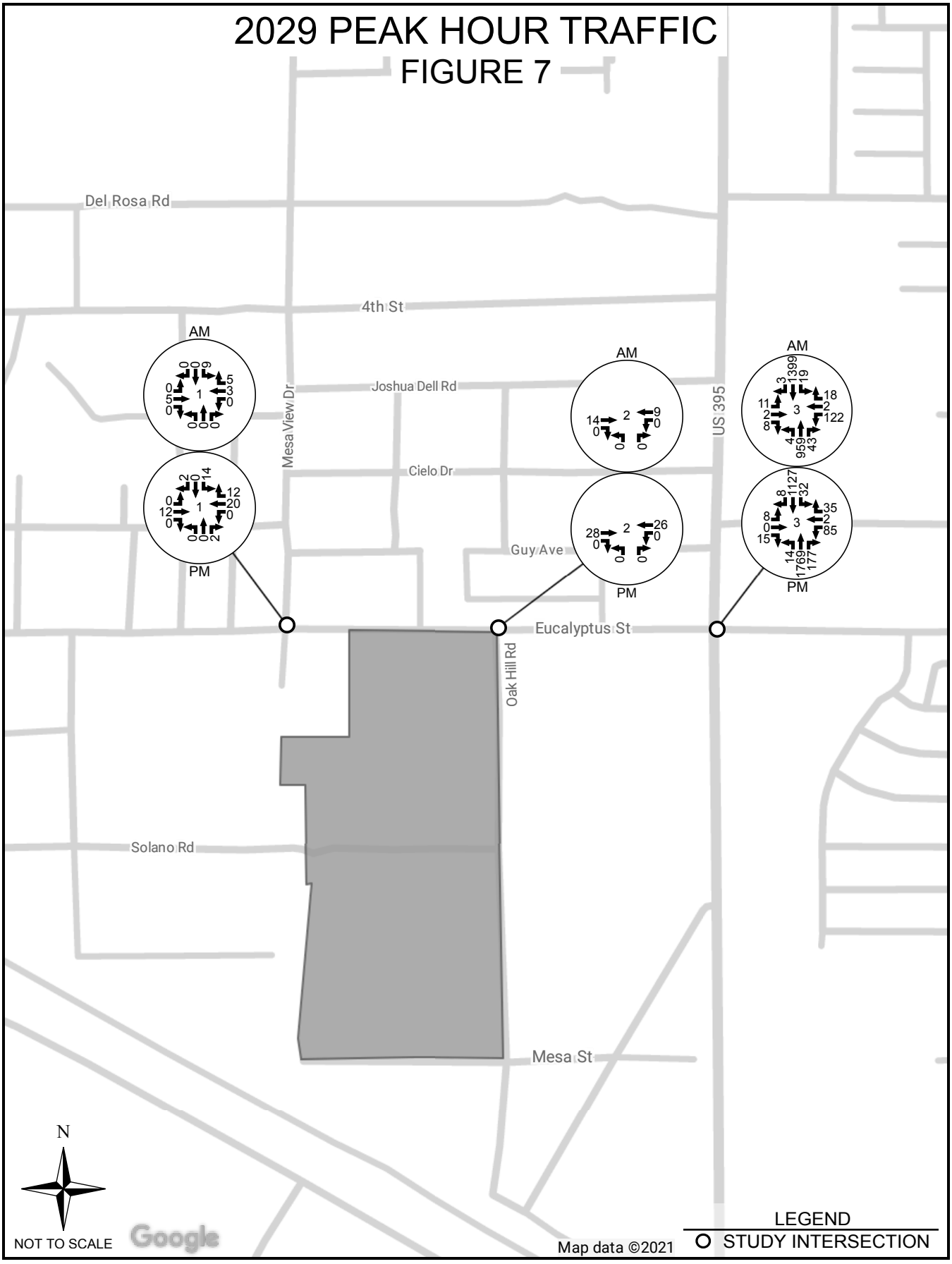
2020 PEAK HOUR TRAFFIC
FIGURE 5



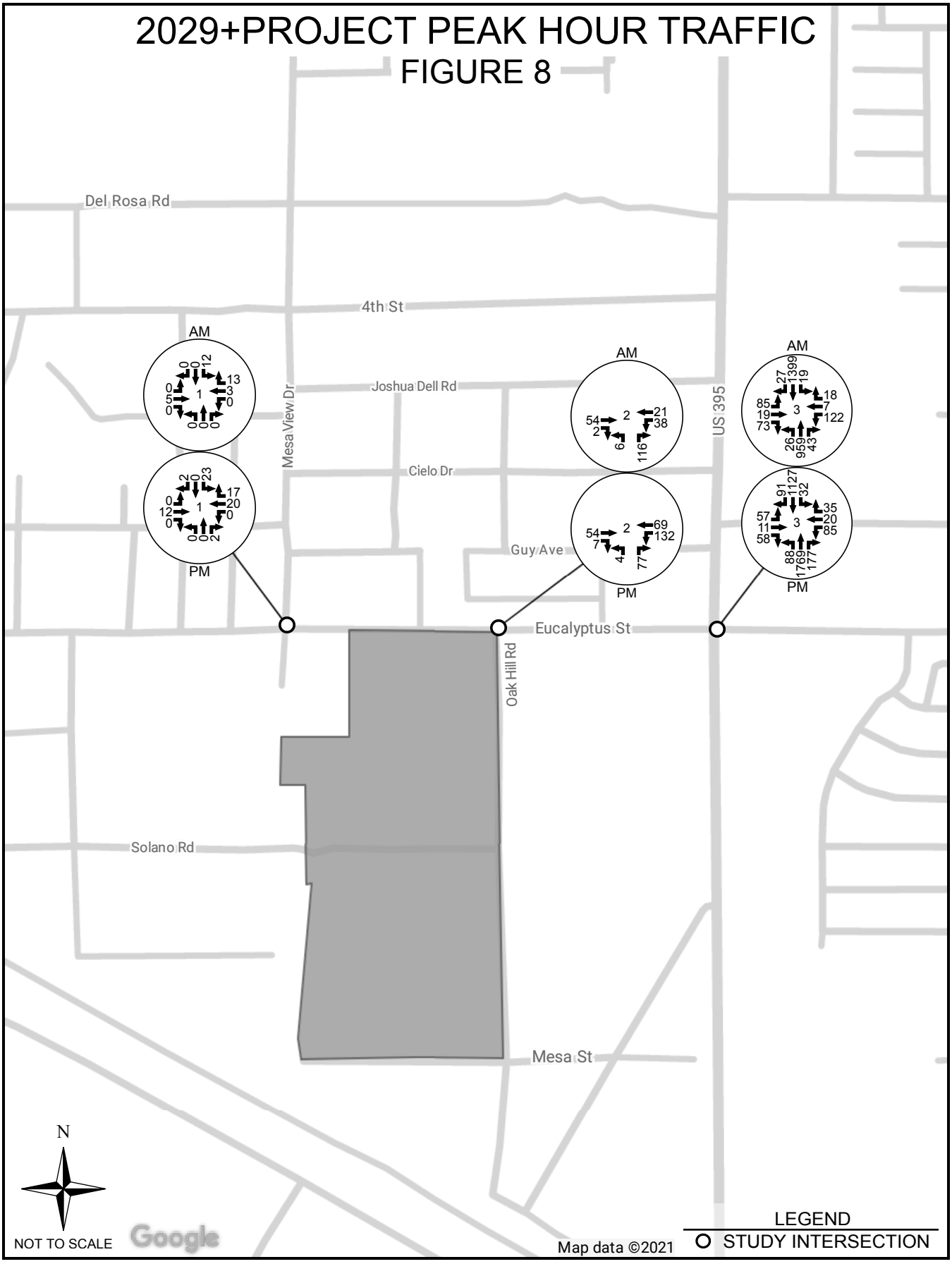
2020+PROJECT PEAK HOUR TRAFFIC
FIGURE 6



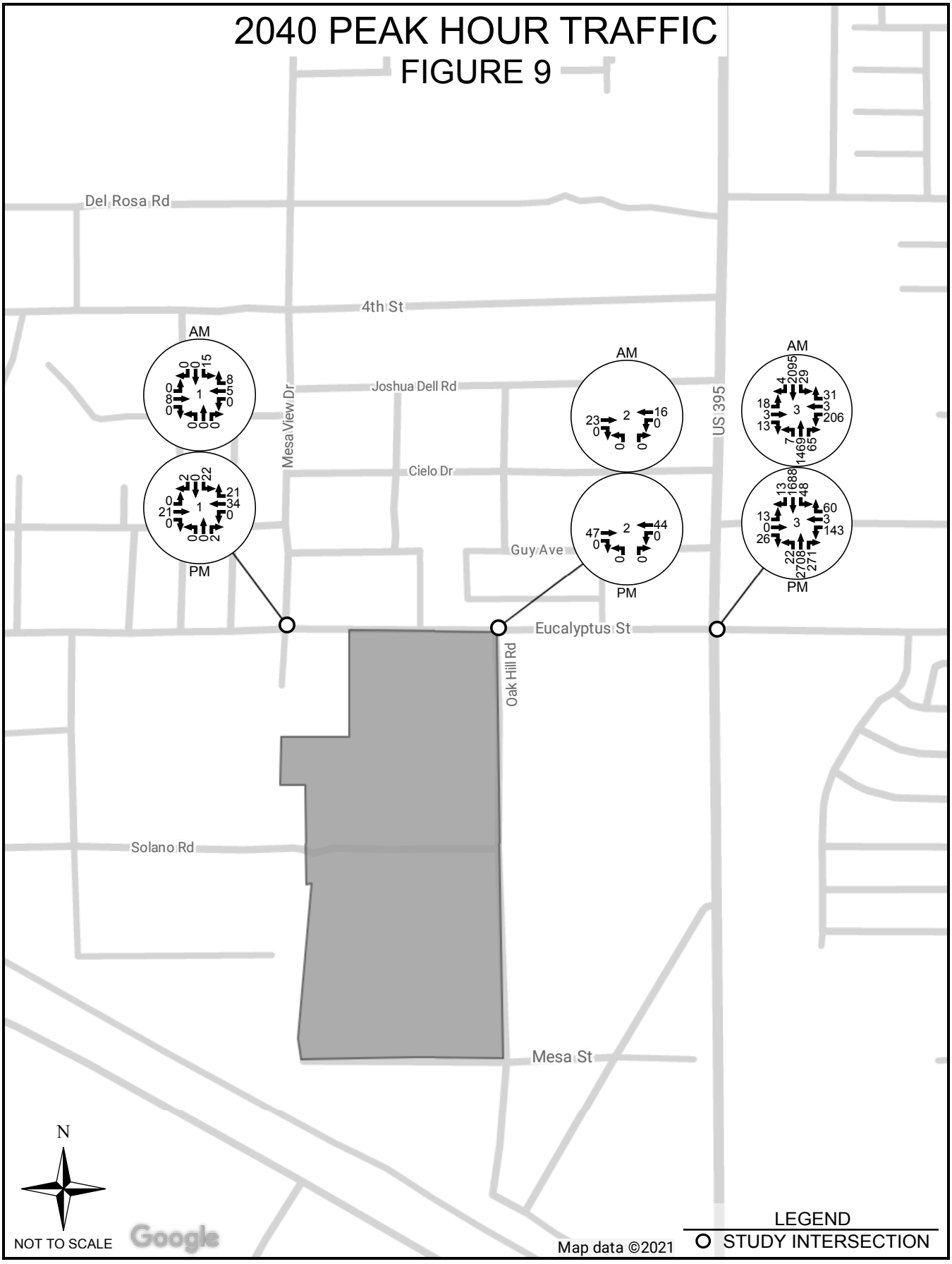
2029 PEAK HOUR TRAFFIC
FIGURE 7



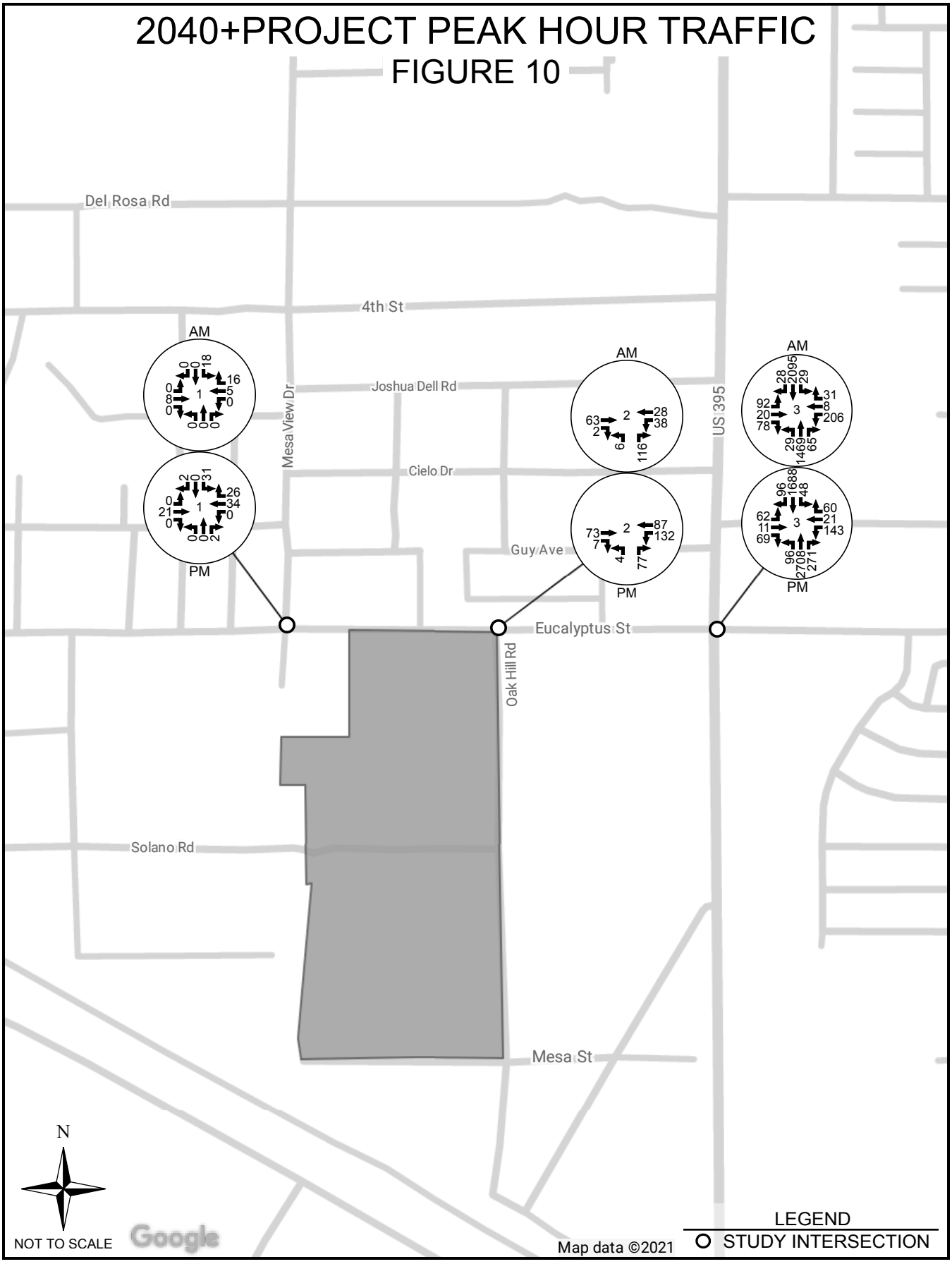
2029+PROJECT PEAK HOUR TRAFFIC
FIGURE 8



2040 PEAK HOUR TRAFFIC
FIGURE 9



2040+PROJECT PEAK HOUR TRAFFIC
FIGURE 10



INTERSECTION ANALYSIS

A capacity analysis of the study intersections was conducted using Synchro 9 software from Trafficware. This software utilizes the capacity analysis methodology in the Transportation Research Board's *Highway Capacity Manual 2010* (HCM 2010). The analysis was performed for each of the following traffic scenarios.

- Existing Year (2020)
- Existing Year (2020) + Project
- Buildout Year (2029)
- Buildout Year (2029) + Project
- Planning Horizon Year (2040)
- Planning Horizon Year (2040) + Project

Level of service (LOS) criteria for unsignalized and signalized intersections, as defined in HCM 2010, are presented in the tables below.

LEVEL OF SERVICE CRITERIA
UNSIGNALIZED INTERSECTION

Level of Service	Average Control Delay (sec/veh)	Expected Delay to Minor Street Traffic
A	≤ 10	Little or no delay
B	> 10 and ≤ 15	Short delays
C	> 15 and ≤ 25	Average delays
D	> 25 and ≤ 35	Long delays
E	> 35 and ≤ 50	Very long delays
F	> 50	Extreme delays

LEVEL OF SERVICE CRITERIA
SIGNALIZED INTERSECTIONS

Level of Service	Average Control Delay (sec/veh)	Volume-to-Capacity Ratio
A	≤ 10	< 0.60
B	> 10 and ≤ 20	0.61 - 0.70
C	> 20 and ≤ 35	0.71 - 0.80
D	> 35 and ≤ 55	0.81 - 0.90
E	> 55 and ≤ 80	0.91 - 1.00
F	> 80	> 1.00

As stated in the Circulation Element of the *City of Victorville General Plan 2030*, the City has set an intersection level of service goal of LOS D or better, except in certain high activity areas, as designated by the Planning Commission, where LOS E is acceptable. A minimum acceptable level of service threshold of LOS D was used for the purposes of this study.

The intersection of US Highway 395/Eucalyptus St is located within the jurisdiction of Caltrans. According to the Caltrans *Guide for the Preparation of Traffic Impact Studies*, dated December 2002, the state endeavors to maintain a target level of service at the transition between LOS C and LOS D on state highway facilities. However, Caltrans also acknowledges that this standard may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing state highway facility is operating below the appropriate target LOS, then the existing measure of effectiveness (MOE) should be maintained.

Peak hour level of service for the study intersections is presented in Tables 3a and 3b. Intersection delay in seconds per vehicle is shown within parentheses for intersections operating below LOS D.

Table 3a
Intersection Level of Service
Weekday PM Peak Hour

#	Intersection	Stop Control	2020	2020+ Project	2029	2029+ Project	2040	2040+ Project	2040+ Project w/Mitigation[1]
1	Mesa View Dr & Eucalyptus St	All Way	A	A	A	A	A	A	-
2	Oak Hill Rd & Eucalyptus St	NB	A	A	A	A	A	A	-
3	US 395 & Eucalyptus St	Signal	B	B	C	C	F (125.9)	F (143.3)	D

[1]See Table 5 for mitigation measure(s)

Table 3b
Intersection Level of Service
Weekday AM Peak Hour

#	Intersection	Stop Control	2020	2020+ Project	2029	2029+ Project	2040	2040+ Project	2040+ Project w/Mitigation[1]
1	Mesa View Dr & Eucalyptus St	All Way	A	A	A	A	A	A	-
2	Oak Hill Rd & Eucalyptus St	NB	A	A	A	A	A	A	-
3	US 395 & Eucalyptus St	Signal	B	B	B	C	E (62.9)	E (79.5)	C

[1]See Table 5 for mitigation measure(s)

TRAFFIC SIGNAL WARRANT ANALYSIS

Peak hour signal warrants were evaluated for the two unsignalized intersections within the study based on the 2014 *California Manual on Uniform Traffic Control Devices* (2014 CA MUTCD). Peak hour signal warrants assess delay to traffic on minor street approaches when entering or crossing a major street. Signal warrant analysis results are shown in Tables 4a and 4b.

Table 4a
Traffic Signal Warrants
Weekday PM Peak Hour

		2020			2020+Project			2029			2029+Project		
#	Intersection	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met
1	Mesa View Dr at Eucalyptus St	29	10	NO	34	19	NO	44	16	NO	49	25	NO
2	Oak Hill Rd at Eucalyptus St	-	-	-	243	81	NO	-	-	-	262	81	NO

#	Intersection	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met
1	Mesa View Dr at Eucalyptus St	76	24	NO	81	33	NO
2	Oak Hill Rd at Eucalyptus St	-	-	-	299	81	NO

Table 4b
Traffic Signal Warrants
Weekday AM Peak Hour

		2020			2020+Project			2029			2029+Project		
#	Intersection	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met
1	Mesa View Dr at Eucalyptus St	8	6	NO	16	9	NO	13	9	NO	21	12	NO
2	Oak Hill Rd at Eucalyptus St	-	-	-	122	56	NO	-	-	-	122	59	NO

#	Intersection	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met
1	Mesa View Dr at Eucalyptus St	21	15	NO	29	18	NO
2	Oak Hill Rd at Eucalyptus St	-	-	-	131	122	NO

It is important to note that a signal warrant defines the minimum condition under which signalization of an intersection might be warranted. Meeting this threshold does not suggest traffic signals are required, but rather, that other traffic factors and conditions be considered in order to determine whether signals are truly justified.

It is also noted that signal warrants do not necessarily correlate with level of service. An intersection may satisfy a signal warrant condition and operate at or above an acceptable level of service or operate below an acceptable level of service and not meet signal warrant criteria.

MITIGATION

Intersection improvements needed by the year 2040 to maintain or improve the operational level of service of the street system in the vicinity of the project are presented in Table 5.

Table 5
Mitigation Measures

#	Intersection	Total Improvements Required by 2040
3	US 395 & Eucalyptus St	Add 1 NB Through Lane Add 1 SB Through Lane

The *Development Mitigation Nexus Study* prepared by SBCTA includes widening of US Highway 395 within the study area on its project list. Therefore, Caltrans and Development Impact Fees (DIF) will be used to fund the mitigation improvements.

VMT ANALYSIS

An evaluation of project vehicle miles traveled (VMT) was conducted based on VMT analysis guidelines adopted by the City of Victorville. The analysis involved comparing an estimate of VMT attributable to the project to a baseline VMT and assessing whether project VMT would result in a significant transportation impact under the California Environmental Quality Act (CEQA).

In accordance with City guidelines, an independent VMT analysis is required since the project does not meet "screening" criteria related to transit priority areas, low VMT areas, land use type and/or daily trip generation. The independent analysis was conducted by LSA Associates, Inc. (Riverside, California) using the SBTAM. The independent VMT analysis results are presented in Table 6.

Table 6
Vehicle Miles Traveled

Analysis Scenario	VMT Metric	Project VMT	Baseline VMT	Significant Impact
City General Plan Buildout (2040)	Production-Attraction (PA) VMT per Service Population	23.7	25.0	NO

Project VMT source: San Bernardino Transportation Analysis Model (SBTAM)
Baseline (City of Victorville) VMT source: SBCTA VMT Screening Tool

City guidelines state that VMT significance thresholds shall be consistent with the Regional Transportation/Sustainable Communities Strategy (RTP/SCS) future year VMT projections for the City's General Plan buildout. Since the project's VMT generation per service population is less than the baseline (City General Plan buildout) VMT per service population, as shown in Table 6, the project is not expected to result in a significant transportation impact under CEQA.

SUMMARY AND CONCLUSIONS

The purpose of this study is to evaluate the potential traffic impacts of Tentative Tract Map 20341 for a proposed 300 single-family residential development located at the southwest corner of Oak Hill Road (future street) and Eucalyptus Street in the City of Victorville, California. The scope of the study includes three intersections (two existing and one future) and was developed in coordination with staff from the City of Victorville.

Two study intersections (Mesa View Dr/Eucalyptus St and Oak Hill Rd/Eucalyptus St) currently operate at LOS A during peak hours. Both are expected to continue to do so through the year 2040, both with and without the addition of project traffic. The third study intersection (US 395/Eucalyptus St) is shown to operate below LOS D during peak hours in the year 2040 only, both with and without the project. This intersection can be mitigated to operate at an acceptable level of service with the addition of a northbound and southbound through lane.

The project's VMT generation per service population is less than the baseline (City General Plan buildout) VMT per service population. Therefore, the project is not expected to result in a significant transportation impact under CEQA.

REFERENCES

1. California Manual on Uniform Traffic Control Devices for Streets and Highways, 2014 Edition, California Department of Transportation (Caltrans)
2. City of Victorville General Plan 2030, Development Department, Planning Division, 2008
3. Development Mitigation Nexus Study, San Bernardino County Transportation Authority (SBCTA), 2020
4. Guide for the Preparation of Traffic Impact Studies, California Department of Transportation (Caltrans), December 2002
5. Highway Capacity Manual 2010, Transportation Research Board
6. San Bernardino Transportation Analysis Model (SBTAM), San Bernardino County Transportation Authority (SBCTA)
7. Trip Generation Manual, 10th Edition, Institute of Transportation Engineers (ITE)
8. Vehicle Miles Traveled (VMT) Analysis Guidelines, City of Victorville, City Council Resolution 20-031, June 16, 2020

APPENDIX

LSA

Table A - TTM 20341 VMT Analysis

PA VMT per service population

Scenario	Project (TTM 20341)	City of Victorville *	Difference	Significant Impact
General Plan Build-Out (2040)	23.7	25.0	(1.3)	No

**Source -SBCTA VMT Screening Tool, accessed at https://sbcta.maps.arcgis.com/apps/webappviewer/index.html?id=779a71bc659041ad995cd48d9ef4052b*

INERSECTION
LEVEL OF SERVICE

Intersection 1
Mesa View Dr & Eucalyptus St

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	0	8	0	13	8	0	9	1
Future Vol, veh/h	0	0	8	0	13	8	0	9	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	9	0	14	9	0	10	1
Number of Lanes	0	0	1	0	1	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7	6.8	7.2
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	90%
Vol Thru, %	100%	62%	0%
Vol Right, %	0%	38%	10%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	8	21	10
LT Vol	0	0	9
Through Vol	8	13	0
RT Vol	0	8	1
Lane Flow Rate	9	23	11
Geometry Grp	1	1	1
Degree of Util (X)	0.01	0.024	0.012
Departure Headway (Hd)	3.97	3.732	4.109
Convergence, Y/N	Yes	Yes	Yes
Cap	905	964	874
Service Time	1.978	1.737	2.12
HCM Lane V/C Ratio	0.01	0.024	0.013
HCM Control Delay	7	6.8	7.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.1	0

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	0	8	0	13	13	0	18	1
Future Vol, veh/h	0	0	8	0	13	13	0	18	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	9	0	14	14	0	20	1
Number of Lanes	0	0	1	0	1	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7	6.8	7.3
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	95%
Vol Thru, %	100%	50%	0%
Vol Right, %	0%	50%	5%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	8	26	19
LT Vol	0	0	18
Through Vol	8	13	0
RT Vol	0	13	1
Lane Flow Rate	9	28	21
Geometry Grp	1	1	1
Degree of Util (X)	0.01	0.029	0.024
Departure Headway (Hd)	3.991	3.676	4.156
Convergence, Y/N	Yes	Yes	Yes
Cap	899	976	864
Service Time	2.006	1.69	2.168
HCM Lane V/C Ratio	0.01	0.029	0.024
HCM Control Delay	7	6.8	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.1	0.1

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	0	12	0	20	12	0	14	2
Future Vol, veh/h	0	0	12	0	20	12	0	14	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	13	0	22	13	0	15	2
Number of Lanes	0	0	1	0	1	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.1	6.9	7.2
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	88%
Vol Thru, %	100%	62%	0%
Vol Right, %	0%	38%	12%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	12	32	16
LT Vol	0	0	14
Through Vol	12	20	0
RT Vol	0	12	2
Lane Flow Rate	13	35	17
Geometry Grp	1	1	1
Degree of Util (X)	0.014	0.036	0.02
Departure Headway (Hd)	3.99	3.749	4.118
Convergence, Y/N	Yes	Yes	Yes
Cap	899	958	872
Service Time	2.004	1.76	2.131
HCM Lane V/C Ratio	0.014	0.037	0.019
HCM Control Delay	7.1	6.9	7.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.1	0.1

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	0	12	0	20	17	0	23	2
Future Vol, veh/h	0	0	12	0	20	17	0	23	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	13	0	22	18	0	25	2
Number of Lanes	0	0	1	0	1	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.1	6.9	7.3
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	92%
Vol Thru, %	100%	54%	0%
Vol Right, %	0%	46%	8%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	12	37	25
LT Vol	0	0	23
Through Vol	12	20	0
RT Vol	0	17	2
Lane Flow Rate	13	40	27
Geometry Grp	1	1	1
Degree of Util (X)	0.015	0.042	0.031
Departure Headway (Hd)	4.012	3.716	4.164
Convergence, Y/N	Yes	Yes	Yes
Cap	893	965	861
Service Time	2.031	1.732	2.181
HCM Lane V/C Ratio	0.015	0.041	0.031
HCM Control Delay	7.1	6.9	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.1	0.1

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	0	21	0	34	21	0	22	2
Future Vol, veh/h	0	0	21	0	34	21	0	22	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	23	0	37	23	0	24	2
Number of Lanes	0	0	1	0	1	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.2	7	7.4
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	92%
Vol Thru, %	100%	62%	0%
Vol Right, %	0%	38%	8%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	21	55	24
LT Vol	0	0	22
Through Vol	21	34	0
RT Vol	0	21	2
Lane Flow Rate	23	60	26
Geometry Grp	1	1	1
Degree of Util (X)	0.026	0.063	0.031
Departure Headway (Hd)	4.024	3.767	4.209
Convergence, Y/N	Yes	Yes	Yes
Cap	890	951	849
Service Time	2.048	1.788	2.24
HCM Lane V/C Ratio	0.026	0.063	0.031
HCM Control Delay	7.2	7	7.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	0	21	0	34	26	0	31	2
Future Vol, veh/h	0	0	21	0	34	26	0	31	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	23	0	37	28	0	34	2
Number of Lanes	0	0	1	0	1	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.2	7.1	7.5
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	94%
Vol Thru, %	100%	57%	0%
Vol Right, %	0%	43%	6%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	21	60	33
LT Vol	0	0	31
Through Vol	21	34	0
RT Vol	0	26	2
Lane Flow Rate	23	65	36
Geometry Grp	1	1	1
Degree of Util (X)	0.026	0.068	0.042
Departure Headway (Hd)	4.046	3.754	4.237
Convergence, Y/N	Yes	Yes	Yes
Cap	884	953	844
Service Time	2.075	1.779	2.268
HCM Lane V/C Ratio	0.026	0.068	0.043
HCM Control Delay	7.2	7.1	7.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

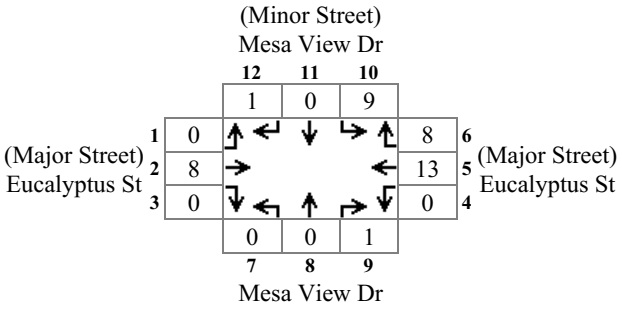
Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	0	21	0	34	26	0	31	2
Future Vol, veh/h	0	0	21	0	34	26	0	31	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	23	0	37	28	0	34	2
Number of Lanes	0	0	1	0	1	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.2	7.1	7.5
HCM LOS	A	A	A

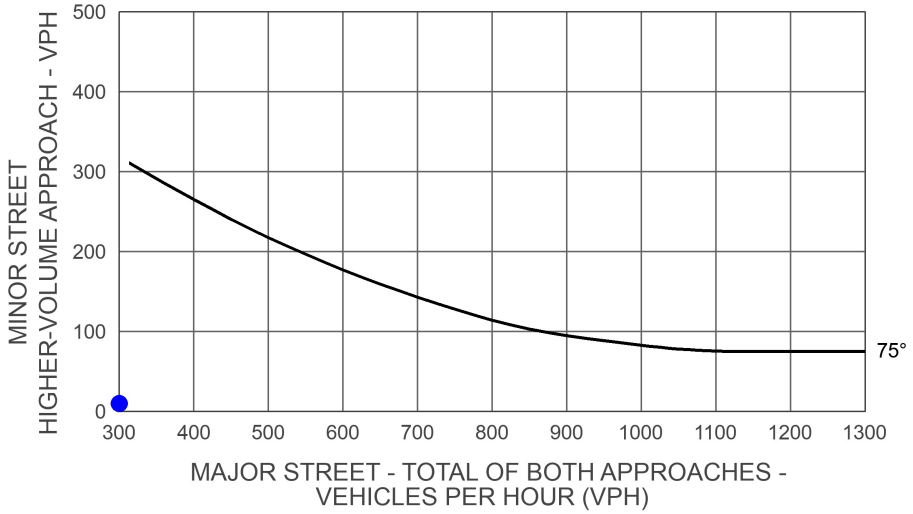
Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	94%
Vol Thru, %	100%	57%	0%
Vol Right, %	0%	43%	6%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	21	60	33
LT Vol	0	0	31
Through Vol	21	34	0
RT Vol	0	26	2
Lane Flow Rate	23	65	36
Geometry Grp	1	1	1
Degree of Util (X)	0.026	0.068	0.042
Departure Headway (Hd)	4.046	3.754	4.237
Convergence, Y/N	Yes	Yes	Yes
Cap	884	953	844
Service Time	2.075	1.779	2.268
HCM Lane V/C Ratio	0.026	0.068	0.043
HCM Control Delay	7.2	7.1	7.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1

Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Existing
Intersection #: 1

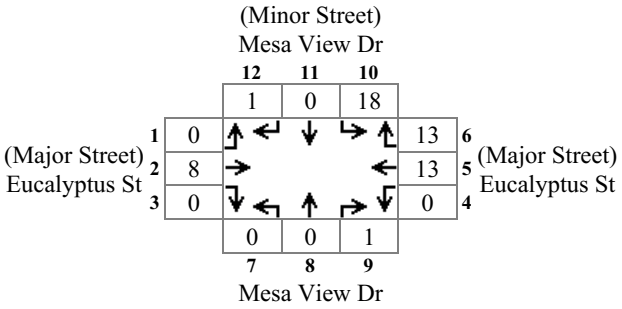


Major Total: 29
Minor High Volume: 10

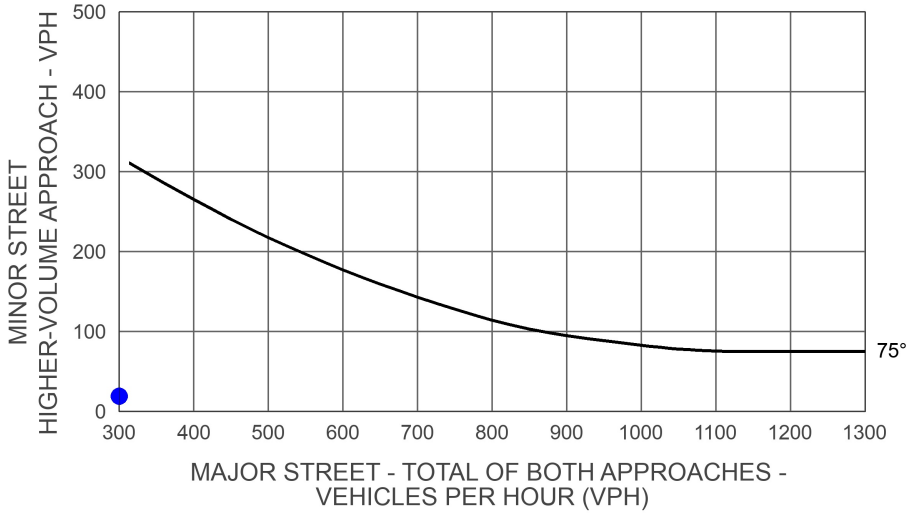


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Existing+Project
Intersection #: 1

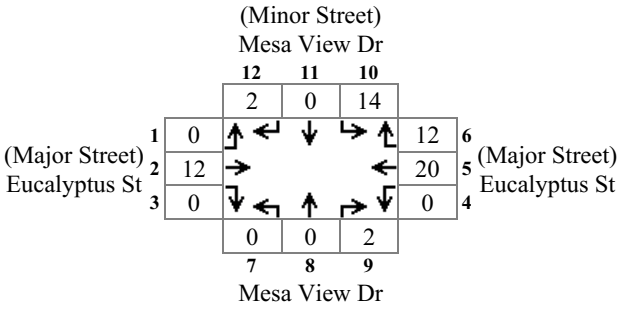


Major Total: 34
Minor High Volume: 19

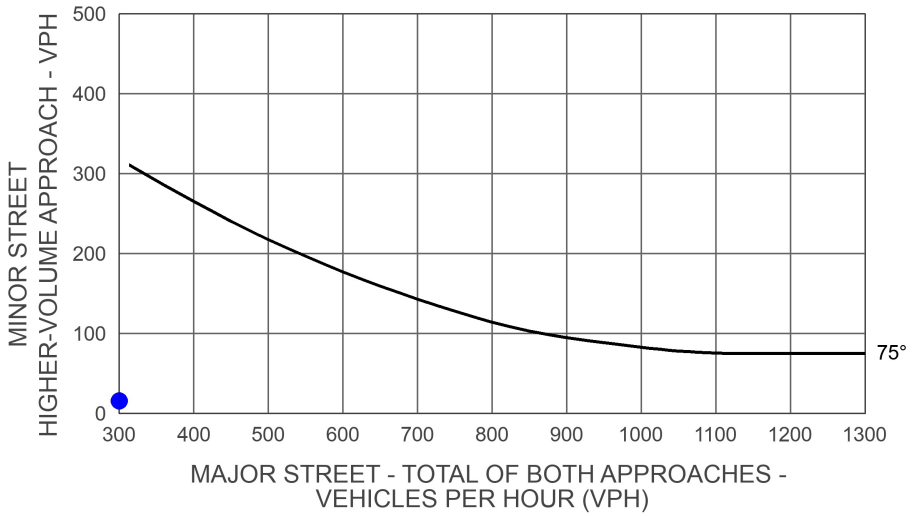


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future
Intersection #: 1

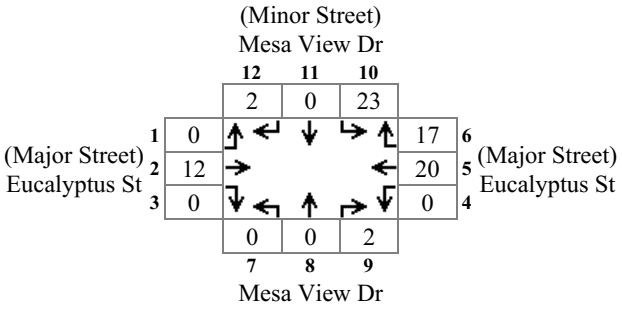


Major Total: 44
Minor High Volume: 16

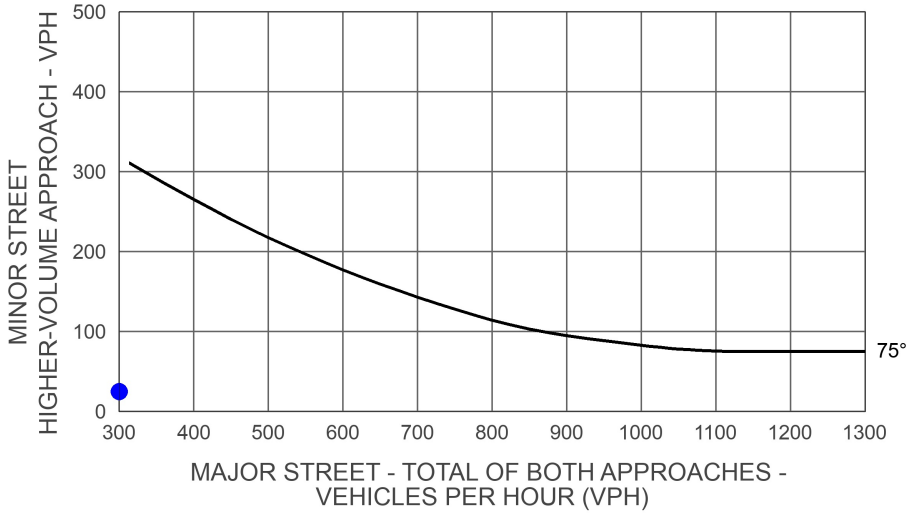


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future+Project
Intersection #: 1

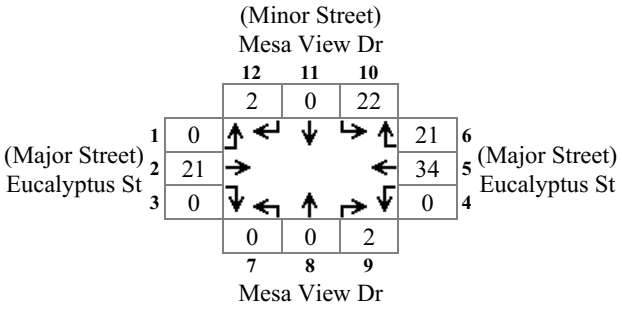


Major Total: 49
Minor High Volume: 25

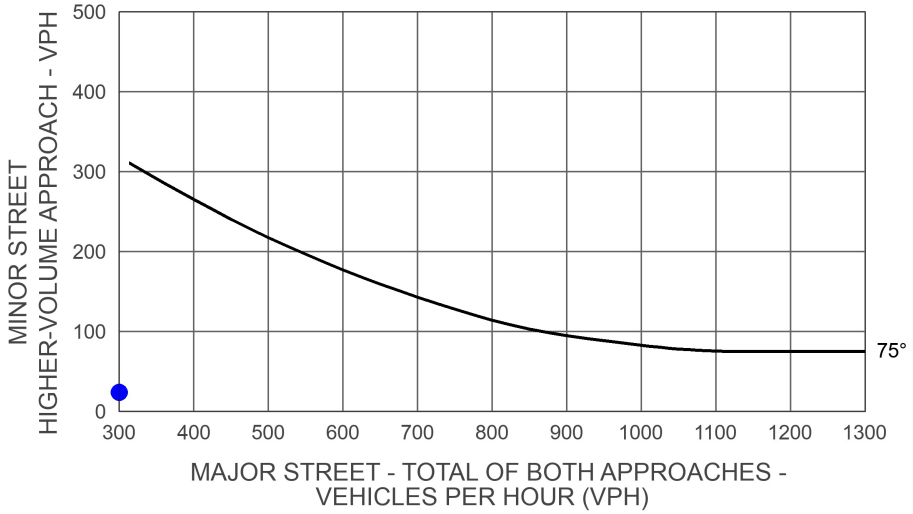


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future
Intersection #: 1

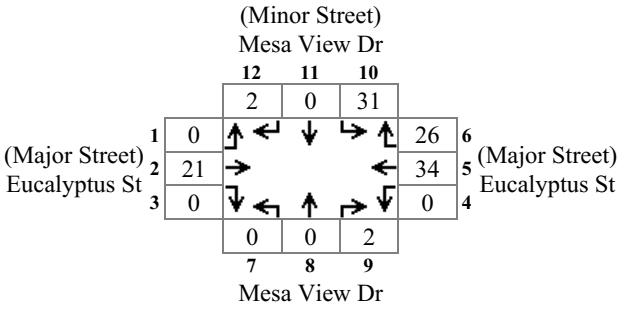


Major Total: 76
Minor High Volume: 24

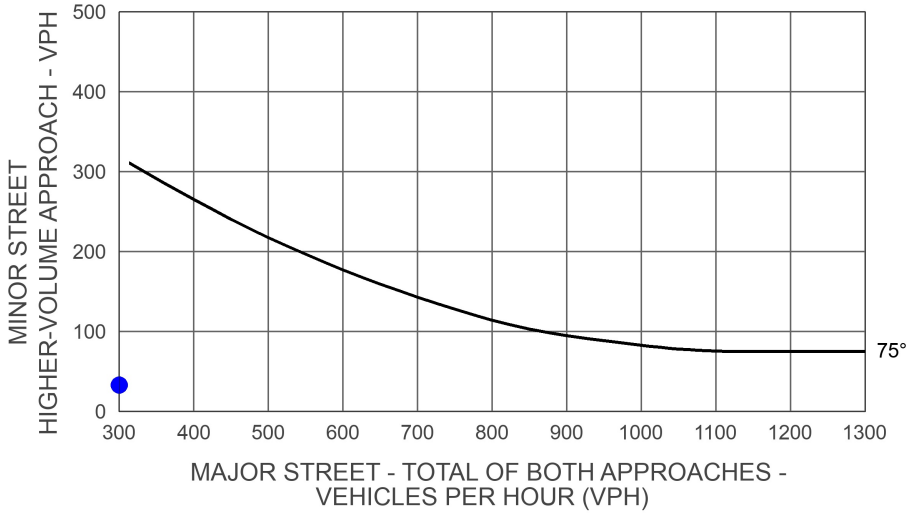


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future+Project
Intersection #: 1



Major Total: 81
Minor High Volume: 33



Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	0	3	0	2	3	0	6	0
Future Vol, veh/h	0	0	3	0	2	3	0	6	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	3	0	2	3	0	7	0
Number of Lanes	0	0	1	0	1	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7	6.6	7.2
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	100%
Vol Thru, %	100%	40%	0%
Vol Right, %	0%	60%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	3	5	6
LT Vol	0	0	6
Through Vol	3	2	0
RT Vol	0	3	0
Lane Flow Rate	3	5	7
Geometry Grp	1	1	1
Degree of Util (X)	0.004	0.005	0.008
Departure Headway (Hd)	3.95	3.588	4.15
Convergence, Y/N	Yes	Yes	Yes
Cap	911	1002	867
Service Time	1.954	1.593	2.152
HCM Lane V/C Ratio	0.003	0.005	0.008
HCM Control Delay	7	6.6	7.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0	0

Intersection	
Intersection Delay, s/veh	6.8
Intersection LOS	A

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	0	3	0	2	11	0	9	0
Future Vol, veh/h	0	0	3	0	2	11	0	9	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	3	0	2	12	0	10	0
Number of Lanes	0	0	1	0	1	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7	6.5	7.2
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	100%
Vol Thru, %	100%	15%	0%
Vol Right, %	0%	85%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	3	13	9
LT Vol	0	0	9
Through Vol	3	2	0
RT Vol	0	11	0
Lane Flow Rate	3	14	10
Geometry Grp	1	1	1
Degree of Util (X)	0.004	0.014	0.011
Departure Headway (Hd)	3.963	3.446	4.165
Convergence, Y/N	Yes	Yes	Yes
Cap	908	1043	864
Service Time	1.967	1.451	2.169
HCM Lane V/C Ratio	0.003	0.013	0.012
HCM Control Delay	7	6.5	7.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0	0

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	0	5	0	3	5	0	9	0
Future Vol, veh/h	0	0	5	0	3	5	0	9	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	0	3	5	0	10	0
Number of Lanes	0	0	1	0	1	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7	6.6	7.2
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	100%
Vol Thru, %	100%	38%	0%
Vol Right, %	0%	62%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	5	8	9
LT Vol	0	0	9
Through Vol	5	3	0
RT Vol	0	5	0
Lane Flow Rate	5	9	10
Geometry Grp	1	1	1
Degree of Util (X)	0.006	0.009	0.011
Departure Headway (Hd)	3.958	3.581	4.159
Convergence, Y/N	Yes	Yes	Yes
Cap	908	1004	865
Service Time	1.963	1.586	2.163
HCM Lane V/C Ratio	0.006	0.009	0.012
HCM Control Delay	7	6.6	7.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0	0

Intersection	
Intersection Delay, s/veh	6.8
Intersection LOS	A

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	0	5	0	3	13	0	12	0
Future Vol, veh/h	0	0	5	0	3	13	0	12	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	0	3	14	0	13	0
Number of Lanes	0	0	1	0	1	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7	6.5	7.2
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	100%
Vol Thru, %	100%	19%	0%
Vol Right, %	0%	81%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	5	16	12
LT Vol	0	0	12
Through Vol	5	3	0
RT Vol	0	13	0
Lane Flow Rate	5	17	13
Geometry Grp	1	1	1
Degree of Util (X)	0.006	0.017	0.015
Departure Headway (Hd)	3.97	3.474	4.173
Convergence, Y/N	Yes	Yes	Yes
Cap	905	1034	862
Service Time	1.978	1.481	2.179
HCM Lane V/C Ratio	0.006	0.016	0.015
HCM Control Delay	7	6.5	7.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.1	0

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	0	8	0	5	8	0	15	0
Future Vol, veh/h	0	0	8	0	5	8	0	15	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	9	0	5	9	0	16	0
Number of Lanes	0	0	1	0	1	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7	6.7	7.3
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	100%
Vol Thru, %	100%	38%	0%
Vol Right, %	0%	62%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	8	13	15
LT Vol	0	0	15
Through Vol	8	5	0
RT Vol	0	8	0
Lane Flow Rate	9	14	16
Geometry Grp	1	1	1
Degree of Util (X)	0.01	0.014	0.019
Departure Headway (Hd)	3.973	3.599	4.175
Convergence, Y/N	Yes	Yes	Yes
Cap	904	997	861
Service Time	1.983	1.61	2.181
HCM Lane V/C Ratio	0.01	0.014	0.019
HCM Control Delay	7	6.7	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0	0.1

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	0	8	0	5	16	0	18	0
Future Vol, veh/h	0	0	8	0	5	16	0	18	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	9	0	5	17	0	20	0
Number of Lanes	0	0	1	0	1	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7	6.6	7.3
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	100%
Vol Thru, %	100%	24%	0%
Vol Right, %	0%	76%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	8	21	18
LT Vol	0	0	18
Through Vol	8	5	0
RT Vol	0	16	0
Lane Flow Rate	9	23	20
Geometry Grp	1	1	1
Degree of Util (X)	0.01	0.022	0.023
Departure Headway (Hd)	3.984	3.517	4.189
Convergence, Y/N	Yes	Yes	Yes
Cap	901	1020	858
Service Time	1.998	1.53	2.196
HCM Lane V/C Ratio	0.01	0.023	0.023
HCM Control Delay	7	6.6	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.1	0.1

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

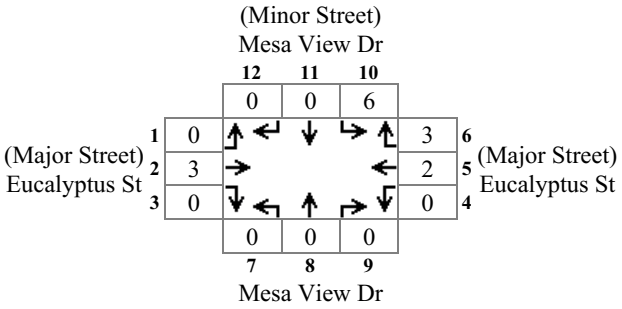
Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Traffic Vol, veh/h	0	0	8	0	5	16	0	18	0
Future Vol, veh/h	0	0	8	0	5	16	0	18	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	9	0	5	17	0	20	0
Number of Lanes	0	0	1	0	1	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7	6.6	7.3
HCM LOS	A	A	A

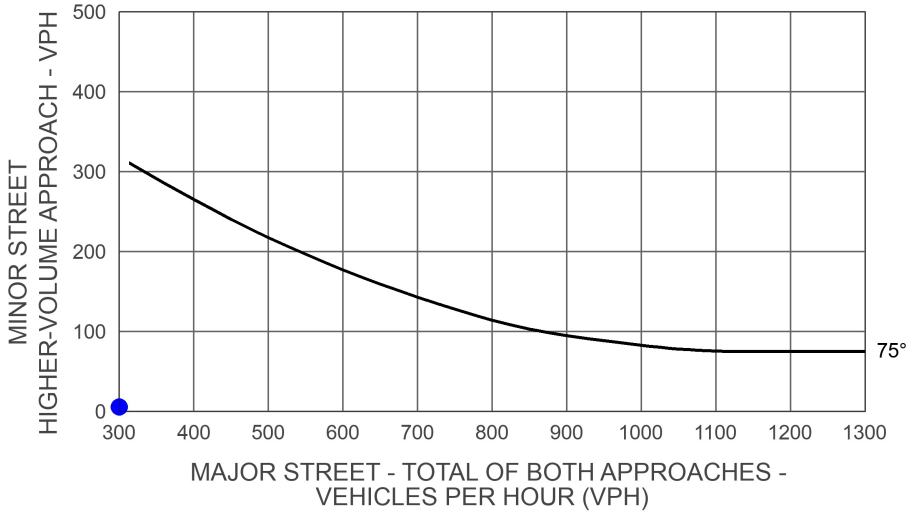
Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	100%
Vol Thru, %	100%	24%	0%
Vol Right, %	0%	76%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	8	21	18
LT Vol	0	0	18
Through Vol	8	5	0
RT Vol	0	16	0
Lane Flow Rate	9	23	20
Geometry Grp	1	1	1
Degree of Util (X)	0.01	0.022	0.023
Departure Headway (Hd)	3.984	3.517	4.189
Convergence, Y/N	Yes	Yes	Yes
Cap	901	1020	858
Service Time	1.998	1.53	2.196
HCM Lane V/C Ratio	0.01	0.023	0.023
HCM Control Delay	7	6.6	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.1	0.1

Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Existing
Intersection #: 1

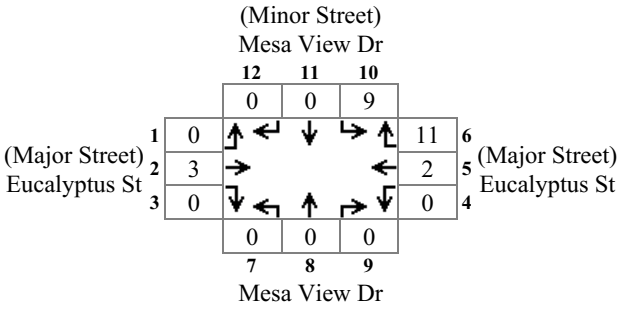


Major Total: 8
Minor High Volume: 6

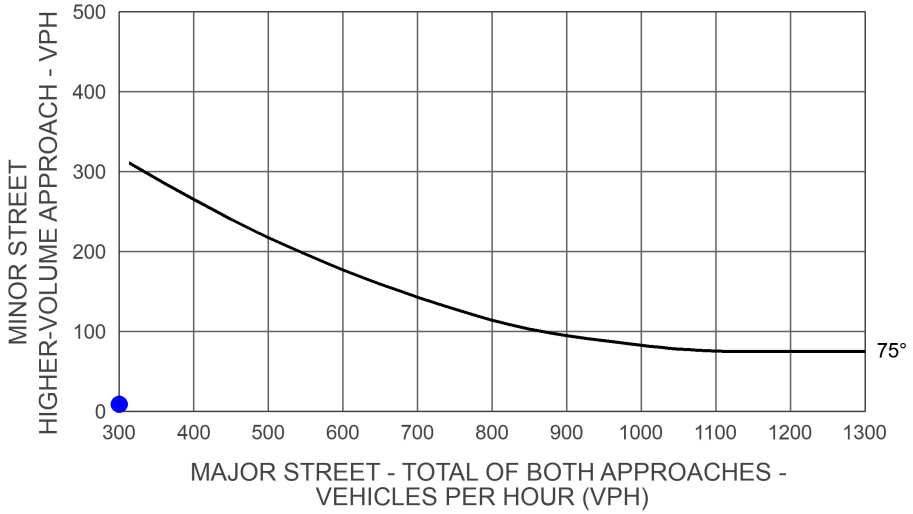


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Existing+Project
Intersection #: 1

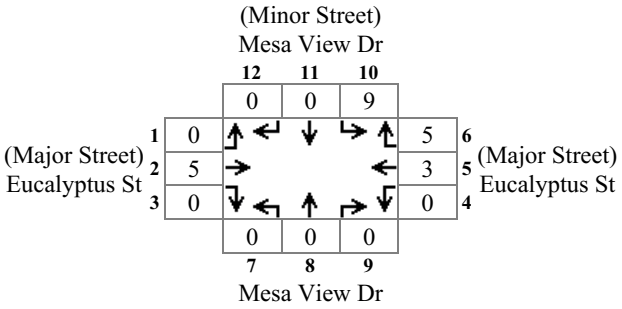


Major Total: 16
Minor High Volume: 9

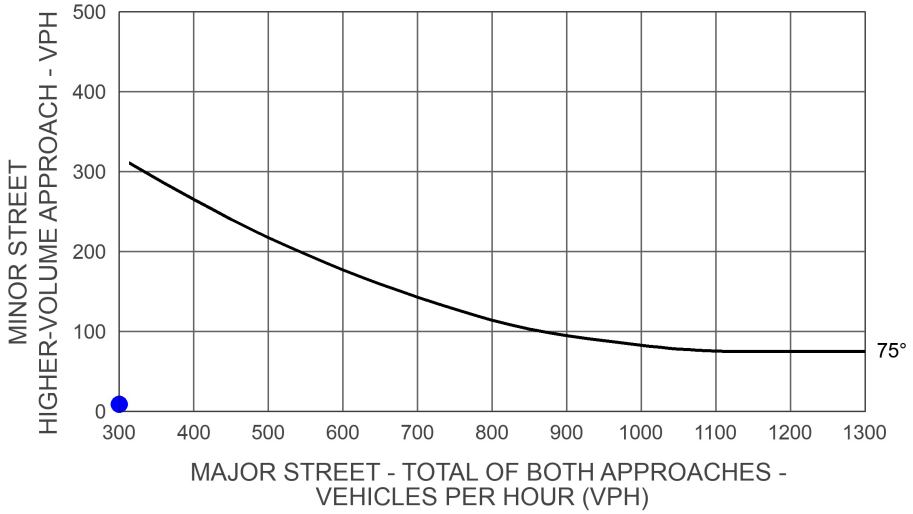


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 1

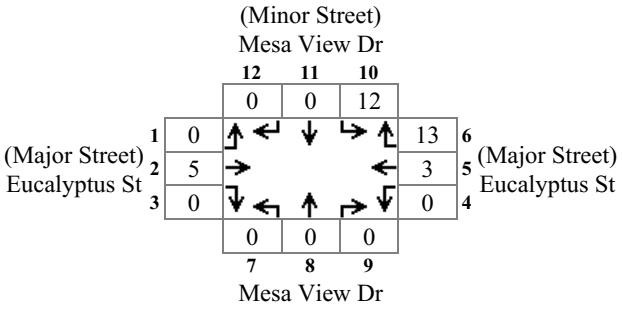


Major Total: 13
Minor High Volume: 9

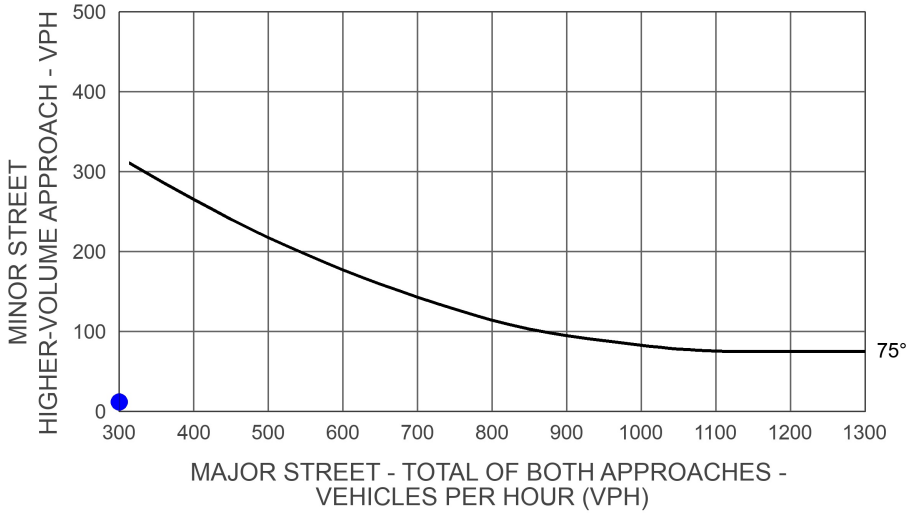


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future+Project
Intersection #: 1

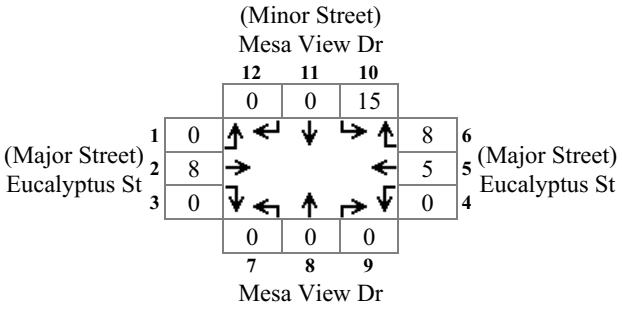


Major Total: 21
Minor High Volume: 12

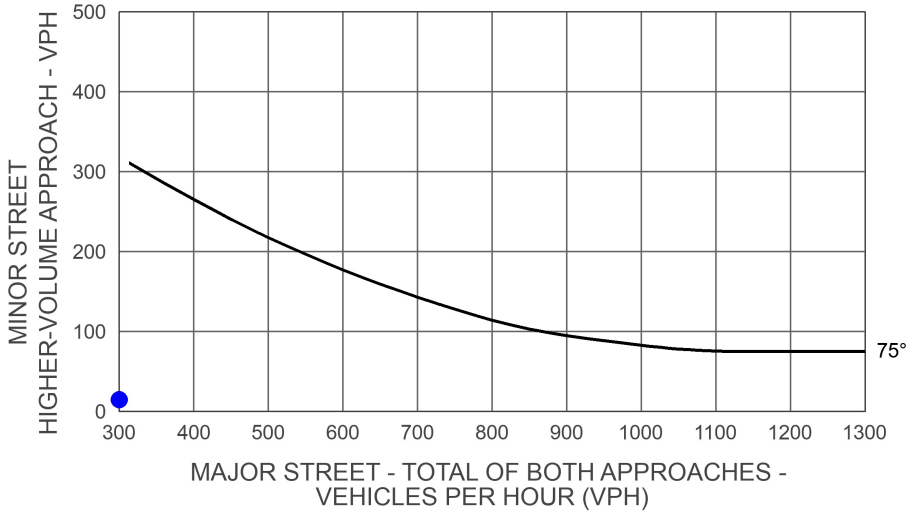


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 1

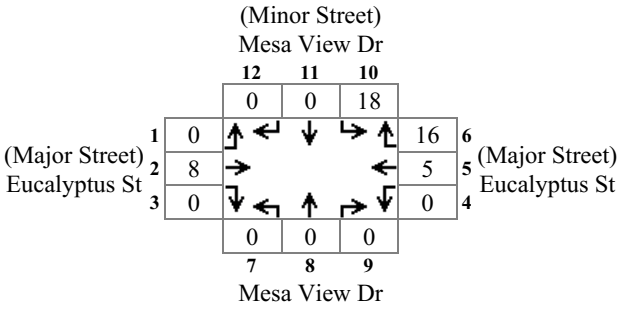


Major Total: 21
Minor High Volume: 15

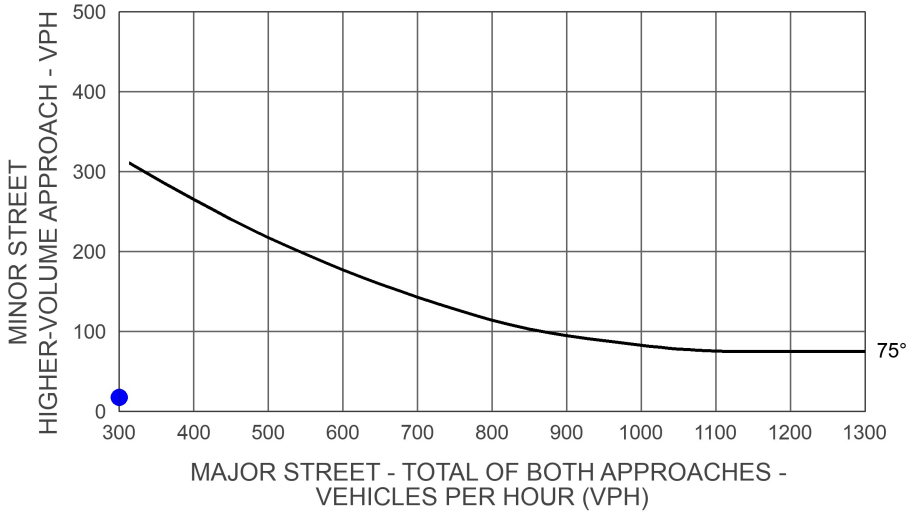


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future+Project
Intersection #: 1



Major Total: 29
Minor High Volume: 18



Intersection 2
Oak Hill Rd & Eucalyptus St

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	18	0	0	17	0	0
Future Vol, veh/h	18	0	0	17	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	0	0	18	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	20	0	38	20
Stage 1	-	-	-	-	20	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1596	-	974	1058
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1596	-	974	1058
Mov Cap-2 Maneuver	-	-	-	-	974	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	1005	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1596	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	44	7	132	60	4	77
Future Vol, veh/h	44	7	132	60	4	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	8	143	65	4	84

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	55	0	404	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	352	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1550	-	603	1016
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	712	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1550	-	545	1016
Mov Cap-2 Maneuver	-	-	-	-	545	-
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	644	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.2	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	974	-	-	1550	-
HCM Lane V/C Ratio	0.09	-	-	0.093	-
HCM Control Delay (s)	9.1	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.3	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	28	0	0	26	0	0
Future Vol, veh/h	28	0	0	26	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	0	0	28	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	30	0	58	30
Stage 1	-	-	-	-	30	-
Stage 2	-	-	-	-	28	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1583	-	949	1044
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	995	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1583	-	949	1044
Mov Cap-2 Maneuver	-	-	-	-	949	-
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	995	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1583	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	54	7	132	69	4	77
Future Vol, veh/h	54	7	132	69	4	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	8	143	75	4	84

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	66	0	424	62
Stage 1	-	-	-	-	62	-
Stage 2	-	-	-	-	362	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1536	-	587	1003
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	704	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1536	-	530	1003
Mov Cap-2 Maneuver	-	-	-	-	530	-
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	636	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	961	-	-	1536	-
HCM Lane V/C Ratio	0.092	-	-	0.093	-
HCM Control Delay (s)	9.1	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.3	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	47	0	0	44	0	0
Future Vol, veh/h	47	0	0	44	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	0	0	48	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	51	0	99	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	48	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1555	-	900	1017
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	974	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1555	-	900	1017
Mov Cap-2 Maneuver	-	-	-	-	900	-
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	974	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1555	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	73	7	132	87	4	77
Future Vol, veh/h	73	7	132	87	4	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	79	8	143	95	4	84

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	87	0	465	83
Stage 1	-	-	-	-	83	-
Stage 2	-	-	-	-	382	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1509	-	556	976
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	690	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1509	-	500	976
Mov Cap-2 Maneuver	-	-	-	-	500	-
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	621	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.6	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	932	-	-	1509	-
HCM Lane V/C Ratio	0.094	-	-	0.095	-
HCM Control Delay (s)	9.3	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.3	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	73	7	132	87	4	77
Future Vol, veh/h	73	7	132	87	4	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	79	8	143	95	4	84

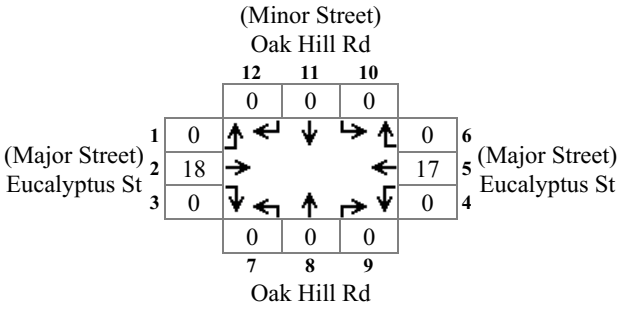
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	87	0	465	83
Stage 1	-	-	-	-	83	-
Stage 2	-	-	-	-	382	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1509	-	556	976
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	690	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1509	-	500	976
Mov Cap-2 Maneuver	-	-	-	-	500	-
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	621	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.6	9.3
HCM LOS			A

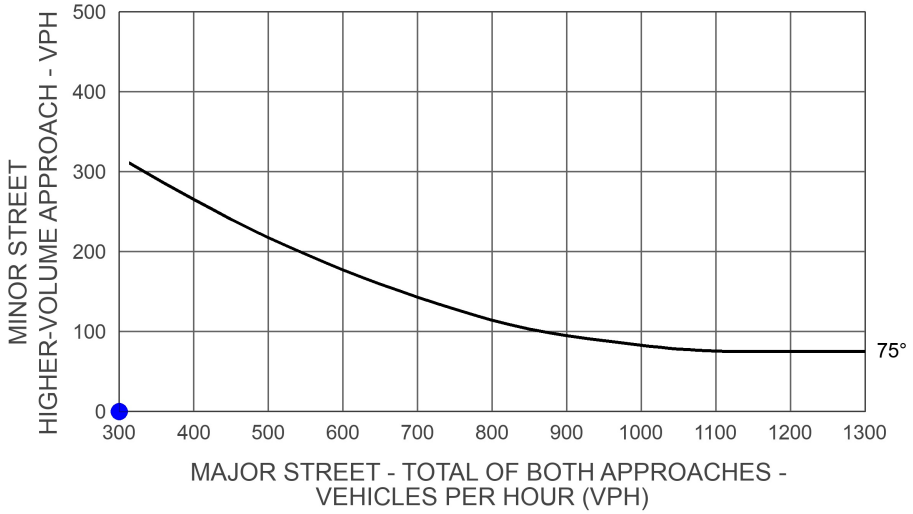
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	932	-	-	1509	-
HCM Lane V/C Ratio	0.094	-	-	0.095	-
HCM Control Delay (s)	9.3	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.3	-

Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Existing
Intersection #: 2

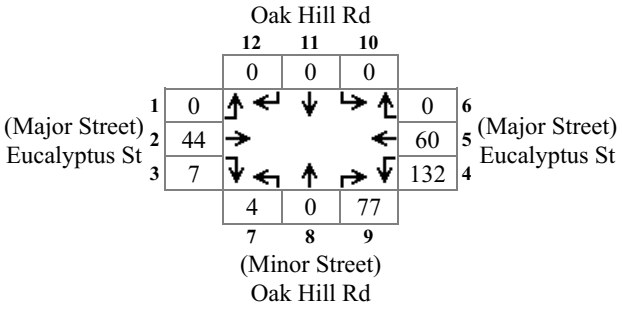


Major Total: 35
Minor High Volume: 0

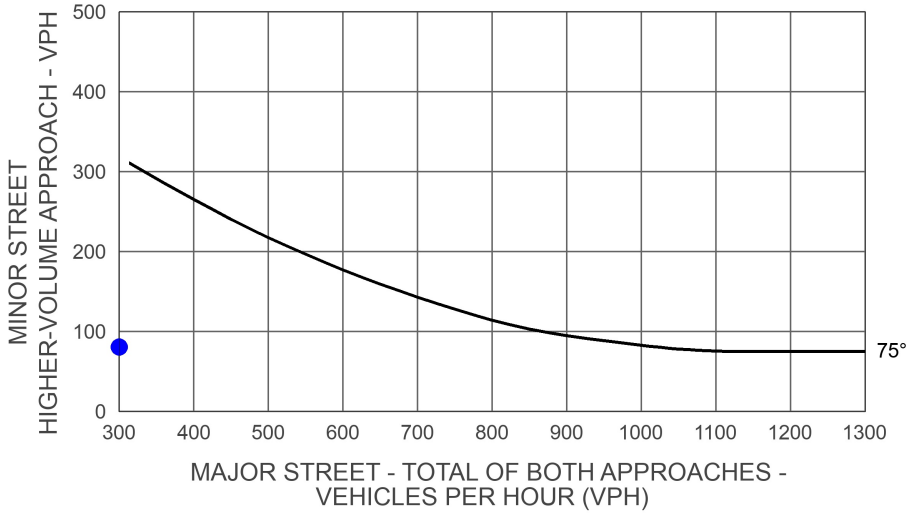


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Existing+Project
Intersection #: 2

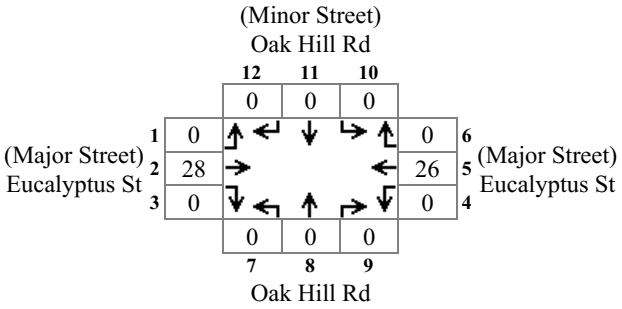


Major Total: 243
Minor High Volume: 81

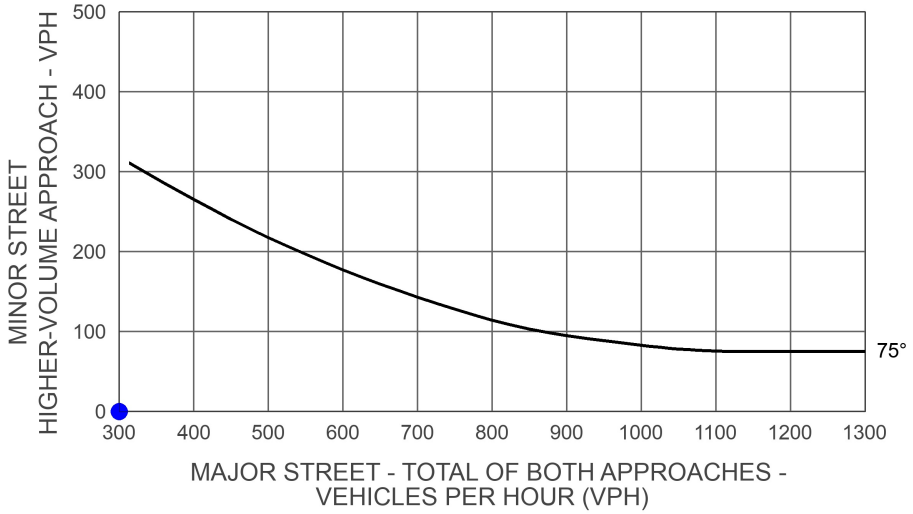


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future
Intersection #: 2

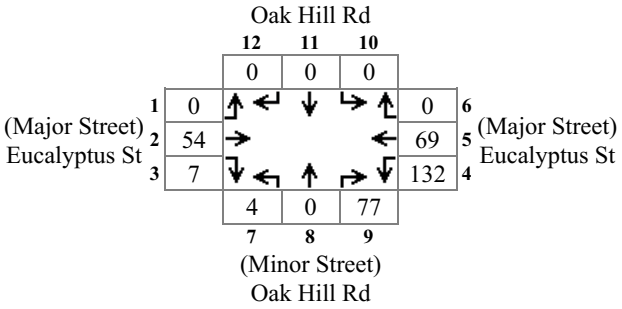


Major Total: 54
Minor High Volume: 0

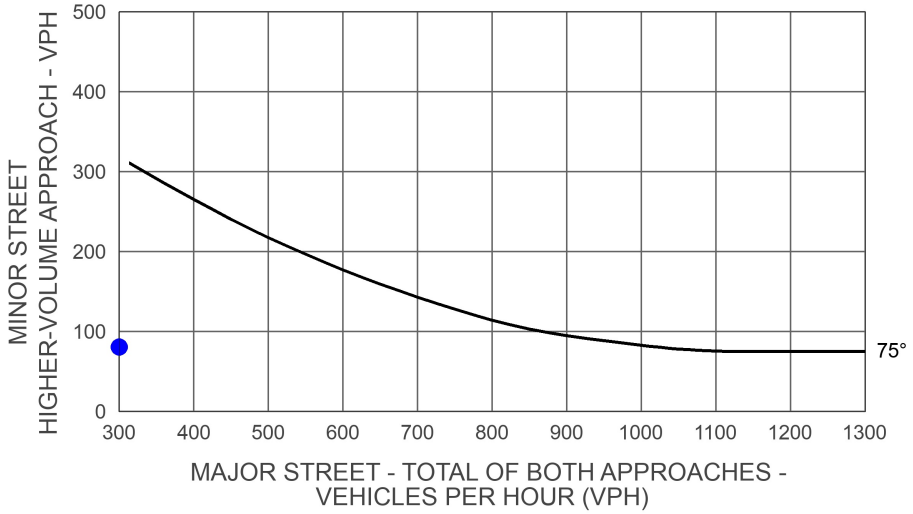


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future+Project
Intersection #: 2

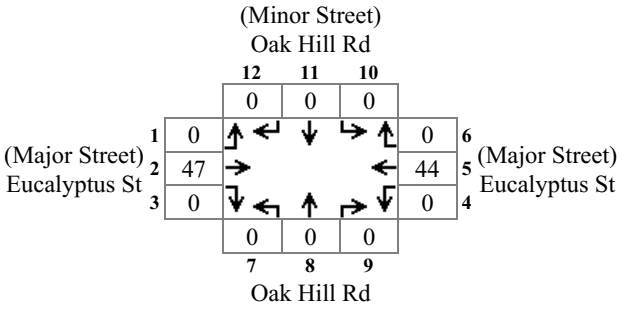


Major Total: 262
Minor High Volume: 81

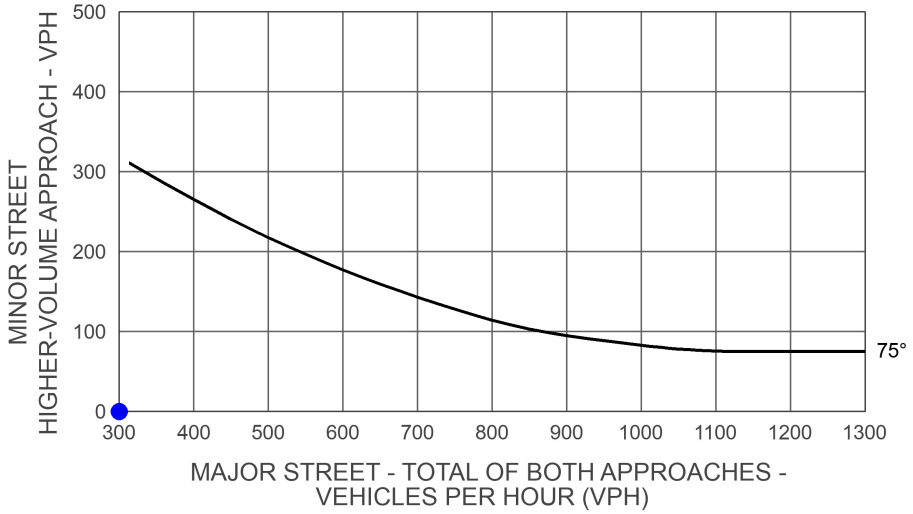


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future
Intersection #: 2

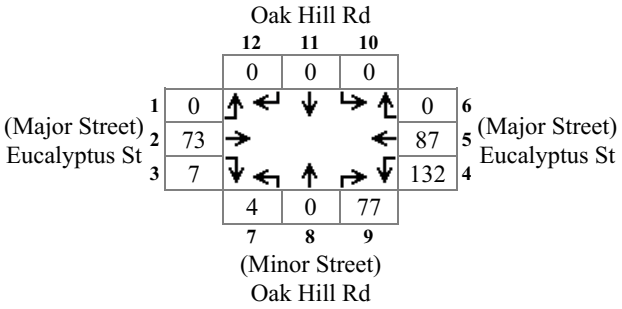


Major Total: 91
Minor High Volume: 0

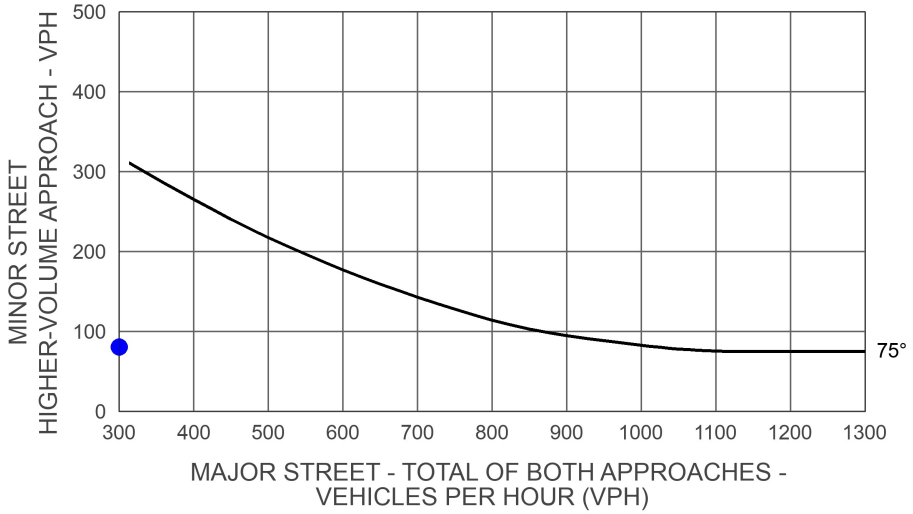


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future+Project
Intersection #: 2



Major Total: 299
Minor High Volume: 81



Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	9	0	0	6	0	0
Future Vol, veh/h	9	0	0	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	0	0	7	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	10	0	17	10
Stage 1	-	-	-	-	10	-
Stage 2	-	-	-	-	7	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1610	-	1001	1071
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	1016	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1610	-	1001	1071
Mov Cap-2 Maneuver	-	-	-	-	1001	-
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	1016	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1610	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	49	2	38	18	6	116
Future Vol, veh/h	49	2	38	18	6	116
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	2	41	20	7	126

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	55	0	156	54
Stage 1	-	-	-	-	54	-
Stage 2	-	-	-	-	102	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1550	-	835	1013
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	922	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1550	-	812	1013
Mov Cap-2 Maneuver	-	-	-	-	812	-
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	897	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1001	-	-	1550	-
HCM Lane V/C Ratio	0.132	-	-	0.027	-
HCM Control Delay (s)	9.1	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	14	0	0	9	0	0
Future Vol, veh/h	14	0	0	9	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	0	0	10	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	15	0	25	15
Stage 1	-	-	-	-	15	-
Stage 2	-	-	-	-	10	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1603	-	991	1065
Stage 1	-	-	-	-	1008	-
Stage 2	-	-	-	-	1013	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1603	-	991	1065
Mov Cap-2 Maneuver	-	-	-	-	991	-
Stage 1	-	-	-	-	1008	-
Stage 2	-	-	-	-	1013	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1603	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	5.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	54	2	38	21	6	116
Future Vol, veh/h	54	2	38	21	6	116
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	2	41	23	7	126

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	61	0	165	60
Stage 1	-	-	-	-	60	-
Stage 2	-	-	-	-	105	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1542	-	826	1005
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	919	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1542	-	804	1005
Mov Cap-2 Maneuver	-	-	-	-	804	-
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	894	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.8	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	993	-	-	1542	-
HCM Lane V/C Ratio	0.134	-	-	0.027	-
HCM Control Delay (s)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	23	0	0	16	0	0
Future Vol, veh/h	23	0	0	16	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	0	0	17	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	25	0	42	25
Stage 1	-	-	-	-	25	-
Stage 2	-	-	-	-	17	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1589	-	969	1051
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	1006	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1589	-	969	1051
Mov Cap-2 Maneuver	-	-	-	-	969	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	1006	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1589	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	5.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	63	2	38	28	6	116
Future Vol, veh/h	63	2	38	28	6	116
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	68	2	41	30	7	126

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	71	0	183	70
Stage 1	-	-	-	-	70	-
Stage 2	-	-	-	-	113	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1529	-	806	993
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	912	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1529	-	784	993
Mov Cap-2 Maneuver	-	-	-	-	784	-
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	887	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.3	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	980	-	-	1529	-
HCM Lane V/C Ratio	0.135	-	-	0.027	-
HCM Control Delay (s)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Int Delay, s/veh	5.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	63	2	38	28	6	116
Future Vol, veh/h	63	2	38	28	6	116
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	68	2	41	30	7	126

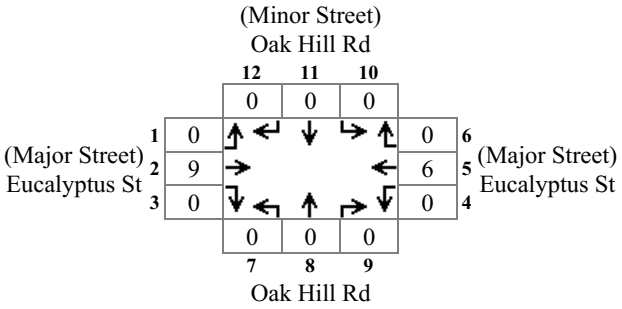
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	71	0	183	70
Stage 1	-	-	-	-	70	-
Stage 2	-	-	-	-	113	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1529	-	806	993
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	912	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1529	-	784	993
Mov Cap-2 Maneuver	-	-	-	-	784	-
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	887	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.3	9.2
HCM LOS			A

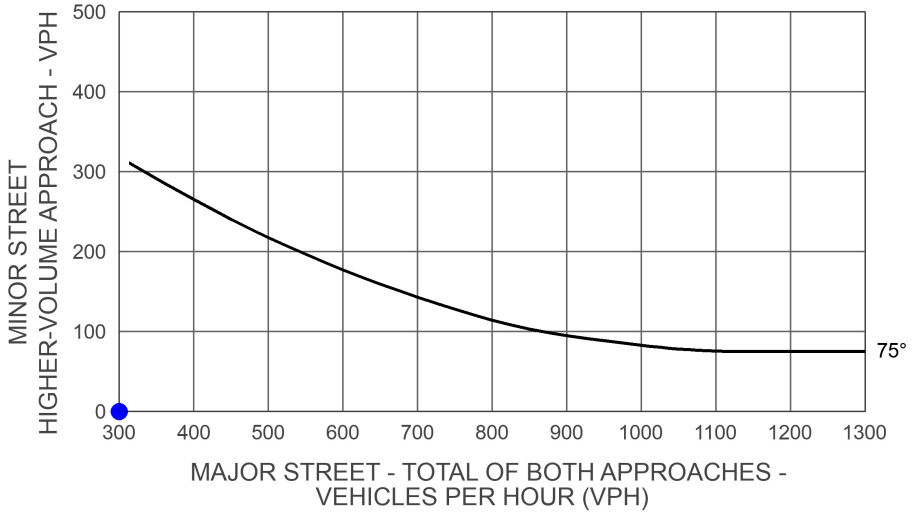
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	980	-	-	1529	-
HCM Lane V/C Ratio	0.135	-	-	0.027	-
HCM Control Delay (s)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Existing
Intersection #: 2

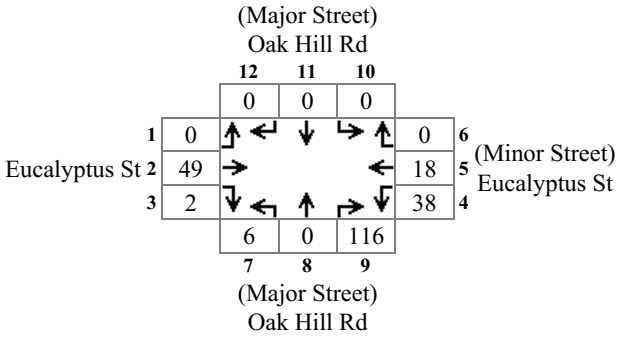


Major Total: 15
Minor High Volume: 0

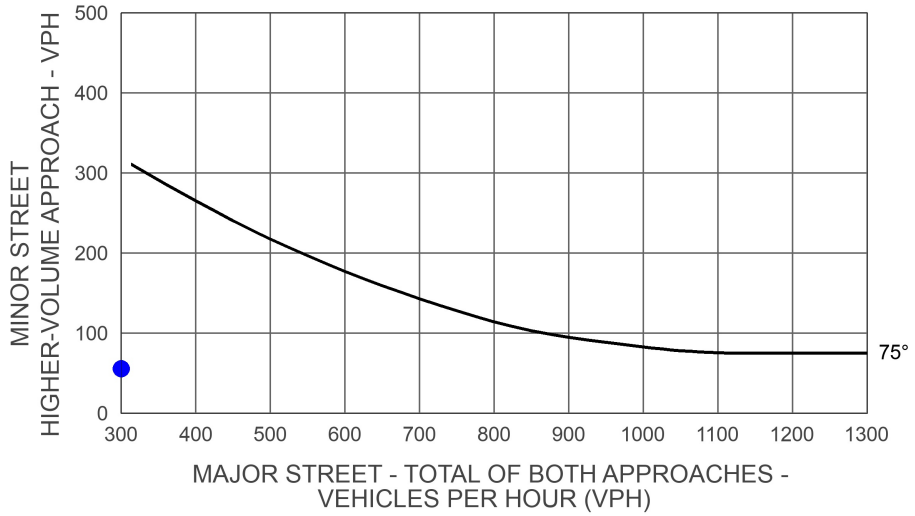


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Existing+Project
Intersection #: 2

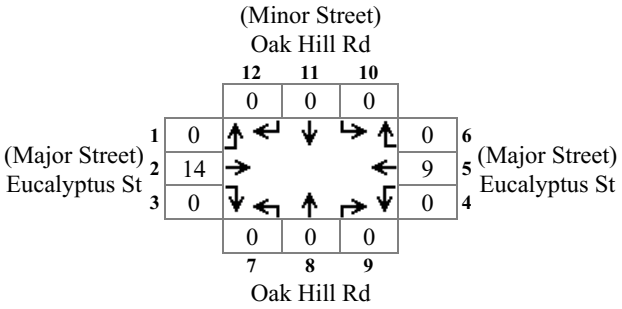


Major Total: 122
Minor High Volume: 56

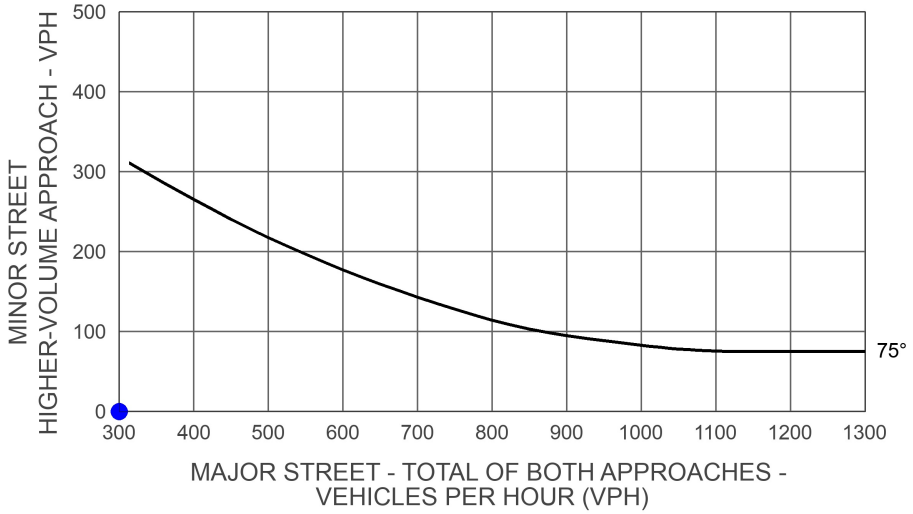


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 2

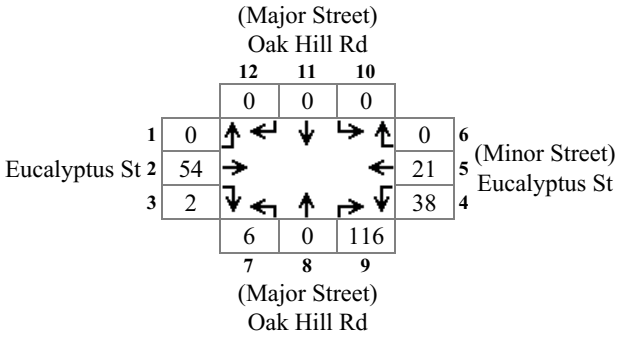


Major Total: 23
Minor High Volume: 0

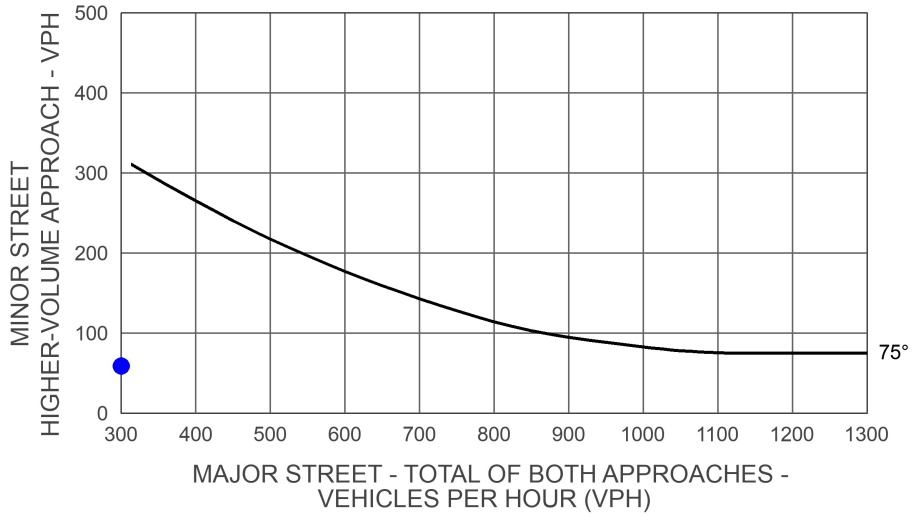


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future+Project
Intersection #: 2

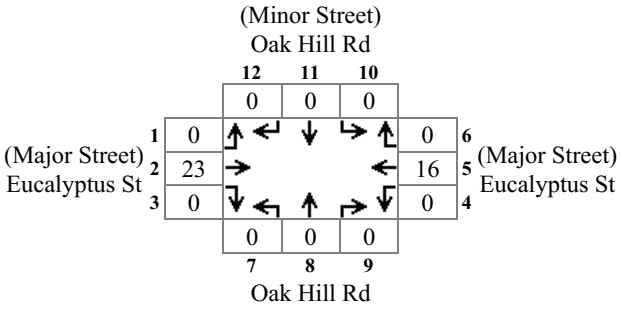


Major Total: 122
Minor High Volume: 59

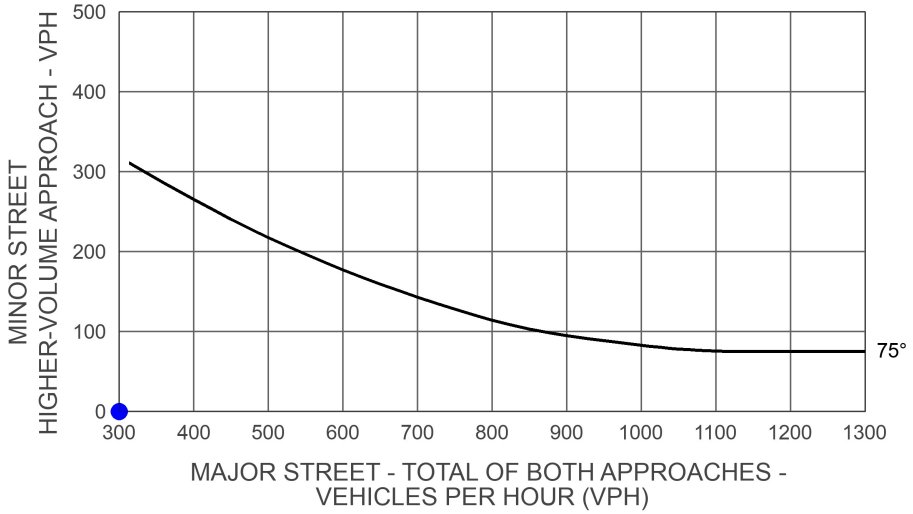


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 2

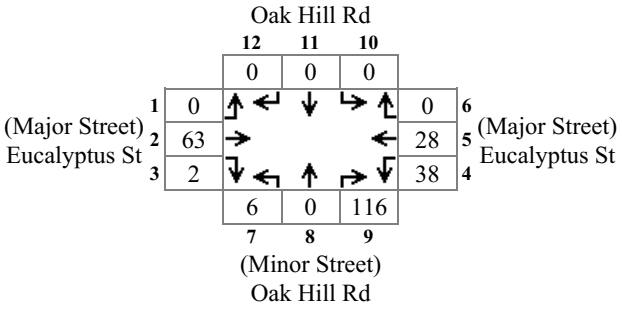


Major Total: 39
Minor High Volume: 0

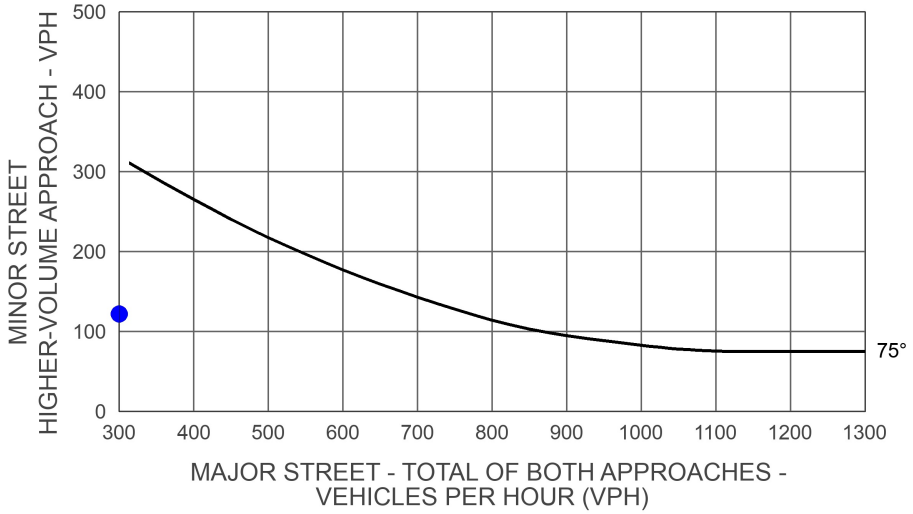


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future+Project
Intersection #: 2



Major Total: 131
Minor High Volume: 122



Intersection 3
SR 395 & Eucalyptus St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	10	55	1	23	10	1248	125	23	810	6
Future Volume (veh/h)	5	0	10	55	1	23	10	1248	125	23	810	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	5	0	11	60	1	25	11	1357	136	25	880	7
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	37	0	136	97	7	187	51	2284	937	67	2318	952
Arrive On Green	0.02	0.00	0.07	0.06	0.12	0.11	0.03	0.65	0.65	0.04	0.66	0.66
Sat Flow, veh/h	1634	0	1549	1634	60	1510	1634	3539	1453	1634	3539	1453
Grp Volume(v), veh/h	5	0	11	60	0	26	11	1357	136	25	880	7
Grp Sat Flow(s),veh/h/ln	1634	0	1549	1634	0	1571	1634	1770	1453	1634	1770	1453
Q Serve(g_s), s	0.3	0.0	0.6	3.4	0.0	1.4	0.6	21.2	3.5	1.4	11.0	0.2
Cycle Q Clear(g_c), s	0.3	0.0	0.6	3.4	0.0	1.4	0.6	21.2	3.5	1.4	11.0	0.2
Prop In Lane	1.00		1.00	1.00		0.96	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	37	0	136	97	0	195	51	2284	937	67	2318	952
V/C Ratio(X)	0.13	0.00	0.08	0.62	0.00	0.13	0.21	0.59	0.15	0.37	0.38	0.01
Avail Cap(c_a), veh/h	97	0	579	97	0	587	102	2284	937	102	2318	952
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.0	0.0	41.0	44.1	0.0	38.2	45.3	9.8	6.7	44.8	7.6	5.7
Incr Delay (d2), s/veh	1.6	0.0	0.3	11.3	0.0	0.3	2.1	1.1	0.3	3.4	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.3	1.9	0.0	0.6	0.3	10.5	1.5	0.7	5.4	0.1
LnGrp Delay(d),s/veh	47.6	0.0	41.3	55.4	0.0	38.5	47.4	10.9	7.0	48.2	8.1	5.8
LnGrp LOS	D		D	E		D	D	B	A	D	A	A
Approach Vol, veh/h		16			86			1504			912	
Approach Delay, s/veh		43.3			50.3			10.8			9.2	
Approach LOS		D			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	66.0	9.7	12.4	7.0	66.9	6.2	15.9
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	30.7	4.0	34.2	4.0	30.7	4.0	34.2
Max Q Clear Time (g_c+I1), s	3.4	23.2	5.4	2.6	2.6	13.0	2.3	3.4
Green Ext Time (p_c), s	0.0	5.7	0.0	0.1	0.0	10.9	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	11.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	11	53	55	19	23	84	1248	125	23	810	89
Future Volume (veh/h)	54	11	53	55	19	23	84	1248	125	23	810	89
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	59	12	58	60	21	25	91	1357	136	25	880	97
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	97	33	159	97	92	109	102	2171	891	67	2095	860
Arrive On Green	0.06	0.12	0.10	0.06	0.12	0.10	0.06	0.61	0.61	0.04	0.59	0.59
Sat Flow, veh/h	1634	275	1330	1634	769	916	1634	3539	1452	1634	3539	1452
Grp Volume(v), veh/h	59	0	70	60	0	46	91	1357	136	25	880	97
Grp Sat Flow(s),veh/h/ln	1634	0	1605	1634	0	1685	1634	1770	1452	1634	1770	1452
Q Serve(g_s), s	3.4	0.0	3.9	3.4	0.0	2.4	5.3	23.1	3.8	1.4	13.0	2.8
Cycle Q Clear(g_c), s	3.4	0.0	3.9	3.4	0.0	2.4	5.3	23.1	3.8	1.4	13.0	2.8
Prop In Lane	1.00		0.83	1.00		0.54	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	97	0	192	97	0	201	102	2171	891	67	2095	860
V/C Ratio(X)	0.61	0.00	0.36	0.62	0.00	0.23	0.89	0.63	0.15	0.37	0.42	0.11
Avail Cap(c_a), veh/h	97	0	600	97	0	630	102	2171	891	102	2095	860
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.1	0.0	39.6	44.1	0.0	38.7	44.7	11.6	7.9	44.8	10.6	8.6
Incr Delay (d2), s/veh	10.5	0.0	1.2	11.3	0.0	0.6	55.9	1.4	0.4	3.4	0.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	1.8	1.9	0.0	1.1	4.0	11.5	1.6	0.7	6.4	1.2
LnGrp Delay(d),s/veh	54.5	0.0	40.7	55.4	0.0	39.3	100.5	13.0	8.3	48.2	11.3	8.8
LnGrp LOS	D		D	E		D	F	B	A	D	B	A
Approach Vol, veh/h		129			106			1584			1002	
Approach Delay, s/veh		47.0			48.4			17.6			11.9	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	62.9	9.7	15.5	10.0	60.8	9.7	15.5
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	30.7	4.0	34.2	4.0	30.7	4.0	34.2
Max Q Clear Time (g_c+I1), s	3.4	25.1	5.4	5.9	7.3	15.0	5.4	4.4
Green Ext Time (p_c), s	0.0	4.5	0.0	0.4	0.0	10.4	0.0	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	18.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	0	15	85	2	35	14	1769	177	32	1127	8
Future Volume (veh/h)	8	0	15	85	2	35	14	1769	177	32	1127	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	9	0	16	92	2	38	15	1923	192	35	1225	9
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	0	149	129	8	157	365	2109	865	79	1490	610
Arrive On Green	0.07	0.00	0.08	0.08	0.11	0.09	0.22	0.60	0.60	0.05	0.42	0.42
Sat Flow, veh/h	1634	0	1553	1634	78	1490	1634	3539	1452	1634	3539	1450
Grp Volume(v), veh/h	9	0	16	92	0	40	15	1923	192	35	1225	9
Grp Sat Flow(s),veh/h/ln	1634	0	1553	1634	0	1569	1634	1770	1452	1634	1770	1450
Q Serve(g_s), s	0.5	0.0	0.9	4.9	0.0	2.1	0.6	42.7	2.6	1.8	27.2	0.3
Cycle Q Clear(g_c), s	0.5	0.0	0.9	4.9	0.0	2.1	0.6	42.7	2.6	1.8	27.2	0.3
Prop In Lane	1.00		1.00	1.00		0.95	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	114	0	149	129	0	166	365	2109	865	79	1490	610
V/C Ratio(X)	0.08	0.00	0.11	0.71	0.00	0.24	0.04	0.91	0.22	0.44	0.82	0.01
Avail Cap(c_a), veh/h	114	0	629	129	0	658	365	2199	902	111	2199	901
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.6	0.0	37.4	39.9	0.0	37.2	27.0	15.9	1.8	41.0	22.7	15.0
Incr Delay (d2), s/veh	0.3	0.0	0.3	16.9	0.0	0.7	0.0	6.1	0.1	3.8	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.4	2.8	0.0	0.9	0.3	22.4	1.9	0.9	13.6	0.1
LnGrp Delay(d),s/veh	38.9	0.0	37.7	56.8	0.0	37.9	27.0	22.0	2.0	44.8	24.4	15.0
LnGrp LOS	D		D	E		D	C	C	A	D	C	B
Approach Vol, veh/h		25			132			2130			1269	
Approach Delay, s/veh		38.1			51.0			20.2			24.9	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	56.8	11.0	12.5	23.8	41.3	10.2	13.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	53.1	5.3	34.2	4.0	53.1	4.0	35.5
Max Q Clear Time (g_c+I1), s	3.8	44.7	6.9	2.9	2.6	29.2	2.5	4.1
Green Ext Time (p_c), s	0.0	6.2	0.0	0.0	0.0	6.1	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	23.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	11	58	85	20	35	88	1769	177	32	1127	91
Future Volume (veh/h)	57	11	58	85	20	35	88	1769	177	32	1127	91
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	62	12	63	92	22	38	96	1923	192	35	1225	99
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	105	32	169	126	85	146	326	2025	831	78	1488	609
Arrive On Green	0.06	0.13	0.11	0.08	0.14	0.12	0.20	0.57	0.57	0.05	0.42	0.42
Sat Flow, veh/h	1634	256	1346	1634	609	1052	1634	3539	1452	1634	3539	1450
Grp Volume(v), veh/h	62	0	75	92	0	60	96	1923	192	35	1225	99
Grp Sat Flow(s),veh/h/ln	1634	0	1603	1634	0	1661	1634	1770	1452	1634	1770	1450
Q Serve(g_s), s	3.3	0.0	3.9	5.0	0.0	3.0	4.5	46.1	3.0	1.9	27.8	2.5
Cycle Q Clear(g_c), s	3.3	0.0	3.9	5.0	0.0	3.0	4.5	46.1	3.0	1.9	27.8	2.5
Prop In Lane	1.00		0.84	1.00		0.63	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	105	0	202	126	0	231	326	2025	831	78	1488	609
V/C Ratio(X)	0.59	0.00	0.37	0.73	0.00	0.26	0.29	0.95	0.23	0.45	0.82	0.16
Avail Cap(c_a), veh/h	105	0	636	126	0	681	326	2037	836	108	2037	834
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	0.0	37.0	40.8	0.0	35.3	30.8	18.1	2.5	41.9	23.3	7.1
Incr Delay (d2), s/veh	8.6	0.0	1.1	18.9	0.0	0.6	0.5	10.5	0.1	4.0	2.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	1.8	2.9	0.0	1.4	2.1	25.1	2.1	0.9	13.9	1.4
LnGrp Delay(d),s/veh	49.8	0.0	38.1	59.8	0.0	35.9	31.3	28.6	2.6	45.9	25.3	7.3
LnGrp LOS	D		D	E		D	C	C	A	D	C	A
Approach Vol, veh/h		137			152			2211			1359	
Approach Delay, s/veh		43.4			50.3			26.5			24.5	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	55.8	11.0	15.4	22.1	42.0	9.8	16.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	50.1	5.3	34.2	4.0	50.1	4.1	35.4
Max Q Clear Time (g_c+I1), s	3.9	48.1	7.0	5.9	6.5	29.8	5.3	5.0
Green Ext Time (p_c), s	0.0	1.7	0.0	0.5	0.0	6.3	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	27.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	0	26	143	3	60	22	2708	271	48	1688	13
Future Volume (veh/h)	13	0	26	143	3	60	22	2708	271	48	1688	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	14	0	28	155	3	65	24	2943	295	52	1835	14
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	89	0	154	123	8	180	142	2099	861	98	2005	823
Arrive On Green	0.05	0.00	0.08	0.08	0.12	0.10	0.09	0.59	0.59	0.06	0.57	0.57
Sat Flow, veh/h	1634	0	1554	1634	69	1502	1634	3539	1452	1634	3539	1452
Grp Volume(v), veh/h	14	0	28	155	0	68	24	2943	295	52	1835	14
Grp Sat Flow(s),veh/h/ln	1634	0	1554	1634	0	1571	1634	1770	1452	1634	1770	1452
Q Serve(g_s), s	0.8	0.0	1.6	7.0	0.0	3.7	1.3	55.1	4.8	2.9	43.4	0.4
Cycle Q Clear(g_c), s	0.8	0.0	1.6	7.0	0.0	3.7	1.3	55.1	4.8	2.9	43.4	0.4
Prop In Lane	1.00		1.00	1.00		0.96	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	89	0	154	123	0	188	142	2099	861	98	2005	823
V/C Ratio(X)	0.16	0.00	0.18	1.26	0.00	0.36	0.17	1.40	0.34	0.53	0.92	0.02
Avail Cap(c_a), veh/h	100	0	600	123	0	629	142	2099	861	106	2099	861
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.9	0.0	39.2	43.0	0.0	38.4	39.3	18.9	2.4	42.4	18.1	8.8
Incr Delay (d2), s/veh	0.8	0.0	0.6	166.4	0.0	1.2	0.6	184.0	0.2	4.3	6.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.7	8.8	0.0	1.7	0.6	80.1	1.9	1.4	22.7	0.2
LnGrp Delay(d),s/veh	42.7	0.0	39.7	209.4	0.0	39.6	39.9	202.9	2.6	46.7	24.8	8.8
LnGrp LOS	D		D	F		D	D	F	A	D	C	A
Approach Vol, veh/h		42			223			3262			1901	
Approach Delay, s/veh		40.7			157.6			183.6			25.2	
Approach LOS		D			F			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	59.1	11.0	13.2	12.1	56.6	9.1	15.1
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	53.1	5.3	34.2	4.0	53.1	4.0	35.5
Max Q Clear Time (g_c+I1), s	4.9	57.1	9.0	3.6	3.3	45.4	2.8	5.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	5.3	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	125.9
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	11	69	143	21	60	96	2708	271	48	1688	96
Future Volume (veh/h)	62	11	69	143	21	60	96	2708	271	48	1688	96
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	67	12	75	155	23	65	104	2943	295	52	1835	104
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	102	29	182	123	62	175	111	1982	813	98	1956	802
Arrive On Green	0.06	0.13	0.11	0.08	0.15	0.13	0.07	0.56	0.56	0.06	0.55	0.55
Sat Flow, veh/h	1634	220	1378	1634	427	1206	1634	3539	1452	1634	3539	1452
Grp Volume(v), veh/h	67	0	87	155	0	88	104	2943	295	52	1835	104
Grp Sat Flow(s),veh/h/ln	1634	0	1598	1634	0	1633	1634	1770	1452	1634	1770	1452
Q Serve(g_s), s	3.7	0.0	4.7	7.0	0.0	4.6	5.9	52.1	5.6	2.9	44.8	1.8
Cycle Q Clear(g_c), s	3.7	0.0	4.7	7.0	0.0	4.6	5.9	52.1	5.6	2.9	44.8	1.8
Prop In Lane	1.00		0.86	1.00		0.74	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	102	0	212	123	0	237	111	1982	813	98	1956	802
V/C Ratio(X)	0.66	0.00	0.41	1.26	0.00	0.37	0.94	1.48	0.36	0.53	0.94	0.13
Avail Cap(c_a), veh/h	102	0	617	123	0	651	111	1982	813	105	1982	813
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	0.0	37.7	43.0	0.0	36.5	43.2	20.5	3.2	42.4	19.3	3.3
Incr Delay (d2), s/veh	14.4	0.0	1.3	167.0	0.0	1.0	66.4	220.9	0.3	4.3	9.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	2.2	8.8	0.0	2.1	4.7	85.9	2.3	1.4	24.2	0.7
LnGrp Delay(d),s/veh	57.0	0.0	39.0	210.0	0.0	37.5	109.5	241.3	3.5	46.8	28.6	3.4
LnGrp LOS	E		D	F		D	F	F	A	D	C	A
Approach Vol, veh/h		154			243			3342			1991	
Approach Delay, s/veh		46.8			147.5			216.2			27.8	
Approach LOS		D			F			F			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	56.1	11.0	16.3	10.3	55.4	9.8	17.5
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	50.1	5.3	34.2	4.0	50.1	4.1	35.4
Max Q Clear Time (g_c+I1), s	4.9	54.1	9.0	6.7	7.9	46.8	5.7	6.6
Green Ext Time (p_c), s	0.0	0.0	0.0	0.6	0.0	2.6	0.0	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	143.3
HCM 2010 LOS	F

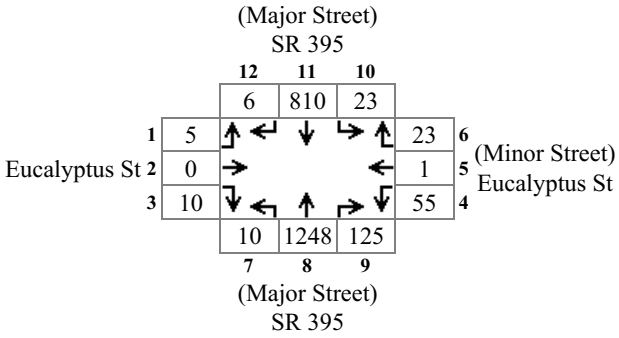
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	11	69	143	21	60	96	2708	271	48	1688	96
Future Volume (veh/h)	62	11	69	143	21	60	96	2708	271	48	1688	96
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	67	12	75	155	23	65	104	2943	295	52	1835	104
Adj No. of Lanes	1	1	0	1	1	0	1	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	29	180	119	61	171	102	2905	830	97	2892	826
Arrive On Green	0.06	0.13	0.11	0.07	0.14	0.12	0.06	0.57	0.57	0.06	0.57	0.57
Sat Flow, veh/h	1634	220	1377	1634	427	1206	1634	5085	1452	1634	5085	1452
Grp Volume(v), veh/h	67	0	87	155	0	88	104	2943	295	52	1835	104
Grp Sat Flow(s),veh/h/ln	1634	0	1598	1634	0	1633	1634	1695	1452	1634	1695	1452
Q Serve(g_s), s	3.9	0.0	4.9	7.0	0.0	4.8	6.0	55.1	10.5	3.0	23.5	3.2
Cycle Q Clear(g_c), s	3.9	0.0	4.9	7.0	0.0	4.8	6.0	55.1	10.5	3.0	23.5	3.2
Prop In Lane	1.00		0.86	1.00		0.74	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	100	0	209	119	0	232	102	2905	830	97	2892	826
V/C Ratio(X)	0.67	0.00	0.42	1.31	0.00	0.38	1.02	1.01	0.36	0.53	0.63	0.13
Avail Cap(c_a), veh/h	100	0	595	119	0	626	102	2905	830	102	2905	830
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	0.0	39.2	44.7	0.0	38.1	45.2	20.7	11.1	44.0	14.0	9.7
Incr Delay (d2), s/veh	16.0	0.0	1.3	186.1	0.0	1.0	95.6	20.0	0.3	4.9	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	2.2	9.3	0.0	2.2	5.4	30.9	4.3	1.5	11.0	1.3
LnGrp Delay(d),s/veh	60.3	0.0	40.6	230.8	0.0	39.1	141.1	40.6	11.4	48.9	14.5	9.7
LnGrp LOS	E		D	F		D	F	F	B	D	B	A
Approach Vol, veh/h		154			243			3342			1991	
Approach Delay, s/veh		49.1			161.4			41.2			15.1	
Approach LOS		D			F			D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	59.1	11.0	16.6	10.0	58.8	9.9	17.7
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	53.1	5.3	34.2	4.0	53.1	4.2	35.3
Max Q Clear Time (g_c+I1), s	5.0	57.1	9.0	6.9	8.0	25.5	5.9	6.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.6	0.0	26.6	0.0	0.6

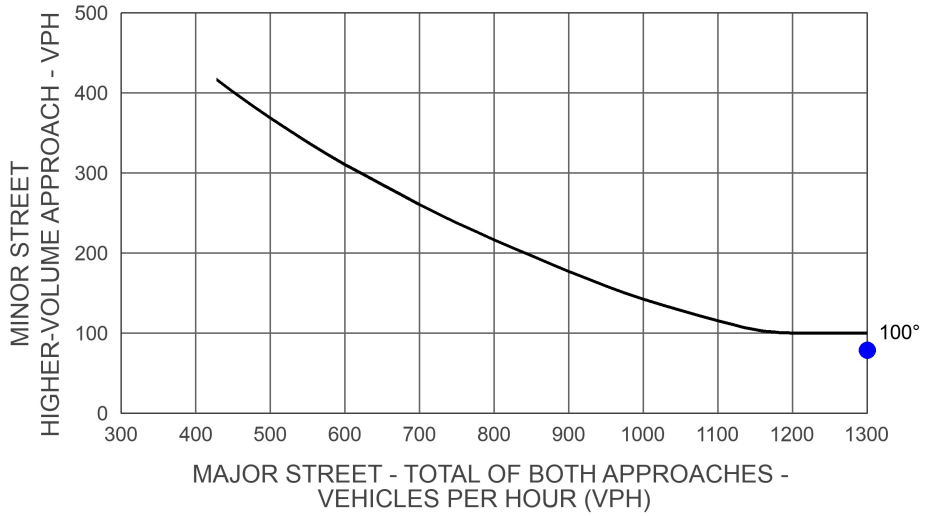
Intersection Summary	
HCM 2010 Ctrl Delay	37.4
HCM 2010 LOS	D

Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Existing
Intersection #: 3

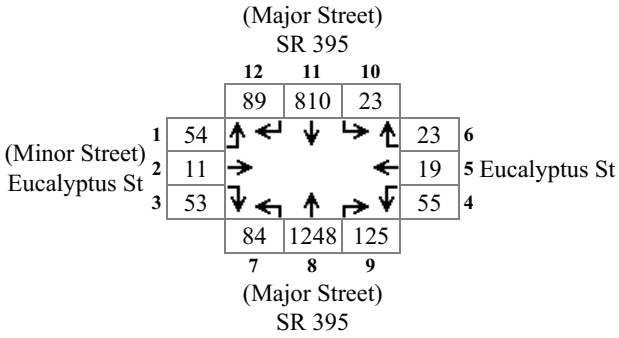


Major Total: 2222
Minor High Volume: 79

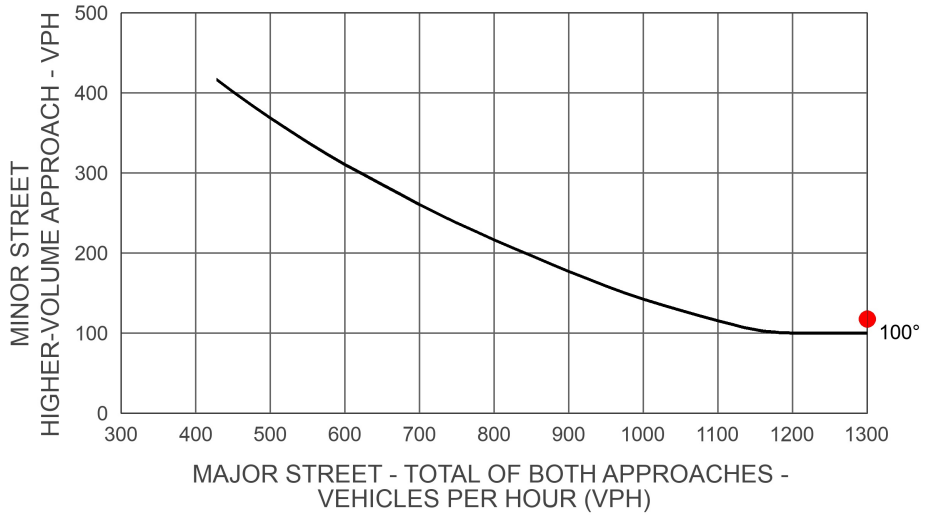


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Existing+Project
Intersection #: 3

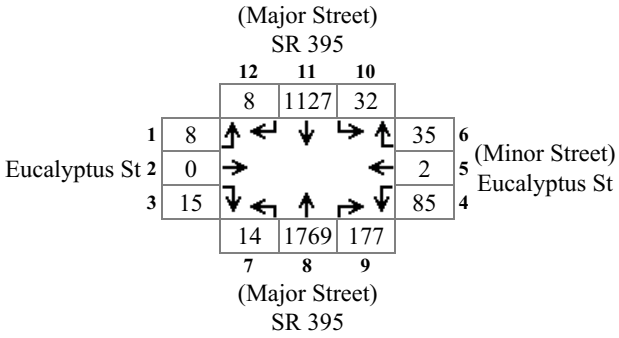


Major Total: 2379
Minor High Volume: 118

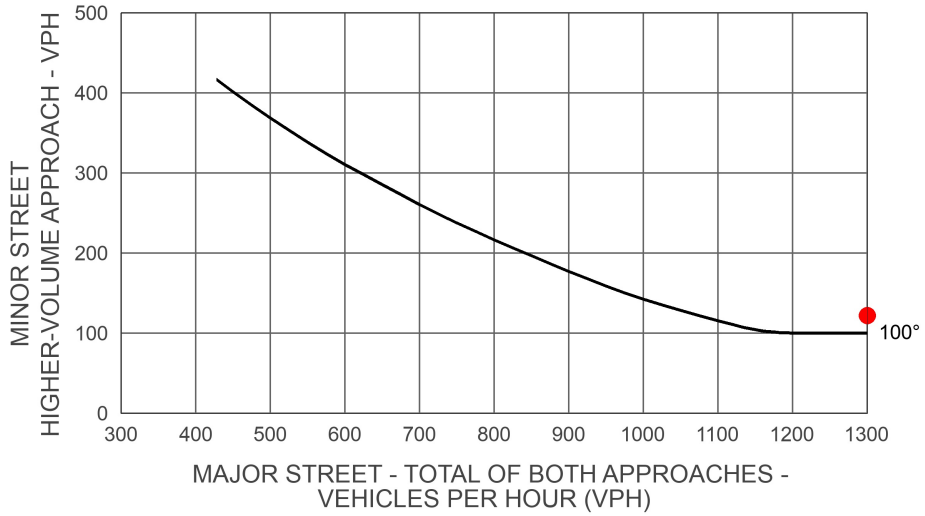


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future
Intersection #: 3

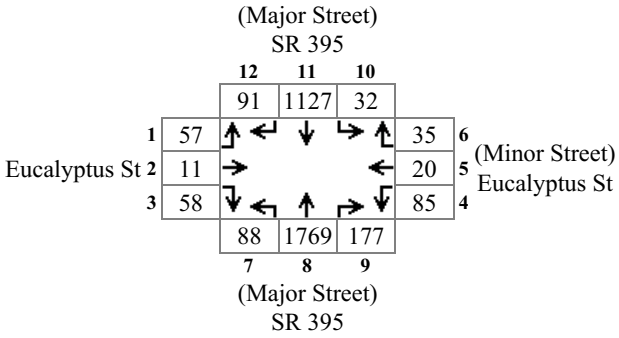


Major Total: 3127
Minor High Volume: 122

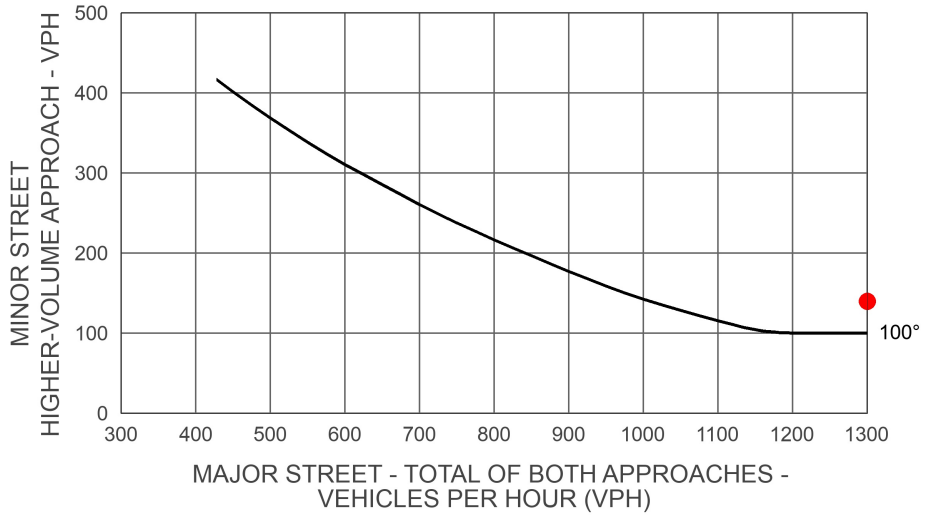


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+Project
Intersection #: 3

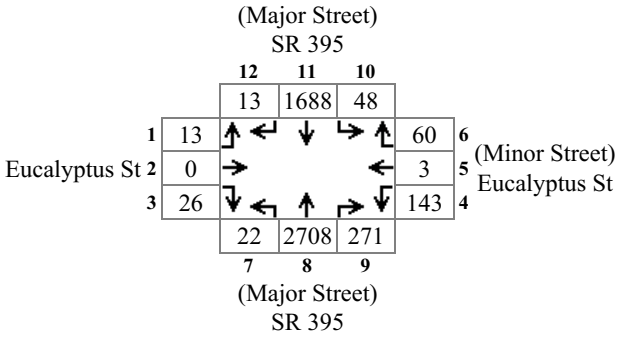


Major Total: 3284
Minor High Volume: 140

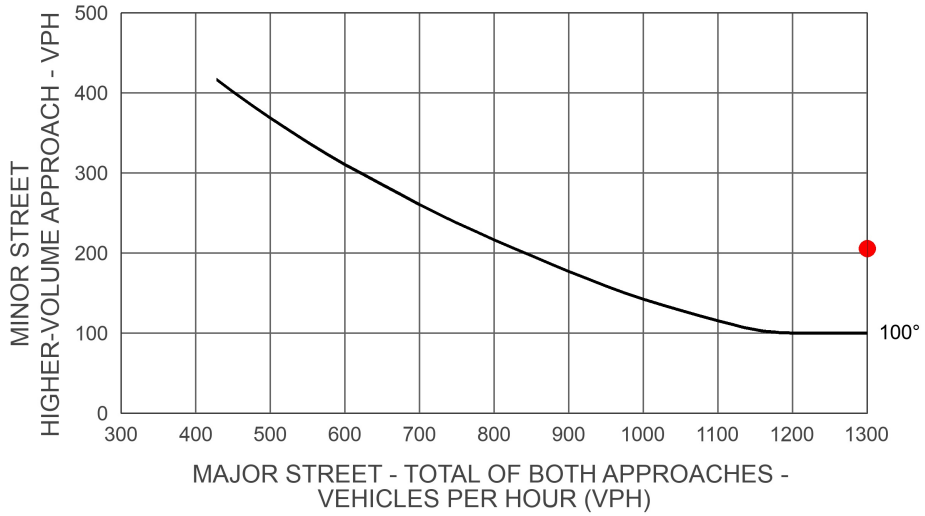


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future
Intersection #: 3

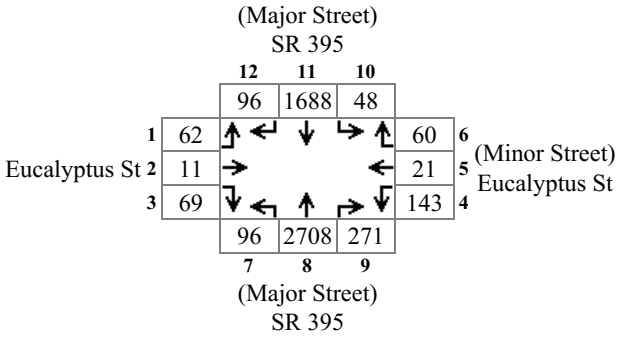


Major Total: 4750
Minor High Volume: 206

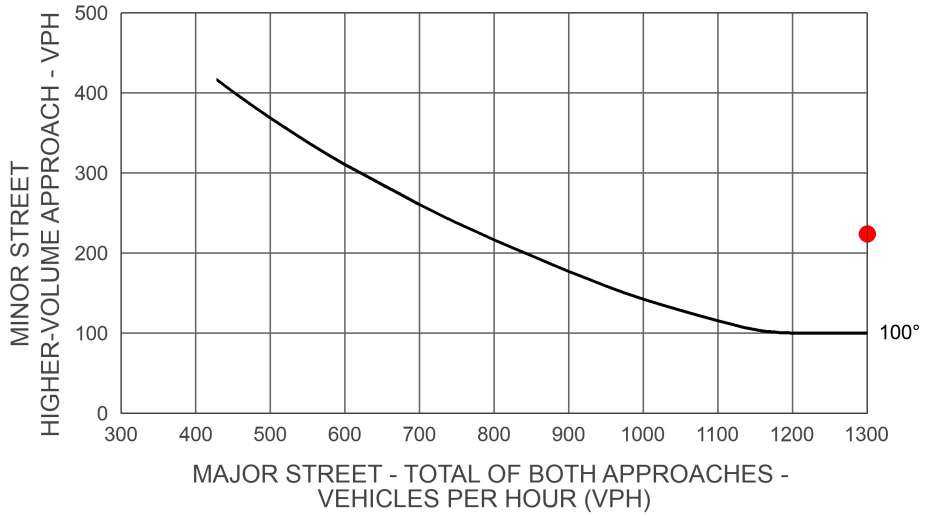


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+Project
Intersection #: 3



Major Total: 4907
Minor High Volume: 224



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	1	5	79	1	12	3	677	30	14	1005	2
Future Volume (veh/h)	7	1	5	79	1	12	3	677	30	14	1005	2
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	8	1	5	86	1	13	3	736	33	15	1092	2
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	64	27	134	154	18	230	65	1632	669	84	1673	686
Arrive On Green	0.04	0.10	0.07	0.09	0.16	0.13	0.04	0.46	0.46	0.05	0.47	0.47
Sat Flow, veh/h	1634	266	1329	1634	113	1469	1634	3539	1450	1634	3539	1451
Grp Volume(v), veh/h	8	0	6	86	0	14	3	736	33	15	1092	2
Grp Sat Flow(s),veh/h/ln	1634	0	1595	1634	0	1582	1634	1770	1450	1634	1770	1451
Q Serve(g_s), s	0.3	0.0	0.2	2.8	0.0	0.4	0.1	7.8	0.7	0.5	12.9	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.2	2.8	0.0	0.4	0.1	7.8	0.7	0.5	12.9	0.0
Prop In Lane	1.00		0.83	1.00		0.93	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	64	0	161	154	0	247	65	1632	669	84	1673	686
V/C Ratio(X)	0.12	0.00	0.04	0.56	0.00	0.06	0.05	0.45	0.05	0.18	0.65	0.00
Avail Cap(c_a), veh/h	170	0	1045	209	0	1074	179	2267	929	179	2267	929
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.4	0.0	22.9	23.7	0.0	20.4	25.3	10.0	8.1	24.9	11.0	7.6
Incr Delay (d2), s/veh	0.9	0.0	0.1	3.1	0.0	0.1	0.3	0.2	0.0	1.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	1.4	0.0	0.2	0.0	3.8	0.3	0.2	6.3	0.0
LnGrp Delay(d),s/veh	26.3	0.0	23.0	26.8	0.0	20.5	25.6	10.2	8.2	25.9	11.5	7.6
LnGrp LOS	C		C	C		C	C	B	A	C	B	A
Approach Vol, veh/h		14			100			772			1109	
Approach Delay, s/veh		24.8			25.9			10.2			11.6	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	29.3	9.2	9.5	6.2	29.9	6.2	12.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	33.1	5.3	34.2	4.0	33.1	4.0	35.5
Max Q Clear Time (g_c+I1), s	2.5	9.8	4.8	2.2	2.1	14.9	2.3	2.4
Green Ext Time (p_c), s	0.0	9.5	0.0	0.0	0.0	8.5	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	11.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	18	70	79	6	12	25	677	30	14	1005	26
Future Volume (veh/h)	81	18	70	79	6	12	25	677	30	14	1005	26
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	88	20	76	86	7	13	27	736	33	15	1092	28
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	52	199	149	89	166	91	1594	653	76	1561	639
Arrive On Green	0.09	0.16	0.13	0.09	0.15	0.13	0.06	0.45	0.45	0.05	0.44	0.44
Sat Flow, veh/h	1634	337	1282	1634	580	1077	1634	3539	1450	1634	3539	1450
Grp Volume(v), veh/h	88	0	96	86	0	20	27	736	33	15	1092	28
Grp Sat Flow(s),veh/h/ln	1634	0	1619	1634	0	1657	1634	1770	1450	1634	1770	1450
Q Serve(g_s), s	3.2	0.0	3.4	3.2	0.0	0.7	1.0	9.0	0.8	0.6	15.6	0.7
Cycle Q Clear(g_c), s	3.2	0.0	3.4	3.2	0.0	0.7	1.0	9.0	0.8	0.6	15.6	0.7
Prop In Lane	1.00		0.79	1.00		0.65	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	151	0	252	149	0	255	91	1594	653	76	1561	639
V/C Ratio(X)	0.58	0.00	0.38	0.58	0.00	0.08	0.30	0.46	0.05	0.20	0.70	0.04
Avail Cap(c_a), veh/h	165	0	933	162	0	953	157	1916	785	157	1916	785
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	0.0	24.3	27.2	0.0	23.1	28.3	11.9	9.7	28.6	14.1	9.9
Incr Delay (d2), s/veh	4.3	0.0	0.9	4.2	0.0	0.1	1.8	0.2	0.0	1.2	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	1.6	1.6	0.0	0.3	0.5	4.4	0.3	0.3	7.8	0.3
LnGrp Delay(d),s/veh	31.5	0.0	25.2	31.5	0.0	23.2	30.1	12.1	9.7	29.9	15.0	10.0
LnGrp LOS	C		C	C		C	C	B	A	C	B	A
Approach Vol, veh/h		184			106			796			1135	
Approach Delay, s/veh		28.2			29.9			12.6			15.1	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	32.1	9.7	13.7	7.5	31.5	9.8	13.6
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	31.8	4.5	34.3	4.0	31.8	4.6	34.2
Max Q Clear Time (g_c+I1), s	2.6	11.0	5.2	5.4	3.0	17.6	5.2	2.7
Green Ext Time (p_c), s	0.0	9.1	0.0	0.4	0.0	7.5	0.0	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	16.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	2	8	122	2	18	4	959	43	19	1399	3
Future Volume (veh/h)	11	2	8	122	2	18	4	959	43	19	1399	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	12	2	9	133	2	20	4	1042	47	21	1521	3
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	169	29	130	200	17	170	53	1382	566	268	1849	758
Arrive On Green	0.10	0.10	0.08	0.12	0.12	0.09	0.03	0.39	0.39	0.16	0.52	0.52
Sat Flow, veh/h	1634	291	1309	1634	144	1438	1634	3539	1449	1634	3539	1451
Grp Volume(v), veh/h	12	0	11	133	0	22	4	1042	47	21	1521	3
Grp Sat Flow(s),veh/h/ln	1634	0	1600	1634	0	1582	1634	1770	1449	1634	1770	1451
Q Serve(g_s), s	0.5	0.0	0.5	5.6	0.0	0.9	0.2	18.2	0.8	0.8	25.8	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.5	5.6	0.0	0.9	0.2	18.2	0.8	0.8	25.8	0.0
Prop In Lane	1.00		0.82	1.00		0.91	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	169	0	159	200	0	187	53	1382	566	268	1849	758
V/C Ratio(X)	0.07	0.00	0.07	0.67	0.00	0.12	0.08	0.75	0.08	0.08	0.82	0.00
Avail Cap(c_a), veh/h	169	0	803	228	0	882	137	2428	994	268	2428	996
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	0.0	29.9	30.0	0.0	28.9	33.6	18.8	3.8	25.3	14.3	1.5
Incr Delay (d2), s/veh	0.2	0.0	0.2	6.0	0.0	0.3	0.6	0.9	0.1	0.1	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	2.8	0.0	0.4	0.1	9.0	0.6	0.4	12.9	0.0
LnGrp Delay(d),s/veh	29.2	0.0	30.0	36.0	0.0	29.2	34.2	19.7	3.8	25.4	16.1	1.5
LnGrp LOS	C		C	D		C	C	B	A	C	B	A
Approach Vol, veh/h		23			155			1093			1545	
Approach Delay, s/veh		29.6			35.0			19.1			16.2	
Approach LOS		C			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.8	32.0	12.8	11.1	6.3	41.4	11.4	12.5
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	47.1	8.3	34.2	4.0	47.1	4.3	38.2
Max Q Clear Time (g_c+I1), s	2.8	20.2	7.6	2.5	2.2	27.8	2.5	2.9
Green Ext Time (p_c), s	0.9	5.2	0.0	0.0	0.0	7.6	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	18.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	19	73	122	7	18	26	959	43	19	1399	27
Future Volume (veh/h)	85	19	73	122	7	18	26	959	43	19	1399	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	92	21	79	133	8	20	28	1042	47	21	1521	29
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	97	46	173	97	63	158	70	2124	872	63	2110	866
Arrive On Green	0.06	0.14	0.12	0.06	0.14	0.12	0.04	0.60	0.60	0.04	0.60	0.60
Sat Flow, veh/h	1634	340	1278	1634	468	1170	1634	3539	1452	1634	3539	1452
Grp Volume(v), veh/h	92	0	100	133	0	28	28	1042	47	21	1521	29
Grp Sat Flow(s),veh/h/ln	1634	0	1618	1634	0	1638	1634	1770	1452	1634	1770	1452
Q Serve(g_s), s	5.4	0.0	5.5	5.7	0.0	1.5	1.6	16.0	1.3	1.2	29.2	0.8
Cycle Q Clear(g_c), s	5.4	0.0	5.5	5.7	0.0	1.5	1.6	16.0	1.3	1.2	29.2	0.8
Prop In Lane	1.00		0.79	1.00		0.71	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	97	0	218	97	0	221	70	2124	872	63	2110	866
V/C Ratio(X)	0.95	0.00	0.46	1.37	0.00	0.13	0.40	0.49	0.05	0.33	0.72	0.03
Avail Cap(c_a), veh/h	97	0	605	97	0	613	102	2124	872	102	2110	866
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	0.0	38.9	45.2	0.0	37.1	44.8	10.9	7.9	44.9	13.7	8.0
Incr Delay (d2), s/veh	74.4	0.0	1.5	219.1	0.0	0.3	3.7	0.8	0.1	3.0	2.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	2.6	8.5	0.0	0.7	0.8	8.1	0.5	0.6	14.8	0.3
LnGrp Delay(d),s/veh	119.4	0.0	40.4	264.3	0.0	37.3	48.4	11.7	8.0	48.0	15.9	8.1
LnGrp LOS	F		D	F		D	D	B	A	D	B	A
Approach Vol, veh/h		192			161			1117			1571	
Approach Delay, s/veh		78.3			224.8			12.5			16.2	
Approach LOS		E			F			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	61.6	9.7	17.0	8.1	61.2	9.7	17.0
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	30.7	4.0	34.2	4.0	30.7	4.0	34.2
Max Q Clear Time (g_c+I1), s	3.2	18.0	7.7	7.5	3.6	31.2	7.4	3.5
Green Ext Time (p_c), s	0.0	9.5	0.0	0.4	0.0	0.0	0.0	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	29.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	3	13	206	3	31	7	1469	65	29	2095	4
Future Volume (veh/h)	18	3	13	206	3	31	7	1469	65	29	2095	4
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	20	3	14	224	3	34	8	1597	71	32	2277	4
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	28	130	189	14	154	51	1822	747	139	2013	826
Arrive On Green	0.11	0.10	0.08	0.12	0.11	0.09	0.03	0.51	0.51	0.09	0.57	0.57
Sat Flow, veh/h	1634	282	1318	1634	128	1449	1634	3539	1451	1634	3539	1452
Grp Volume(v), veh/h	20	0	17	224	0	37	8	1597	71	32	2277	4
Grp Sat Flow(s),veh/h/ln	1634	0	1600	1634	0	1577	1634	1770	1451	1634	1770	1452
Q Serve(g_s), s	1.0	0.0	0.8	10.0	0.0	1.9	0.4	34.4	1.0	1.6	49.1	0.0
Cycle Q Clear(g_c), s	1.0	0.0	0.8	10.0	0.0	1.9	0.4	34.4	1.0	1.6	49.1	0.0
Prop In Lane	1.00		0.82	1.00		0.92	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	177	0	158	189	0	168	51	1822	747	139	2013	826
V/C Ratio(X)	0.11	0.00	0.11	1.18	0.00	0.22	0.16	0.88	0.10	0.23	1.13	0.00
Avail Cap(c_a), veh/h	177	0	665	189	0	729	114	2013	825	139	2013	826
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	0.0	36.1	38.2	0.0	36.0	40.7	18.5	2.4	36.8	18.6	1.5
Incr Delay (d2), s/veh	0.3	0.0	0.3	123.5	0.0	0.7	1.4	4.4	0.1	0.8	65.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.4	11.0	0.0	0.9	0.2	17.7	0.8	0.7	42.2	0.0
LnGrp Delay(d),s/veh	35.0	0.0	36.4	161.7	0.0	36.7	42.1	22.9	2.5	37.7	84.5	1.5
LnGrp LOS	D		D	F		D	D	C	A	D	F	A
Approach Vol, veh/h		37			261			1676			2313	
Approach Delay, s/veh		35.6			144.0			22.1			83.7	
Approach LOS		D			F			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	48.4	14.0	12.5	6.7	53.1	13.4	13.2
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	47.1	8.3	34.2	4.0	47.1	4.3	38.2
Max Q Clear Time (g_c+I1), s	3.6	36.4	12.0	2.8	2.4	51.1	3.0	3.9
Green Ext Time (p_c), s	0.4	6.0	0.0	0.0	0.0	0.0	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	62.9
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	20	78	206	8	31	29	1469	65	29	2095	28
Future Volume (veh/h)	92	20	78	206	8	31	29	1469	65	29	2095	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	100	22	85	224	9	34	32	1597	71	32	2277	30
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	97	46	179	97	47	178	73	2087	856	73	2087	856
Arrive On Green	0.06	0.14	0.12	0.06	0.14	0.12	0.04	0.59	0.59	0.04	0.59	0.59
Sat Flow, veh/h	1634	333	1285	1634	339	1279	1634	3539	1452	1634	3539	1452
Grp Volume(v), veh/h	100	0	107	224	0	43	32	1597	71	32	2277	30
Grp Sat Flow(s),veh/h/ln	1634	0	1617	1634	0	1618	1634	1770	1452	1634	1770	1452
Q Serve(g_s), s	5.7	0.0	5.9	5.7	0.0	2.3	1.8	32.4	2.0	1.8	56.6	0.8
Cycle Q Clear(g_c), s	5.7	0.0	5.9	5.7	0.0	2.3	1.8	32.4	2.0	1.8	56.6	0.8
Prop In Lane	1.00		0.79	1.00		0.79	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	97	0	225	97	0	226	73	2087	856	73	2087	856
V/C Ratio(X)	1.03	0.00	0.47	2.31	0.00	0.19	0.44	0.77	0.08	0.44	1.09	0.04
Avail Cap(c_a), veh/h	97	0	605	97	0	605	102	2087	856	102	2087	856
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.2	0.0	38.7	45.2	0.0	37.1	44.7	14.7	8.5	44.7	19.7	8.2
Incr Delay (d2), s/veh	99.9	0.0	1.5	620.1	0.0	0.4	4.1	2.7	0.2	4.1	49.5	0.1
Initial Q Delay(d3),s/veh	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	2.7	19.3	0.0	1.0	0.9	16.3	0.8	0.9	41.6	0.3
LnGrp Delay(d),s/veh	145.6	0.0	40.3	665.2	0.0	37.5	48.7	17.5	8.7	48.7	69.1	8.3
LnGrp LOS	F		D	F		D	D	B	A	D	F	A
Approach Vol, veh/h		207			267			1700			2339	
Approach Delay, s/veh		91.1			564.1			17.7			68.1	
Approach LOS		F			F			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	60.6	9.7	17.4	8.3	60.6	9.7	17.4
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	30.7	4.0	34.2	4.0	30.7	4.0	34.2
Max Q Clear Time (g_c+I1), s	3.8	34.4	7.7	7.9	3.8	58.6	7.7	4.3
Green Ext Time (p_c), s	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	79.5
HCM 2010 LOS	E

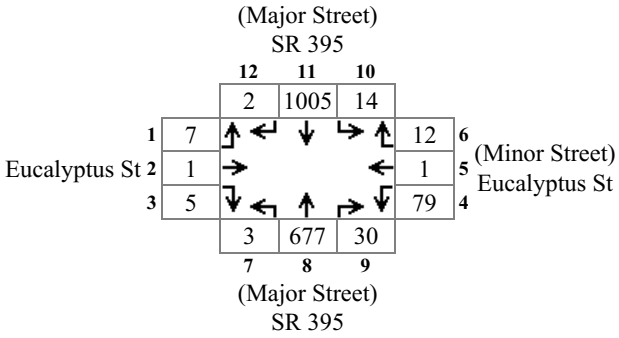
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	20	78	206	8	31	29	1469	65	29	2095	28
Future Volume (veh/h)	92	20	78	206	8	31	29	1469	65	29	2095	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	100	22	85	224	9	34	32	1597	71	32	2277	30
Adj No. of Lanes	1	1	0	1	1	0	1	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	43	165	191	54	202	66	2955	844	66	2955	844
Arrive On Green	0.09	0.13	0.11	0.12	0.16	0.14	0.04	0.58	0.58	0.04	0.58	0.58
Sat Flow, veh/h	1634	332	1284	1634	339	1281	1634	5085	1452	1634	5085	1452
Grp Volume(v), veh/h	100	0	107	224	0	43	32	1597	71	32	2277	30
Grp Sat Flow(s),veh/h/ln	1634	0	1616	1634	0	1621	1634	1695	1452	1634	1695	1452
Q Serve(g_s), s	7.1	0.0	7.5	14.0	0.0	2.8	2.3	23.0	2.6	2.3	40.8	1.1
Cycle Q Clear(g_c), s	7.1	0.0	7.5	14.0	0.0	2.8	2.3	23.0	2.6	2.3	40.8	1.1
Prop In Lane	1.00		0.79	1.00		0.79	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	143	0	208	191	0	256	66	2955	844	66	2955	844
V/C Ratio(X)	0.70	0.00	0.51	1.18	0.00	0.17	0.49	0.54	0.08	0.49	0.77	0.04
Avail Cap(c_a), veh/h	144	0	483	191	0	531	82	2955	844	82	2955	844
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	0.0	49.4	53.0	0.0	44.3	56.4	15.4	11.1	56.4	19.1	10.8
Incr Delay (d2), s/veh	13.7	0.0	2.0	120.3	0.0	0.3	5.5	0.7	0.2	5.5	2.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	3.5	12.7	0.0	1.3	1.1	10.8	1.1	1.1	19.5	0.4
LnGrp Delay(d),s/veh	66.9	0.0	51.4	173.3	0.0	44.6	61.9	16.1	11.3	61.9	21.1	10.8
LnGrp LOS	E		D	F		D	E	B	B	E	C	B
Approach Vol, veh/h		207			267			1700			2339	
Approach Delay, s/veh		58.9			152.6			16.7			21.5	
Approach LOS		E			F			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	73.7	18.0	19.4	8.8	73.7	14.5	22.9
Change Period (Y+Rc), s	6.0	6.0	5.7	5.7	6.0	6.0	5.7	5.7
Max Green Setting (Gmax), s	4.0	46.1	12.3	34.2	4.0	46.1	8.9	37.6
Max Q Clear Time (g_c+I1), s	4.3	25.0	16.0	9.5	4.3	42.8	9.1	4.8
Green Ext Time (p_c), s	0.0	18.8	0.0	0.5	0.0	3.2	0.0	0.5

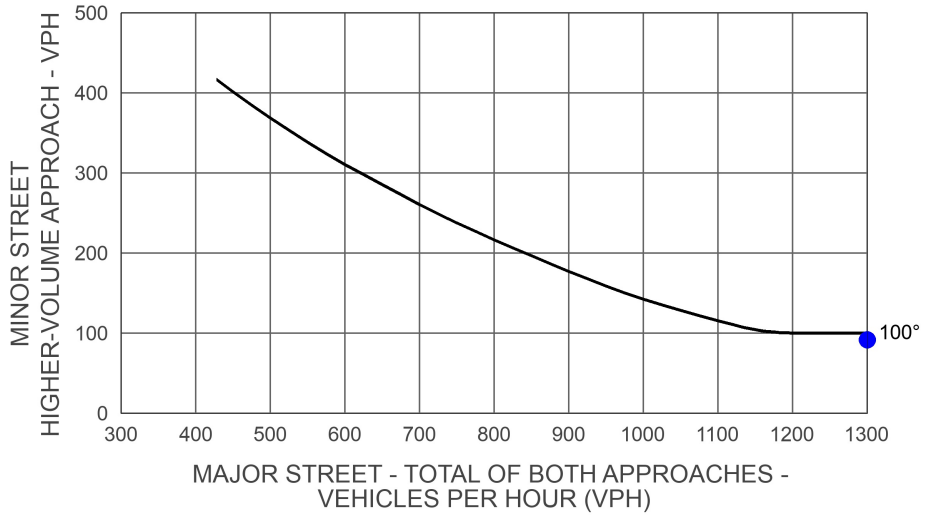
Intersection Summary	
HCM 2010 Ctrl Delay	29.2
HCM 2010 LOS	C

Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Existing
Intersection #: 3

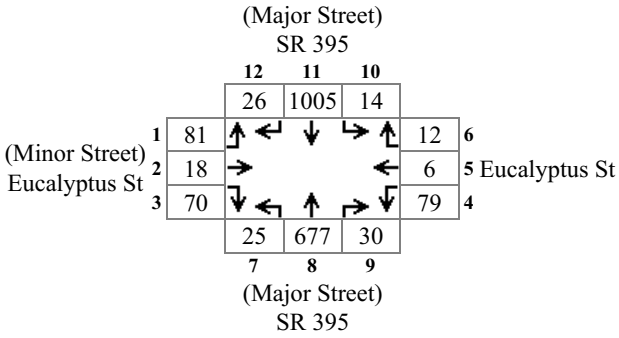


Major Total: 1731
Minor High Volume: 92

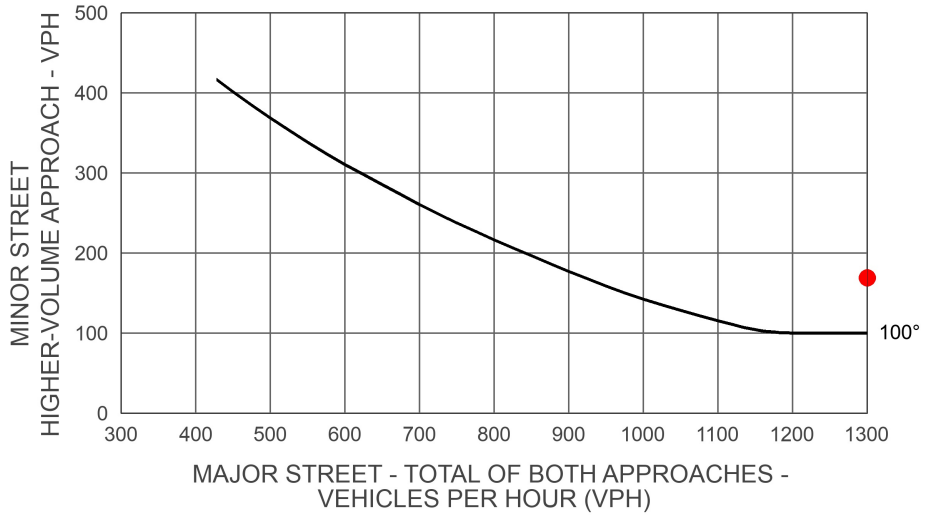


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Existing+Project
Intersection #: 3

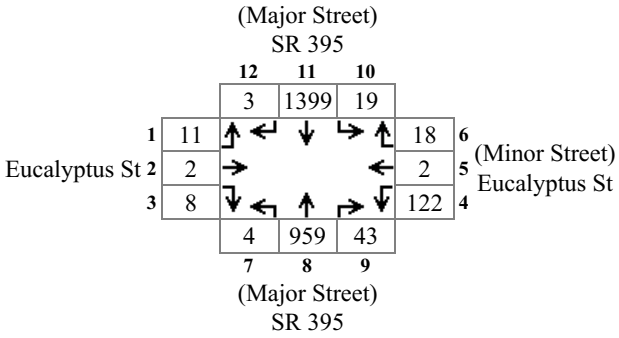


Major Total: 1777
Minor High Volume: 169

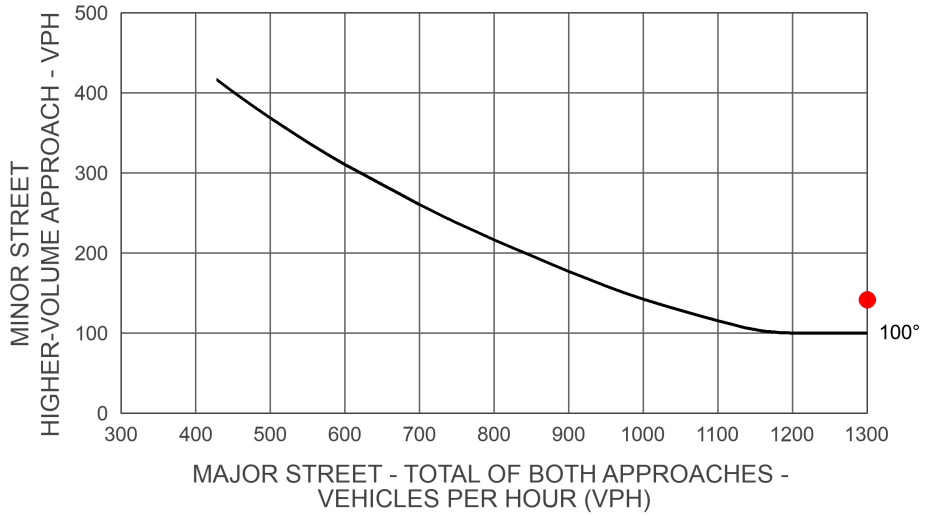


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future
Intersection #: 3

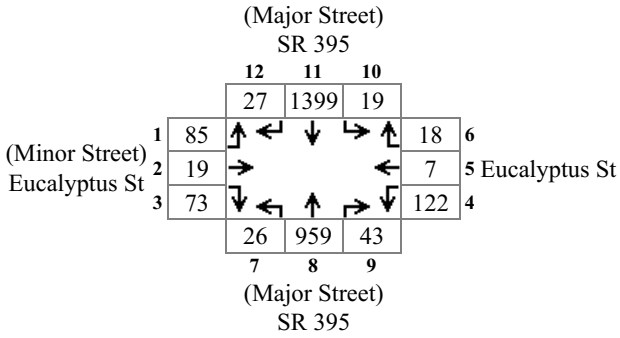


Major Total: 2427
Minor High Volume: 142

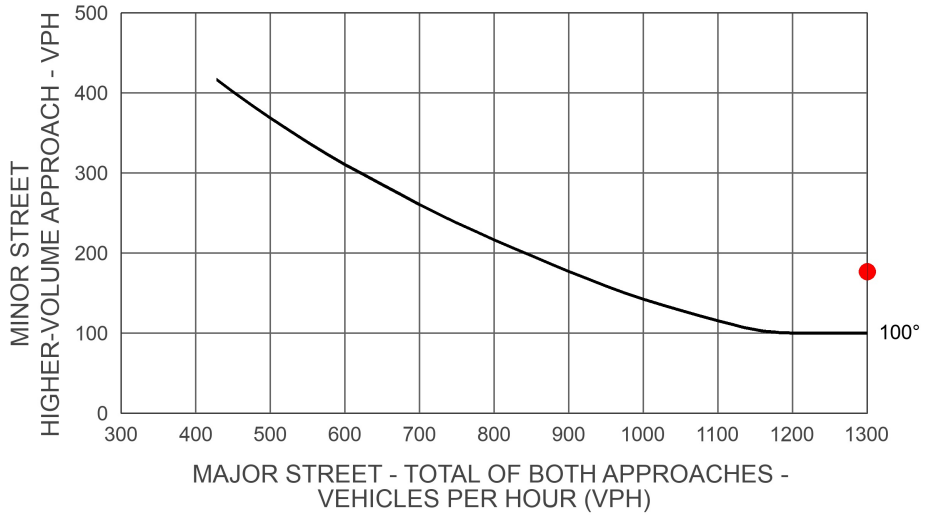


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future+Project
Intersection #: 3

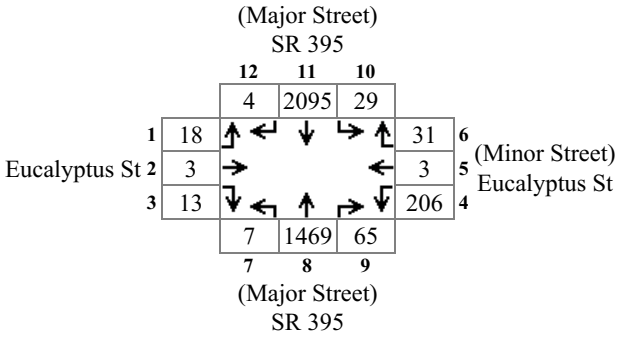


Major Total: 2473
Minor High Volume: 177

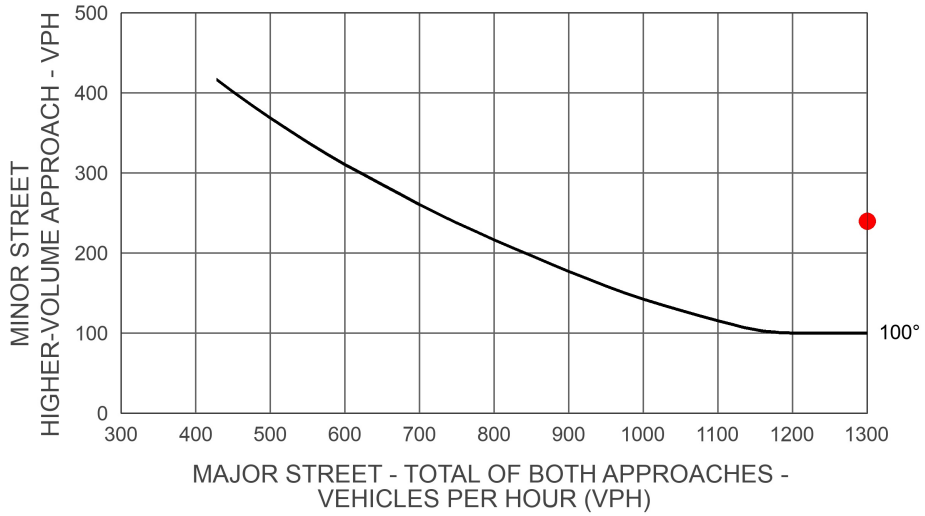


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future
Intersection #: 3

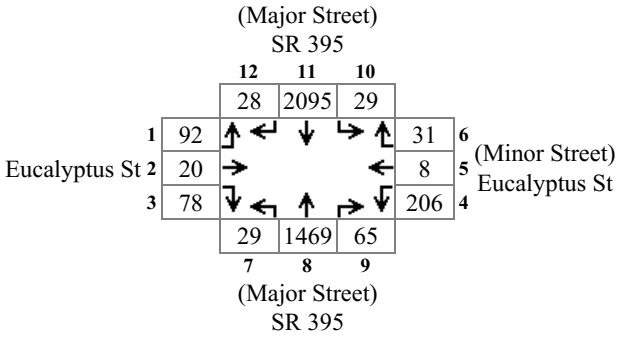


Major Total: 3669
Minor High Volume: 240

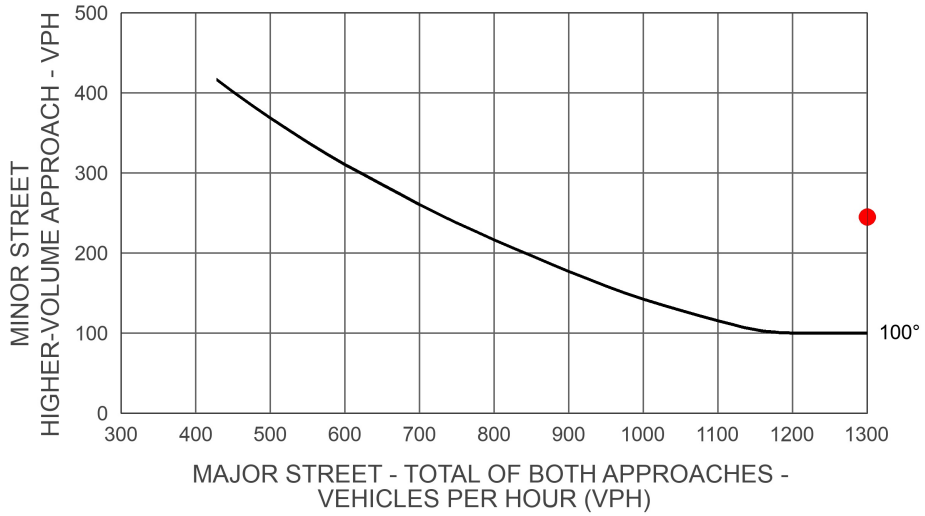


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: AM Future+Project
Intersection #: 3



Major Total: 3715
Minor High Volume: 245



VEHICLE TURNING MOVEMENT COUNTS

Turning Movement Count Report AM

Location ID: 1
North/South: Mesa View Dr
East/West: Eucalyptus St

Date: 11/17/20
City: Victorville, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	1	2	0	0	0	0	0	0	0	3
7:00	0	0	3	1	0	0	0	0	0	0	2	0	6
7:15	0	0	2	1	0	0	0	0	0	0	1	0	4
7:30	0	0	2	0	0	0	0	0	0	0	2	0	4
7:45	0	0	0	0	1	0	0	0	0	0	2	0	3
8:00	0	0	0	0	1	0	0	0	0	0	4	0	5
8:15	0	0	0	1	1	0	0	0	0	0	1	0	3
Total Volume:	0	0	7	4	5	0	0	0	0	0	12	0	28
Approach %	0%	0%	100%	44%	56%	0%	0%	0%	0%	0%	100%	0%	
Peak Hr Begin:	6:45												
PHV	0	0	7	3	2	0	0	0	0	0	5	0	17
PHF	0.583			0.417			0.000			0.625			0.708

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 1
North/South: Mesa View Dr
East/West: Eucalyptus St

Date: 11/17/20
City: Victorville, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	0	0	0	2	4	1	0	0	0	0	1	0	8
16:15	0	0	4	1	4	0	0	0	0	0	3	0	12
16:30	0	0	0	1	4	0	1	0	0	0	1	0	7
16:45	0	0	1	2	1	0	0	0	0	0	1	0	5
17:00	0	0	3	2	1	0	0	0	0	0	2	0	8
17:15	0	0	4	2	5	0	0	0	0	0	3	0	14
17:30	0	0	0	1	6	1	0	0	0	0	5	0	13
17:45	1	0	1	0	3	1	0	0	0	0	4	0	10
Total Volume:	1	0	13	11	28	3	1	0	0	0	20	0	77
Approach %	7%	0%	93%	26%	67%	7%	100%	0%	0%	0%	100%	0%	
Peak Hr Begin:	17:00												
PHV	1	0	8	5	15	2	0	0	0	0	14	0	45
PHF	0.563			0.688			0.000			0.700			0.804

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report AM

Location ID: 2
North/South: SR 395
East/West: Eucalyptus St

Date: 11/17/20
City: Victorville, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
6:30	0	241	1	3	0	18	4	153	0	0	0	0	420
6:45	0	223	5	2	1	15	9	141	2	0	0	1	399
7:00	2	198	3	3	0	19	7	159	1	3	1	2	398
7:15	0	212	3	2	0	17	6	136	0	1	0	3	380
7:30	0	208	4	2	0	16	8	147	0	0	1	2	388
7:45	0	199	1	1	0	14	8	125	1	2	0	1	352
8:00	2	212	1	2	0	12	7	107	0	3	2	2	350
8:15	0	185	0	5	0	17	6	109	2	2	0	1	327

Total Volume:	4	1678	18	20	1	128	55	1077	6	11	4	12	3014
Approach %	0%	99%	1%	13%	1%	86%	5%	95%	1%	41%	15%	44%	

Peak Hr Begin:	6:30												
PHV	2	874	12	10	1	69	26	589	3	4	1	6	1597
PHF	0.917			0.909			0.925			0.458			0.951

Turning Movement Count Report PM

Location ID: 2
North/South: SR 395
East/West: Eucalyptus St

Date: 11/17/20
City: Victorville, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	1	183	2	2	0	13	13	224	4	2	0	0	444
16:15	3	190	3	1	1	10	24	235	4	1	1	1	474
16:30	2	174	7	6	0	12	32	264	1	0	0	0	498
16:45	1	156	4	4	0	13	32	275	2	2	0	2	491
17:00	1	190	5	5	0	8	21	266	1	0	0	4	501
17:15	1	184	4	5	1	15	24	280	5	2	0	3	524
17:30	3	166	6	1	0	4	19	285	4	3	0	1	492
17:45	2	154	7	2	0	4	22	267	3	3	1	2	467
Total Volume:	14	1397	38	26	2	79	187	2096	24	13	2	13	3891
Approach %	1%	96%	3%	24%	2%	74%	8%	91%	1%	46%	7%	46%	
Peak Hr Begin:	16:30												
PHV	5	704	20	20	1	48	109	1085	9	4	0	9	2014
PHF	0.930			0.821			0.973			0.650			0.961

Prepared by City Count, LLC. (www.citycount.com)